

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

785017

ACC

10000/135/132

10000/135/132

ENGINEERING, MAINTENANCE
JULY 1944 - JAN. 1945

Ufficio Servizi Tecnici R. A.

Presso Ufficio S. A. R. - Lindisi Lindisi 10 Gennaio 1945

Alla COM. REGIONE AEREA - Sotto-
comandante per l'Aeronautica

Prot. n. 43
Int. R. A. 4/3

Oggetto: Situazione motori.

Si riferisce:

AL MINISTERO DELL'AERONAUTICA

D. G. A. - Sez. 3^a Motori

ROMA

ALLO STATO MAJOR R. A.

1^a Sezione

ROMA

AIR FORCE SUP-COM I. S. M. C.

AIR FORCE SUP-COM I. S. M. C.

NAPOLI

AIR FORCE SUP-COM I. S. M. C.

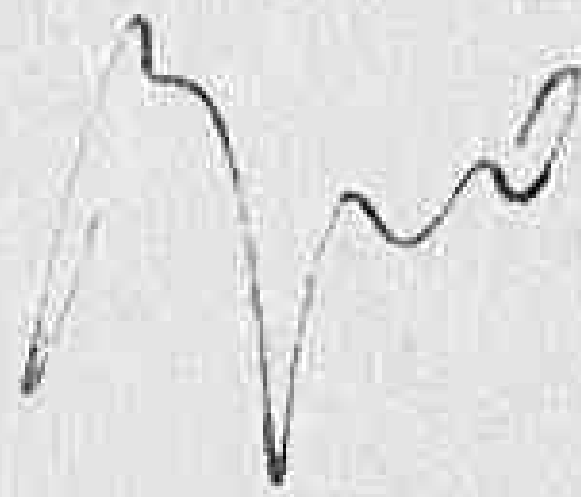
AIR FORCE SUP-COM I. S. M. C.

BARI

In riferimento a quanto disposto dal Ministe-
ro Aeronautica - D. G. A. - Sez. 3^a Motori, con dispa-
ghe n. 3/2371 del 2.12.44, allegata alla presente si
trasmette la situazione motori inerenti al periodo
dal

1.1.1945 al 15.1.1945

IL CAPO UFFICIO S. T.
(Cap. R. A. MOLTO Ing. Enrico)



1635

0 8 3 8

92A

SITUAZIONE MOTORI RINVIATI E SPEDITI DALL' 1.1.1945 AL 10.1.1945

C I P O	N. M.	DATA		CONDIZIONE	
		RINVIAMENTO		DATA	
ALFA 125 RC.34	19105	2.1.45			
	20450	2.1.45			

MOTORI RINVIATI PRECEDENTEMENTE E SPEDITI

ALFA 125 RC.18 41737 4.12.44 O.R.M. GALATINA 6.1.45



IL CAPO UFFICIO S.I.
(Cap. G. L. NIGLIO Ing. Mecc.)

[Handwritten signature]

1634

91

DALLA : AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION ROME
AL : MINISTERO DELL'AERONAUTICA,
DIREZIONE DELLE COSTRUZIONI - Sez. Motori
DATA : 2 GENNAIO 1945
REF. : AFBC/R/834/ENG

SITUAZIONE MOTORI

Si riferiamo al foglio pari argomento - N°2344/1344 Coll -
in data 20 - 12 - dell'Ufficio di Sorveglianza Tecnica presso la
Ditta S.A.C.A.

2. Preghiamo Cotesto On. Ministero di voler dare disposizione
all'ufficio di cui sopra perchè copia della situazione motori
venga regolarmente inviata anche ai nostri uffici di Bari e di
Napoli.

Ing. G. BERTA
COL. G. BERTA,
for AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

copie a : A.F.S.O., Bari
" " : " Napoli ✓
" " : Ufficio di Sorveglianza Tecnica presso Ditta S.A.C.A.
Brindisi.

0690

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

785017

Eng File

90

AIR FORCES SUB COMMISSION ALCOM NAPLES
RESTRICTED
ROUTINE

12 JAN 1110 HRS
53625

A.F. SUB COM. ALCOM BARI.

RESTRICTED PD

PARA ONE PD OUR REFERENCE QUEEN THREE NINE SIX DATED JANUARY ONE
TWO PD FOR SENIOR EQUIPMENT OFFICER PD

PAREN TO AIR FORCES SUB COMMISSION ALLIED COMMISSION BARI FROM AIR
FORCES SUB COMMISSION ALLIED COMMISSION NAPLES PAREN

PARA TWO PD REQUEST YOU FORWARD ONE ALLISON ENGINE FOR AIRCRAFT
NUMBER FOUR FOUR THREE ZERO ZERO FIVE RECEIVED UNSERVICEABLE FROM
CAPODICHINO PD

PARA THREE PD WING COMMANDER POCOCKS LETTER DATED JANUARY EIGHT
REFERS.

See 89

L.G. Watkins

(L.G. Watkins)

Flying Officer R.A.F.

89A

COPY

From : Officer Commanding
R.A.F. Detachment, Gaudo.
To : Air Forces Sub-Commission,
Allied Commission, Naples.
Date : 8th January, 1945.
Ref :-

P 39 AIRCRAFT No. 443005

On 2nd January the above aircraft, engine no 43-168144, was ferried from Capodichino to Gaudo by a School instructor. As always with these aircraft on arrival there is an acceptance check. In this case it was found that the impeller blades of the supercharger were chipped badly due to some foreign matter falling into the shoot at some past date. This aircraft should never have left the A.U. in that condition as a fatal accident may have occurred and it shows negligence on the part of the people concerned at Capodichino. Therefore either a new engine or another aircraft is required.

(N.L. RECOCK)
wing Commander,
for Air Vice-Marshal,
AIR OFFICER COMMANDING

Page 90
1032

0692

COPY.

88

TO AFSC HAWLEY FOR WING COMMANDER POCOCK

REPTD AFSC HAWLEY

FROM FIGHTER LIAISON SECTION

133 DEC. 27

AFSC SIGNAL HAWLEY 2811 DEC 21 REMTNG. SPECIAL LIGHT
NOT REPEAT NOT USED FOR DIVE BOMBING. FOLLOWING
METHOD USED. APPROXIMATELY AT 45 DEGREES FROM
6000 FEET PULLING OUT AT 3000 FEET AND 350 MILES
PER HOUR. RELEASE BOMB THIRTEEN SECONDS AFTER TARGET
DISAPPEARS UNDER NOSE OF AIRCRAFT. WITH DELAY
ACTION BOMB FULL JET CAN BE DELAYED TILL 2000 FEET.

Original to W/c Pocock 28/12/44.

See 87 1631

9693

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

785017

DR AFSC
Naples

269



LEPT V LERK HB 15/182/21 ROUTINE

QVR 2

211442A

FROM AIR FORCES SUB COMMISSION ALLIED COMMISSION BART
TO FIGHTER LIAISON SECTION LEECE (R) AIR FORCES SUB COMMISSION
NAPLES (FOR W/C POCOCK) .

CONFIDENTIAL (.) A 221 21 DEC 1944

GAUDO WISH TO KNOW WHETHER ATDCOBAS USE SPECIAL SIGNS FOR
DIVE BOMBING (.) REQUEST YOU SIGNAL
POCOCK MEANS OF SIGHTING (.) .

BT 211442A

SENT AT HB K

R/2060/Hall

See 88

1630

SECRET.

From:- Headquarters, No 214 Group, R.A.F., C.I.A.F.

To :- No 113 Maintenance Unit, R.A.F., C.I.A.F. (3 copies)
Copy to: Air Forces Sub Commission, Allied Commission, NAPLES.
(Attention of Wing Commander Winter).
214G/3383/5/E5A.

Date:- 5th December, 1944.

Ref :- 214G/3331/7/3.1.1.

TEL: ABBEY 23.

REPAIR.
LOCAL XXXXXXXXXXXX
SUPPLY DROPPING EQUIPMENT.

You are requested to arrange local manufacture in accordance with the following instructions:-

SHEET/REF	DESCRIPTION	QUANTITY
(i)	Supply Containers, Metal, for repair at Alfa Romeo, POMIGLIANO.	450.
(ii)	Supply Containers, Metal, for painting at POORHOUSE, NAPLES.	500.

2. PRIORITY FOR MANUFACTURE.

A - (Urgently required for operations).

3. SPECIFICATIONS/DRAWINGS/PHOTOGRAPHS.

N/A.

4. SAMPLES.

N/A.

5. DISPOSAL ON COMPLETION OF MANUFACTURE.

Disposal instructions will be given on receipt of advice of completion (see para. 7 below).

REPAIR.

LOCAL XXXXXXXXXXXX

SUPPLY DROPPING EQUIPMENT.

You are requested to arrange local manufacture in accordance with the following instructions:-

SECT/REF	DESCRIPTION	QUANTITY
(i)	Supply Containers, Metal, for repair at Alfa Romeo, POMIGLIANO.	450.
(ii)	Supply Containers, Metal, for painting at POORHOUSE, NAPLES.	500.

2. PRIORITY FOR MANUFACTURE.

A - (Urgently required for operations).

3. SPECIFICATIONS/DRAWINGS/PHOTOGRAPHS.

N/A.

4. SAMPLES.

N/A.

5. DISPOSAL OF COMPLETION OF MANUFACTURE.

Disposal instructions will be given on receipt of advice of completion (see para. 7 below).

6. ADDITIONAL REMARKS

Telephone conversation of today's date between Wing Commander MINTER and the undersigned refers.

7. job It is requested that you advise this Headquarters the date ~~XXXXXXXX~~ has been completed.

[Signature]

(S. WILLOUGHBY) S/Ldr.,
for Air Commodore,
Air Officer Commanding,
No 214 Group, RAF, CBE.

Copy to Naples
To: Air Vice-Chief, U.S. Navy-Busc. List.

ALLISON ENGINE

Sir,

On November 2nd, I saw Major Stone of AFSC/TC, with regard to the overhaul kit and top overhaul spares required for the Allison engine. I understood from W/Cdr. Dunlop, that the material was already packed and awaiting instructions from us.

Major Stone stated that this was the first occasion that he had been told that it was our intention to do top overhauls on Allison engines, and so far as he knew neither top overhaul spares nor top overhaul kit was available, but he promised to look into the matter.

On the following day he informed me that nothing was available for us, as all the Allison spares and equipment had been moved to the China, Burma, India res.

He stated that there are 38 engines which have still to be delivered to us and we have a further 32 in Lungivacca. This completes the supply of engines for the Italian Air Force and unserviceable engines should be returned to Depot 3 from the Naples Area and Depot 5 from the Lecce Area. A receipt should be obtained. The unserviceable engines are apparently being shipped back to the United States for repair.

I am at a loss to understand how this situation has arisen. I cannot find the Minutes of the actual Meeting, but in a letter you wrote to W/Cdr. Glcombe on the 4th. September, 1944, you refer to a Conference you had with AFSC/TC at which it was stated that only top overhaul spares for the Allison were available, and that the idea of doing complete overhauls had been abandoned. It would therefore seem that someone at A.A.P.S.O. has made a decision and forgotten to notify the Air Supply Division who would have had the job of supplying the material.

Under these circumstances it would seem that the Taglietti Factory at Guidonia can be de-requisitioned.

Six of the engines that were removed to boost up 12 Groups morale have done between 140 and 160 hours. I propose to take these engines back into stock as we cannot afford to return them for overhaul. With the other 65 engines available, we should be able to go on for some considerable time bearing in mind that the approved life of the Allison is 500 hours, but the Italian Air Force with engines up to 500 hours, unless we should

Allison engines, and as far as we know neither top overhaul spares nor top overhaul kit was available, but he promised to look into the matter.

On the following day he informed me that nothing was available for us, as all the Allison spares and equipment had been moved to the China, Burma, India, area.

He stated that there are 33 engines which have still to be delivered to us and we have a further 32 in unguisecca. This completes the supply of engines for the Italian Air Force and unserviceable engines should be returned to Depot 3 from the Naples area and Depot 5 from the Lecce area. A receipt should be obtained. The unserviceable engines are apparently being shipped back to the United States for repair.

I am at a loss to understand how this situation has arisen. I cannot find the minutes of the actual meeting, but in a letter you wrote to Cdr. Niccombe on the 4th. September, 1944, you refer to a Conference you had with AWC/IO at which it was stated that only top overhaul spares for the Allison were available, and that the idea of doing complete overhauls had been abandoned. It would therefore seem that someone at A.A.S.C. has made a decision and forgotten to notify the Air Supply Division who would have had the job of supplying the material.

Under these circumstances it would seem that the Reggieti Factory at Guidonia can be de-requisitioned.

Six of the engines that were removed to boost up 12 Groups morale have done between 140 and 160 hours. I propose to take these engines back into stock as we cannot afford to return them for overhaul. With the other 65 engines available, we should be able to go on for some considerable time bearing in mind that the average life of the Allison is 500 hours, but the Italian Air Force will have to carry on with engines up to 500 hours, unless we should experience another batch of serious engine trouble.

I have the honour to be

Sir,

Your obedient Servant,

J. H. Gladstone w/c

J. H. GLADSTONE, V/C.A.
CHIEF TECHNICAL OFFICER.

7th. November, 1944.

7800/1. 832/100.

0698

fy

COPY OF SIGNAL RECEIVED NAPLES OFFICE 4/11/44. ORIGINAL TO
OFFICER COMMANDING VESUVIUS AIRFIELD SAME DATE.

CYBER MESSAGE QXM 168/4

TO AIR FORCES SUB COMMISSION NAPLES (FOR VESUVIUS)

(R) AIR FORCES SUB COMMISSION ROME

FROM AIR FORCES SUB COMMISSION BARI.

TIO2 NOVEMBER 3 SECRET.

FOLLOWING MESSAGE RECEIVED FROM MAAF ALGIERS BEGINS

TIO5 OCTOBER 30.

REFERENCE MODIFICATION BALTIMORE IO2 TO STRENGTHEN AILERON

HINGE BRACKET. MODIFICATION APPLICABLE MARKS I TO 5

INCLUSIVE CHECK ALL REPEAT ALL AIRCRAFT FOR EMBODIMENT OF

MODIFICATION. CASES OF NON EMBODIMENT TO HAVE MOD DONE AT

FIRST OPPORTUNITY. DRAFT LEAFLET AND DRAWINGS ISSUED BY APFU

UNDER THEIR APFU/A-25 COPIES BEING FORWARDED

TOD 040540A

TOD 032130A

DIST AFSC NAPLES (FOR VESUVIUS)

SGT RWH/WB

From: Air Forces Sub Commission,
Allied Control Commission,
B e r l i n.

To : M.A.A.F. - C.A.F. (attention of A/Cdre: P. Stacombe)

Date: 20th September, 1944.

Ref.: AFSC/S.832/EE2.

MAINTENANCE OF ALLIED AIRCRAFT IN I.A.F.

Reference your letter UAAF/2942/EE. P.S/DO/44 dated 30 August.

The original scheme put forward by the Italians to take over a factory for the overhaul and repair of the P. 39 airframe has now been abandoned. As there will only be very few spares supplied with these aircraft, spares will have to be obtained by cannibalising and at the present time the damaged aircraft are being used up in this way.

Consequently the maintenance work on P.39 Airframes will be confined to inspections and more or less minor repairs and they can be undertaken at Lecce.

Apart from the fact that it is close to the aerodrome from which the P.39s are operating, the Macchi repair organisation is at Lecce and it is obviously desirable for the Macchi and P. 39 repair sections to be sited on the same aerodrome.

No decision has yet been made as to where the Allison Engines will be overhauled. The overhauls on these engines will be limited to top overhauls as complete overhaul spares and equipment are not being supplied by the Americans. It is expected that some decision will be made in the near future about the location of the factory but this will almost certainly be in Rome or Naples.

At present it is considered that engine and airframe components, instruments, propellers etc. could be repaired in existing organisations at Lecce where the repair shops are very well equipped. If necessary there are factories in the Rome area that could undertake the work if Lecce is unable to cope.

It is hoped that in the near future D.A. and S. will give a decision as to whether Italian Air Force Units equipped from R.A.F. Squadrons will have the normal backing given to an Allied Squadron, in the meanwhile no plans are being made for the overhaul and repair of Spitfire and Baltimore airframes and Cyclone and Merlin Engines.

Should it be necessary to draft in I.A.F. personnel to Allied M.U.'s, it is not considered that they would have a reasonable grievance if they were called upon to work on jobs not specifically for the

0700

Reference your letter MAAT/2542/80. P.S/DO/14 dated 30 August.

The original scheme put forward by the Italians to take over a factory for the overhaul and repair of the P. 39 airframe has now been abandoned. As there will only be very few spares supplied with these aircraft, spares will have to be obtained by cannibalising and at the present time the damaged aircraft are being used up in this way.

Consequently the maintenance work on P. 39 Airframes will be confined to inspections and more or less minor repairs and they can be undertaken at Lecce.

Apart from the fact that it is close to the aerodrome from which the P. 39s are operating, the Macchi repair organisation is at Lecce and it is obviously desirable for the Macchi and P. 39 repair sections to be sited on the same aerodrome.

No decision has yet been made as to where the Allison Engines will be overhauled. The overhauls on these engines will be limited to top overhauls as complete overhaul spares and equipment are not being supplied by the Americans. It is expected that some decision will be made in the near future about the location of the factory but this will almost certainly be in Rome or Naples.

At present it is considered that engine and airframe components, instruments, propellers etc. could be repaired in existing organisations at Lecce where the repair shops are very well equipped. If necessary there are factories in the Rome area that could undertake the work if Lecce is unable to cope.

It is hoped that in the near future D.M. and S. will give a decision as to whether Italian Air Force Units equipped from I.A.F. Sources will have the normal backing given to an Allied Squadron, in the meanwhile no plans are being made for the overhaul and repair of Spitfire and Baltimore airframes and Cyclone and Merlin Engines.

Should it be necessary to draft in I.A.F. personnel to Allied M.U.'s, it is not considered that they would have a reasonable grievance if they were called upon to work on jobs not specifically for the I.A.F.

It is rather doubtful however, whether good skilled fitters and riggers are available in any quantity for the work. Large numbers have been demobilised by the I.A.F. and it is possible that they might be available as civilians.

1027

83A

An attempt is being made to find out whether there are skilled tradesmen being misemployed or whether some Units have too many. When the information is available information can be given as to whether I.A.F. personnel could be spared for drafting to Allied N.U.'s.

J. J. Gladstone
J. J. GLADSTONE W/CDR,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

8039

AIR FORCES SUB COMMISSION ACC NAPLES OCT 1st 1215 HRS

SECRET

55625

ROUTINE

A.F.C.G. BARI (R) 157 H.U.. R.A.P. (R) 107 H.U.. R.A.P.

SECRET (.) OUR REFERENCE ABLE HUGER CHARLIE ALANT FIVE THREE DATED OCTOBER ONE (.) REVERENCE YOUR SIGNAL JUNE NINE NINE ONE SEPTEMBER TWO THREE AND ONE THREE SAME MAINTENANCE UNIT SIGNALS TAKE ONE SIX TWO AND TAKE ONE EIGHT TWO AND ONE ZERO SEVEN MAINTENANCE UNIT SIGNAL TAKE EIGHT ZERO SEVEN DATED SEPTEMBER TWO EIGHT (.) PARME TO AIR FORCES SUB COMMISSION BARI REPEAT ONE THREE SEVEN MAINTENANCE UNIT ROYAL AIR FORCE MALTA REPEAT ONE ZERO SEVEN MAINTENANCE UNIT ROYAL AIR FORCE ADELLA EAST FROM AIR FORCE SUB COMMISSION NAPLES JAMES (.) ALL BALTIMORE AIRCRAFT HELD BY ITALIAN AIR FORCE HAVE RAD TRAKE ACCUMULATORS EXHAUSTED AND REFUELLED WITH AIR (.) NO TESTS MADE FOR ORIGIN (.)

IRM V. PORAYOE.

CAPT. INF.

..JA.

(M. Collins)

(M. Collins)

PLT LT CAP

0703

SECRET

ROUTINE

53625

A.P.S.C. BARI (R) 117 A.U., R.A.P. (R) 107 A.U., R.A.P.

SECRET (.) OUR REFERENCE ALE SUGAR CHARLIE MANT FIVE THREE DATED
 OCTOBER ONE (.) REPERMOR YOUR SIGNAL WHEN LINE WIRE ONE SEPTEMBER
 TWO THREE AND ONE THREE SEVEN MAINTENANCE UNIT SIGNALS TAKE ONE SIX
 TWO AND TAKE ONE EIGHT TWO AND ONE ZERO SEVEN MAINTENANCE UNIT SIGNAL
 TAKE EIGHT ZERO SEVEN DATED SEPTEMBER TWO EIGHT (.) PARIN TO AIR
FORCES SUB COMMISSION BARI REPORT ONE THREE SEVEN MAINTENANCE UNIT
ROYAL AIR FORCE FALTA REPORT ONE ZERO SEVEN MAINTENANCE UNIT ROYAL
AIR FORCE MAINTENANCE PART FROM HIS FORCES SUB COMMISSION BARI'S PART (.)
 ALL BALPLAGE AIRCRAFT HELD BY ITALIAN AIR FORCE HAVE HAD BRIDGE
 ACCUMULATORS EXHAUSTED AND REPLENISHED WITH AIR (.) NO TESTS MADE FOR
 OXYGEN (.)

MR V. PORDYCA.

CAPT. INF.

...LA.

(Handwritten signature)

(R. Collins)
Plt/ Lt CAP

1025

SECRET CYPHER MESSAGE QXM 347/29

TO AFSC NAPLES

REPTD AFSC BARI 107 MU

FROM 137 MU

T182 SEPT 28 .

YOUR ASC 53 SEPT 25 RESTRICTED.

SECOND ADDRESSEES Q991 SEPT 23 FOR BALTIMORE FW508

READ FW598 OUR T160 21 SEPT TO SECOND ADDRESSEE REFERS.

REQUEST INFORM 107 MU DIRECT RESULT THEIR SIGNAL T807

SEPT 28 REFERS

TOD291547A

IMMEDIATE TOO 291210A

AFSC NAPLES

SGT WALKER/PWR

Received 1600 29/9/47 1024

LEPT V LFFK NR 19/767/27 ROUTINE

T A C C NAPLES

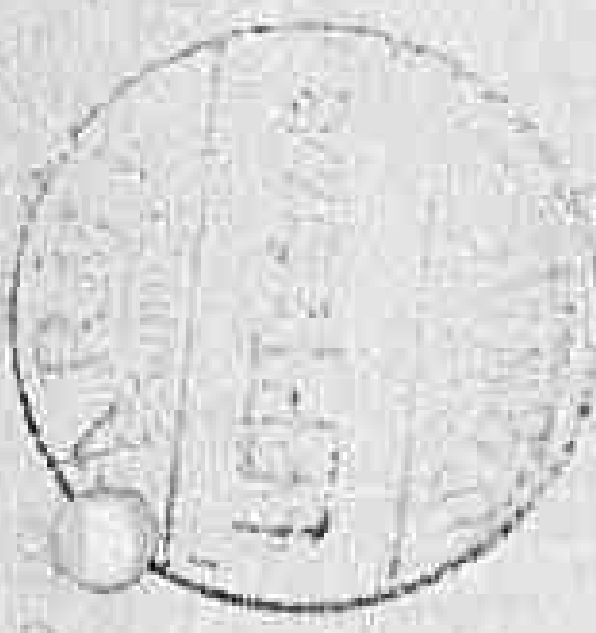
DDI LFFK

TO F L S (CD) HQ MAAF ACC NAAF TRAFFIC CONTROL

0704

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

2416/2780



DR ACE

Naples

SECOND ADDRESSEES 0991 SEPT 23 FOR BALTIMORE FM200

READ FW598 OUR T160 21 SEPT TO SECOND ADDRESSEE REFERS.
REQUEST INFORM 107 MU DIRECT RESULT THEIR SIGNAL T807
SEPT 28 REFERS

TOD291547A IMMEDIATE T00 291210A

AFSC NAPLES SGT WALKER/PWR

Received 1600 Copy Version 1024

29/7/44

24/6/2780



DR ACC Naples

LEPT V LFFK NR 19/767/27 ROUTINE

T A C C NAPLES

QDI LFFK

TO F L S CRD HQ MAAP ACC MAAP TRAFFIC CONTROL

FROM HQ BAF

5534 27/5/44

FREQUENCIES ALLOTTED TO YOU FOR SR CWT 4695

CRD 4695 AND 2545CRD 2545 KCS CALL SIGN 13G. FOR

MF BEACON 205CRD 205 ~~105~~ KCS CALLSIGN MC

BT T00 271703A

SENT F F C 31

R/LFFK 2046 miles long
Copy to V 1623/9/44

0705

0707

AIR FORCES SUB COMMISSION 100 PILES

SEP 25 0750 HRS

55525

CONFIDENTIAL

PRIORITY

A.F.C. 441 (R) 27 A.U. 100 PILES.

CONFIDENTIAL (.) OUR AIR FORCE ABLE TO GET THREE
 DASHED SEPTEMBER TWO FIVE (.) YOUR COMBAT SIDE THREE MORE DASHED SEPT
 TWO TWO REPERS (.) FOR ILIAD SEVEN ELEVEN DASHED COMBAT DASH
 YOUR REAGERS DASHED AND DASHED LIT AIR (.) DASH (.) TO AIR FORCES
 SUB COMMISSION AIR FORCE COMMISSION DASH SEVEN ONE THREE SEVEN
 SEVENTEEN ONE TWO TWO AIR FORCE DASH SEVEN AIR FORCES SUB COMMISSION
 DASH (.) DASH (.) NO DASH REAGERS AVAILABLE OF DASHING DASH
 DASH WAS DASHED (.) YOUR COMBAT SIDE THREE MORE DASHED SEPT
 DASH (.) DASHED FOR ILIAD FIVE DASH SEVEN DASHED BY ITALIAN
 AIR FORCE (.) DASH ILIAD SIX DASH SEVEN DASHED COMBAT DASH AS
 FOR ILIAD DASH SIX DASH (.)

Ltn W. Fordeyce.

Capt. Inf.

W. 100 PILES.

R. 100 PILES

(S. Thomson)

Ltn Col. R. 100 PILES.

1022

0708

IMMEDIATE DR AFSC ACC *Shaples* 170 279/23
LEFT V MDDG NR 55P04/20 OF

T AIR FORCES SUB COMMISSION. ALLIED CONTROL COMMISSION HAPLES
FROM AIR FORCES SUB COMMISSION, ALLIED CONTROL COMMISSION

DARI
GR BT

CONFIDENTIAL 20 SEPTEMBER 22

INSTRUCT F/LT COLLINS TO EXAMINE BRANE ACCUMULATORS ON BALTIMORE

508
FOVE FM/TEHC.)

SUSPECT FILLED WITH OXYGEN INSTEAD OF AIRC.)

REPORT RESULT OF INSPECTION TO THIS. HQ AND REPEAT 137 NO
URGENT 137 NO T 102

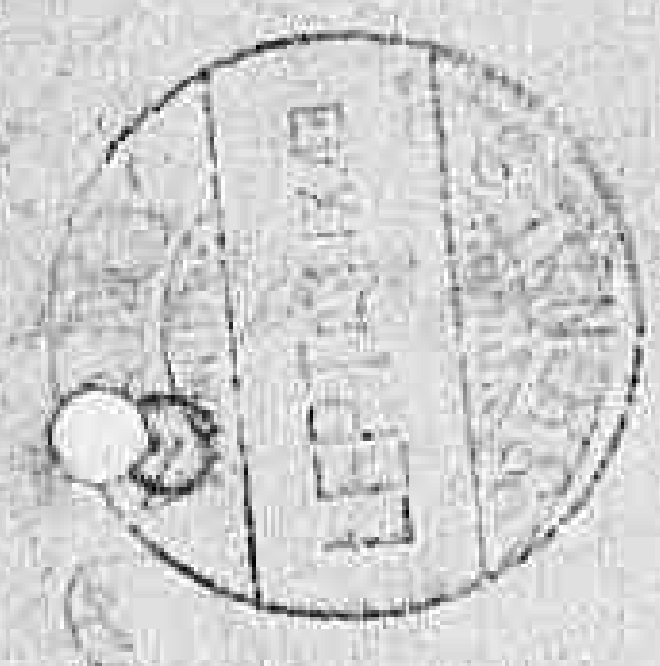
SEPTEMBER 21 REFERS

BT 200900A

SENT NR 55 20/174TA QIN DD R

1621

R/MDDG 1742



IMMEDIATE

LEFT V MDDG NR 135/F142/22 IMMEDIATE

T ADDRESSE

TO AIRFORCES SUB COMMISSION ALLIED CONTROL COMMISSION HAPLES
FROM AIR FORCES SUB COMMISSION ALLIED CONTROL COMMISSION DARI

CONFIDENTIAL 20 SEPTEMBER 22

INSTRUCT F/LT COLLINS TO EXAMINE BRANE ACCUMULATORS ON

BALTIMORE F.W. 70 09 SUSPECT FILLED WITH OXYGEN INSTEAD
OF AIR C.) REPORT RESULT OF

INSPECTION TO THIS HQ AND REPEAT 137 NO

URGENT 137 NO T 157 SEPTEMBER 21 REFERS

60-0000



390/22

77

0709

SUSPECT FILLED WITH OXYGEN INSTEAD OF AIRC.O.
REPORT RESULT OF INSPECTION TO THIS. HQ AND REPEAT 127 HQ
URGENT 127 HQ T 102
SEPTEMBER 21 REFERS

see 81

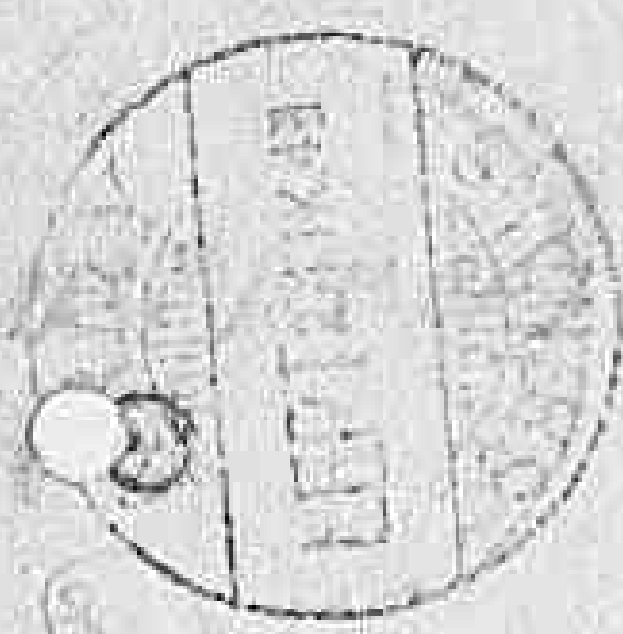
BT 220900A

SENT NR 25 20/1741A 91M 60 N

1621

R/MND

1742



390/22

77

LEFT V MNDQ NR15/P140/22 IMMEDIATE
T ADDRESSE

TO AIRFORCES SUB COMMISSION ALLIED CONTROL COMMISSION HAPLES
FROM AIR FORCES SUB COMMISSION ALLIED CONTROL COMMISSION DART

CONFIDENTIAL 0920 SEPTEMBER 22

INSTRUCT F/LT COLLINS TO EXAMINE BRAKE ACCUMULATORS ON
BALTIMORE F.W. 70 60 SUSPECT FILLED WITH OXYGEN INSTEAD
OF AIR C.O. REPORT RESULT OF

INSPECTION TO THIS HQ AND REPEAT 127 HQ

URGENT 127 HQ T 107 SEPTEMBER 21 REFERS

BT 221100A

SENT JNA DB

ATSC Appcl
NAPLES

BY JH

Copy to Vietnam

21/9/50
1620

11/11/1950/23020/22
21/9/50
21/9/50

0710

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

785017

VOVVVTTOT

~~11721133~~ ROUTINE

T ADD

FROM AIR FORCES SUB COMMISSION BARI 211642A

T AIR FORCES SUB COMMISSION NAPLES

GR--BT

CONFIDENTIAL(.) S76 21 SEPT 44.

NO V.L.P. BEACON AT VESUVIUS(.) YOUR S76 DATED 20 SEPT REFERS(.)

HAVE ARRANGED FOR I. ~~111111~~ 8-A.F. TO INSTALL SAME

IMMEDIATELY(.) THREE TWENTY KILOCYCLES CALL SIGN WILLIAM SUGAR(.)

OWING TO SITE DOUBT IF IT WILL PROVE OF VALUE(.)

TOO 211642A

CCNS ~~VESUVIUS~~ YOUR S53 RPT S53~~8-9-44-03~~R ~~HAVE ARRANGED FOR I.A.F. TO~~

SENT RAB AR

R2143 A/William

2 SEP 1944

DIST
AFSC NAP.
copy to Vesuvius
21944

AFSC NAPLES

954

15/15 15/15 15/15

3 45
7928
AIR FORCES SUB COMMISSION AUC HAZARDS 6 SEP 20 1735 HRS

SECRET.

ROUTINE.

A.F.C.O. BARI.

SECRET. OUR REFERENCE AIMS SUGAR CHARLIE SLANT FIVE THREE DATED SEPTEMBER TWO ZERO. FOR SUGAR'S LEADER CHAPMAN. NATION. TO AIR FORCES SUB COMMISSION BARI FROM AIR FORCE'S SUB COMMISSION NATION. PARM. PLEASE SIGNAL POSITION OF VICTOR ABOVE FORMER DRAGON. UNDETACHED HAS VESUVIUS ON THREE TWO ZERO KIDGOCLES.

WCA V. PORDYON.

CHOC. INT.

M.M.I.A.

(S.I. Master)

Wing Cmdr. R.A.P.

SECRET.

55625

ROUTINE.

A.P.C.C. EARL.

SECRET. OUR REFERENCE ALIAS SUGAR CHARLIE SLANT FIVE THREE DATED
SEPTEMBER TWO ZERO. FOR SQUADRON LEADER CHATMAN. SAME. NO AIR
FORCES SUB COMMISSION EARL FROM AIR FORCE SUB COMMISSION EARL.
EARL. PLEASE SIGN IN POSITION OF VICTOR LOVE PERMANENTLY.
UNDERSTOOD WAS VESUVIUS ON THREE TWO ZERO KILBOYLES.

Ira V. Foodage.

Capt. ind.

A.C.I.A.

(W.L.M. nter)

King Cndr. R.A.P.

1014

53

1014

From :- Headquarters, Mediterranean Allied Air Forces, C.M.F.

To :- Air Forces Sub Commission,
Allied Control Commission, Naples.

Date :- 18th September 1944.

Ref :- MAHF/2342/2/23.

ALLISON V 1710 ENGINES.

With reference to the attached correspondence it appears that the copy of this Headquarters letter of even reference dated 30th August, intended for you, was despatched in error to AAFSC/MTO.

2. AAFSC/MTO have replied to this Headquarters and this is passed on to you for information and action with the Italian Air Force.

for

R. H. Hadden s/c.
Air Commodore
Chief Maintenance Staff Officer
MEDITERRANEAN ALLIED AIR FORCES.

Copy this letter, AAFSC/MTO letter and
copy of MAHF letter to Viceroy 20/9/44
1017
S/L

CONFIDENTIAL

AM:452.13

1st Ind.

U-14-9

HQ, AAF SERV. COMD. MTO, Air Maint. Div., APO 528, 8 September, 1944.

TO: Commanding Officer, Headquarters, M.A.A.F., C.M.F.

1. The operating time of all models of Allison V-1710 engines as set down by U.S.A.A.F. Technical Order 00-25-4, dated 16 February, 1944, gives the operating time as 500 hours.

2. Extensions of time beyond the limit is established at 25 percent of the 500 hour mark, after an inspection and test is made of the engine by an Engineering Officer, who will decide on the further operation of the engine.

For the Commanding General:

George F. Smith
GEORGE F. SMITH,
Colonel, G.S.C.,
Chief, Air Maint. Div.



see 4A

13 SEP 1944

2342/2/-
1960.

CM50

CONFIDENTIAL

1010

24274

SEP 11 1944 14 14

From: Headquarters, Mediterranean Allied Air Forces, C.M.F.

To: Air Forces Sub-Commission, A.C.C. BALT.

V (copy to A.F.S.C. BALT.)

Date: 30th August, 1944.

Ref: MAP/2342/2/24.

CONFIDENTIALATTENTION V4740 CROOKS

With reference to your signal E.350 August 29th, the life between overhaul of the above mentioned engine is laid down in MAP/231/2/2/2/2 dated 14th April, 1944, as 500 hours. If however, after reaching the period laid down, an engine is considered to be in such a condition to warrant an extension of life in order to bring the engine change in line with an inspection period or for operational or supply reasons, units should apply to controlling formation giving brief report on condition of engine and oil consumption at time of application. Controlling formations may grant an extension of life for the above reasons up to 50 hours.

2. In view of the fact that the P-39 aircraft are supplied to the I.A.F. from American sources the question of the life of the Allison engines installed in them should be taken up by you with the AFSC/AFG copies of any correspondence to this Headquarters. The life between overhaul laid down by HQ MAP RAF can not be quoted as an authority for American supplied airframes or engines for the I.A.F.

C 11050

(C.A. HARDING) S/LDR.
for Air Commodore,
Chief Maintenance Staff Officer.

0716

785017

With reference to your signal #920 August 29th, the life between overhaul of the above mentioned engine is laid down in MAAP/MAI/AMIM3/GBN RAI/3 dated 14th April, 1944, as 300 hours. If however, after reaching the period laid down, an engine is considered to be in such a condition to warrant an extension of life in order to bring the engine charge in line with an inspection period or for operational or supply reasons, units should apply to controlling formation giving brief report on condition of engine and oil consumption at time of application. Controlling formations may grant an extension of life for the above reasons up to 50 hours.

2. In view of the fact that the P-39 aircraft are supplied to the I.A.F. from American sources the question of the life of the Allison engines installed in them should be taken up by you with the AAFSG/HQ copies of any correspondence to this Headquarters. The life between overhaul laid down by HQ MAAP RAI can not be treated as an authority for American supplied airframes or engines for the I.A.F.

C. H. 11050

[Signature]

(S.A. HANDING) S/LDR.
for Air Commodore,
Chief Maintenance Staff Officer.

2347/2/-

4031 5198

0-24294

07171

73

CYPHER MESSAGE QXM 285/29

TO HQ MAAF CMF RPT AIR FORCES SUB COMMISSION ACC BARI
RPT AIR FORCES SUB COMMISSION ACC NAPLES
FROM/ AIR FORCES SUB COMMISSION ROME

SECRET

RA 168 19 SEPTEMBER

FOR AIR CDR SLOCOMBE FROM BUSCARLET UNDERSTAND W/CDR
GLADSTONE VISITING YOU 20 SEPTEMBER REFERENCE FAILURE
SUPERCHARGER DRIVES ON ALLISON ENGINES EIGHT HAVE NOW
OCCURRED AND FAILURES APPEAR TO BEAR NO RELATION
TO ENGINE HOURS . MUST SYMPATHISE WITH ITALIANS IN THEIR
VIEW THIS IS VERY UNRELIABLE ENGINE ESPECIALLY AS ALL
OPERATIONAL SORTIES TAKE THEM OVER ADRIATIC AND BACK
UNDERSTAND YOU STATE ~~THE~~ FAILURES DUE TO INHERENT WEAKNESS
WHICH HAS REMAINED UNMODIFIED OWING TO SUPERSEDING OF
P.39 CAN YOU GET INFORMATION AS TO WHETHER FRENCH P.39
SQUADRONS ARE EXPERIENCING SAME TROUBLE .

ITALIANS ARE PRESSING US FOR REASON FOR FAILURES AND I
CONSIDER IT MOST UNWISE TO TRY TO HIDE WEAKNESS FROM THEM
AS THEY ARE GOOD ENGINEERS . SUBMIT WE MUST CONSIDER WITH
DRAWING P39 FROM OPERATIONS OR FIND SOME MODIFICATION
WHICH WE CAN INCORPORATE . REQUEST YOU SHOW THIS TO
GLADSTONE ON ARRIVAL AND THAT HE KEEPS ME FULLY INFORMED
OF YOUR DECISIONS

T00 191555 B

T0D 192130 A

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

0718

GLADSTONE VISITING YOU 20 SEPTEMBER REFERENCE FAILURE
SUPERCHARGER DRIVES ON ALLISON ENGINES EIGHT HAVE NOW
OCCURRED AND FAILURES APPEAR TO BEAR NO RELATION
TO ENGINE HOURS . MUST SYMPATHISE WITH ITALIANS IN THEIR
VIEW THIS IS VERY UNRELIABLE ENGINE ESPECIALLY AS ALL
OPERATIONAL SORTIES TAKE THEM OVER ADRIATIC AND BACK
UNDERSTAND YOU STATE ~~THE~~ FAILURES DUE TO INHERENT WEAKNESS
WHICH HAS REMAINED UNMODIFIED OWING TO SUPERSEDING OF
P.39 CAN YOU GET INFORMATION AS TO WHETHER FRENCH P.39
SQUADRONS ARE EXPERIENCING SAME TROUBLE .

ITALIANS ARE PRESSING US FOR REASON FOR FAILURES AND I
CONSIDER IT MOST UNWISE TO TRY TO HIDE WEAKNESS FROM THEM
AS THEY ARE GOOD ENGINEERS . SUBMIT WE MUST CONSIDER WITH
DRAWING P39 FROM OPERATIONS OR FIND SOME MODIFICATION
WHICH WE CAN INCORPORATE . REQUEST YOU SHOW THIS TO
GLADSTONE ON ARRIVAL AND THAT HE KEEPS ME FULLY INFORMED
OF YOUR DECISIONS

T00 191555 B

T0D 192130 A

DISTRI UTION A F S C A C C NAPLES

SGT WL/SM

Copy of this signal made and dispatched to
Vesuvius; CM

53

10/11 1614

RESTRICTED.

From. :- Headquarters, Mediterranean Allied Air Forces, (Rear) MAAF. 70
 To. :- See Distribution Below.
 Date. :- 28th, August, 1944.
 Ref. :- MAAF(R)/S.7396/2/E.1B.

W/T. CONNECTOR SETS.

A.P. 1086 Part 3A, (sub-division 3) Section 10H.
List of Code Suffixes for Aircraft.

Your attention is drawn to the fact that W/T Connector Sets as listed in A.P. 1086 Part 3A (sub-division 3) under Section 10H., are not always cross-referred in the details column to the appropriate type of aircraft in which they are to be used.

2. It will be noted, however, that the nomenclature of each type of Connector Set bears a letter suffix. Each suffix is a code letter representing the particular type of aircraft. For example, the nomenclature of item 10H/2196 is shown as Type A 1271/AW; the suffix AW represents Hurricane Aircraft.

3. The various code letter suffixes used in this connection are set forth in the attached list in the order in which they appear in the above quoted sub-division of the A.P. 1086, together with the appropriate aircraft to which they refer.

4. It is requested that your Headquarters inform all Units under your control who are directly concerned.

C.R. Turner

(C. R. TURNER)
 Squadron Leader,
 for Director of Maintenance & Supply,
 Headquarters, M.A.A.F., (Rear) MAAF.

DISTRIBUTION:-EXTERNAL.

H.Q., D.A.F. (Rear).
 H.Q., M.A.A.F.
 H.Q., T.A.F. (Italy).
 H.Q., M.A.C.A.F.
 A.H.Q., MATRA.
 H.Q., B.A.F.
 H.Q., M.A.F.R.W.
 H.Q., 202 Group.
 H.Q., 210 Group.
 H.Q., 210 Group.
 H.Q., 214 Group.
 H.Q., 205 Group.
 Allied Forces, Sub-Commission }
 Allied Control Commission }
 Rear H.Q., 216 Group.

COPIES TO:-

Provision Office, North Africa.
 H.Q., M.A.A.F., C.B.F. (C.M.S.O.)
 H.Q., M.A.A.F., C.M.F. (Air Signals
 Officer-in-Chief).
 H.Q., P.A.F. Middle East.
 H.Q., M.P.O. Middle East.
 No. 351 Maintenance Unit.
 No. 114 Maintenance Unit.
 No. 355 Maintenance Unit.
 H.Q., No. 336 S.R. Wing.

INTERNAL:-

S.E.O.
 E.S.B.
 R.S.O. 4.
 French Air Liaison Section
 No. 1 Inspectorate of R.A.F. Equip-
 ment.

2959/36

0720

RESTRICTED

102

W/T CONNECTOR SETS.

A.P. 1086 Part 3A. (sub-division 8) Section 1CH.

List of Code Suffixes for Aircraft.

R.	Defiant.	AG	Stirling.
AW.	Hurricane.	AL.	Lancaster.
AF.	Fulmar.	AY.	Wellington 6 Press Cabin.
AT.	Typhoon.	BA.	Beaufighter (A.I.S.)
AZ.	Mustang.	AD.	Hampden.
ED.	Airacobra.	BY.	Hudson 3, 4.
EA.	Kittyhawk.	CE.	Baltimore.
EC.	Boston 3 Turbinlite	AV.	Warrick.
EH.	Hayco 1, 2, Panhard.	EZ.	Liberator 2.
EJ.	Honk 1, 4.	DK.	Mosquito NF 15 Press Cabin.
EK.	Mustang.	DV.	" 12, 13 (NF).
EL.	Hayco 1, 2, Intruder.	DL.	Wellington 12.
ER.	Lightning.	DY.	" 14.
EN.	Master 2, 3.	EG/DJ.	Boston 3, Bomber.
EP.	Harvard.	EA.	Dakota.
EQ.	Boston 3 Intruder	DH.	Wellington 10.
ER.	Hayco 1, 2, Turbinlite.	T.	Blenheim 4.
ET.	Spitfire, 7, Pressure Cabin.	Y.	Barracuda.
EU.	Vickers 1, 7/41.	ED.	Horsa.
EV.	Ventura.	DE.	Hamble.
EW.	Beaufighter, 1.	DW.	Fortress 1.
EX.	Hayco 1, 2.	OW.	Beaufighter 6.
AY.	Spitfire.	V.	Firefly
BA.	Mosquito.	DQ.	Fortress B17E
BB.	Firebrand.	DG.	Liberator B24D.
BC.	Sunderland.	AQ.	Wildcat 2, 3 (Martlet)
BD.	Hudson.	EC.	Hurricane, Sea.
BE.	Beaufort 1, 2.	CE.	Seafire.
BF.	Lothie.	EG.	Wildcat 5, 6.
BG.	Catalina 2.	DF.	Seawing.
BH.	" 1.	EC.	Corsair.
BI.	Liberator 1.	ED.	Avenger (Tarpon)
BJ.	Fortress 2A.	EG.	Hellcat.
BK.	Whitley 5	FB.	Brigand.
BL.	Wellington 2, 3, 4, 8.	HB.	Wellin.
BM.	Blenheim 1.	CU.	Preceptor.
BN.	Anson.	DV.	Preceptor.
BO.	Mosquito T.3.	CC.	Wildcat 2, 4.
BP.	" T.D.P.	CN.	Shetland.
BQ.	Albacore.	CZ.	Buckingham 1.
BR.	Swordfish (3 seat)	DA.	Whitley 7.
BS.	" (2 ")	DE.	York.
BT.	Walrus.	DE.	Hellcat.
BV.	Halifax.	DE.	Wellington 1 & 1A also 10, 1.
BW.	Manchester.	AI.	with MK. I Loop
BX.	Catalina 3	AB.	Wellington 5.
		AM.	Albatross.

PG.	Boston 3 Turbinilito	AV.	Warwick.
PH.	Havoc 1, 2, Fenimore.	EZ.	Liberator 2.
PI.	Mohawk 1, 4.	DK.	Mosquito NF 15 Press Cabin.
PJ.	Austang.	DW.	" 12, 13 (NF).
PK.	Havoc 1, 2, Intruder.	DL.	Wellington 12.
PL.	Lightning.	DY.	" 11.
PM.	Master 2, 3.	EG/DI.	Boston 3, Lamber.
PN.	Havard.	DZ.	Dakota.
PO.	Boston 3 Intruder	DW.	Wellington 10.
PR.	Havoc 1, 2, Turbinilito.	T.	Plenbein 4.
PT.	Spitfire, 7, Pressuro Cabin.	V.	Barnacuda.
PJ.	Pickers 7, 7/41.	DD.	Horse.
QA.	Ventura.	DE.	Hamlet.
P.	Benufighter, 1.	DW.	Fortress 1.
Q.	Havoc 1, 2.	OW.	Beaufighter 6.
S.	Spitfire.	V.	Firefly
U.	Mosquito.	DQ.	Portress B17E
Z.	Firebrnd.	DG.	Liberator B2D.
A.	Swierland.	49.	Wildcat 2, 3 (Martlet)
B.	Hudson.	EC.	Hurricane, Sea.
C.	Beaufort 1, 2.	CE.	Seafire.
D.	Totha.	IC.	Wildcat 5, 6.
K.	Catalina 2.	DT.	Seawind.
L.	" 1.	EC.	Corair.
AA.	Liberator 1.	ED.	Avenger (Tampson)
OX.	Fortress 24	EG.	Helldiver.
C.	Whitley 5	EE.	Bedgand.
H.	Wellington 2, 3, 4, 8.	EG.	Wellin.
NY.	Blennhin 1.	CU.	Procorator.
AJ.	Anson.	IV.	Proctor.
CS.	Mosquito T. 3.	CC.	Wildcat 2, 4.
CT.	" T. D. T.	CM.	Shetland.
AN.	Albacore.	CZ.	Buckingham 1.
E.	Swordfish (3 seat)	DA.	Whitley 7.
EW.	" (2 ")	DM.	York.
T.	Walrus.	ME.	Hellcat.
AT.	Helifox.	MA.	Wellington 1 & 1A also ME, I,
AT.	Manchester.		with MK, I Loop
I.	Catalina 3	AB.	Wellington 5.
		AM.	Albomario.

1612

0722

785017

1170
Aug 15 14 57

From:- H.Q., Mediterranean Allied Air Forces, R.A.F., C.M.F.

To:-
H.Q., M.A.F., A.F.
H.Q., M.A.C.A.F.
H.Q., B.A.F.
H.Q., D.A.P. (Rear)
H.Q., A.F.S.O., A.C.C. NAPLES X

Date:- 30th August 1944.

Ref:- MAEF/2320/EG

1170

FIELD MAINTENANCE OF J.A.F. P/E SETS.

Information has been received at this Headquarters concerning the extremely bad condition of 300 Watt J.A.F. P/E Charging sets returned by units to No.2 Echelon, 113 M.U. for repair.

2. Practically all engines received at 113 M.U. are beyond repair, but owing to extremely short supplies of new engines, repairs have to be undertaken which necessitates the bulk of the spares to be manufactured by the M.U.
3. It is requested therefore that you will ensure that all Units under your command pay particular attention to the day-to-day maintenance of these charging sets. Also bring to Units notice the necessity for complying with the Manufacturers Instructions regarding changes of oil, and the precaution laid down in H.Q. (R)M.A.A.F. Memorandum reference MAEF/S.7329/DIB, March 16th, for the use of 80 Octane M fuel.
4. Engineer Staff Officers are asked to pay particular attention to the maintenance of these charging sets when visiting Units.

Copies to:-

D. of M.A.S., MAEF Algiers
E.Q., 244 Group
113 M.U.

W. H. Hendings
Air Commodore,
Chief Maintenance Staff Officer.

AI-1

FIELD MAINTENANCE OF J.A.P. P/S SETS.

Information has been received at this Headquarters concerning the extremely bad condition of 300 Watt J.A.P. P/T Charging sets returned by units to No.2 Squadron, 113 M.U. for repair.

2. Practically all engines received at 113 M.U. are beyond repair, but owing to extremely short supplies of new engines, repairs have to be undertaken which necessitates the bulk of the spares to be manufactured by the M.U.

3. It is requested therefore that you will ensure that all units under your command pay particular attention to the day-to-day maintenance of these charging sets. Also bring to units notice the necessity for complying with the Manufacturers Instructions regarding changes of oil, and the precaution laid down in H.Q., (P)M.A.A.P. Memorandum reference RMAAF/S.7329/DMS, March 16th, for the use of 80 Octane AF fuel.

4. Engineer Staff Officers are asked to pay particular attention to the maintenance of these charging sets when visiting units.

Copies to:-

D. of M.A.A.P., M.A.A. Officers
H.Q., 214 Group
113 M.U.

[Signature]
To Air Commodore,
Chief Maintenance Staff Officer.

Seen by H.Q. Letter 6/9/48. AM.

1011

R-23287

21 09 09

AI-1

0724

785017

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

TO : A.F.S.C. - NAPLES - COPY TO A.F.S.C. ROME.

DATE: 29th August, 1944.

REF : AFSC/S.523/ENG.

AEROSTATICA AVORIO - SEWING MACHINES.

Reference your ISC/43 dated 15 August 1944.

The machines that are most urgently required by 214 Group are 2 Harness and 2 Zig Zag sewing machines.

The medium and light machines are not so urgent.

There is little if any chance that any of the 33 machines requisitioned by Capt. FOX will be returned and there is not the least doubt that they are not required by the Aerostatica Avorio to deal with the monthly output of 100 parachutes that they may be called upon to produce.

This firm already have 100 sewing machines of various types and it should be quite clear to them that there is no chance of their being brought up to their pre-armistice level of production, but in common with most Italian Firms they are anxious to get everything back and they have requested the return of a fantastic amount of spares.

Col. NOTO who is in charge of reconstruction in the Rome area was supposed to be visiting the firm again to make it clear to them that there was a possibility that they might be started up on production again to make about 100 parachutes a month and to obtain an accurate list of the numbers & types of machines required together with essential spares.

If such a list is obtained & compared with their present holding it will be found that 214 Group requirements could almost

AM 65

73

See 40

The machines that are most urgently required by 214 Group are 2 Bernens and 2 Zis Zag sewing machines.

The medium and light machines are not so urgent.

There is little if any chance that any of the 33 machines requisitioned by Capt. Fox will be returned and there is not the least doubt that they are not required by the Aerostation Avorio to deal with the monthly output of 100 parachutes that they may be called upon to produce.

This firm already have 100 sewing machines of various types and it should be quite clear to them that there is no chance of their being brought up to their pre-armistice level of production, but in common with most Italian firms they are anxious to get everything back and they have requested the return of a fantastic amount of spares.

Col. NCTO who is in charge of reconstruction in the Rome area was supposed to be visiting the firm again to make it clear to them that there was a possibility that they might be started up on production again to make about 100 parachutes a month and to obtain an accurate list of the numbers & types of machines required together with essential spares.

If such a list is obtained & compared with their present holding it will be found that 214 Group requirements could almost certainly be met without the return of the 33 machines from R.A.O.C.

1011
The whole question of the return of machines & spares has already been taken up by the local resources board HQ. - A.A.I. Rome, and it is understood that a decision should be made in the very near future.

./.

459

If an issue is made from the stock at Aerostatica Avorio

The answer to this of course could be that the machines

The medium and light machines are not as heavily requi-

It is requested that Rome charge up Col. NOTO to produce

There should be quite a few surplus machines if Col.

Cent. FOX is believed to be in the Naples area.

If he could be contacted personally over the return of

All that is needed to start the factory up again is a

Practically all material for 800/1000 parachutes is in

Polychaeta

0727

The answer to this of course could be that the machines taken by the R.A.F.C. were not the type needed of 214 Group as it is most unlikely that Harness and 218 had machines were amongst those requisitioned.

The medium and light machines are not so urgently required according to G/Capt. BULLION and could probably be handed over at some later date without the Local Resources Board knowing too much about it.

It is requested that Rome chase up Col. NOTO to produce the list of the really essential machines needed to start production again, and also a list of the machines held by the firm at present.

There should be quite a few surplus machines if Col. NOTO is able to screw them down to their bare requirements.

Capt. FOX is believed to be in the Naples area.

If he could be contacted personally over the return of these spares, it is felt that far better results would be achieved than is likely with this A.A.I. Arbitration.

All that is needed to start the factory up again is a supply of spares plus the supply of a small amount of power.

Practically all material for 800/1000 parachutes is in stock.

J. D. Gladstone

J.D. GLADSTONE W/CDR,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

In all correspondence with
this Headquarters use full
address: AIR FORCES

SUB-COMMISSION

Circ
&
HaplesCOMMUNICATING SIGNAL

gk

FROM: Air Forces Sub Commission,
A.C.C. - Bari.
TO : U.A.A.F. (R) 214 GROUP (R) B.A.F.
DATE: August, 1944.

CONFIDENTIAL (.)

M 420

29 August 44

P. 39 operational aircraft being delivered with engines which have completed more than 300 hours (.) USAAF state that life of Allison V1710-63 is 400 hours plus extension of 100 hours is necessary (.)

Understand that R.A.F. life is 300 hours for fighter aircraft (.) Please confirm (.) Extension of life not considered justified in view of excessive trouble experienced with Allison engine (.)

Glenn W. C.
J.H. GLADSTONE W/COR,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

R. M.

FOO - 291530 R.
PRIORITY - ROUTINE.

1009

0729

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

785017

P206/2 LEPT V MNDQ NR 5 ROUTINE

T ADD

FROM AIR FORCE S SUB - COMMISSION R.A.F. BARI
TO AIR FORCES SUB - COMMISSION, RAF NAPLES

GR--BT

CONFIDENTIAL S.73 1ST SEPTEMBER 1944(.)

FOR DUNLOP FROM CHAPMAN(.) REFERENCE YOUR ASC 53 AND ASC7
DATED 31ST AUGUST(.) HAVE GIVEN W/C THOMSON REMAINING THREE ZERO
EACH CRYSTALSC(.) HAVE DISCUSSED QUESTION V.H.F. IN BALTIMORES
DECIDED TO FIT BUTTON APPLE V.H.F. FOR AERODROME CONTROL(.)
PLEASE INFORM PROBABLE TOTAL QUANTITY V.H.F. BALTIMORES AND I
WILL DEMAND ADDITIONAL CRYSTALSC.)

BT 011000B

SENT NR 5 02/0045B RP BBB KK

RAC in

R/mndq 00 45/2

A/R to -
Air Force Sub Commission
NAPLES

53

1608

0730

FROM : Air Forces Sub-Commission,
Allied Control Commission.
NAPLES.

TO : Air Forces Sub-Commission,
Allied Control Commission,
BARI.

DATE : 31/8/44

REF : ASC/53

AIRCRAFT SERVICING CYCLES
PERIODICITY

Forwarded herewith is a
copy of RAAF letter RMAAF/S7317-
1/RS dated August 26th, 1944. for
information and action.

A. E. Dunlop
(A. E. Dunlop)
Wing Commander,
Air Vice-Marshal,
AIR OFFICER COMMANDING.

Copy to C.C. Vesuvius L.G.

1607

COPY.

FROM - O.C. Vesuvius

TO - Wing Commander Minter A.F.S.O.

SIGNALS ORGANISATION - I.A.F. BALTIMORES

In order to set up the wireless in the I.A.F. Baltimores it is now necessary to obtain direction from higher authority. I require to know:

- 1) Is aerodrome control to be on V H F Channel C and what frequency is required.
- 2) What use is to be made of the Weston electric set (1.2 - 3 Mc/s) if any.

So far a frequency of 6320 kcs has been allotted; this can only be set on the Bendix radio and is bound to interfere with the Allied aerodrome control on 6440 kc/s when used on such a powerful set.

The other three channels ^{on} ~~the~~ the Bendix may be

- 1) 333 kcs (I.A.F. Safety)
- 2) " " channel)
- 3) some (?) raid recce frequency
- 4) aerodrome control as above
- 5) D/F station frequency

28/8/44

(sgnd) R. Thomson

W/Comdr. 1000

Baltimore it is now necessary to obtain direction from higher authority. I require to know:

- 1) Is aerodrome control to be on V H F Channel C and what frequency is required.
- 2) What use is to be made of the Weston electric set (1.2 - 3 Mc/s) if any.

So far a frequency of 6320 kcs has been allotted; this can only be set on the Bendix radio and is bound to interfere with the Allied aerodrome control on 6440 kc/s when used on such a powerful set.

The other three channels ^{on} the Bendix may be

- 1) 333 kcs (I.A.F. Safety)
- 2) " " channel)
- 3) some (?) raid recee frequency
- 4) aerodrome control as above
- 5) D/F station frequency

(Squad) R. Thomson

28/8/44

W/Comdr. J G G

*Letter sent to Bendix & Rose for
action by Maj. L. L. L.*

29/8/44

7782

AIR FORCES SUB COMMISSION AGO BAWLRS.

AUG 31 1400 HRS

CONFIDENTIAL.

53625

ROUTINE

A.F.S.C. BARI (R) A.F.S.C. BORE

CONFIDENTIAL. OUR REFERENCE ABLE SUGAR CHAMBER BLANT FIVE THREE
DATED AUGUST THREE ONE. FOR CHAPMAN FROM DUNLOP. HAVE RECEIVED FIVE
BALTICONE MARK FIVE WITH VICTOR HARRY FOX PITTED FOR WHICH CRYSTALS
AR. NEEDED. PARH. TO AIR FORCES SUB COMMISSION BARI REPEAT AIR FORCES
SUB COMMISSION ALLIED CONTROL COMMISSION BORE FROM AIR FORCES SUB COM-
MISSION BAWLRS. PAREN. QUERY RAISED WHETHER VICTOR HARRY FOX OR ONE
OF THE CHANNELS OR BMDIX SET IS TO BE USED FOR ARMEDHOME CONTROL.
SUGGEST YOU VISIT VERUVIUS AND SORT THIS OUT.

Ira V. Fordyce.

Capt. Inf.

A.F.S.C.

(A.F. Dunlop)

ing Commander RAF

1003

From :- Headquarters, Mediterranean Allied Air Forces, Rear. E.N.A.F.

To :- Allied Forces Sub Commission,
Allied Control Commission, NAPLES.

Date :- 28th August 1944.

Ref :- FMAAF/S7074/1/RS.

AIRCRAFT SERVICING CYCLES - PERIODICITY.

With reference to your letter ASC/53 dated 1st August 1944 and further to this Headquarters letter of even reference dated 7th August 1944, enclosed herewith are two copies of M.A.A.F. Engineer Staff Instructions/Airframes/General/1 which details inspection cycles for all marks of aircraft operated within this command.

E. Wood

(E. WOOD.)

Wing Commander

for Air Vice Marshal

Director of Maintenance and Supply.

NR/AL.

Enclosures : 2

2737/28

1604

CONFIDENTIAL 53

FROM: Air Forces Sub Commission,
A.C.C. Bari.

TO : H.Q. M.A.A.P.
Copy to: A.F.S.C., Naples.
" " Balkan Air Force.

DATE: August, 1944.

REF: AFSC/5832/Eng.

Maintenance Backing and replacement crews for
I.A.F. Squadrons operating with P 39 and Baltimore
Aircraft.

The estimated monthly requirements of replacement pilots for P39 Squadrons and replacement crews for Baltimore Squadrons has now been supplied by B.A.F. and is given below.

	P 39	5 Pilots per Squadron	Total 15
Baltimore	3 Crews	"	" 6

2. These figures do not include pilots and crews required to replace others becoming tour-expired, but as the tour for Fighter Pilots and L.B. crews is 200 hours or 12 months, whichever period expires first, it is felt that replacements for tour-expired personnel need not be considered for some time to come.

3. The maintenance backing for two Baltimore Squadrons and 3 P39 Squadrons as suggested by B.A.F. is given below. These figures appear reasonable and it is understood that they are based on similar aircraft operating within the Command. It is pointed out that the figures have been based on results obtained with N.A.F. personnel, and the inexperience and generally lower standard of skill of the Italian personnel may effect the results obtained. Also the condition of the P39 aircraft will have an appreciable effect, especially if the majority of the operational aircraft are in such a poor condition as those received.

BALTIMORE.

45 Sorties per Squadron per week at 4 hours.	180 hours.	1620 hours
2 Squadrons per month.		180 "
O.T.U. 6 crews per month at 30 hours per crew.		
Airframe Major Inspections per month - operational.	3	
" " " - O.T.U.	1	
" Repair per month	5	
" " " - O.T.U.	1	
per month	10	

1. P-39 Squadrons of P-39s with P-39 and Baltimore Aircraft.

The estimated monthly requirements of replacement pilots for P39 Squadrons and replacement crews for Baltimore Squadrons has now been supplied by B.A.F. and is given below.

P 39	5 Pilots per Squadron	Total 15
Baltimore	3 Crews "	" 6

2. These figures do not include pilots and crews required to replace others becoming tour-expired, but as the tour for fighter pilots and L.B. crews is 200 hours or 12 months, whichever period expires first, it is felt that replacements for tour-expired personnel need not be considered for some time to come.
3. The maintenance backing for two Baltimore Squadrons and 3 P39 Squadrons as suggested by B.A.F. is given below. These figures appear reasonable and it is understood that they are based on similar aircraft operating within the Command. It is pointed out that the figures have been based on results obtained with S.A.F. personnel, and the inexperience and generally lower standard of skill of the Italian personnel may effect the results obtained. Also the condition of the P39 aircraft will have an appreciable effect, especially if the majority of the operational aircraft are in such a poor condition as those received.

BALTIMORE.

45 Sorties per Squadron per week at 4 hours.	180 hours.	1620 hours
2 Squadrons per month.		180 "
O.T.U. 6 crews per month at 30 hours per crew.		
Airframe Major Inspections per month - operational.	3	
" " " - O.T.U.	1	
" Repair per month	5	
" " " - O.T.U.	1	
Engine overhaul and Repair per month operational	10	
" " " O.T.U.	12	
	4	
	16	

P.39.

50 Sorties per Squadron per week at 2 1/2 hours.	125 hours.	1690 hours.
3 Squadrons per month.		144 hours.
O.T.U. 12 Pilots per month at 12 hours per pilot.		
Airframe Major Inspections per month - operational.	4	
" " " - O.T.U.	1	
" Repair per month, operational.	6	
" " " O.T.U.	2	
	13	

PTO.

0 7 3 7

2.

Engine overhauled per month - operational.
" " " O.T.U.

12
4.
16

Glucklin wld

J. H. GLADSTONE, W/CDR.
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Public Office

32

FROM - AIR FORCES SUB COMMISSION,
ALLIED CONTROL COMMISSION, BAFLES. (55625 - 27)

TO - CHIEF INSTRUCTOR, VARIOUS AIRFIELDS.

JOINT - A.P.C.C., NARI,
B.A.F.

DATE - 24th AUGUST, 1944.

REF - AGO/53

AGRO ENGINEER - LIFE BETWEEN OVERHAULS.

It is requested that the instructions contained in this Headquarters letter of even reference dated 16th August be cancelled and the following instruction be translated and passed to the Italian Squadrons with instruction that this information is to be placed in the Squadron Technical Order Book.

2. (i) The following list gives the normal maximum life between complete overhauls.

(ii) If after running the period laid down in this list an engine is considered to be in such a condition to warrant an extension of life in order to bring the engine change into line with an inspection period or for operational or supply reasons, the Squadron should make application to the Senior Technical Officer of their Controlling Formation together with a brief report on the condition including oil consumption at the time of application. Controlling Formations may grant an extension of life, for the above reasons.

(iii) Engines installed in Airframes undergoing major repair and/or inspection can be considered as serviceable and fit for re-issue in the Airframes if the unexpired life of the engines is not less than 100 hours.

Authorized life of engines.

Training

Engineer, Reconnaissance, Fighting Communications

Engineer, VITA

400

It is noted that the instructions contained in the letterhead memorandum dated 10/1/54 are being followed in the handling of the case.

2. (1) The following list gives the normal maximum life between complete overhaul.

(22) If after reaching the period laid down in this List an engine is considered to be in such a condition to warrant an extension of life in order to bring the engine changes into line with an inspection period or for operational or supply reasons, the Squadron should make application to the Senior Technical Officer of their Controlling Formation together with a brief report on the condition including oil consumption at the time of application. Controlling Formations may grant an extension of life, for the above reasons.

(iii) injuries included in airtimes underwriting policy and/or impairment can be considered as covered under the policy for purposes in the airtimes if the unexpired portion of the coverage is not less than 90 days.

<u>Authorized Life of Worker.</u>	<u>Pending Reconnections.</u>	<u>Training</u>
William K7T IC	480	480
Cyrene R3600-13-28	490	1000

(A. A. Dunlop)
 Acting Commander,
 Air Vice-Marshal,
 AIR OFFICER COMMANDING.

SUMMARY OF MEETING HELD AT AFSC/MTO

22ND AUGUST, 1944

- File in Engineer*
Noted 50
1. It was agreed that the deficiencies on the first seven e/c received may be requisitioned and will be supplied if/as and when available.
 2. All future A/C delivered, Servicing Depot will make combat worthy and as complete as possible to the agreed 3 263 as annotated at meeting. Any deficiencies will not hold up issue of A/C but can be requisitioned as in Para. 1.
 3. An initial issue of 30 day level of replacement engines on 200 hour level will be made. U.S.A. will be cabled to find out if full 40 A backing can be issued. Note 30 days = 10 engines.
 4. Spares. A.O.Cs will be issued up to where supply effects U.S.A. or French requirements. When U.S.A. and French requirements cease all P39 spares in the Theatre will be given to I.A.F.
A Pack-up of 90 days spares based on Combat Table 2 and two thirds Table 3 will be issued immediately F.O.B.
 5. There are no overhaul spares for Allison engines in the Theatre and these will not be brought from America. However, there are top overhaul spares available and 30 days supply base on Combat Table 2 will be issued.
 6. 37 mm ammo will be supplied when B.A.F. requirement is in.
 7. Supply of bombs to be referred to A4 M.A.A.F.
 8. Belly tanks are out at the moment. Requirement will be investigated.
 9. Practice bombs. They will issue 100 immediately and 50 per month afterwards for training.
 10. O.S.L. This will only consist of items peculiar to P39 as per letter O-143-30 shown at the meeting. of which we have a copy.

OUTGOING MESSAGE -
Headquarters(MAAF) -

FROM: Headquarters, M.A.A.F. - C.M.F. -
TO : Air Forces Sub Commission (R) 214 Group. -
DATE: 18th August, 1944 -

19-18

YOUR SIGNALS ASC 53 DATED AUGUST 4TH AND AUGUST 11TH PD
REGRET DELAY ANSWERING BUT ORIGINAL REPLY MISLAID PD FU-
TURE POLICY IS FOR ALL AIRCRAFT INCLUDING BALTIMORE TO
BE SUPPLIED WITH T. I. BOMBSIGHTING HEAD AT REPLACEMENT
RATES PD MK. X NON OBSOLESCE PD MK. IX ALSO OBSOLESCE
BUT WILL BE RETAINED FOR ELEMENTARY TRAINING IN BOMBSI-
GHTING PD AGREE TO YOUR USE OF MK. IX IN TRAINING AIRCRAFT
AND PRESUME SECOND ADDRESSEE CAN SUPPLY PD ALL DETAILS OF
THREE TYPES OF SIGHTS INCLUDING INSTALLATION SUPPLIED IN
A.P. 1730A OBTAINABLE THROUGH NORMAL CHANNELS FROM AIR
PUBLICATIONS AND FORMS UNIT ALGIERS PD.

Distribution: - MAAF/936/Armt.

14th office received 19/53.

Distribution: - MAAF/936/Amt.

of copies of these
to copy of original
received

File
Approved
Dec 1600
Jan 24/8

0783

48

7742

AIR FORCES SUB COMMISSION AGO NAPLES.
RESTRICTED.
ROUTINE

AUG 25 1140 HRS
30625

A.P.C., R.A.P., M.M.

RESTRICTED. OUR REFERENCE AME SUGAR CAT BLANT FIVE THREE DATED
AUGUST TWO FIVE. WHO COMMANDER DUNLOP TO FLIGHT LIAISON MARTIN.
PARCE. TO AIR PUBLICATIONS UNIT ROYAL AIR FORCE MIDDLE EAST FROM
AIR FORCES SUB COMMISSION. NAPLES. PARCE. REQUEST YOU SUPPLY
WIRING DIAGRAMS FOR ELECTRICAL CIRCUITS OF BATTERIES FIVE. PARTS
CATALOGUE FOR CYCLOPS TWO SIX ZERO THREE DASH TWO SEVEN QUARTY
THREE. WAS EQUIPMENT BATTERIES BATTERIES FOUR AND FIVE. UNOBTAINABLE
ALSO.

R. Robert Nelson.
Capt. C.A.C.
M.M.I.A.

L. O. Watkins
(L.O. Watkins)
Flying Officer RAF
1999

0744

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

ALLIED CONTROL COMMISSION

MESSAGE

SVC/RELAY NO.

M/G NO :

CLASS :

REF NO :

PREC :

FILED :

FROM :

REC'D :

TO :

7737

47

AIR FORCES SUB-COMMISSION ADD RAVENS

24 AUG 1720 HRS

CONFIDENTIAL

23625

PRIORITY

A.F.S.C. BLAI (H) I.A.V. TROOP.

CONFIDENTIAL. OUR REFERENCE AIR CRAFT BLAI FIVE THREE DATED
 AUGUST TWO FOUR. REQUEST COMPLETE PRIORITY BE GIVEN TO COMPLETING
 THE BLAI BALLOON BEING CONVERTED AT LROCK. PAPER. TO AIR FORCES
SUB-COMMISSION BLAI REPEAT ITALIAN AIR FORCE LOSS FROM AIR FORCE
SUB-COMMISSION BLAI. PAPER. THIS AIRCRAFT URGENTLY REQUIRED AT VESU-
VUS.

K. Robert Nelson.

Capt. C.A.C.

M.A.I.A.

(A.B. Ungley)

Wing Cmdr R.A.F.

1584

(46)
7738

AIR FORCES SUB COMMISSION AGC NAILES.

AUG 24 1710 HRS

CONFIDENTIAL.

53625

PRIORITY.

A.F.S.C. BARI (R) A.F.S.C. ROME.

CONFIDENTIAL. OUR REFERENCE ABLE SUGAR CAT SEANT FIVE THREE DATED AUG TWO FOUR. CONSIDER FIRST GRUPPA OF PETER THREE NINES SHOULD BE READY TO MOVE COMPLETE WITH AIRCRAFT SEPTEMBER FIRST. PARIN. TO AIR FORCES SUB COMMISSION BARI REPEAT AIR FORCES SUB COMMISSION ALLIED CONTROL COMMISSION ROME FROM AIR FORCES SUB COMMISSION NAILES. PARIS. SECOND GRUPPA SHOULD COMPLETE TRAINING BY SEPTEMBER FIRST AND BE READY TO MOVE WITH AIRCRAFT SEPTEMBER SEVEN. THIRD GRUPPA SHOULD COMPLETE TRAINING BY SEPTEMBER SEVEN BUT QUESTION OF AIRCRAFT IS DEPENDANT ON FLOW FROM USAF. PARA TWO. THE ABOVE IS DEPENDANT ON WHETHER MAJOR MARIOTTE DEVELOPS FINGER TROUBLE. SHOULD CLEAR ALL OBSTACLES HE CAN PRODUCE EXCEPT A NEW ONE HE PRODUCED TODAY WHEN HE STATED HE WAS SHORT OF GROUND PERSONNEL. AS HE COULD NOT PRODUCE NOMINAL ROLL COULD NOT CHECK HIS STATEMENT BUT HE STATED THE SHORTAGE OF GROUND PERSONNEL HAD BEEN REPRESENTED TO BARI ONE MONTH AGO. REQUEST YOU CHECK AND CLEAR THIS OBSTACLE WITH ITALIAN AIR FORCE AUTHORITIES.

K. Robert Nelson.

Capt. C.A.C.

M.M.I.A.

(A. J. Dunlop)

ing Omdr. R.A.P.

1591

0747

45

7733

AIR FORCE SUB COMMISSION AGO HAPLES.

AUG 24 1600 HRS

CONFIDENTIAL.

93629

PRIORITY

551 A.U.. R.A.F. (R) A.F.S.C. DARI.

CONFIDENTIAL. OUR AMER SUGAR CAT SEAST FIVE THREE DATED ABOUT TWO
FOUR. FOR WATERS FROM HUNTER. WHAT HAS HAPPENED TO THE SUGAR CAT
EIGHT TWO SIX THE PARACHUTES ON BOARD. PARER. TO THREE FIVE ONE MAIN
UNIT ROYAL AIR FORCE BRITISH NORTH AFRICA FORCES REPEAT AIR FORCE
AND COMMISSION DARI FROM AIR FORCE SUB COMMISSION. HAPLES. PARER.
THREE ARE NOW VERY URGENT. PLACE ON NEXT AIRCRAFT. ESSENTIAL YOU
RETURN ON NEXT AIRCRAFT AND BRING A COPY OF APPLE PETER ONE SEVEN
THREE ALSO APPLE WITH YOU. ALSO REQUIRE TWO EDWARD ZETER IRE PETER
THREE.

R. Robert Nelson.

Capt. C.A.U.

M.E.I.A.



(A.F. Dunlop)

King Cdr. R.A.F.

1996

0748

7729 (42)

AIR FORCE'S US COMMISSION 400 HAWKES
CONFIDENTIAL
PRIORITY

AUG 24 1950 WHE
53675

R.A.A.P. 180178.

CONFIDENTIAL. OUR REFERENCE ADDS DUE TO THE FACT THAT FIVE THREE DATES
TWO FOUR AUGUST YOUR TALK HAVE BEEN USED SINCE ABOUT TWO P.M. 1950.
TO MEDITERRANEAN SEA AND AIR FORCE'S AIRLINES FROM AIR FORCE'S
COMMISSION 400 HAWKES. AIRCRAFT MEMBERS SHOULD READ FOR SELLING
SIX FOUR HAWKES AND FOR SELLING EIGHT FIVE ONE.

R. Robert Nelson.
Capt. C.A.O.
R.A.A.P.


(A. E. Dunlop)
Sgt. Cdr. R.A.P.

0749

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

785017

COOR

~~1251~~ ~~1251~~ ~~1251~~ ~~1251~~

~~1251~~ ~~1251~~ ~~1251~~ ~~1251~~

0252

ACTION COPY	SED
REFERENCE COPY	73 159
DUPLICATE COPY	ORG 4

877234

XBGV337/BG S ALG 46/44 22 2300 BG FIL =

AIRCHARGE NAPLES =

QVR CONFIDENTIAL TO AIR FORCES SUB
COMMISSION NAPLES FROM HQ MAAF ALGIERS

T718 AUGUST 22 CONFIDENTIAL YOUR ASC/53

AUGUST 20 STOP REQUEST CONFIRM BALTIMORE

AIRCRAFT FW694 AND FW853 HELD BY YOU STOP

ALLOTMENTS BRANCH HAVE NO KNOWLEDGE OF THESE

TWO AIRCRAFT T00221711 *

53

1594

0750

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

785017

MJ V LGPV NR1/91/22 ROUTINE

T ADDS

FROM AIR FORCES SUB COMMISSION, A.C.C. - BARI.

TO AIR FORCES SUB COMMISSION, A.C.C. - NAPLES.

6823
CONFIDENTIAL Q.905 22 AUGUST

AGREE THAT THREE TRAINING P. 39'S ~~WITH~~ ^{WHICH} HAVE BELLY LANDED SHOULD BE
REDUCED TO SPARES TO SERVICE OTHER ~~TRAINERS~~
TRAINERS .

BT TOO 221100B

THI 1710

DELETE THE LETTER 'T' PSE SRI K

SENT HDS K

RD NR 1 230637B WPS AR K
WILL U PSE MAKE WA P. 39'S WHICH NOT WITH RPT WHICH HAVE K
LO MJAQ DID U GET TT MGE OK PSE
OK JOE TB FRO RECEIPT
MIN

ERE ILL SEND IT AGEN WASNT V

B K MIN MSG IS OK JUST CKONG HAVE 6 MCHS TO PERFORM ON KK

I ONLY GO 4 K

OK PAL TB K

Acc (42)

61888

Whiff

see 39

copy sent
to Vantage
for info
24/5

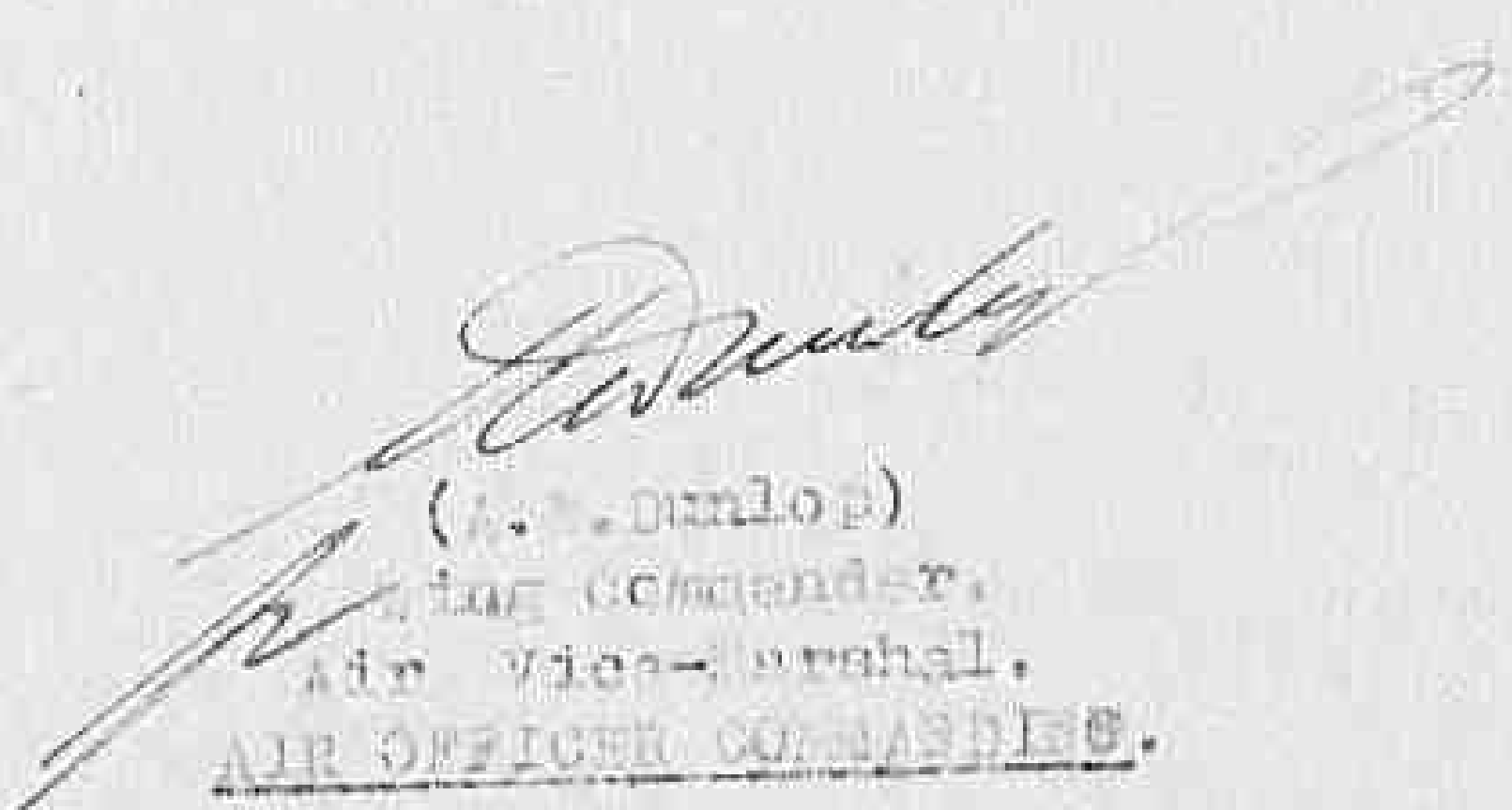
1393

(41)

FROM - Air Forces Sub-Commission.
Allied Control Commission. BARBERS. (53625)
TO - Headquarters. 214 Group. R.A.F., C.E.F.
(For attention A/Cmdr. Smylie)
DATE - 22/8/44
REF - ASO/53

REV. 000.

Reference Air Commodore Smylie's request for a quantity of plywood contained in signal addressed to A.C.C. Barb. the plywood was delivered to 159 C.E.F. on 21/8/44.


(A. J. Dunlop)
Group Commander,
Air Vice-Marshal,
AIR OFFICER COMBARBERS.

From : Air Forces Sub Commission, ACC. Rome
 To : Air Forces Sub Commission, ACC. Naples.
 Date : 10th August 1944
 Ref. : ATSC/R/321/CRC.

AKL 40

SEWING MACHINES

1. Receipt is acknowledged of Naples Office letter ISC/13 dated 15th August 1944.
2. It is regretted that no sewing machines are available as suggestion for transfer to HQ. No 214 Group. In fact the machines required by the I.A.F. have not yet been supplied.
3. The only constructive suggestion it is possible to make is that HQ. No 214 Group should write direct to HQ. A.A.I. Rome for attention of Major Bonaden, Local Resources Board.

J. Walker S/L

J. WALKER, S/LDR.

ATTN VICE COMMANDER,

ATTN VICE COMMANDER.

Copy to:

HQ. 214 Group, I.A.F. C.M.F.
 (for S/L Pacella)

*Phoned S/L Pacella 20/8/44 re above. She
 will take next step. J.W.*

0753

39

7697

AIR FORCES SUB COMMISSION ADD NAPLES.

AUG 20 1900 HRS

CONFIDENTIAL.

53625

ROUTINE.

A.P.S.C. BARI.

CONFIDENTIAL. SUB REFERENCED WARE BUSCAR GET FIVE THREE DATED AUGUST
THREE ZERO. ITALIAN AIR FORCE AT VERUVENS. WE WHEWEN HAVE THREE
PETER THREE MINES WHICH HAVE BEEN LANDED AND THOUGH REPAIRABLE
CONSIDER GOING TO THEIR AGE AND GENERAL CONDITION WILL NOT BE AN
ECONOMICAL PROPOSITION. PARM. TO AIR FORCES SUB COMMISSION BARI FROM
AIR FORCES SUB COMMISSION NAPLES. PARM. IT IS RECOMMENDED THAT
THREE THREE AIRCRAFT BE REDUCED TO SPARES AND USED TO SERVICE OTHER
TRAINERS. REQUEST YOUR CONCURRENCE.

E. Robert Nelson.

Capt. C.A.C.

A.M.I.A.

W. H. Winter

(A.A. Winter)

Chief Cdr. R.A.F.

1590

7694

37

AIR FORCES SUB COMMISSION AGC NAPLES.

AUG 20 0910 HRS

CONFIDENTIAL

53625

PRIORITY

AIR FORCES SUB COMMISSION BARI (R) A.F.B.C., A.C.C. ROME.

CONFIDENTIAL. OUR REFERENCE ABLE SUGAR CAT FIVE THREE DATED AUGUST TWENTY. FROM DUNLOP. COL EATON OF MEDITERRANEAN ALLIED AIR FORCES REQUESTS A MEETING AT AIR FORCE SERVICE COMMAND MEDITERRANEAN THEATRE OPERATIONS OFFICE AT ONE FOUR ZERO ZERO HOURS MONDAY TWO ONE TO DISCUSS THE QUESTION OF THE SUPPLY OF FETTER THREE NINES AND GROUND EQUIPMENT AND SPARES TO ITALIAN AIR FORCE. PARM. TO AIR FORCES SUB COMMISSION BARI REPEAT AIR FORCES SUB COMMISSION ALLIED CONTROL COMMISSION ROME FROM AIR FORCES SUB COMMISSION NAPLES. PARM. REQUESTS SQUADRON LEADER BROOMHEAD ARRIVES NAPLES IN TIME TO ATTEND MEETING. IF IT IS CONSIDERED OTHER REPRESENTATIVES SHOULD ATTEND PLEASE MAKE NECESSARY ARRANGEMENT TO ENSURE THEY ARRIVE NAPLES IN GOOD TIME AS ECTON TRANSPORT SITUATION STILL CRITICAL.

K. Robert Nelsen.

Capt. C.A.G.

M.E.I.A.



(S.I. Minter)

wing Cmdr. R.A.F.

1588

0755

7684

35

AIR FORCES SUB COMMISSION ACC NAPLES.

AUG 18 1650 HRS

CONFIDENTIAL.

53625

ROUTINE

A.P.S.C. BARI

CONFIDENTIAL. FOR CHAPMAN FROM DUNLOP. OUR REFERENCE ABLE SUGAR
CAT FIVE THREE DATED AUGUST ONE EIGHT. FOLLOWING REQUIRED BY
VESUVIUS PLEASE ARRANGE SUPPLY. PAREN. TO AIR FORCES SUB COMMISSION
ALLIED CONTROL COMMISSION BARI FROM AIR FORCES SUB COMMISSION NAPLES.
PAREN. BEARINGS OF TWO CONTINUOUS RADIO BEACONS FROM VESUVIUS AIR-
FIELD. BEARINGS TO BE MORE THAN FOUR FIVE DEGREES APART AND FULL
INFORMATION ON FREQUENCIES AND CALL SIGNS COMBINED OPERATIONAL
SIGNALS BOOK ONE OF. WATER SLANT TARE BOOKS TWO FOUR OF.

K. Robert Nelson.

Capt. U.A.O.

M.M.I.A.

(A.E. DUNLOP)

Wing Cmdr. RAF

1588

0756

33
7628

34

AIR FORCES SUB COMMISSION ACC NAPLES

AUG 18 1615 HRS

CONFIDENTIAL.

53625

PRIORITY

351 M.U. RAF BNAF (R) A.F.S.C. BARI

CONFIDENTIAL. FOR ATTENTION OF FLYING OFFICER WATKINS. OUR REFERENCE
ABLE SUGAR CAT FIVE THREE DATED AUGUST ONE EIGHT. PAREN. TO THREE
FIVE ONE MAIN UNIT ROYAL AIR FORCE BRITISH NORTH AFRICAN FORCES (R)
AIR FORCES SUB COMMISSION BARI FROM AIR FORCES SUB COMMISSION NAPLES.
PAREN. PLEASE ARRANGE TO FORWARD NEXT SUGAR MOTHER EIGHT TWO PILOTS
NOTES FOR BALTIMORE FIVE QUANTITY SIX. PARTS CATALOGUE FOR CYCLONE
TWO SIX ZERO ZERO DASH TWO NINE AND WIRING DIAGRAMS FOR ELECTRICAL
CIRCUITS ON BALTIMORE FIVE.

K. Robert Nelson.

Capt. C.A.C.

M.M.I.A.


(A.R. DUNLOP)

WING CMDR. REF.

1587

27

FROM: Air Forces Sup Commission,
Allied Control Commission, NAPLES.

TO: Air Forces Sup Commission,
HQ. Allied Control Commission, ADVI, ROSS

Copy to:
HQ. 214 Group, R.A.F., C.M.F.
(Attention S/Ldr. Facella)

DATE: 15th August, 1944.

REF: ASC/5

AEROSTATICA ADVI - SEWING MACHINES.

Reference your AFSC/A/221/1/Orig. dated 20 July, 1944, addressed to Local Resources Board, M.Q. A.A.I., REXMI, Rome, it is notified that 214 Group, have very urgent and vital commitments for which they require immediately:-

- 13 Sewing machines made up as follows:-
2 Harness Machines
2 Zig-zag "
balance medium and light machines.

It is understood that the machines belonging to the Aerostatica Avorio (33 of which were requisitioned by Captain G.W. Fox, R.A.F.C.) constitute the only available source of supply. Given the importance to the Allies of the commitments of Wm 214 Group, it is hoped that you will be able to get the 33 Sewing machines re-requisitioned and 13 made available for 214 Group as forth above.

In view of the urgency of the matter an early reply will be appreciated.

W.I. Winter)
Wing Commander,
Air Vice-Marshal,
AIR OFFICER COMMANDING.

REF: ASC/8

AEROSTATICA AVORIO - SEWING MACHINES

Reference your ASC/A/221/V/Org. dated 20 July, 1964, addressed to Local Resources Board, H.Q. A.A.I., XXIX, Rome, it is notified that 214 Group, have very urgent and vital commitments for which they require immediately:-

- 13 Sewing machines made up as follows:-
 - 2 Harness machines
 - 2 zig-zag "
 - balance medium and light machines.

It is understood that the machines belonging to the Aerostatica Avorio (13 of which were requisitioned by Captain G.W. Fox, R.A.O.C.) constitute the only available source of supply. Given the importance to the Allies of the commitments of Wm 214 Group, it is hoped that you will be able to get the 33 Sewing machines re-requisitioned and 13 made available for 214 Group as forth above.

In view of the urgency of the matter an early reply will be appreciated.

W.L.
(W.L. Winter)
Wing Commander,
Air Vice-Marshal,
AIR OFFICER COMMANDING.

1586

0759

785017

CONFIDENTIAL

HEADQUARTERS
MEDITERRANEAN ALLIED AIR FORCES
A. P. O. 650

(26)
SIG-OR-AFU

413.68/41

11 AUGUST 1944

SUBJECT: IFF IN ITALIAN AIR FORCE.

TO : SIGNAL OFFICER, AIR FORCES SUB COMMISSION, NAPLES

1. REFERENCE YOUR SIGNAL ASC 53 DATED AUGUST 3. WITH THE CLASSIFICATION OF IFF MK III AS CONFIDENTIAL IN ACCORDANCE WITH AIR MINISTRY SIGNALS TECHNICAL SECRECY GRADING TABLES GS 21830 IT IS FELT THAT ALL INFORMATION CONTAINED IN MAINTENANCE AND OPERATIONAL MANUALS SHOULD BE MADE AVAILABLE TO THE ITALIAN MAINTENANCE PERSONNEL.

2. SQUADRON MAINTENANCE SHOULD CONSIST OF DAILY INSPECTIONS, CHECKING OF WIRING AND AERIAL SYSTEMS, REPLACEMENT OF VALVES ETC. ALL SETS REQUIRING HIGHER ECHELONS OF MAINTENANCE SHOULD BE RETURNED TO THE NEAREST OF THE FOLLOWING UNITS:-

NO. 113 MU (SRS)
NO. 4 BSU

3. THE FOLLOWING SCHEDULE COVERS THE EQUIPMENT, SPARES AND TEST EQUIPMENT TO BE HELD PER SQUADRON:

- 1 COMPLETE SET PER AIRCRAFT
- 5 COMPLETE SPARE SETS (CONSISTING OF RECEIVER AND CONTROL UNIT)
- 2 SIGNAL GENERATORS, TYPE 22 - 10SB/42
- 2 OUTPUT TESTERS TYPE 5 - 10SB/44

4. SETS FROM CRASHED AIRCRAFT SHOULD BE RETURNED TO EITHER NO. 113 MU OR NO. 4 BSU IF ONE OF THE FOLLOWING CONDITIONS IS APPLICABLE:

- (A) SET IS UNSERVICEABLE
- (B) SET HAS BEEN DETONATED
- (C) SET IS SURPLUS TO ESTABLISHMENT. SERVICEABLE SETS FROM CRASHED AIRCRAFT MAY BE RETAINED TO COMPLETE ESTABLISHMENT OUTLINED IN PARA 3

W. H. Vance, Jr.
A. W. MARTINER
BRIG. GENERAL, USA
DEPUTY ASO-IN-C

-1-

CONFIDENTIAL

158. 17/8 17/8

C O N F I D E N T I A L

HEADQUARTERS
ARMY AIR FORCE SERVICE COMMAND
MEDITERRANEAN THEATER OF OPERATIONS
APO 528

93
O-11B-30

In reply
refer to:
AG 400.7

10 August 1944.

SUBJECT: Reparable and Unserviceable Army Air Force Supplies and Equipment
in Hands of Italian Air Force.

TO : Air Forces Sub-Commission,
Allied Control Commission,
Naples.

1. Reference is made to your letter ASC/53 dated 4 August 1944.
2. Pending clarification of Italian Air Force status by higher authority, this command is unable to render ruling regarding disposal of reparable and unserviceable Army Air Force property accumulated by the Italian Air Force.
3. The items which are acceptable for return for credit by beneficiary governments are limited to only those items which are critical to the Army Air Forces. Salvage material is not acceptable. Air Supply Circular No. 24 has been revised and is now in the process of being printed. This circular provides for the following procedure:
 - a. The beneficiary government desiring to return Army Air Force property for credit will prepare a list by property class, showing quantity to be returned, part and/or stock number, complete nomenclature, and condition of each item. This is to be submitted to this headquarters by the beneficiary government.
 - b. Upon receipt of lists mentioned in paragraph 3.a., this headquarters will screen them against the list of items critical to Army Air Forces and also critical to this theater. The lists will be marked to indicate which items are acceptable for credit and returned to the beneficiary government.
 - c. Upon receipt of coded list from this headquarters indicating the items that are acceptable, the beneficiary government may return the acceptable items for credit, provided same are in either a serviceable or reparable condition.

1584

-1-
C O N F I D E N T I A L

C O N F I D E N T I A L

AG 400.7, 10 Aug 44, contd.

4. It is recommended that a list as set forth in paragraph 3.a. above be submitted to this headquarters. This headquarters will suspend action thereon until the status of the Italian Air Force as regards Lend-Lease has been clarified by higher authority.

For the Commanding General:

James H. Havel
1st HAD
R. K. FADEL,
Lt Col, AGD,
Adj Gen.

0764

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

785017

127/13

CYPHER MESSAGE

QXM

22

TO AIR FORCES SUB COMMISSION SARI 9 REPEATED AIR FORCES
 SUB COMMISSION MAPLES
 FROM AIR FORCE SUB COMMISSION BOME
 RAF109 13 AUGUST . SECRET .
 FOR AVM BOWENUSCARLETT OR S/C ECCLES FROM WALTON .
 HERewith REPEAT OF AIRGRAM RECEIVED HERE TODAY . BEGINS :-
 TO AFSC ACC REP 244 GROUP 9 BAF FROM HQ MAAP CMF .
 M27094 ORIGINATED BY WING COMMANDER WHEELER OF OPERATIONS
 REF 006 YOUR ACC53 AUGUST 4 . FUTURE POLICY IS FOR BALTIMORES
 AIRCRAFT TO HAVE T1 SIGHTING HEAD WHICH WILL BE INTRODUCED
 GRADUALLY AT REPLACEMENT RATES . MARK TEN OBSOLETE AND MARK
 NINE OBSOLETE BUT WILL RETAIN FOR ELEMENTARY TRAINING .
 AS TEMPORARY MEASURE AGREE THAT YOU SHOULD USE FOR PRESENT
 TRAINING AIRCRAFT UNTIL MARK NINE AVAILABLE . ENDS .

TOD 1158200Z

BANKO/AT

I M P O R T A N T

TOD 1132000Z

0763

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

785017

C O P Y

CYPHER MESSAGE

69/02

TO 214 GROUP (R) AFSC ROME (R) AFSC ACC BARI (R) AFSC ACC
NAPLES

FROM HQ MAAT

Q344 AUGUST 1

See 13

SECRET. REQUEST YOU ARRANGE TO LOAN TO LAST ADDRESSEE ONE
 REPEAT ONE 1000 GALLON PETROL TANKER PRIME MOVER OR 900 GALLON
 PETROL TRAILER ACC TO COLLECT. THIS IS ONLY A TEMPORARY MEASURE?
 ACCACC TO ENSURE IAF SERVICE EXISTING IAF PETROL TANKERS OR SUPPLY
 SERVICEABLE ONE FROM IAF SOURCES. PARA 2 FOR GENERAL INFORMATION
 EXTRACT FROM MAAT ALGIERS SIGNAL Q666 JUNE 28 IS REPEATED QUOTE
 RAF RESPONSIBILITY IS LIMITED TO SUPPLY OF STANDARD RAF EQUIPMENT
 INCLUDING IN THIS INSTANCE WALTHAMORE AND ALL ASSOCIATE ITEMS.
 ACC SHOULD BE ADVISED TO SUBMIT ALL DEMANDS FOR P39 SPARES ~~AND~~
 AND ASSOCIATE ITEMS OF EQUIPMENT OF AMERICAN PATTERN DIRECT
 TO ASG/MTO UNQUOTE.

PARA 3. ITEMS OF STANDARD RAF EQUIPMENT SHOULD BE INVARIABLY
 DEMANDED IN FIRST INSTANCE ON 114 MAINTENANCE UNIT WHO WILL
 REFER QUERIES TO HQ 214 GROUP.

PARA 4. POLICY MATTER IN REGARD TO SUPPLY ONLY BEING REFERRED
 TO THIS HQ.

IMPORTANT

TOD 011810B
 TOR 020600B
 TOD 020630B

Decyphered by H.W. Jones Sgt.

DISTRIBUTION: AFSC ACC ROME

1581

0784

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

ARLIV FORM (3123) (Pads of 100)

MESSAGE FORM

CALL
AND
INSTRUC-
TIONS

IN

OUT

No. of Groups
GR.

Serial No.
OFFICE DATE STAMP

6/14/5
13

(ABOVE THIS LINE IS FOR SIGNALS USE ONLY.)

TO N.A.A.F. Adv. (R) A.F.S.G. A.C.C. Rome (R) A.F.S.G. A.C.C. Bari
(R) A.F.S.G. A.C.C. Naples.

FROM H.Q. 214 Group.

Originator's Number
0. 366

Date
5th Aug.

In Reply to Number

Secret (.) Your 0.344 Aug. 1 (.) All petrol tankers available in
stock (.) Dues out to squadrons etc. at present 22 half 42

1
See 1A

THIS MESSAGE MAY BE SENT AS WRITTEN BY
ANY *[Signature]*
WIRELESS

THIS MESSAGE MUST BE SENT IN CIPHER
CAPABLE TO INTERCEPTION OR TO FALL
INTO ENEMY HANDS.

ORIGINATOR'S INSTRUCTIONS
Degree of Priority

Important.

TIME OF ORDER
158/11645/B.
T.H.I.

SIGNED				(BELOW THIS LINE IS FOR SIGNALS USE ONLY.)							
SYSTEM	TIME	READER	SENDER	SYSTEM	TIME	READER	SENDER	SYSTEM	TIME	READER	SENDER
IN	IN			OUT	OUT			OUT	OUT		

T.O.R.

* Originator may delete "except" and insert "including."

0765

~~NR2/119/4~~ NR2/119/4 T ADD
TO AIR FORCES SUB-COMMISSION,
ALLIED CONTROL COMMISSION, NAPLES,
FROM AIR FORCES SUB-COMMISSION,
ALLIED CONTROL COMMISSION, BARI.
Q822 4TH AUGUST.
FOR DUNLOP FROM GLADSTONE (.)
PART TWO MAINTENANCE SCHEDULES ~~TRANSLATE~~ TRANSLATED
WERE ONLY ONES AVAILABLE BUT AGREE 50
HOUR CYCLE NECESSARY (.) THE BOOKS ALREADY
PRINTED FOR BALTIMORE ARE FOR PERSONAL ISSUE
TO I.A.F. PERSONNEL (.) ~~EX~~ CORRECT SCHEDULES
IDENTICAL WITH R.A.F. TYPE IN PRINTERS
HANDS ANTICIPATE DELIVERY ABOUT AUGUST 9TH (.)
AEROCOBRA SCHEDULES SHOULD BE COMPLETED ~~BY~~ ^{ABOUT} AUGUST 16TH (.)

BT 041430 B

R/440V
042215Z
R/440V

4 AUG 1944

DIST
Air Forces Sub Commission
1529
ACC Naples



7549

AIR FORCES SUB COMMISSION APO NAPLES.

3 AUG 1950 HRS

CONFIDENTIAL

53625

PONTINE.

RAAF CEF (R) 214 GROUP RAF CEF (R) S.A.P.

CONFIDENTIAL. OUR REFERENCE ABLE SUGAR CHARLIE FIFTYTHREE. ITALIAN AIR FORCES AT VERUVUE. BALTIMORE AIRCRAFT. HAVE FOUR TRAINING AIRCRAFT WITH MARK TEN BOMB SIGHTS NEEDING RECTIFICATION. TWO ONE FOUR GROUP HAVE KINDLY AGREED TO ASSIST BUT STATE NO SPARES OR TEST RIGS AVAILABLE AND SUGGEST IF YOU APPROVE THAT MARK NINE SIGHTS WHICH ARE AVAILABLE BE ISSUED IN LIEU. PAREN. TO HAVE CEF (R) TWO ONE FOUR GROUP ROYAL AIR FORCE CEF (R) BALKAN AIR FORCE FROM AIR FORCES SUB COMMISSION ALLIED CENTRAL COMMISSION NAPLES. PAREN. AS I PRESUME OPERATIONAL AIRCRAFT WILL BE FITTED WITH A MARK NINE BOMB SIGHT REQUEST YOU APPROVE TWO ONE FOUR GROUP SUGGESTION. REQUEST BALKAN AIR FORCE PASS COPY THIS MESSAGE TO AIR SUB COMMISSION. EARL.

K. Robert Nelson,
Capt. C.A.G.
M.S.I.A.

(A.E. Dunlop)
Wing Cmdr. RAF

1578

0787

785017

10

7550

3 AUG 1845HRS

55625

AIR FORCES SUB COMMISSION ACC NAPLES.
CONFIDENTIAL.
ROUTINE.

MAAF CWP (R) AIR FORCES SUB COMMISSION BARI.

CONFIDENTIAL. OUR REFERENCEABLE SUGAR CHARLIE FIFTY-THREE. ITALIAN
AIR FORCE AT VESUVIUS. BALTIMORE AIRCRAFT. PLEASE FORWARD TO THIS
ADDRESS MARKED ATTENTION WING COMMANDER DUNLOP A COPY OF INSTRUCTIONS
FOR INSTALLATION OF MARK NINE AND TEN BOMB SIGHTS AND LINDING UP
PROCEDURE. PARIS. TO MEDITERRANEAN ALLIED AIR FORCES. CENTRAL MEDITERRANEAN FORCES (R) AIR FORCES SUB COMMISSION BARI FROM AIR FORCES SUB COMMISSION NAPLES. PARIS.

K. Robert Nelson

K. Robert Nelson.
Capt. C.A.C.
S.M.I.A.

A.E. Dunlop

(A.E. Dunlop)
Wing Cmr. RAF

1577

* Originator may delete "except" and insert "including."

G. V. 1971 W.L. 24079 1633 900M Pads. 9/42. B. & S. Ltd. 51-5410.

ORDERLY ROOM

60 1944

Type of origin

01271

五、

T.O.R.

0769

FROM - Air Forces Sub Commission,
Allied Control Commission, WARREN.
Tel. 53525 - 27

TO - M.A.A.F. Algiers.
Copies to M.A.A.F., C.M.F.
A.F.H.C., A.C.C., Bari.

DATE - 1st August, 1944

REF - ASC/53

TECHNICAL INFORMATION.

It is requested that the following information be forwarded to this Unit -

- List of approved fuels and oils.
- List of approved spark plugs.
- List of maintenance periodicity and engine life authorised this command.

2. It is also requested that this H.Q. may be placed on the distribution list of future amendments to these lists.

(A.B. Dunlop)
wing Commander,
Air Vice-Marshal,
AIR OFFICER COMMANDING.

0770

785017

DATE - 1st August, 1944

REF - ASC/53

TECHNICAL INFORMATION.

It is requested that the following information be forwarded to this Unit -

List of approved fuels and oils.

List of approved spark plugs.

List of maintenance periodicity and engine life authorised this command.

2. It is also requested that this H.Q. may be placed on the distribution list of future amendments to these lists.


(A.E. Dunlop)
King Commander,
Air Vice-Marshal,
AIR OFFICER COMMANDING.

1073

7

7528

AIR FORCE SUB COMMISSION AGO RAMES.

2 AUG 1635 HRS

BRITISH SECRET

53625

PRIORITY

RAF CDR (R) DIRECTOR FOR AIR FORCE SUB COMMISSION AGO RAMES (R) SALLAN
AIR FORCE.

BRITISH SECRET. SUB COMMISSION AGO RAMES CHARLIE FIFTYTHREE. I.A.F.

AT VANDUING. SALLAN'S AND CHARLIE'S ARE SET TO BE CARRIED OUT WITH THREE
THE FIFTYTHREE. AS THIS IS A SECRET AGREEMENT NO FURTHER ADVISE

AS TO THE SECRET INFORMATION IS TO BE DIVULGED. NOMINAL ORDERS
ARE THAT ONLY SALLAN'S ONLY AS TO BE CARRIED OUT BY SALLAN'S

AND IF THE SET IS UNRECOVERABLE IT SHOULD BE RETURNED TO AN I.A.F.

PARA. 1. RAF CDR (R) DIRECTOR FOR AIR FORCE SUB COMMISSION AGO

RAMES (R) SALLAN AIR FORCE SUB COMMISSION AGO RAMES

PARA. 2. REQUEST SALLAN'S DIRECTOR IF RAMES THIS SALLAN

WANT TO COVER (SALLAN) REQUEST OF INFORMATION THAT CAN BE DIVULGED

(SALLAN) REQUEST IS THE SALLAN POLICY (CHARLIE) SUPPLY OF SALLAN'S

AND THE INITIAL ISSUE OF SPARE SETS FOR SALLAN'S HOLDING

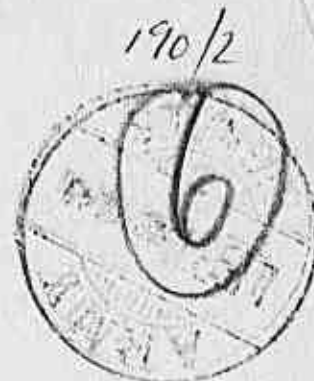
(SALLAN) DISPOSAL OF SETS FROM CRASHED AIRCRAFT.

K. Robert Nelson
Capt. C.A.C.
S.M.L.A.

(A.S. DUNLOP)
King Under. RAF

1574

TVV

IN
99

LEPT V LFFK 1NR1 / 75/2 ROUTINE CONFIDENTIAL

T AIR FORCES SUB-COMMISSION ALLIED CONTROL COMMISSION
NAPLES

QDI GFFK 011500B BAF

FROM AIR FORCES SUB-COMMISSION R

ALLIED CONTROL COMMISSION BARI

ALLIED CONTRBL COMMISSION

TO AIR FORCES SUB-COMMISSION

ALLIED CONTROL COMMISSION NAPLES -

(R) M A A F AC M F

GR -- BT

Q8128 1ST AUGUST CONFIDENTIAL

YOUR SIGNAL T.O.R. 17.40 DATED 31ST. JULY .

AVAILABILITY OF TANKER EX I.A.F. SOURCES BEING INVESTIGATED .

FURTHER INFORMATION FOLLOWS .

BT 011500B THI 021152B

SENT HFH AR K

AF SC ACC

1573

AIR FORCES SUB COMMISSION ACC NAPLES
BRITISH CONFIDENTIAL.

1 AUG 1650 HRS

53625

ROUTINE

DISTWO FOR AIR FORCES SUB COMMISSION ACC BARI (R) MAAP CEF
BRITISH CONFIDENTIAL.

I.A.P. AT VESUVIUS. FOR GRADSTONE FROM DUNLOP. THE IAF PERSONNEL
WERE LASTERED AND ARE USING OUR FORM SEVEN ZERO ZERO. PAREN. TO DISTWO
FOR AIR FORCES SUB COMMISSION ACC BARI (R) MAAP CEF FROM AIR FORCES
SUB COMMISSION ACC NAPLES. PAREN. I NOTICE THE PART TWO MAINTENANCE
SCHEDULES YOU HAVE HAD TRANSLATED AND PRINTED ARE VERY OLD. ARE ON
THE THIRTY HOUR CYCLE AND ONLY THE TEXT IS SHOWN. I HAVE AUTHOR-
ISED A FIFTY HOUR CYCLE AND CONSIDER YOUR NEXT REPRINT SHOULD BE
IDENTICAL WITH THE R.A.F. TYPE AS REGARDS LAY-OUT WHERE SPACE IS
LEFT FOR UNDESIGNED TO SIGN FOR IT IS CHECKED.

R. Robert Nelson.
Capt. C.A.C.
R.M.I.A.

(A.E. Dunlop)
Wing Cmdr. RAF

0776

FROM - AIR FORCE SUB COMMISSION,
A.C.B. HAWLEY.

TO - RAF CHIEF INSTRUCTOR,
VENEZIA AIRFIELD.

COPY - A.P.S.C., ACC BARI.

DATE - 29/7/44

REF - AGO/53

AIRCRAFT AND ENGINE INSPECTION CYCLE.

Confirming verbal instructions given A.M. 29th July, 1944, the Baltimore and Airacobras held by the I.A.F. are to be operated on the 25 - 50 - 100 minor inspection cycle and 100 hours major inspection cycle.

Maintenance schedules and S. 700 are to be amended as necessary to implement the above instructions.

A. S. Dunlop
(A. S. DUNLOP)

Wing Commander,

Air Vice-Marshal,

AIR OFFICER COMMANDING.

1571

0775

7515

3

AIR FORCES SUB COMMISSION AGO NAPLES

BRITISH CONFIDENTIAL

31 JULY. 1730

53625

ROUTINE

DISTNG FOR AIR FORCES SUB COMMISSION AGO BARI.

I.A.F. AT VESUVIUS. PARACHUTE LOG BOOKS. IN ORDER TO INSURE
THAT PARACHUTES ISSUED TO THE I.A.F. ARE PROPERLY MAINTAINED A
TOTAL OF ONE SEVEN SIX ITALIAN PARACHUTE LOG BOOKS ARE NECESSARY.
PARM. TO DISTNG FOR AIR FORCES SUB COMMISSION AGO BARI FROM AIR
FORCES SUB COMMISSION AGO NAPLES. PARM. UNDERSTAND FROM I.A.F.
THAT THESE ARE AVAILABLE AT LEGGE. PLEASE ARRANGE SUPPLY AND
ADVISE DISPATCH DETAILS.

K. Robert Nelson. Capt.

R.E.I.A.


(A.E. Dunlop)
Wing Cmdr. RAF

1570

7496

AIR FORCES SUB COMMISSION ACC NAPLES

29 JUL. 190088

SECRET.

55625

PRIORITY

214 GROUP RAF CEF (R) SAAP CEF (R) DISTO FOR AIR FORCES SUB COM.
BARI (R) IIS M.U. RAF CEF.

URGENT. IAF AT VERUVING. FAIR. TO 214 GROUP RAF CEF (R) SAAP CEF
(R) DISTO FOR AIR FORCES SUB COMMISSION ACC BARI (R) IIS M.U. RAF
CEF FROM AIR FORCES SUB COMMISSION ACC NAPLES. FAIR. HAVE FOUR
FAIR THE DASHLIGHTS OF BALTIMORE HAVING NOTIFICATION. REQUEST
PERMISSION TO ARRANGE WITH IIS M.U. DIRECT.

E. Robert Nelson Capt.

M.E.L.A.

(A. E. Dunlop)
Wing Cmdr. RAF

1569

0777

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

785017

7516

AIR FORCES SUB COMMISSION ACC NAPLES
BRITISH SECRET.
PRIORITY.

31 JULY 1740 HRS
53625.

MAAF CWF (R) DISTRO FOR AIR FORCES SUB COMMISSION ACC BARI (R) 214
GROUP RAF CWF.

I.A.P. AT VESUVIUS. RE-FUELLING FACILITIES. NOW THAT BALTIMORES
HAVE STARTED FLYING AND AIRACOBRA'S ARE INCREASING PROGRAL FIND
CLAPPED OUT ITALIAN PETROL TANKERS CANNOT SATISFY RE-FUELLING
DEMAND. PARM. TO MAAF CWF (R) DISTRO FOR AIR FORCES SUB COMMISSION
ACC BARI FROM AIR FORCES SUB COMMISSION ACC NAPLES. PARM. NOT
CONVERSANT INI POLICY REGARDING SUPPLY OF THIS TYPE EQUIPMENT AND
REQUEST ADVISE. HAVE IMMEDIATE NEED OF THE LOAN OR ALLOPMENT OF A
THOUBAND GALLON PRIME MOVER OR NINE HUNDRED GALLON TRAILER. PLEASE
SUPPLY. CAN COLLECT IF AVAILABLE IN AREA.

K. Robert Nelson. Capt.
M.P.I.A.

See 13

(A.E. Dunlop)
Wing Cmdr. RAF

0778