

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

785017

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GLIDERS, POLICY
NOV. 1945 - APR. 1946

M1NOTE

Correspondence of gliding up to 21 is in
 AFSC/53/11 AIR. which deals with "gliding. Club
 and Private Flying. glider construction",
 the new "gliding. air staff correspondence" file

29 found with the 53/21 Air.

2/2/66

by arrangement.
 2.7.46.

0865

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785017

and Private Flying. Flight Certificate,
the new "Flying" air staff correspondence file

Found in 53/2/1 air.

2/4/46

Warrantage.
2.7.46.

1700

6A

EXTRACT FROM DIRECTOR'S MEMOIRS OF A CONFERENCE WITH ON CIVIL
AVIATION AT A.F.S.C. ON 4TH JULY. MINUTES WILL BE FOUND ON
FILE AFSC/59/AIR.

Paragraph 8 reads:

As for flying clubs and gliding, General Gallo said they would be good for training and would help to give work etc, but the Director pointed out that since there is a surplus of pilots at the moment, the training angle does not arise. It is up to the Government to decide whether it is a good time to make this request, but the Director felt that higher authority would probably not be in favour yet. It was agreed to postpone the request for about three months.

FILE

3A

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

TO : AIR FORCES SUB COMMISSION, A.C. HARI.
 " " " " " " NAPLES.
 " " " " " " MILAN.
 " " " " " " PADUA.
 " " " " " " TARANTO.
 " " " " " " LECCE.

DATE : 16th APRIL 1946.

REF. : AFSC/53/1/AIR.

GLIDER CONSTRUCTION & FLYING IN ITALY.

1. Reference our AFSC/53/1/AIR to I.A.M. and copy to A.F.S.C. Milan requesting information on Glider construction in Italy and stating that the flying or transfer of Gliders is forbidden. *7A (10 A copies)*

2. Reference our AFSC/39/1/AIR & AFSC/53/1/AIR dated 6th April 1946 to all detachments stating that though permission has been given for the formation and operation of civil aviation companies under I.A.M. control no gliding or private flying is allowed. *7A (5 A copies)*

3. Enclosed please find copy of I.A.F. Stato Maggiore letter 270296/ST3/8/1174/Colt dated 23 March 1946 for your information and action as necessary.

M.E. Reid
 M.E. REID W/CDR.
 AIR VICE MARSHAL
 DIRECTOR
 AIR FORCES SUB COMMISSION.

4A

FROM: AIR FORCE (COMMISSION),
ARMED COMMISSION, ROME.

TO: ITALIAN AIR MINISTRY.

DATE: 4th APRIL, 1946.

REF: AFSC/53/1/ADM.

GLIDER LANDING OR STOPPING IN ITALY.

With reference to your letter 27/206/ST. 3/5/474/Cell dated 23rd March and my conversation with you this morning, I wish to confirm that Glider construction and flying in Italy is not at present permitted. The permissive authority given to the Italian Government to begin internal civil air lines does not cover this form of flying.

2. Thank you for the detailed information given in your above quoted letter.

D.D. 7/4/4
S.S. WNB 5/4
S.L.O. 4/4
C.T.O.


I.E. BRODIE,
AIR VICE-MARSHAL,
DIRECTOR,
AIR FORCE'S SUP-COMMISSION.

Copy to AFSC Milan

Secret

3A

1. QUARTERS ALLIED COMMISSION
APO 394
Office of the Executive Commissioner

Ref: 8506/55/20

24 November 1945

SUBJECT: Italian Glider Activities

TO : G-5, AMHQ

1. It appears that considerable interest in forming Glider Clubs in Northern Italy is being shown by several groups of Italians. The Italian Air Ministry has been instructed that no gliding and no glider construction are to take place on the grounds that Italian civil aviation is not allowed.

2. There are a certain number of gliders, some completed and some not yet completed. These have all been impounded and grounded.

3. If no mention of glider activities has yet been included in the draft peace treaty with Italy it is suggested that consideration might well be given to the inclusion of some such terms in the treaty. It is recommended that a limited amount of gliders be permitted. It is realized that in view of the use to which the Germans put gliders after the last war, namely for the training of future war-time pilots, such activities may well be forbidden in Italy. Nevertheless if it is the policy to treat Italy as a friend it is requested that it be borne in mind that gliding is a useful and cheap form of training for commercial and military pilots and that the cheaper the training in Italy the better, as she will undoubtedly be economically hard hit for a number of years.

For the Chief Commissioner:

M. S. LUSH

Brigadier
Executive Commissioner

Copy to:
A.F. S/C
Polad (A)
Polad (B)



Secret

1696

2A

FROM: AIR FORCE SUB-COMMISSION,
ALLIED EX MISSION, ROME.

TO: STATO MAGGIORE,
ITALIAN AIR MINISTRY.

DATE: 14TH NOVEMBER, 1945.

REF: AFAC/53/1/AIR.

GLIDER CONSTRUCTION AND FLYING IN ITALY.

Consideration has been given to defining Allied policy with regard to gliding in Italy, and it has been decided that this sphere of activity must be considered in the same light as civil aviation. No gliding or glider construction is, therefore, to be carried out.

2. Completed gliders may remain grounded at their present locations. Numbers and locations should be ascertained and notified to this Sub-Commission. In the event of a proposed change of ownership or a proposed change in location, it is requested that you will ensure that this H.Q. is notified before such changes take place.

[Signature]
I.F. BROUKE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

~~DD~~ 14/11 ~~WCH~~
S.P. 15/11
S.L. 15/11
S.E. 15/11
C.T.O.

Copy: A.F.S.C. Milan.

1A

FROM: AIR FORCES SUB. DIVISION,
ALLIED COMMISSION, ROME.

TO: CHIEF COMMISSIONER, HEADQUARTERS, A.C. ROME.
COPY: H.A.A.C.

DATE: 9TH NOVEMBER, 1945.

REF: AFSC/53/1/AIR.

SECRET.

ITALIAN GLIDER ACTIVITIES.

It appears that considerable interest in forming Glider Clubs in Northern Italy is being shown by several groups of Italians. The Italian Air Ministry has been instructed that no gliding and no glider construction are to take place on the grounds that Italian Civil Aviation is not allowed.

2. There are a certain number of gliders, some completed and some not yet completed. These have been impounded and grounded.

3. If no mention of glider activities has yet been included in the draft peace treaty with Italy, it is suggested that consideration be given to the inclusion of some such terms in the peace treaty. It is recommended that a limited amount be permitted. In this connection it is known that after World War No. 1, the Germans made much use of gliders for training war-time pilots. This factor may be taken into consideration by higher authorities and consequently they may not allow glider activities in Italy. Nevertheless, if it is the policy to treat Italy as a friend, it is requested that it be borne in mind that gliding is a useful and cheap form of training for commercial and military pilots, and that the cheaper the training in Italy the better, because Italy will undoubtedly be economically hard-hit for a number of years.

[Signature]
I.E. BRODIE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

D.D. (for advice, the day)

WNG, 13/11

13/11/45

SEB

CTD

See 3A

