

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

785017

ACC

10000/135/129

RE
SE

10000/135/129

REQUESTS FOR INFORMATION ON IAF
SEPT. 1945 - MAR. 1946

Min 6

Director

I think the Air Report can be down graded to "Confidential" without reducing the detailed information. Most of the information comes from Italian sources and I don't think it could be kept secret if we wanted it to be.

I suggest that in the letter concerning the Air Report to MAFAC we should include a paragraph about down grading the reports to "Confidential" and let me sign the letter because I am the U.S. member of MAFAC.

This draft "Information on the Italian Armed Forces for Allied Powers" appears O.K. to me and I agree to contents.

WLF 13/2
DD

S.S.O. 15/2

7.

Action on 14th para 4 (b) pt.

I have nothing to add.

3. Pass file up to DD for action. WLF 13/2

Note of Action

Final draft of a directive on lines of 14A from Chief Commissioned to Service Sub-commissioners approved by A.O.C. and D.D. and returned to M.N.I.A. for transmission to A.C. Headquarters (Executive Commissioners Office).

QED

 m_2

Ref Evaluation 1A and M2.

Please understand this report.
Most of the information can be obtained from
the Air Report and your previous report.
A draft copy for checking by Intelligence will
be required first.
Note suggested by ASAC on 1A.

26192

Ali 2

62

W.D.D.

Subject to my consent by D. D. Smith

Att 2 please dispatch a copy to the French & Soviet
Representatives in the A.C.

I have printed the original copy for my own
'Reference library' - thank you again Sam.

2008

4/10

4

47
 A-22 No obligations and particulars to sending reports to French
 and USSR representatives. Very nice and complete reports.

2/10

6

ACC(H, D)

0620

note remarks by AOC on 1A.

W. A. B. 26/9/50

Air 2
The D.D.

3.

Subject to any comment by D.D. will
Air 2 please despatch a copy to the French & Soviet
Representations in the A.C.

I have printed the original copy for my own
'Reference Library' - thank you very much.

W.A.B. AOC.

4

Air 2 No objection in particular to sending copy to French
and USSR representations. Very much appreciate reports.

W.A.B. D.D.

6.

A.O.C. (The DD)

Please see 14 A proposed draft re Air Report in the attached
file. I agree with Brigadier Hopes proposals, and also propose to
despatch the letter about the Air Report now that it has been
approved by the Executive Committee. Do you consider we ought to
downgrade the Air Report to CONFIDENTIAL and reduce the quantity of
detached information given in it?

12 Feb, 46.

1506 - W.A.B. D.D. where
S.S.O.

The reply to this signal is contained in Enclosure 87 A, file
AFSC/353/Orig.
The above mentioned document was submitted to A.F.H.Q. on the
1st February, 46, without any reference.

1362

0622

Min 1.

Air Officer Commanding.

1. Please see Enclosure 'A'. When Major Leonidov visited the Sub-Commission he asked for details of developments in the I.A.F. during the last two months. He appeared dissatisfied with generalisations, but unable to formulate more detailed requests, so I told him to put in writing what he wanted to know.
2. Is it the case that he should be referred to Major Sasse's June Report plus Air Reports from Commissioner's Office, or should we answer his questionnaire? I have already informed him that Monthly Air Reports are available at Executive Commissioner's Office.

W.N. Bisdée
W.C.
Air I.

24th September, 1945.

2.

S.S.O.

Wro Riv

Ref Min 1. End 1 B requires a list of work which we are not staffed to do thoroughly. 2. Well you please collate ^{existing} information from Org 1 & various sources - I see no reason why we should pass this

1. A.D. for further details - give what information we can from existing records & if there is anything outstanding mention that that is not readily available (don't volunteer to obtain it).

3. The Monthly Air Report is available ^{for perusal} at the P.C.'s office to the Russian & the French but we are not permitted to send them a copy. There is no harm in giving the Russian & the French a copy of

24th September, 1945.

W.N. Bisdée

W.O.
Air I.

S.S.O.

Wno Air I

2.

Ref Min 1. And 1 B requires a bit of work which we are not staffed to do thoroughly. 2. Well you please collect ^{existing} information from Org 1 & various sources - I am no reason why we should pass it

1-A.N. for further returns - give what information we can from existing records & if there is anything outstanding mention that that is not readily available (don't volunteer to obtain it).

3. The Security Air Report is available ^{for perusal} at the P.C. office to the Russians & the French but we are not permitted to send them a copy. There is no harm in giving the Russians & the French a copy of the last 'Saves' Report.

4. There is no necessity for us to 'work' the Russians' Report to Moscow for them - Rather give them the bits & pieces but do NOT give the impression that we are

hiding anything from them as that is not my policy. Pass back to the 'Saves' pl. 1500
25/9

Seen & approved W.N. Bisdée

TOP SECRET.Ref: 631/NO.30. March 1946.

SUBJECT: Italian Armed Forces - Requests
for information.

TO : Allied Force Headquarters.
Attn: G-5 Section.

1. The question of what to show and what not to show to the French and USSR Representatives on the Commission causes great concern to the Directors of the Service Sub-Commissions. AFHQ and GCS directives are explicit that the Representatives should be given information on all aspects of the work of the Commission. The Chief of Staff, however, in his letter of 8th November 1945 (copy attached), addressed to Land Forces Sub-Commission (MIA), was more restrictive.

2. In an effort to meet the views of all authorities and the desires of the French and USSR Representatives, and to protect the interests of the Italian Armed Forces, the attached draft directive has been prepared.

3. I should be glad to have your concurrence.

For the Chief Commissioner:

M. S. LUSH

Brigadier,
Executive Commissioner.

MSL/JS.

Copy to: Land Forces S/C (MIA) } Reference Land Forces
Navy Sub-Commission } S/C letter INT/222/1
Air Force Sub-Commission } dated 13 Feb 46.



0625

13A

From : Air Forces Sub-Commission, A.C. ROME.
To : Italian Air Ministry.
Date : 4th February, 1946.
Ref. : AFSC/51/AIR.

REQUEST FOR INFORMATION W/O UCCI

See 12 A

It is requested that the following information may be forwarded in connection with the above-mentioned airman.

2. (A) Name, (B) Number, (C) Unit, (D) Squadron.
3. It is thought that W/O UCCI was a Baltimore Pilot.

W 44 13/2

A. G. Salter

A. G. SALTER, S/LDR.,
FOR AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

1563

0626

LGP

PER ELO

39/31

LAMP V LYNN 001/20/31 UTIME

12A

-14

FROM RAF STATION BRINDISI

TO AIR FORCES SUB COMMISSION ROME

BT-- BT

P726 34 CAR. UCC+ UNCLASSIFIED (C) REQUEST NAME AND NUMBER

UNIT OR SQUADRON OF C/O UCC+ BALTIMORE PILOT (C)

BT 311045A

UCC+ AS COPY

SENT JBL CARD RA TTX

ED KSI 13257 AS AS

TX



1561

0627

374021/GHQ/10-44

ARMY FORM C 2136 (Large)

MESSAGE FORM

Register No.

Transmittal No.

Priority

Srl. No.

ABOVE THIS LINE FOR SIGNALS USE ONLY.

FROM
(A)

AFSC Italy.

Originator

For Action

Date-Time of Origin

Office Date Stamp

43/11

TO AFSC Rome (R) HQ MEDME.

(W) For Information (INFO)

Message Instructions

GR

Originator's No.

U. 869 30/1 Secret.

Italian Air Force Following up. to date information urgently required.

(A) Present-front-line strength of Italian Air

Force in numbers by type.

(B) Numbers by type of effective aircraft-reserves.

To be treated as urgent- (repeat) urgente

87th AFSC Italy

30 (7/17)

Dist AFSC

10

30184364
3019304
3019504

U. 869	30/1	Secret.
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(4) A recent-front-line strength of Italian Air

Force in numbers by type.

(B) Numbers by type of effective aircraft reserves.

to be treated as urgent- (repeat) urgente

87A. 435-109.

20 July

Dist AFSC

A circular postmark from 'FREDRICKS-ALLEY' is stamped over the letter. The text 'C. 514' is handwritten in the upper left, and '51/100' is handwritten in the center. The postmark itself is a circular stamp with 'FREDRICKS-ALLEY' around the perimeter and a central design.

THE PATENT MAY BE MADE
AS WITHIN 40 DAYS

except *WIRELESS* *WIRELESS*

If liable to be interpreted, or is full tho
roughly made this message must be sent in
101110.

*Originals & Impressions;
Degrees of Fidelity.*

of summer diatoms.

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Time

Summary

THIOTON

1. *Introduction*

10A.

From : Air Forces Sub-Commission, A.C. ROME.

To : Italian Air Ministry.

Date : 28th January, 1946.

Ref. : AFSC/51/air

AIR FORCE MILITARY INSTALLATIONS - SICILY AND SARDINIA

The following information concerning the above mentioned installations is required by this Headquarters.

2. (a) What these installations were,
(b) What demilitarisation has been carried out.
3. It is requested that full particulars be furnished as soon as possible.

*all AFSC/55/AIR
encl. 6A*

H. G. Salter
A. G. SALTER, S/LDR.,
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

8A

From : Air Forces Sub Commission, Rome
To : Air H.Q. Italy, Caserta
(Attention Air Staff)
Date : 22nd December 1945
Ref : AFSC/51/Air.

ITALIAN RESCUE ORGANIZATION FOR
CRASHED AIRCRAFT

Reference is made to your letter dated 4 December 1945 on the above subject, written to the Deputy Director of the Public Safety Sub Commission.

2. The maps requested in reference letter are enclosed.
3. The Public Safety Sub Commission is issuing orders to the Carabinieri in accordance with your letter.

ES
E.J. SAGE
Major, Air Corps,
Air Vice-Marshal,
Air Officer Commanding.

Copy to : A.L.S., Caserta.
Aft Safety Section, A.H.Q., Caserta.

1558

0631

DIC. 1945

From : Air Headquarters, ITALY.

To : Deputy Director, Public Safety Sub-Commission,
Allied Commission, ROME.

Date : 4 December, 1945.

ITALIAN RESCUE ORGANISATION FOR CRASHED AIRCRAFT

Reference is made to your AFSC/51/ATR, dated 23rd November, 1945.

1. The suggestions put forward in this letter regarding the reporting of crashed aircraft throughout ITALY are agreed in principle. The last sentence of paragraph 1, stating that Allied service units are not normally warned, should be altered, as it is essential that Allied units, whether Army or Air Force, are warned in the case of accidents because they, undoubtedly, are in better communication with this Headquarters than the Italians, and also they will probably be able to render more effective aid in the case of casualties.
2. Attached are instructions to personnel dealing with aircraft crashes, which, it is considered, should be promulgated to all concerned, including local carabinieri.
3. In the event of an Aircraft Safety Centre having reason to believe a crash has occurred within its area, the A.S.C. Controller will call the Carabinieri at the Headquarters of the Province in which the crash is thought to have occurred. It is requested that in such cases a search be made immediately.
4. A map, showing the areas covered by carabinieri Command Posts etc., would be appreciated in order to facilitate telephonic communications in the event of an emergency.

Copy sent to Public Safety Sub-Comm.



A. Rawling
Squadron Leader,
for Senior Air Staff Officer,
AIR HEADQUARTERS, ITALY.

1357

cf 21/12

ACTION TO BE TAKEN BY LOCAL CARABINIERI,
FORESTALI AND GUARDIA DI FINANZA.

1. Immediately an aircraft crash is reported to, or observed by, a carabinieri, he is to send for the nearest doctor (Medico) and will himself proceed to the site of the crash without delay, taking with him any assistance to enable him to render immediate aid.
2. He is to inform the nearest Allied airfield or Allied Army Unit, giving all relevant details (position, casualties etc.)
3. He is to arrange to place a guard on the aircraft.
4. He is to report by telephone or quickest means to the nearest Carabinieri Command Station, giving exact location of the crash and any other information of interest and the name of the Carabinieri Station nearest the crash.
5. If a Carabinieri observes, or is told about, a crash in an area not controlled by him, he is to immediately contact the Carabinieri responsible for the area in which the crash occurred.

ACTION TO BE TAKEN BY CARABINIERI COMMAND
STATION

6. As soon as a crash is reported, telephone calls are to be made to the nearest Allied airfield or Allied Army Unit, and to the Controller, A.E.C. ITALY (phone number - Freedom 556) giving the following information.

- (1) Location of crash.
- (2) Action taken by Carabinieri.
- (3) Brief details.

This information is to be repeated to Group Headquarters Carabinieri, who will notify the nearest Aircraft Safety Centre.

J. Hawking
Squadron Leader,
for Senior Air Staff Officer,
AIR HEADQUARTERS, ITALY.

6A

From : Air Forces Sub-Commission, A.C. ROME.

To : Air Headquarters, Italy. *Aircraft Safety Section*

Date : 23rd November, 1945.

Ref. : AFSC/51/Air.

ITALIAN RESCUE ORGANISATIONS FOR CRASHED
AIRCRAFT

1. Reference telephone conversation between S/Ldr. RAWLING, Aircraft Safety Section, A.H.Q. and W/Cdr. DISDEE on the 17th November, we have been informed by the Carabinieri Supreme H.Q. in Rome that the procedure to rescue force-landed aircraft is as follows: -

As soon as an aircraft crash is notified, the local Carabinieri Garrison in the locality detail a party to investigate the damage, administer first aid if necessary and guard the aircraft from any eventual pilfering. The nearest airfield or Air Force Unit, whether Allied or Italian, is immediately informed by telephone, or, if this is not available, by signal. These signals have top priority on any other form of signal. In the normal course of events Allied Service Units in the area, other than Air Force Units are not notified of the crash by the Carabinieri if it is thought immediate help can be provided pending the arrival on the spot of an appropriate Air Force rescue party.

2. Capt. FINELLI of the Carabinieri Supreme HQ in Rome, also informed us that any delay in the rescue can only be caused by the fact that local Post Offices do not run a 24 hours service and that therefore if an aircraft crash occurs at night, and a telephone link is not available, the signal to the appropriate authorities would not be sent before the following morning.

3. Should the above procedure require certain alterations or further information is required, you should contact Col. BYE, Deputy Director, Public Safety Sub-Commission, Allied Commission, Rome, which is the liaison office with the Carabinieri Supreme Headquarters.

155

- 2 -

4. With reference to your AHQI/400/2/AIR, dated 15th November, enquires have been made by this office to ascertain whether a Mountain Rescue Organisation similar to that in Austria developed by the Germans ever existed in Italy. We have been informed that this never existed, but that local Carabinieri Garrisons in mountain villages carry out the same procedure for rescuing crews of crashed and abandoned aircraft as described in para. 1 of this letter.

W. N. Bndee W/COR

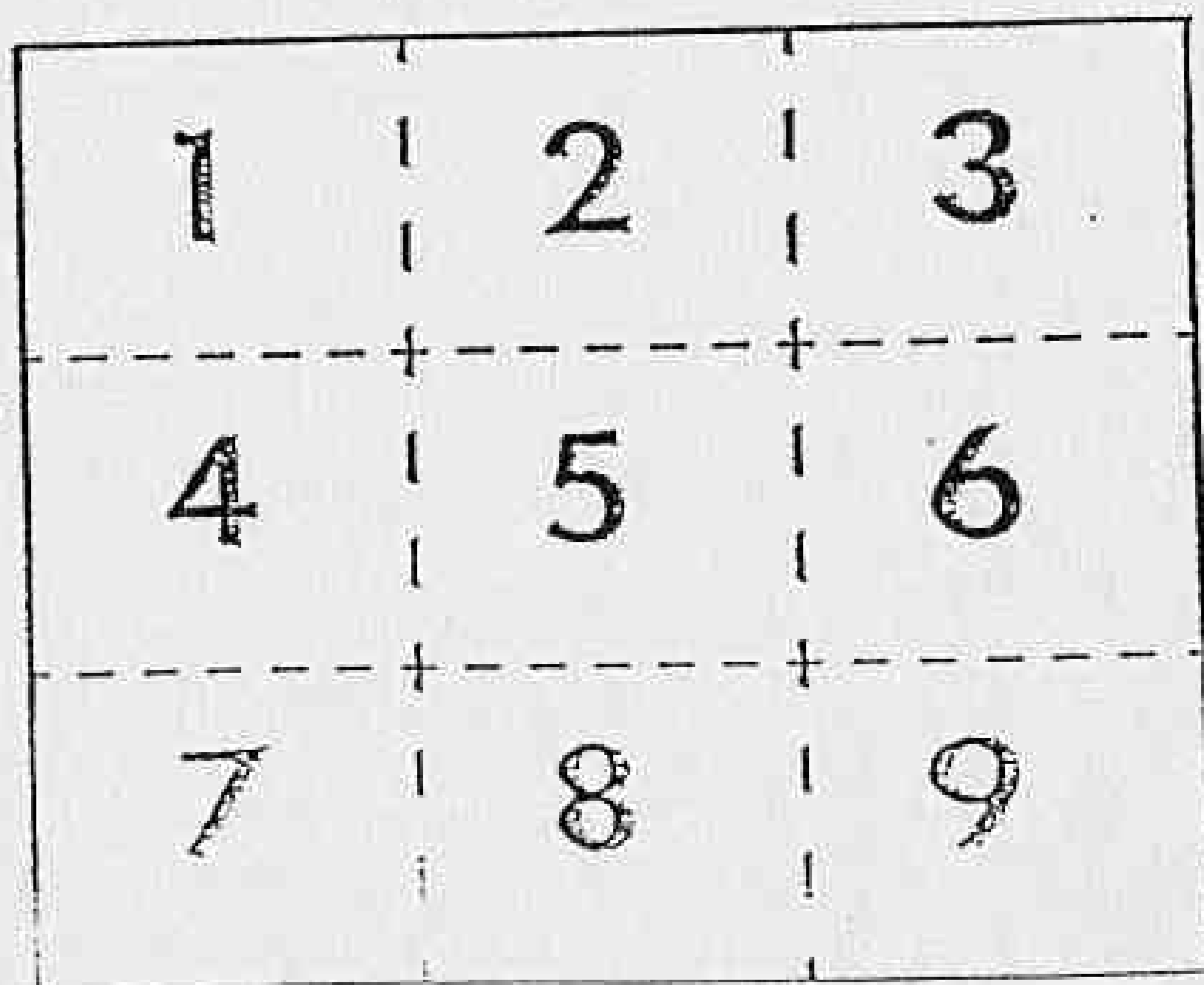
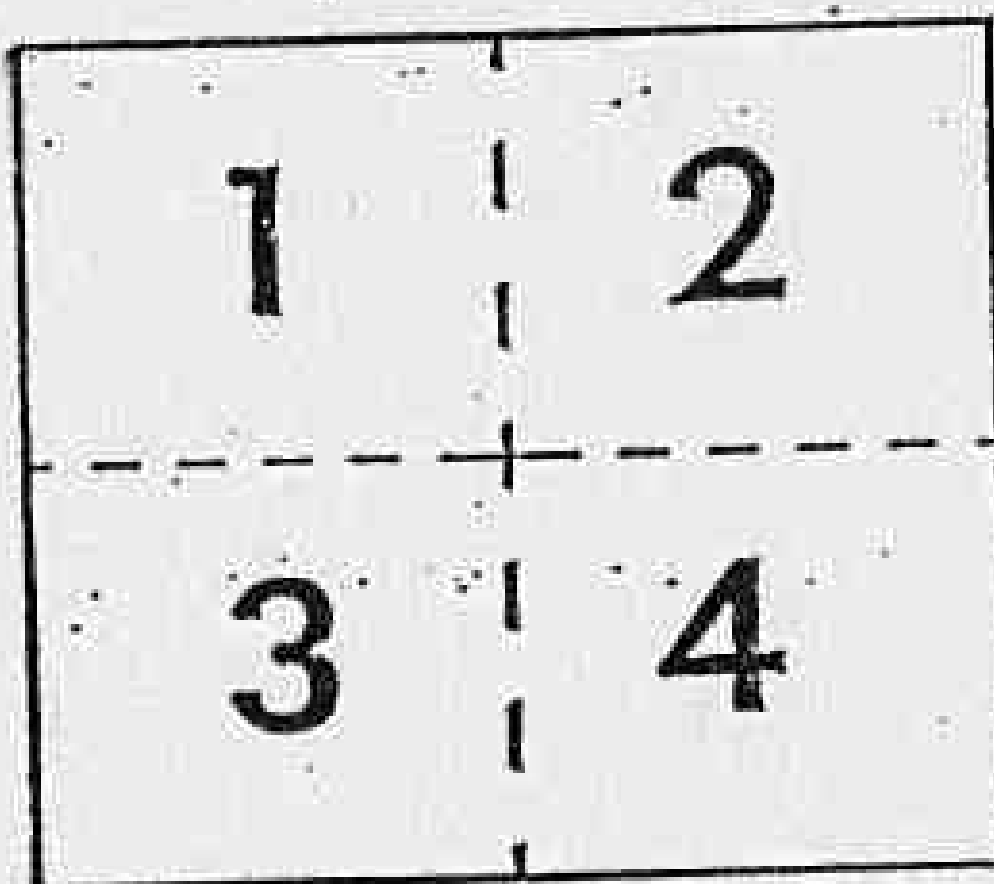
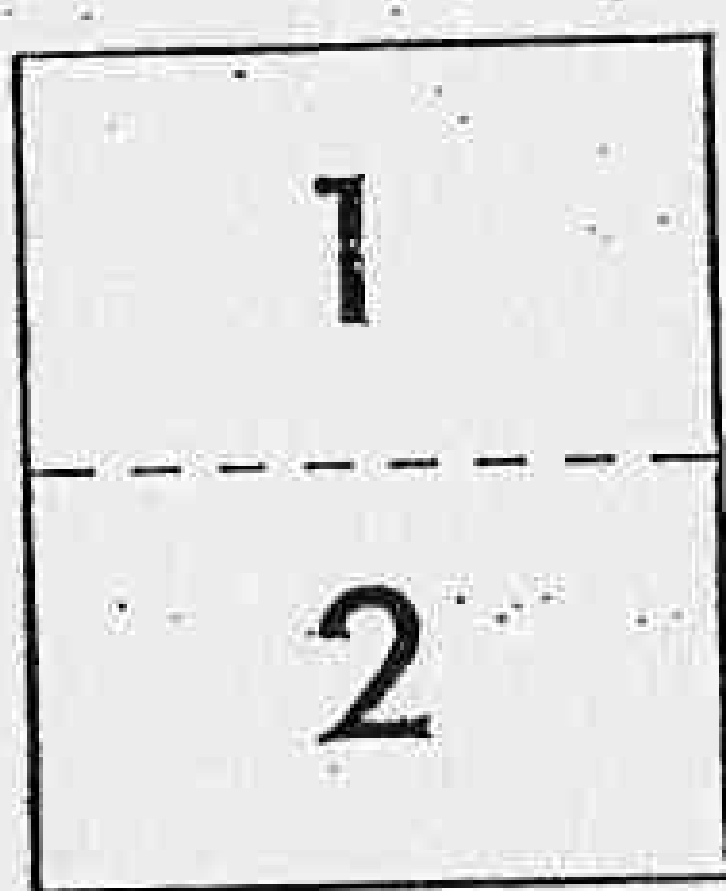
W. N. BISDEE, W/CDR.,
FOR AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

Copy to: AIS - CASERTA.
" " Aircraft Safety Section, A.H.Q., CASERTA.

1354

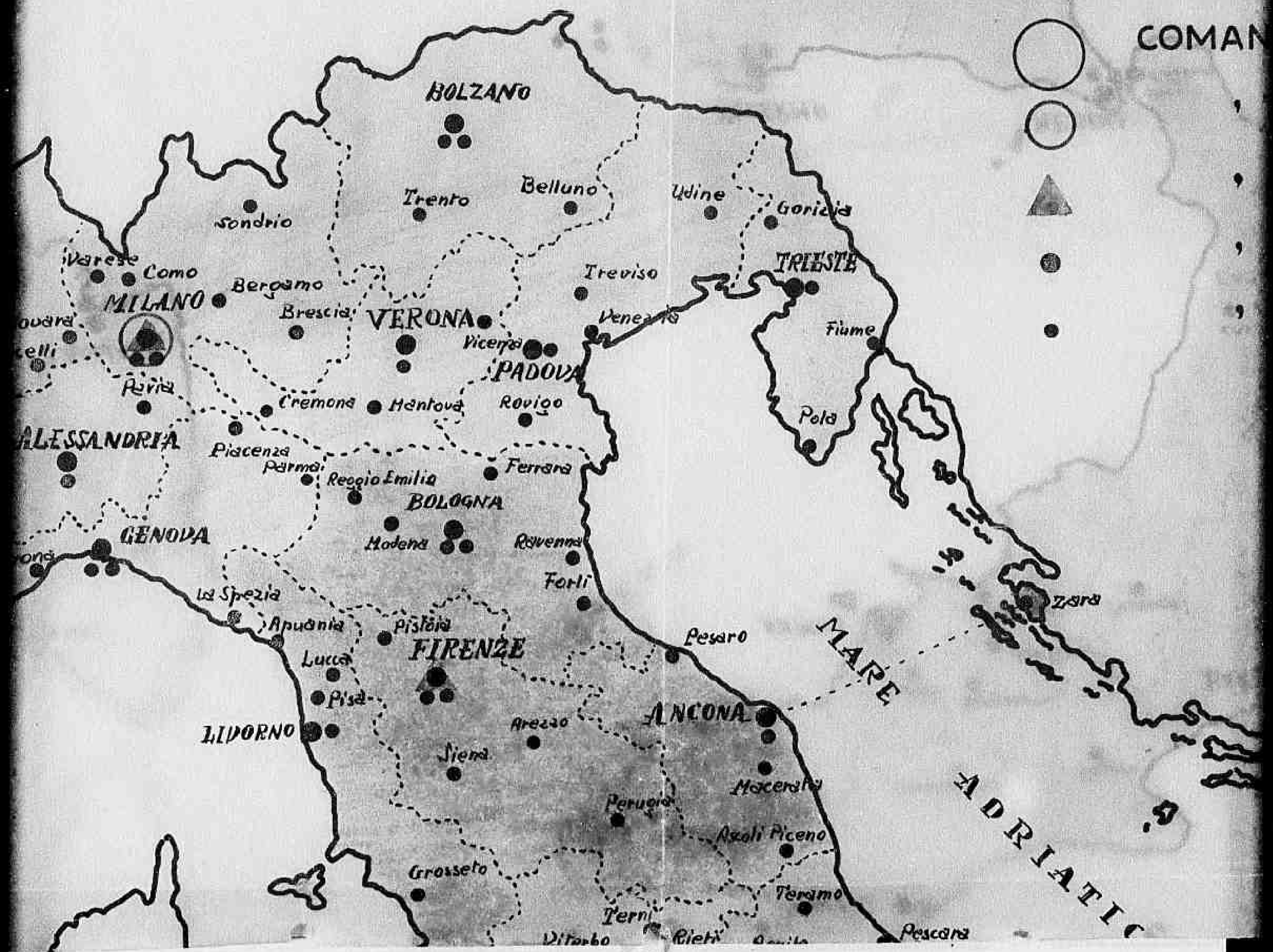
MAPS AND CHARTS TOO LARGE TO FILM
ON ONE EXPOSURE ARE FILMED CLOCKWISE
BEGINNING IN THE UPPER LEFT CORNER,
LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.

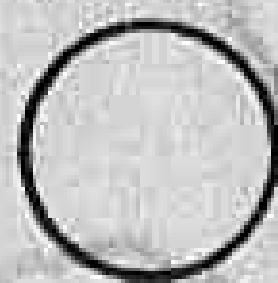




COMAN



LEGENDA



COMANDO GENERALE



DIVISIONE



BRIGATA



LEGIONE



GRUPPO



0639

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

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0640

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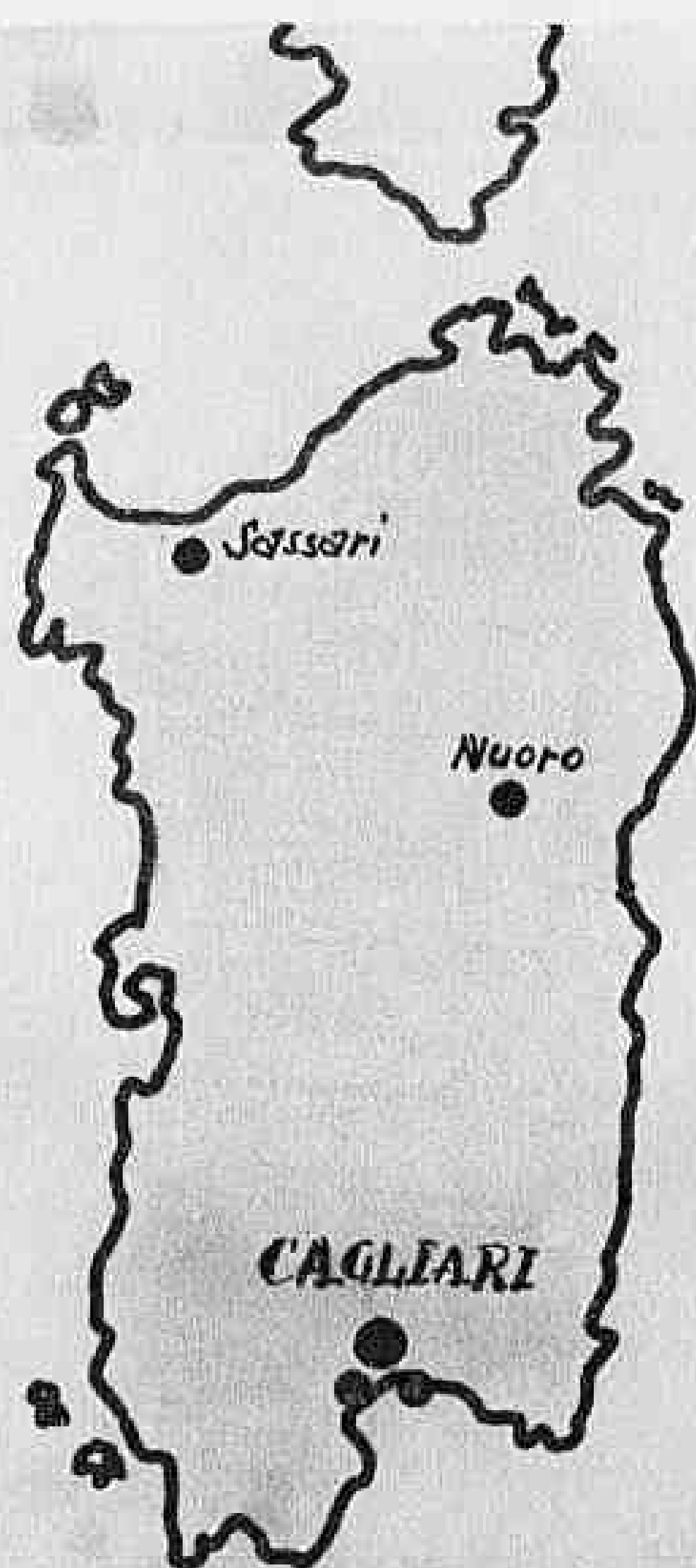




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Declassified E.O. 12356 Section 3.3/NND No.

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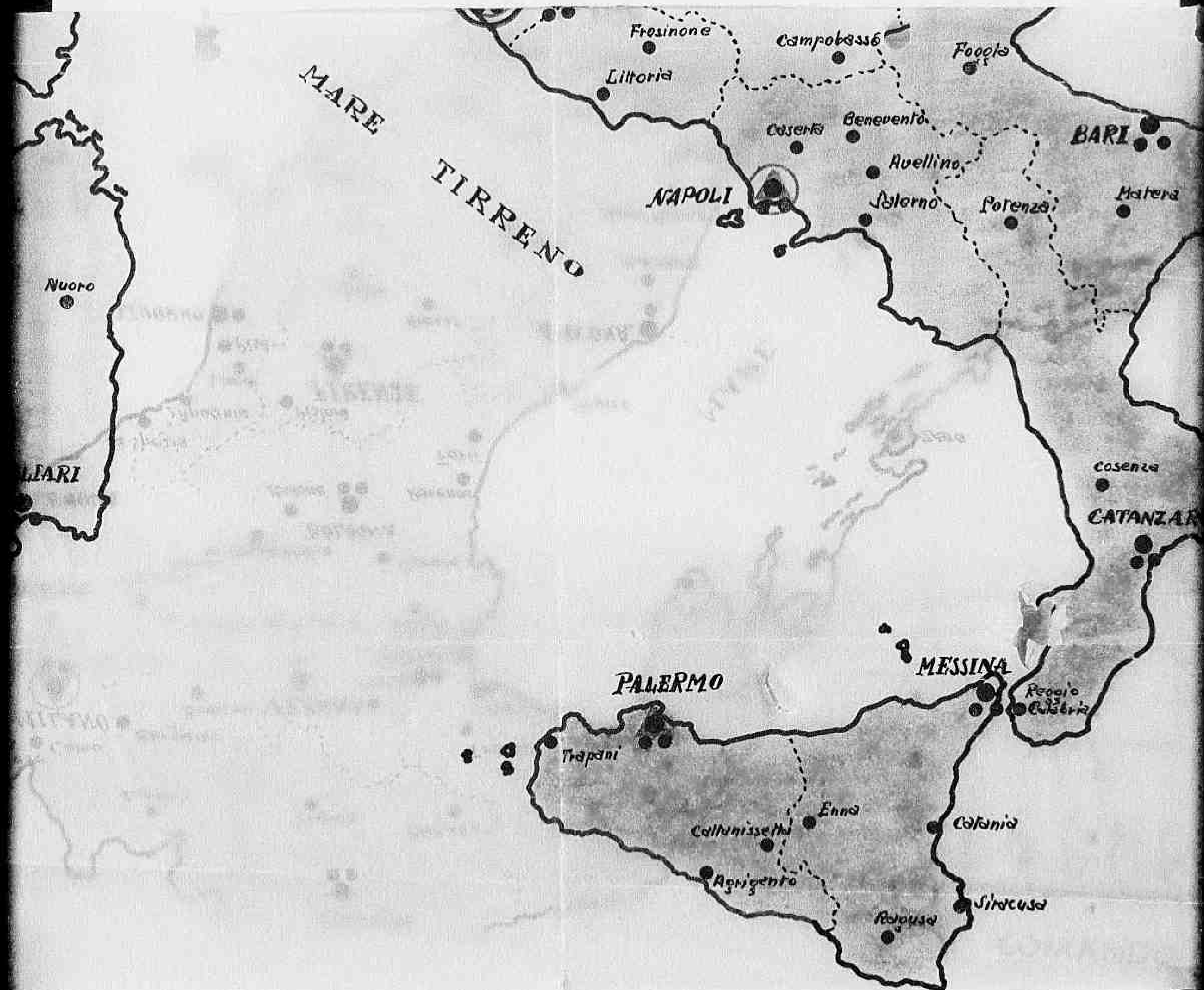
Trapani

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

785017

F



0644

Declassified E.O. 12356 Section 3.1/MDR No.

785017



From : Air Forces Sub-Commission, A.G. ROME.
To : Air Headquarters, Italy.
Date : 23rd November, 1945.
Ref. : AFSC/51/Air.

ITALIAN RESCUE ORGANISATIONS FOR CRASHED
AIRCRAFT

1. Reference telephone conversation between S/Ldr. RALLING, Aircraft Safety Section, A.H.Q. and W/Cdr. BISHOP on the 17th November, we have been informed by the Carabinieri Supreme H.Q. in Rome that the procedure to rescue force-landed aircraft is as follows: -

As soon as an aircraft crash is notified, the local Carabinieri Garrison in the locality detail a party to investigate the damage, administer first aid if necessary and guard the aircraft from any eventual pilfering. The nearest airfield or Air Force Unit, whether Allied or Italian, is immediately informed by telephone, or, if this is not available, by signal. These signals have top priority on any other form of signal. In the normal course of events Allied Service Units in the area, other than Air Force Units are not notified of the crash by the Carabinieri if it is thought immediate help can be provided pending the arrival on the spot of an appropriate Air Force rescue party.

2. Capt. FINELLI of the Carabinieri Supreme HQ in Rome, also informed us that any delay in the rescue can only be caused by the fact that local Post Offices do not run a 24 hours service and that therefore if an aircraft crash occurs at night, and a telephone link is not available, the signal to the appropriate authorities would not be sent before the following morning.

3. Should the above procedure require certain alterations or further information is required, you should contact Col. BYE, Deputy Director, Public Safety Sub-Commission, Allied Commission, Rome, which is the liaison office with the Carabinieri Supreme Headquarters.

- 2 -

4. With reference to your AHQI/400/2/AIR, dated 15th November, enquires have been made by this office to ascertain whether a Mountain Rescue Organisation similar to that in Austria developed by the Germans ever existed in Italy. We have been informed that this never existed, but that local Carabinieri Garrisons in mountain villages carry out the same procedure for rescuing crews of crashed and abandoned aircraft as described in para. 1 of this letter.

W N Bisdée W/cor

W. N. BISDEE, W/cor.,
FOR AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

Copy to: ALS - CASERTA.
" " Aircraft Safety Section, A.M.Q., CASERTA.

From : Air Headquarters, ITALY.
To : A.C.C. ROME (copy to A.L.S., CASEMIA).
Date : 15th November, 1945.
Ref : AMQI/400/2/A.R.

MOUNTAIN RESCUE ORGANISATIONS

A very efficient mountain rescue organisation was developed by the Germans for rescuing crews of crashed and abandoned aircraft in the mountainous districts of AUSTRIA. This organisation has been re-established by the Allied, and we are confident that aircrews stand an excellent chance of survival should they be forced to 'bale out' or to crash in those parts.

2. Much flying does, however, take place over parts of ITALY which are almost as mountainous as AUSTRIA. Unfortunately, no rescue organisation can at present be called upon in an emergency.

3. It would be appreciated, therefore, if enquiries could be made to ascertain whether an organisation similar to that in AUSTRIA ever existed in ITALY and whether it could now be reinstated.

[Signature]
Air Commodore,
Senior Air Staff Officer,
AIR HEADQUARTERS, ITALY.



1533

FROM : AIR FORCES SUB COMMISSION A.C. ROME

TO : THE REPRESENTATIVE OF THE UNION OF
SOVIET SOCIALIST REPUBLICS
TO THE ALLIED COMMISSION FOR ITALY

DATE : 2TH OCTOBER 1945

REF. : AFSC/51/AIR

ITALIAN AIR FORCE.

Your letter No. 97/45/A of 1st September 1945 refers.

2. A report on the Italian Air Force has been sent to you under separate cover.

3. All of your questions have been answered with the exception of a few on policy for the future, on which we have no information.

gs
M.I. SASS
MAJOR AIR CORPS
AIR VICE MARSHAL
AIR OFFICER COMMANDING.

RESTRICTEDAIR FORCES SUB-COMMISSIONALLIED COMMISSION, RomeREPORT ON ITALIAN AIR FORCE AS AT 1st OCTOBER 1945

Ref.: AFSC/49/11R

copy in AFSC/51/11R

Dated 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 schedules of
Courier Service.I - Strength of Italian Air Force1. 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 Baseplane Bases

3. Only the airfields and baseplane 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 (Seaplanes)

Centocelle

Frosinone

Grosseto

Monterotondo

Nisida (Seaplanes)

Perugia

Rome Littorio

Copy in AFSC/51/MS
Dated 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 schedules of
porter service.

I - Strength of Italian Air Force

1. A table showing the strength and location of 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 Seaplane Bases

3. Only the airfields and seaplane 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 (Seaplanes)
Centocelle
Frosinone
Leverano
Monterotondo
Nisida (Seaplanes)
Perugia
Rome Littorio
San Vito di Taranto
Taranto (Seaplanes)
Turi (Aeritalia)
Venice (Seaplanes)

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

Bari Pulese
Gioianna
Brindisi (Both land & seaplanes)
Cagliari (Seaplanes)
Elmas
Cudonia
Lecce

(2)

Milan Linate
 Palermo (Both land & seaplanes)
 Policeliano
 Treviso

IV - Training Schools

7. C.F.B. School at Grosinone. This school was originally organized to train pilots and aircrew members on Allied aircraft. As the need for this type of training is diminishing, there are not many students in this category at the school at present. There are 23 pilots and 4 W/T operators in this course.

8. In the past the Italian Air Force has had no straight 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 courier service.

9. This school at Grosinone has now been partially converted into navigators' training, there being 18 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. Fighter Refresher School at Lecco. This school was originally part of the C.F.B. school at Grosinone. It trains pilots in the flying of Allied types of fighter aircraft. At present there is no air firing, but it is hoped to have a range for this purpose soon.

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

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

14. At present there are 24 students assigned who have recently completed their course at the Cadet College.

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

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 previous 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.

There are 23 pilots and 4 W/T operators in this course.

8. In the past the Italian Air Force has had no straight 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 courier service.

9. This school at Grosinone has now been partially converted into navigators' training, there being 19 students there for this purpose. These students have just recently been graduated from the Cadet College.

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

11. Lighter Refresher School at Ivrea. This school was originally part of the U.S.A. school at Grosinone. It trains pilots in the flying of Allied types of lighter aircraft. At 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 "C".

13. Flying Training School at Levrano. 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 24 students assigned who have recently completed their course at the Cadet College.

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

16. Cadet College at Mondisì. 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 previous 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 40 cadets graduated from the academy. Twenty-four of these were sent to Levrano for refresher flying training and the balance went to Grosinone 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 of any of these

1347/3.

(3)

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

21. Avio S.p.A. Sesto San Giovanni. This factory consists of the main works at Sesto San Giovanni and about 12 dispersed factories, which are all intact except the repaired base at St. Anna. Number of workers is not known. The firm ceased normal aircraft production in September 1944 with the exception of the following: 1. 12 95 civil version, 2. 4 engine aircraft, and 3. 12 95 military version, 1 in 94, and approximately 30 in 73 are being converted for courier services; this also applies to a number of 51 65. The firm is also carrying major overhauls on transport aircraft.

22. Caproni Aircraft Factory at Milan. Up to September 1943, this firm made Ca. 510 3. 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. Aeronautica Smechi at Varese. These works are almost completely destroyed, except for a few spares for Smechi 532 & 200 there is nothing of interest. Number of workers not known.

24. First Aircraft works at Turin. This firm is making 20 3. 12 aircraft which are in 12 September courier aircraft. It also has sufficient parts for building 51 First 3.55 fighters, number of workers not known and also damage to factory not known.

25. Nardi 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 shoes, etc. The works are undamaged but the machinery has been allowed to rust. Number of workers not known.

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

27. Restetti Company at Arcore Airfield, near Milan. This firm was employed on the overhaul and conversion of 51 79 aircraft, but has now ceased work on aircraft. Damage to plant and number of workers not known.

28. Augusta at Cassina Costa (near Varese). This firm was employed on the conversion of 51 79 aircraft, but holds enough spares for 2 aircraft. Damage to factory and number of workers not known.

29. Alfa Romeo at Milan. This firm was employed on the production of Alfa 125 engines (for use in the 51 75, 79, 82 and 93 civil), and it has in stock sufficient material, both finished and parts finished, for the production of 200/300 motors. There are also approximately 90 Alfa 125 engines available, this is an 18 cylinder two-bank radial engine, giving 1600 HP. Damage to factory and number of workers not known.

20. Cassaro Aircraft Factory at Milan. Up to September 1943, this firm made CR. 200 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.

21. Aeronautica Smechi at Varese. These works are almost completely destroyed, except for a few spares for Smechi CR. 200. There is nothing of interest. Number of workers not known.

22. Plant Aircraft Works at Turin. This firm is making CR. 6. 12 aircraft which are in 12 combat courier aircraft. It also has sufficient parts for building at least 3.56 fighters. Number of workers not known and also damage to factory not known.

23. Fardelli 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 shoes, etc. The works are undamaged but the machinery has been allowed to rust. Number of workers not known.

24. Firrelli at Milan. This firm was employed on the manufacture of various types of aircraft tires. Damage to the factory and number of workers not known.

25. Hastetti Company at Arese (near Milan). This firm was employed on the overhaul and conversion of CR. 79 aircraft, but has now ceased work on aircraft. Damage to plant and number of workers not known.

26. Marzetta at Casale Monferrato (near Varese). This firm was employed on the conversion of CR. 79 aircraft, but holds enough spares for 2 aircraft. Damage to factory and number of workers not known.

27. Alfa Romeo at Milan. This firm was employed on the production of Alfa 128 engines (for use in the CR. 75, 79, 82 and 95 civil), and it has in stock sufficient material, both finished and parts finished, for the production of 200/300 motors. There are also approximately 90 Alfa 135 engines available, this is an 18 cylinder two-bank radial engine, giving 1800 HP. Damage to factory and number of workers not known.

28. Cassa Olligio at Cameri. This firm was breaking down Fiat A. 74 engines, no other activity. Damage to factory and number of workers not known.

29. Alfa Romeo in Naples. This firm repairs engines and makes parts for engines. The plant was heavily damaged and has a very low production. The number of workers is not known.

30. Marzagli at Naples. This plant repairs machinery and manufactures spare parts for aircraft engines and also makes various

(4)

screened connections. The plant was heavily damaged and has very low production. The number of workers is not known.

33. Sennita at Benevento. This firm repairs airplanes and constructs spare parts for same. The plant was seriously damaged and is only capable of repairing 2 or 3 airplanes per month. The number of workers is not known.

34. Navalmeccanica at Naples. This plant was modifying Hurricane bombers to fit Macchis, but is practically inactive now. Amount of damage and number of workers is not known.

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

36. SACA at Brindisi. This plant performs major overhaul of Alfa 125 and 128 engines. The production is approximately three per month. The plant was not damaged seriously. The number of workers is not known.

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

VI - I.A.V. Transport Service.

38. This service is being carried out by No. 2 Squadron, Centocelle.

39. Whenever there is sufficient backlog of freight and passengers, aircraft are supplied by No. 1 Squadron, which has 24 B2 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.V., 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.

Seen
J. BASS
MAJOR, AIR CORPS

34. Reynolds at Naples. This plant was modifying Hurricane coolers to fit Macchis, but is practically inactive now. Amount of damage and number of workers is not known.

35. O.S.A. at Naples. This plant repairs aircrafts. The production is very low. The amount of damage and number of workers is not known.

36. SACA at Brindisi. This plant performs major overhaul of Alfa 120 and 122 engines. The production is approximately three per month. The plant was not damaged seriously. The number of workers is not known.

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

VI - I.A.X. Transport Service.

38. This service is being carried out by No. 2 Squadron, Centocelle.

39. Whenever there is sufficient backlog of freight and passengers, aircraft are supplied by No. 1 Squadron, which has 22 aircraft assigned, to augment the service.

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VII - Intentions of Italian Government.

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Distribution:-

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

Seen
J. GAGE
MAJOR, AIR CORPS
for AIR VICE MARSHAL
AIR OFFICER COMMANDING

0657

APPENDIX "A"

AIR MINISTRY

Military Personnel & School Directorate

COMMAND & LOCATION	COMMANDER	OFFICERS		NCO's & TROOPS	
		FLYING	Ground	FLYING	Ground
Ministry & General Staff (Rome)	CEVOLIOTIO (Minister) Gen. AMORE CAT (C of S) Col. RIMONDI (Dep C of S)	153	374	184	837
Aerial Unit (Bari)	Gen. GASTA Col. FRANCESCHI (C of S)	477	322	3658	3630
1st ZAT Nucleus (Milan)	Col. GIRAUDO	21	12	434	428
2nd ZAT Nucleus (Padova)	Gen. RAFFAELLI	25	21	431	469
3rd ZAT Nucleus (Rome)	Col. LOSCOMI	110	233	711	1372
4th ZAT Command (Bari)	Col. SCARLATA	85	204	1416	3391
Aer. Nucleus of Campania (Naples)	Col. DENTICE	38	64	273	831
Aer. Nucleus of Sicily (Palermo)	Col. SPASIMI	20	56	224	777
Aer. Nucleus of Sardinia (Cagliari)	Col. D'ORSO	15	64	243	1143
At disposal of U.S.A.A.F.	-----	73	103	233	2593
At disposal of P.A.F.	-----	23	33	711	4278
		1082	1526	8314	18972

0 6 5 8

Ministry & General Staff (Rome)	CEVOTOTIC (Minister)	Gen. ALMONTE DAL (C of S)	Col. R. G. B. (Dep C of S)	183	374	184	837
Aerial Unit (Mori)	Gen. GABBA Col. FRANCINI (C of S)	477	282	3638	2830		
1st ZAT Nucleus (Milan)	Col. GERARDI	21	12	434	428		
2nd ZAT Nucleus (Padova)	Gen. RUFFINELLI	23	21	431	438		
3rd ZAT Nucleus (Rome)	Col. MOSCONI	110	226	711	1872		
4th ZAT Command (Bari)	Col. SCALFARONE	85	264	1416	3591		
Aer. Nucleus of Campania (Naples)	Col. DE VITO	53	64	273	831		
Aer. Nucleus of Sicily (Palermo)	Col. SPADINI	20	56	254	777		
Aer. Nucleus of Sardinia (Cagliari)	Col. D'ORIO	15	24	243	1143		
At disposal of U.S.A.A.F.	-----	79	103	238	2592		
At disposal of R.A.F.	-----	29	58	711	4276		
		1002	1326	8614	18978		
		2308			27386		
					30194		
TOTAL							

The above figures are as of 1 September 1945.

Rome, 23 Sept 1945

THE DIRECTOR
(Signed)
A. ARNESTI
General of Aerial
1344
Brigade

APPENDIX "B"

NUMERICAL STATUS OF I.A.F. AIRCRAFT

Type & Make of Aircraft	Service- ability	Unservice- ability	Newly- Constructed	Total
<u>FIGHTER</u>				
P.53 Alrecoobra	27	61		88
Spittfires	2	8		14
Macchi 205	18	16		34
Macchi 202	13	15		28
Macchi 200	3	23		26
Regiane 2003	-	15		15
Regiane 2001	2	10		12
C.80	1	-		1
Cr.42	4	5		9
	<u>76</u>	<u>151</u>		<u>227</u>
<u>BOMBERS</u>				
Baltimores	32	5		37
Cant. 2. 1007	3	8		11
SM 79	20	14		34
SM 84 (torpedoes)	5	1		6
Br 20	1	-		1
Ju 87	1	1		2
Ca 314 (Light Bomb)	2	4		6
" "	1	-		1
Ca 315	1	2		3
Ca 310	-	-		-
Ca 153	1	-		1
	<u>63</u>	<u>35</u>		<u>98</u>
<u>TRA SPOTS</u>				
SM 82	6	13		19
SM 73	1	-		1
G. 12	1	1		2
	<u>8</u>	<u>14</u>		<u>22</u>
<u>REAPLAINERS</u>				
Cant 2 506 (Transport)	6	5		11
Cant 2 506 (Bomber)	4	13		17
Cant 2 506 (Sea rescue)	5	4		9
Cant 2 506 (Communic)	-	1		1
R.S. 14	2	9		11
Cant 2 501	13	11		24
	<u>30</u>	<u>41</u>		<u>71</u>
<u>TRAINERS</u>				
Ca 309	1	1		2
T.N. 305	1	2		3
Ca 164	3	4		7
C. 5	-	2		2
FI 156	-	1		1
	<u>5</u>	<u>10</u>		<u>15</u>

Macchi 205	16	16	34
Macchi 202	13	15	28
Macchi 200	3	23	26
Reggiane 2002	-	15	15
Reggiane 2001	2	10	12
C.50	1	-	1
Cr.42	4	5	9
	<u>76</u>	<u>131</u>	<u>227</u>
<u>BOOMBERS</u>			
Baltimore	52	5	37
Cant. Z. 1007	3	0	3
SM 79	20	14	34
SM 84 (Torpedoes)	3	1	4
Pr 20	1	-	1
Ju 27	1	1	2
Ca 514 (Light Bomb)	2	4	6
Ca 313	1	-	1
Ca 510	-	2	2
Ca 153	1	-	1
	<u>63</u>	<u>33</u>	<u>96</u>
<u>TRANSPORTS</u>			
SM 22	5	13	19
SM 73	1	-	1
G. 12	1	1	2
	<u>7</u>	<u>14</u>	<u>22</u>
<u>SEAPLANES</u>			
Cant Z 505 (Transport)	6	5	9
Cant Z 505 (Bomber)	4	15	17
Cant Z 506 (Sea rescue)	5	4	9
Cant Z 506 (Communic)	-	1	1
R.S. 14	2	9	11
Cant Z 501	13	11	24
	<u>30</u>	<u>41</u>	<u>71</u>
<u>TRAINERS</u>			
Ca 309	3	1	4
T.N. 305	1	2	3
Ca 164	3	4	7
G. 2	-	2	2
Fi 156	-	1	1
	<u>7</u>	<u>10</u>	<u>17</u>
<u>MISCELLANEOUS</u>			
Seiman 302 (Light A/C)	9	8	17
Seiman 200	-	1	1
F.L. 3	1	1	2
	<u>10</u>	<u>10</u>	<u>20</u>
GRAND TOTAL	194	359	453

APPENDIX "C"TRAINING SCHOOLSO.I.U. SCHOOL AT PROCTOR

Planes assigned:-

Baltimore.....6
 Cz 1007.....2
 Sai 202.....1

HIGHTER REPAIRER SCHOOL AT PROCTOR

Planes assigned:-

P-53.....5
 Spitfire 5.....2

FLYING SCHOOL AT PROCTOR

Planes assigned:-

Mc 300.....10
 Cr 42.....4
 C 50.....1
 Ca 104.....7
 Ex 305.....2

Planes assigned:-

Baltimore.....6
CZ 1007.....2
Sai 202.....1

STATION RESEARCH SCHOOL AT 1230H

Planes assigned:-

P-39.....3
Spitfire 5.....2

FLYING SCHOOL AT 1440H

Planes assigned:-

Mc 200.....10
CZ 43.....4
Q 50.....1
Cz 164.....7
FR 305.....2

* * *

APPENDIX "D".

AIRCRAFT ASSIGNED AND SCHEDULES OF THE COURIER SERVICE.

1. Aircraft Assigned:

TYPE	NO.	NO. OF ENGINES	NO. OF PASSENGERS	LOAD IN KG.	MAI. LND.
S-79	24	3	8	1200	4:20
S-84	3	3	8	1300	4:00
S-73	1	3	12	1800	4:30
G-12	2	3	18	2000	5:30
Sa1-202	1	1	1	None	(Comm. left.)

2. Schedules:

ROMA-LECCE

Monday-Wednesday-Friday

Dep. 0930	Rome	Arr. 1315
Arr. 1020	Naples	Dep. 1225
Dep. 1100		
Arr. 1200		
Dep. 1230	Barl	Arr. 1145
		Dep. 1045
		Arr. 1015
		Dep. 0930

Arr. 1315	Lecce	Dep. 0930
-----------	-------	-----------

Monday-Wednesday-Friday

Dep. 0930	Rome
Arr. 1110	Palermo

ROMA-PALERMO (Land) (Direct)

Monday-Wednesday-Friday

Arr. 1700
Dep. 1515

ROMA-CAGLIARI (Land)

Tuesday-Thursday-Saturday

Tuesday-Thursday-Saturday

Dep. 0930	Rome
Arr. 1110	Cagliari

Arr. 1700
Dep. 1520

ROMA-MILANO-TORINO (Daily)

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

ROMA-Bologna-TREVISO (Daily) (Land)

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

ROME (BRACCIANO) CAGLIARI (Seaplane)

Monday-Wednesday-Friday

Dep. Cagliari 0800
Arr. Bracciano 1000

Dep. Bracciano 1130

2. Schedules: ROMA-LECCE

Monday-Wednesday-Friday

Dep. 0930 Rome Arr. 13-5
Arr. 1020 Naples Dep. 1225
Dep. 1100
Arr. 1200
Dep. 1230 Bari Arr. 1145
Dep. 1045
Arr. 1015
Dep. 0930
Arr. 1315 Lecce Dep. 0930

ROMA-VALERIO (Land) (Direct)

Monday-Wednesday-Friday

Dep. 0930 Rome
Arr. 1110 Palermo

Monday-Wednesday-Friday

Arr. 1700
Dep. 1515

ROMA-CAGLIARI (Land)

Tuesday-Thursday-Saturday

Dep. 0930 Rome
Arr. 1110 Cagliari

Tuesday-Thursday-Saturday

Arr. 1700
Dep. 1520

ROMA-MILANO-TORINO (Daily)

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

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

ROMA-BOLOGNA-TREVISO (Daily) (Land)

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

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

ROME (BRACCIANO) CAGLIARI (Sea/Lane)

Monday-Wednesday-Friday

Dep. Cagliari 0800
Arr. Bracciano 1000

Dep. Bracciano 1130
Arr. Cagliari 1330

Autobus Departures:

Rome-Lecce
Rome-Palermo
Rome-Cagliari (Land)
0800 hrs - From Via Reg. Elena 110.

(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)

* SECRET

ПРЕДСТАВИТЕЛЬ
СОВЕТА СОВЕТСКИХ СОЦИАЛИСТИЧЕСКИХ РЕСПУБЛИК
В СОЮЗНОЙ КОМИССИИ В ИТАЛИИ

THE REPRESENTATIVE
OF
THE UNION OF SOVIET SOCIALIST REPUBLICS
TO THE ALLIED COMMISSION FOR ITALY

HQ. AC. - APO 394

N. 97/45/A/
21st September, 1945
TEL. 478 740

SUBJECT: Italian Air Force.
TO : Air Vice Marshal I.E. BRODIE, C.B.E.

Dear Sir,

In accordance with the instructions received from Col.V.SAVKO, the Acting USSR Representative to the Allied Commission, I requested your F.A. to arrange an appointment with you for the 20th of September. Owing to the fact that you were occupied, I met your Deputy and discussed with him questions regarding the present conditions of the Italian Air Force and changes, which have taken place after the termination of hostilities in Italy. Since some of my questions involved in answers date and figures, which could not be provided at that time I was asked to submit in writing a request for the information, which interests me.

I would be very grateful if your Sub-commission would answer the questions attached to this letter as fully as possible and in factual form.

Thanking in anticipation
I remain,

Your sincerely,

N. Lomidov

NIKOLAI LECNIDOV
Major - Eng., Red Army USSR
Assistant to Representative.

ALLIED COMMISSION - HQ
21st Sept 45
RECEIVED
COMBINGLY ROOM

SUBJECT: Italian Air Force.
TO : Air Vice Marshal I.E. PROBLE, C.B.E.

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Thanking in anticipation
I remain,

Your sincerely,

N. Leonidov

NIKOLAI LEONIDOV
Major -Eng., Red Army USSR
Assistant to Representative.



*Sent copy of reply to French and Soviet Union as
Russian (as that end. known of special treatment)*

1340

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SECRET

LIST OF QUESTIONS REGARDING THE ITALIAN AIR FORCE

I. STRENGTH OF I.A.F. IN AUGUST-SEPTEMBER 1945

(of operational and territorial zones)

1: Strength of officers:

- a) Ground crew officers
- b) Flying officers (excluding the ones serving the Allied Air Force.

2. Other ranks:

- a) Strength of ground crew personnel
- b) " of NCO pilots.

3. Personnel of I.A.F. in the service of the American Air Force
(No. of ground crew officers, flying officers, other rank ground personnel & NCO pilots).

4. The same information on the Italian personnel, serving R.A.F.

5. Information as to how many officers and other ranks of I.A.F. were released from serving the Allied Air Force, with indication as to where they were transferred to.-

II. THE NUMBER AND STATE OF THE PLANES OF THE ITALIAN AIR FORCE
(including the planes given over by the Allies)

It would be appreciated if the answer to this question could be given in the following form:

TYPE & MAKE OF PLANE	NUMBER OF SERVICEABLE	NUMBER OF NON- SERVICEABLE	NUMBER OF NEWLY CONSTRUCTED (in 1945)	TOTAL No.
-------------------------	--------------------------	-------------------------------	--	--------------

Fighter planes:

make of plane
(for ex)

Spitfire

Baltimore

& all other Italian
planes

Bomber planes

make

etc..

Transport planes

make

Sea-planes

make

Planes used for

training.

make

Report to be made by the Italian Air Force
in detail.

a) strength of ground crew.

b) " of NCO pilots.

3. Personnel of I.A.F. in the service of the American Air Force (No. of ground crew officers, flying officers, other rank ground personnel & NCO pilots).
4. The same information on the Italian personnel, serving R.A.F.
5. Information as to how many officers and other ranks of I.A.F. were released from serving the Allied Air Force, with indication as to where they were transferred to.

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----------------------	-----------------------	---------------------------	---------------------------------------	-----------

Fighter planes:

make of plane

(for ex)

Spitfire

Baltimore

& all other Italian planes

Bomber planes

make

etc...

Transport planes

make

Sea-planes

make

Planes used for

training.

make

III. AIRPORTS.

A list of the Air ports under the control of the Allied Forces, with indication of the airports, which can be used by I.A.F.)

IV. SCHOOLS

With indication of the location, type of school (flying or technical), number of cadets, number & type of training planes.

1039

2.

Very appropriate to be in
Very appropriate
 V. LIST OF ITALIAN AVIATION PLANTS & FACTORIES.

Very appropriate
 With indication of: - name & location; damage inflicted; reserves of raw materials & fuel; number of workers employed; type & number of planes produced or repaired at the present time; plans for the future.

Very appropriate
 VI. INFORMATION ON THE ACTIVITY OF THE ITALIAN TRANSPORT AIR SERVICE
 With indication of the existing air routes.

Very appropriate
 VII. Information in regard to the intentions of the Italian Government to use or otherwise the personnel of the Italian Air Force not in service at the present time (in reference to the fact that in the first half of 1943 the Fascist Aviation consisted of more than 200,000 officers and men).

----- + -----

N. Leonidov

NIKOLAI LEONIDOV

Major-Eng., Red Army USSR
 Assistant to the USSR Representative to AC.

0670