

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

785017

ACC

10000/135/141

A/C FACTO
SEPT. 1943;

10000/135/141

A/C FACTORIES, ROME AREA & NORTH
SEPT. 1943; JULY - OCT. 1944

MEMORANDUM FOR A.V.M. BOMEN-BUSCARLET

PIAGGIO FIRM AT PONTEDERA.-

1. The general situation of this Firm has already been illustrated in preceding reports. I will now give a few details regarding matters which have not yet been referred to and concerning what I think its actual and provisional conditioning should be in order to enable it to meet the requirements of the I.A.F.

2. Before the recent events the Piaggio Firm owned the following plants in the Pontedera area :-

a) PONTEDERA

An a/c factory which has now been completely destroyed and cannot even be utilised in part without lengthy and extensive repairs amounting to a total reconstruction, which in turn would be rendered even more difficult by the necessity of removing a considerable quantity of rubble.

An engine factory which has been seriously damaged and is practically lacking of machinery - the existing equipment having been carried North. The conditions of this industrial plant are approximately illustrated in the annexed drawing wherein the areas which are completely destroyed have been marked in red and those only destroyed in part are marked in green, whilst the ones left in white are either only slightly damaged or in fairly good condition. (Encl. no.1)

b) BUTI

A porcelain factory which had been used as stores and ought to return to its primitive activity in view of the actual necessity for such products. This plant which

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b) BUTI

A porcelain factory which had been used as stores and ought to return to its primitive activity in view of the actual necessity for such products. This plant which has suffered no damage, is utterly unsuitable for any aeronautical productive activity.

NOCI

An engineering and assembling shop situated in an area close to the above. One of the two buildings has been completely destroyed, whereas the other is only damaged in part. The assembling plant, although its construction has

1860

not been altogether completed, is still standing and its covered area comprises about 6,000 square metres.

I think it would be very difficult and not at all practical to utilise the two above plants. They are situated at about a dozen kms on the other side of the Arno with respect to Pontedera, which should be considered as the main base. It should also be borne in mind that in that area the Arno can only be crossed by means of two pontoon bridges which have been set up for operative reasons and will most probably be removed as soon as these cease to exist. Further the extreme difficulty of transport and other minor difficulties lead me to definitely discard the possibility of using these two plants.

c) FORNACEFFE

A few kms from Pontedera on the PISA-FLORENCE road. At the present moment this plant is being used for revising airscrews and storing the material that is gradually recuperated from Pontedera. This plant is not very large and should be returned as soon as possible, i.e. towards the beginning of winter, to its primitive activity, as it is situated in a seriously damaged area where the first necessity is that of bricks and tiles.

d) CASCINA

Some small accommodation belonging to an ex furniture show, there having been in the past a considerable and well known production of the same in the area. These are now occupied by an American Unit and therefore out of the question.

e) CASABIANCA (La Rotta)

Buildings where in the past engine finishing and packing took place and which are now completely destroyed. Out of

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c) FORNACETTE

A few kms from Pontedera on the FISA-FLORENCE road. At the present moment this plant is being used for revising airscrews and storing the material that is gradually recuperated from Pontedera. This plant is not very large and should be returned as soon as possible, i.e. towards the beginning of winter, to its primitive activity, as it is situated in a seriously damaged area where the first necessity is that of bricks and tiles.

d) CASCINA

Some small accommodation belonging to an ex furniture show, there having been in the past a considerable and well known production of the same in the area. These are now occupied by an American Unit and therefore out of the question.

e) CASABIANCA (La Rotta)

Buildings where in the past engine finishing and packing was carried out and which are now completely destroyed. Out of the question.

LA ROTTA

An ex furnace where recently engines were being revised and which has been completely destroyed. Some material is being recovered amongst the rubble, but a future utilisation

tion is out of the question for a considerable length of time.

3. Piaggio has up to now recovered the engines, ariscrows and spares indicated in enclosure nos. 2, 3, 4 and comprising material of urgent and immediate necessity to us for a global value, at pre war prices, of 70,000,000 lira. This material which, as mentioned above, has been recovered, must be repaired, revisioned and controlled before being re-utilised, and considering the incredible actual lack of transport, it should be logically revisioned and controlled in the area where it stands at present. When transport conditions improve, as they probably will in the future, it will be easier to move the material to wherever it is to be utilised.

The pontedera "engine" plant is the only one amongst those mentioned in the preceding paragraph, which is of use, both because it is better equipped than the others and because it is more easily accessible as it is located on a main communication artery. This plant, although decentred with regard to our operative bases, is however situated in a most central area and it should not be difficult to collect all the aeronautical and M/T material we shall recover as we move North, at this centre. The plant is in part occupied by the 14th A.F.O.D. (Major HILL) and therefore it is not probable that we obtain its complete restitution, but it ought to be returned us in part.

I immediately contacted Major HILL and suggested that the area traced in black on the enclosed pla, be returned to us. The restitution of this area would allow the Piaggio Firm to collect all its material at Pontedera and repair it, thus permitting the other plants to return to their primitive and most necessary activities. Furthermore this solution would ensure a complete and perfect separation of the two operations.

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I immediately contacted Major HILL and suggested that the area traced in black on the enclosed plan, be returned to us. The restitution of this area would allow the Piaggio Firm to collect all its material at Pontedera and repair it, thus permitting the other plants to return to their primitive and most necessary activities. Furthermore this solution would ensure a complete and perfect separation of the two organisations, the same being necessary in order to avoid troublesome interferences, whilst consenting a collaboration which would certainly advantage both parties.

Major HILL was very friendly and well disposed to discuss the matter, however he raised serious doubts about our proposal being completely acceptable. The whole matter,

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appears to depend on Col. LIGHT (A.A.F.S.C./M.T.O. - Naples - tel. OZARK ext. 8) who is supposed to go up to Pontedera very soon. We (S/Ldr. Walton) have tried to contact him, so far unsuccessfully, but it would be better if you spoke personally to the Head of A.A.F.S.C./M.T.O. on this subject.

4. The Piaggio Firm has been approached by A.C.C. Transportation Sub Commission who intend to entrust repairs of a number of M/T to them, this could not be effected however unless the whole plant were restored to the Firm. The T.S.C. who is directly interested in the matter will probably do something about it, but your personal assistance would be of great help, although it appears that it will be very difficult to persuade A.F.O.D. to give up the whole plant, and of course their requirements are perfectly justified.

Another important matter which should be solved as soon as possible in order to avoid unpleasantness is that of lodgings at the Piaggio village in Pontedera. Pontedera is semi-destroyed, there are a number of people without a roof to their heads and the Piaggio village had miraculously escaped bombardments, or at least received very little damage. Now the 14th A.F.O.D. has started occupying the best houses. I persuaded Major HILL to promise that he would prevent any further occupation of houses, but I do think that at least this point should be officially established, for it seems hardly fair that valid men, who are provided with other means of sheltering themselves with a reasonable degree of comfort, should dislodge whole families having no other means of shelter

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6. As I stated in paragraph 3, the Piaggio Firm has recovered materials, part of which immediately utilisable, for an approximate value of 70,000,000 lire. The Piaggio, as all other firms, has considerable credits which, for the moment at least, are frozen. On the other hand the Firm also has considerable commitments towards third parties, amongst which its own personnel in the first place,

contd. over

which must be immediately satisfied. Furthermore, in order to commence even a reduced activity, the Firm must be able to dispose of means.

The Piaggio Firm could hand over a large part, if not all the material listed in enclosures nos. 2, 3, 4 to the I.A.F., and the I.A.F. could begin by giving them an account, the amount whereof can be discussed, in order to allow the Firm to face their commitments towards their personnel and the necessary running expenses. If you were to take the matter up at the Ministry for Air and at the Treasury it would enable us to save time and avoid a lengthy legal procedure.

7. The only concrete result of my short mission has been that of obtaining passes from the Provincial Command at Pisa enabling the Personnel and M/T of the Piaggio Firm to circulate in the area of the different plants, which is considered a rear area and therefore is under very strict limitations and rigorous control. In fact, so far, the Piaggio personnel had not been able to move from one plant to another.

col. W. S. ...

Rome, 4th October 1944

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col. J. S. S. S.

Rome, 4th October 1944

ENGINES SITUATION

P. XIX (left)	4	1.220.000
" (right)	1	304.000
P. XI bis (left)	5	1.525.000
" (right)	16	4.364.000
P. VII (right)	4	1.120.000
" (left)	3	855.000
P. XVI (left)	1	300.000
P. XII (left)	1	325.000
" (right)	3	965.000
	38	11.470.000

These engines actually unserviceable can be easily made ready for use by using the large amount of spares existing at the works. They must also go through a short test. Testing benches exist in the works and one at least of them can be put in working conditions within a month.

The prices above mentioned do not include the expenses of salvage, repair and testing.

ANNEX I

0952

P.XVI (left)	1	"	300.000
P.XII (left)	1	"	325.000
" " (right)	3	"	966.000

38			11.470.000

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ANNEXI

AIRSCREWS SITUATION

Serviceable aircrews:

for cent	Z. 1007 bis	N°	10	£	500.000
"	M.C. 200	"	6	"	360.000
"	" 202	"	2	"	120.000
"	205 RE 2005 0.55	"	4	"	240.000
"	S.	"	4	"	240.000

					1.560.000

Unserviceable aircrews
but that can be easily repaired
by using existing spares.

for Cent	Z. 1007 bis	N°	15	£	1.140.000
for "	" 1007 ter	"	5	"	360.000
"	M.C. 200	"	16	"	1.080.000
"	" 202	"	15	"	960.000
"	" 205 RE 2005 0.55	"	18	"	1.080.000

					4.560.000

There are moreover 100 hubs
and 450 blades from which
further 80 more aircrews
can probably be obtained.

Total aircrews	N° 204	£	4.800.000

			10.920.000

The above prices are the original and do not include the
expenses which have been or will be undertaken for
salvage repair and control.

Unserviceable airscrews
but that can be easily repaired
by using existing spares.

for Cent 2, 1007 bis	
for " " 1007 ter	
" M.C. 200	
" " 202	
" " 205 RE 2005 G.55	

No	19	£ 1,140,000
"	6	" 360,000
"	18	" 1,080,000
"	15	" 900,000
"	18	" 1,080,000

		4,560,000

There are moreover 100 hubs
and 450 blades from which
further 80 more airscrews
can probably be obtained.

Total airscrews	No 20	-----
		10,920,000

The above prices are the original and do not include the
expenses which have been or will be undertaken for
salvage repair and control.

ANNEX II

SPARE PARTS SITUATION

Spares for P.XI his engines	2	22,000.000
" " P.XIX "	"	12,000.000
" " wirecrews and accessories	"	15,000.000
		49,000.000

ANNEX III

From - Wing Commander L. J. Winter,
Air Forces Sub-Commission,
Allied Control Commission,
SACRAM.

11th October, 1944

Dear Sir Yaw Harsel,

Pontedera

I called at 11.10/11.15 first thing this afternoon. Colonel Light was out and I saw Colonel Pige. I explained that the subject of my visit was to ascertain whether either Colonel Light or his Commanding Officer (who is Brigadier General Bitten) were likely to be in Rome in the near future as you wished to see them. Telling this you would be prepared to come to Naples.

Colonel Pige said he expected he knew all about the matter you wished to discuss and if it was the Pigele works, Pontedera, he feared an interview would not be of any advantage as the matter as the matter had already been thrashed out between their Chief of Supplies (Colonel Jung), Colonel Light and himself. He then went on to explain the large programme they had in view in connection with the works in question and that there were their answer was bound to be "No" for any proposition involving any sharing of the works. As I was then "caught in the web", so to speak, I again reiterated that the matter was on a much higher level than mine, but that as he had "opened out", I thought I should put certain facts before him for consideration. This I did and he then admitted that this put a different light on the matter and brought in aspects they had not previously taken into account. He wishes to discuss the matter further with the other officers concerned and I have another appointment with them tomorrow, Thursday, afternoon.

Whatever they say will be reported to you.

Dear Air Vice Marshal,

Colindale

I called at 11.15 on the 1st of this afternoon. Colonel Light was out and I was told that he was either at the office or at the airport. I was told that the object of my visit was to ascertain whether either Colonel Light or his commanding officer (who is a Brigadier General, British) were likely to be in here in the near future as you wished to see them. Failing this you would be prepared to come to home.

Colonel Light said he expected he had a good idea about the matter you wished to discuss and if it was the Brigadier's wish, he would be prepared to discuss it. He said that he was not sure of any advantage in the matter as the latter had already been discussed between their Chief of Staff (Colonel Light) and himself. He then went on to explain the large programme they had in view in connection with the work in question and that therefore their work was bound to be "big" for any proposition involving any sharing of the work. As I was then "caught in the act", so to speak, I again reiterated that the latter was on a much higher level than mine, but that as he had "opened out", I thought I should put certain facts before him for consideration. This I did and he then admitted that this put a different light on the matter and brought in aspects they had not previously taken into account. He wished to discuss the matter further with the other officers concerned and I have another appointment with them tomorrow, Thursday, afternoon.

Whatever they may tell me tomorrow afternoon, I shall of course stick to my point that my instructions were to fix an appointment for you, either in person or by proxy, and not to attempt to negotiate the matter in any way.

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-- 2 --

Both Colonel Hill and Colonel Biggs re-
present the Ordinance section of 100/100. Colonel
Biggs strikes me as a very reasonable sort of man and
not at all the type to see only his own point of view.

Oxygen and acetylene. The Alfa Romeo have
had to stop work on the 100. Orders dated 12th of
these materials. Your letter was received at 1000
this morning and they are trying to get supplies through
one source or another. I also went round to 114 Group
to see if they could not help us out at any rate tonight.
They also will do their best. I hope that
by pressing away all round we shall shortly get a solution
to this matter as all the firms working for us in this
area have now come to a full stop so far as the orders
involving the use of Oxygen and acetylene are concerned.

Signals. Your 'immediate' signal to Bari
repeated here repeated B. 100. Reference 100/1 dated 8th
October, was handed into the signals office here at 1020
hours 8th October, but was only despatched from there at
2043 hours on that day. An explanation for the delay
has been requested. Similarly your 'immediate' signal
to King Commander Thomson, reference BA 101 dated 20th
October suffered delay in transit and was only received
here at 1115 hours this morning. The contents (re in-
specting Montecorvino, Sando etc.) were communicated to
King Commander Thomson by 1000 immediately and he will
be doing the needful.

All other matters discussed in 1000 are in
hand.

I should like to take this opportunity of
thanking you for all you did for me in Rome. I enjoyed
my visit immensely and find all the better for the little
change

0259

Oxygen and Acetylene. The Alfa Romeo have had to stop work on 11, 12, 13. Orders came to look at these matters. Your letter was received at Caserta this morning and they are trying to get supplies through the same or another. I also sent word to 14 Group to see if they could not help us out at any rate tomorrow. They also will do their best. I hope that by pressing away all round we shall shortly get a solution to this matter as all the firms working for us in this area have no room to a full stop so far as the orders involving the use of oxygen and acetylene are concerned.

Signals. Your 'immediate' signal to Bari repeated Rome requested A.S.S. reference 100/3 dated 28th October, was handed into the signals office here at 10.20 hours 28th October, but was only despatched from there at 20.45 hours on that day. An explanation for the delay has been requested. Similarly your '4-11-41' signal to the Commander Thomson, reference 100/1 dated 28th October suffered delay in transit and was only received here at 11.15 hours this morning. The contents (re inspecting Montecorvino, Gaude rto.) were communicated to the Commander Thomson by phone immediately and he will be doing the needful.

All other matters discussed in Rome are in hand.

I should like to take this opportunity of thanking you for all you did for me in Rome. I enjoyed my visit immensely and feel all the better for the little change

Yours sincerely,


Air Vice-Marshal A.S. Mount-Baileys,
 C.E.F., D.F.C.

Air Forces Sub-Commission,
 Allied Control Commission,
 Rome.

1751

(6)

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AIR FORCES SUB COMMISSION
ALLIED CONTROL COMMISSION

To :-- Officer Commanding,
12th A.F.S.O., Naples.

Date :-- 26th September, 1944.

Ref :-- ASC/54

The present is to introduce to you
ING. FRANCESCO LAMARCA of the PIAGGIO Company.

For your information the Piaggio Aero
engine works at Pontedera, now in liberated terri-
tory, apart from being able to supply aero-engine
spare parts and material of interest to the Regia
Aeronautica, should prove of interest to the Allies
in view of the fact that the works are very well
equipped with machine tools, and employ a consider-
able number of workmen specialised in aero-engine
construction.

It is thought that you might like to
discuss matters with ING. LAMARCA with a view to
possibly utilizing the facilities of the Piaggio
Company.



ML
(...inter)
ing Commander,
Air Vice-Marshal,
AIR OFFICER COMMANDING.

(Tele. Naples 51625 - 27)

0981

To :-- Officer Commanding,
14th A.F.C.C., Naples.

Date :-- 26th September, 1944.

Ref :-- ASD/54

The present is to introduce to you
Ing. Francesco LAM-ARA of the PIAGGIO Company.

For your information the Piaggio Aero
engine works at Pontedera, now in liberated terri-
tory, apart from being able to supply aero-engine
spare parts and material of interest to the Regia
Aeronautica, should prove of interest to the Allies
in view of the fact that the works are very well
equipped with machine tools, and employ a consider-
able number of workmen specialised in aero-engine
construction.

It is thought that you might like to
discuss matters with Ing. Lamara with a view to
possibly utilising the facilities of the Piaggio
Company.



ML

(L. Linter)
Wing Commander,
14 Air Vice-Marshal,
AIR OFFICER COMMANDING.

(Tele. Naples 5625 - 27)

1730

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

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Alfa - 0100
CYPHER MESSAGE QXM 289/19

TO AIR FORCES SUB COMMISSION ALLIED CONTROL COMMISSION
NAPLES

FROM AFSC ACC ROME

RO 167 SEPT 19 SECRET

FOR MINTER FROM BUSCARLET.

ENRICO PIAGGIO OF PIAGGIO^IWORKS IS GOING TO NAPLES AND
WILL CONTACT YOU AND A O C 214 GROUP . CONSULT WITH
COLONEL BRENTA AS TO RECORD OF PIAGGIO TAKING ANY ~~XXXX~~
NECESSARY ACTION AND INFORM ME

T00 191225A TOD 192115A IMPORTANT

DIST AFSC ACC NAPLES

WB

1749

54

98/29 CYPHER MESSAGE QXM

TO AIR FORCES SUB COMMISSION BARI REPEATED AIR FORCES
SUB COMMISSION NAPLES
FROM AIR FORCES SUB COMMISSION ROME

R0132 AUGUST 29. SECRET.

FOR GLADSTONE FROM WALTON.

SUBJECT IS PIRELLI TIVOLI AND ~~RECENT~~ ASSISI YOUR
FACTORY REPORT REFERS. HAVE AT LAST SEEN CHARLIE RYAN
OF TRANSPORTATION WHO HAS ALREADY ARRANGED RE-
HABILITATION OF FACTORIES FOR ACC ADVISED HIM HE WOULD
NOT OPPOSE THIS FOR IAF PROVIDED ACC WOULD PLAY ON
ALLOCATION OF OUTPUT WITH AIRCRAFT TYRES PRIORITY ONE.
SEE PARA THREE OF YOUR REPORT ON ASSISI.
WHERE ARE THE MOULD AND CURING BAGS AVAILABLE?
BRYSON SMYTHE EXPECTED SHORTLY TO BE TRANSFERRED TO
STAFF OF ACC WHICH ALL TO THE GOOD. CAN YOU LET ME
HAVE AT EARLIEST ONE QUANTITY AND SIZES MT TYRES PER
MONTH REQUIRED TO BE REPAIRED AND RETREADED AND QUANTITY
OF NEW TYRES PER MONTH WITH SIZES.
DISREGARD ~~RE~~ KANARI PLANT (?) BARI. THIS MAY NEVER
OPERATE.

TWO. QUANTITY AIRCRAFT TYRES PER MONTH EXPECTED TO

OF TRANSPORTATION WHO HAS ALREADY ARRANGED RE
 HABILITATION OF FACTORIES FOR ACC ADVISED HIM HE WOULD
 NOT OPPOSE THIS FOR IAF PROVIDED ACC WOULD PLAY ON
 ALLOCATION OF OUTPUT WITH AIRCRAFT TYRES PRIORITY ONE •
 SEE PARA THREE OF YOUR REPORT ON ASSISI •
 WHERE ARE THE MOULD AND CURING BAGS AVAILABLE ?
 BRYSON SMYTHE EXPECTED SHORTLY TO BE TRANSFERRED TO
 STAFF OF ACC WHICH ALL TO THE GOOD • CAN YOU LET ME
 HAVE AT EARLIEST ONE QUANTITY AND SIZES MT TYRES PER
 MONTH REQUIRED TO BE REPAIRED AND RETREADED AND QUANTITY
 OF NEW TYRES PER MONTH WITH SIZES •
 DISREGARD ~~RE~~ KANARI PLANT (?) BARI • THIS MAY NEVER
 OPERATE •
 TWO QUANTITY AIRCRAFT TYRES PER MONTH EXPECTED TO
 REQUIRE A REPAIRING RETREADING •
 RYAN HAS PROVISIONEDRAW MATERIAL FOR MANUFACTURE FOR
 6 MONTHS FOR SUPPLY OF ACC AND CIVILIAN ~~REPAIRING~~
 REQUIREMENTS • CAN WE HELP ON RAW MATERIALS AT ALL •
 ANY INFORMATION YOU CAN GIVE WILL BE INVALUABLE

TOD 291020B TOD 300300B

SGT BANKS/AT

~~SECRET~~

G.I. Via

This was the factory supplied by General Vincent for the over- haul of the machine guns. It is situated about 8 kilometers from Rome and was previously used for shell manufacture. It covers an area of about 500,000 sq. feet and it is a primary collection of all the war world- shops.

Col. 1. about 26,000 sq. feet and in the the remaining move out of the

It is far too big It is far too big probably bring down more of the work. A considerable amount of work would be involved in of one of the large bays.

... ..

This factory is similar in size to C.I. and is also occupied by X R.R.I. It is to be used for the repair of from Rome and there might be difficulty over transport of the women who also spent from the fact that will put up every sition to our

S.I.

This factory is at present unoccupied. The buildings are undamaged but are full of for the manufacture of It was un- derstood that the start up on a small scale production in the near future.

SALVADOR VI

This factory is practically undamaged and before the was turning out about balloons. The R.A.G.C. have already taken away some of the machines and what is more important have taken away all the Col. Elliott has a list of Local Resources Board.

This list of in my opinion excessive as I think that X the firm have the idea that they will be brought up to their pre war level. I have arranged that Lt. Col. they will only be on a small scale production of about 100 per minutes a month.

At present the firm is engaged in a small way on the repair of parachutes and dinghies. No electric power is available. Sufficient mater- rial is available for the manufacture of about 300 to 1000 parachutes.

I feel that this firm should be started up again in a small way. They would require about 20 km. per day and the return of the spores for the material. This possibly a small quantity of petrol per day for the transport of the women etc. at present the matter of calibration Pilot type mentioned in letter sufficient for the I. P. made but they are short of the observer type. As are having to supply them with living type spores for the laboratory; either the living or the observer could be used by the user of a culture. As there is the exception of the Pilot, and as they have the material available it seems a pity that it should not be used where that is needed in a small supply of electric power and the return of some spores. I. of which are probably not required by the H.A.O.C.

Also I would suggest the Law Group should be sounded about the possibility of using these works for their parasite repairs. They have a small repair unit at Longold and wish to requisition more machines from the motor works. I should have thought that a much better solution would be to do all their repairs in the motor works which is fully equipped for the same type, tools and number of operatives.

[illegible]

C.L.I. JAMES, JR., VILLAGE OF CLEVEDON.

and I have on hand in the manufacture of precision instruments, including telescopic instruments, cameras and other optical instruments. Good quality goods have already been given to ...

[illegible]

the I. A. A. we have presented various arguments which seem to cope with the situation, and under these conditions I see no objection to the removal of certain members called for by the group apart from the arguments used for testing individuals under the same conditions. I should have thought that the removal of this kind was not needed at A. U. U.

SPECIAL DELIVERY NO. 177-11110.

There is only a small world which could employ 15 to 20 men. It specializes in the production of precision instruments and is well equipped with a good range of small precision machines. At present they are only allowed power on one day per week, but their probable daily requirement would not be more than 30 kWh. At present they are not employed to any appreciable extent but our Group intends to use this firm for the production of small precision engines and have asked us to safeguard it, so that the plant shall not be taken away. May this be done please, because it is quite possible that the firm might be used by the I.A.I. on the production of engines. It would be necessary to get them an allocation of

some spares, all of which are probably not required by the R.A.O.C.

What I would suggest the of Group should be sounded about the possibility of using these works for their parachute repairs. They have a small repair unit at ... and wish to repair ... and machines from the ... I should have thought that a much better solution would be to do all their repairs in the ... which is fully equipped for the ... testing and repair of parachutes.

... of course ... firm could ... over to the ... of ... the ... the firm ... of ...

C.A.I. ...

The firm has engines on the ... of precision instruments, bomb sights, gyroscopic instruments, cameras and other optical instruments. Samples of their work have already been given to ...

The works ... a considerable amount of machinery was taken away ... If present there seems to be no attempt being made to start this firm up again although there are still large numbers of ... to be in good condition.

At present I can see no way in which this ... can be used by the I.R.C. ... in repair ... to cope quite well, and under these conditions I see no objections to the removal of certain machines asked for by the Group apart from the equipment used for testing instruments ... and high altitude conditions. I should have thought that a ... of this kind was not needed at R.A.O.C.

... ..

This is only a small ... which could employ 25 to 30 men. It specializes on the production of precision instruments and is well equipped with a good range of small precision machines. At present they are only allowed over one day per week, but their probable daily requirement would not be more than 60 men. At present they are not employed to any extent ... to use this firm for the production of small precision spares and have asked us to safeguard it, so that the plant should not be taken away. ... because it is quite possible that the firm might be used by the I.R.C. on the production of small spares. If will of course be necessary to get them an allocation of power before they could start work properly.

A.R.O.C. ...

This works is situated about 7 kilometers from ... and formerly made shells. A considerable amount of the works has been badly damaged but there is one section that could be used for the overhaul of Allison engines. This part has not been damaged much, although there is one small section where the roof and the floor underneath require repair. Practically all the materials are available on sight except glass and cement. Lt. Col. Moto is

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getting a plan of the works and is also getting out an estimate of the material required and the time that it will take to repair the damaged portion. The works are at present unoccupied.

I do not think that there would be any difficulty over finding a suitable site for the test beds. It is not a thickly populated area and therefore there should not be too many objections over the question of noise.

If necessary of course the test beds could be sited some distance from the works as it does at Ardiglass. Then there should be little difficulty in finding a suitable site.

There are a few machines on site but it is the intention at present to move these at the Axis works at Castellanare, which is also in the Caproni group. As I said, it is also one of the General Group and as I understand that it is the present intention to provide the technical personnel I should not imagine that there should be much difficulty over obtaining a few machine tools that are required for overhauling engines.

COMMENTS BY LIEUTENANT COLONEL

The works which is only a mile or so from Rome is if anything even more suitable than the above. A great deal of the works has been badly damaged and there is one shop that will be very suitable for putting from the re-lining the glass it requires to further work. There are small shops down the side which would be most suitable for machine shop, plug and die shop, testing, lay out. The floor which at present is covered with debris seems to be in good condition. The works are at present unoccupied.

There will be a little difficulty over the siting of the test beds but I think that there is a suitable site, and again if necessary they could be located away from the works.

Lt. Col. Note is obtaining a plan of the selected area and will get an estimate out for the time to get it in proper repair. If the necessary plans are unobtainable I think that it could be obtained from other parts of the works.

There is some accommodation and sufficient office accommodation.

PIRELLI FACTORY, TIVOLI

Considerable amount of damage has been done to these works, but the majority of the machinery is undamaged. Neither Col. Frezza nor I have had any experience of a tyre factory but it seems that the plant for manufacturing vehicle tyres is modern while that for the aircraft is rather obsolete, although possibly quite efficient. The boiler plant is undamaged.

As far as I can make out the estimate of 1000 tons of cement and 40,000 roofing tiles etc., was based on the assumption that the whole factory was being repaired. At that time they reckoned that it would take about five months before the plant could start production, but when I explained that it would only be rebuilt where absolutely necessary, it was stated

There are a few machines on site but it is the intention at present to move these at the Avia works at Castelnuovo, which is also in the same area. It is also one of the main problems and as I understand it, it is not possible to move them. To provide the technical personnel with the machines, it is necessary to have facilities over obtaining a few machine tools that are required for overhauling engines.

CONCLUSION.

It is clear that there is a big difference between the way in which the Avia works are run and the way in which the other works are run. The Avia works are run in a very efficient manner and the other works are run in a very inefficient manner. It is necessary to have facilities over obtaining a few machine tools that are required for overhauling engines.

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RECOMMENDATIONS.

Considerable amount of damage has been done to these works, but the majority of the machinery is undamaged. Neither Col. Brenta nor I have had any experience of a tyre factory but it seems that the plant for manufacturing vehicle tyres is modern while that for the aircraft is rather obsolete, although possibly quite efficient. The boiler plant is undamaged.

As far as I can make out the estimate of 1000 tons of cement and 40,000 roofing tiles etc., was based on the assumption that the whole factory was being replaced. At that time they reckoned that it would take about five months before the plant could start production, but when I explained that it would only be rebuilt where absolutely necessary, it was stated that production could start in three months.

In view of the possibility of the change over to Allied aircraft, the need for the production of aircraft tyres is only great if production can be started in the very near future. Tyres are urgently needed now, but in three or four months time it is possible that the majority of Italian aircraft may have been withdrawn from operations. The need for vehicle tyres is however very great and is likely to increase.

I therefore told them to recalculate an estimate of the material needed to put the vehicle tyre section in working order.

tion down to a minimum, and giving some idea as to when could start production. I have also told them that we should want to know their requirements in the way of coal and electric power.

They will also have to submit an estimate for their monthly requirements in the way of raw materials. This I think is most important as from information I got later I understand that there is only a very small quantity of the raw materials required available in the country. Apparently they have the necessary materials available in Spain.

In the meantime they have no power and they estimate that they need a load of 60 tons with a consumption of 200 kWh. per day to get their workshop going on the repair of their machinery. If we are going on with the reconstruction of the works the sooner they get this power the better.

Before I left Madrid I explained to Col. Bayliss that there was little if any chance of the firm being rebuilt mainly for the manufacture of aircraft tyres, but that if the Italian Army, Navy, and Air Force needs for vehicle tyres could be properly assessed there might be some hope. He promised to get in touch with the necessary people to see if the requirements of the three services could be ascertained.

PIRELLI S.p.A. in Genoa.

The works is engaged on the repair of automobile tyres and is under the control of M. L. L. and also partly under the control of the transport sub-commission M. L. L. The official in charge is Lt. Brisson Smythe who seems to know a lot about tyre manufacture having been employed by Dunlops before the war.

He was willing to repair both aircraft and L.T. tyres if I could get the necessary authority from the M.L.L. or from Lt. Col. Dunn of No 1 Advanced Airbase at F.I.

He also stated that he could recover aircraft tyres if he had the necessary moulds and curing bins as these are available for all operational types of Italian aircraft with the exception of the P. 108. This might be exceedingly useful if we could get a real shortage of tyres that might come at any moment.

I had a general discussion with him on the reconstruction of Pirelli at Tivoli and he stated that he had already been a look over the works and in his opinion they could start production in about a month time.

In view of the fact that Lt. Col. Bayliss is an expert on tyre production I would suggest that Lt. Col. Bayliss should be approached to give his permission for Lt. Bayliss to go to Tivoli and submit a detailed technical report on what is necessary in the way of reconstruction. If this were done it would be much easier for us to keep the work down to a bare minimum and not have a lot of unnecessary reconstruction work carried out. It might be advisable for Lt. Bayliss to hold a watching brief for us while the reconstruction was being done.

He stated that there was very little in the way of raw materials available, so I feel that this point should be cleared up and supplies of raw materials ensured before any reconstruction is started.

I tried to contact the members of the Transport Sub Commission but no one was available. I have discussed the matter

the reconstruction of the works and found they got some cover the better. Before I left Bari I explained to Col. Sigera that there was little if any chance of the firm being rebuilt solely for the manufacture of aircraft tyres, but that if the Italian Army, Navy, and Air Force needs for vehicle tyres could be properly assessed there might be some hope. He promised to get in touch with the necessary people to see if the requirements of the three services could be ascertained.

Reconstruction of the works and found they got some cover the better.

The works in question are run by an automobile tyres and is under the control of S.I.A.T. and that factory under the control of the transport and aviation S.I.A.T. The aviation S.I.A.T. is in the hands of the Italian Army, Navy, and Air Force needs for vehicle tyres could be properly assessed there might be some hope. He promised to get in touch with the necessary people to see if the requirements of the three services could be ascertained.

He was willing to repair both aircraft and L.V. tyres if I could get the necessary authority from the S.I.A.T. or from Lt. Col. Siga of No 1 Aviation Squadron, Bari, at S.I.A.T.

He also stated that he could recover aircraft tyres if he had the necessary moulds and driving tools as these are available for all operational types of Italian aircraft. He also stated that he could recover tyres if he had the necessary moulds and driving tools as these are available for all operational types of Italian aircraft. He also stated that he could recover tyres if he had the necessary moulds and driving tools as these are available for all operational types of Italian aircraft.

I had a general discussion with him on the reconstruction of the works at Sivali and he stated that he had already had a look over the works and in his opinion they could start production in about a month time.

In view of the fact that Lt. Siga is an expert on tyre production I would suggest that Lt. Col. Siga should be approached to give his permission for Lt. Siga to go to Sivali and submit a detailed technical report on what is necessary in the way of reconstruction. If this were done it would be such a boon for us to keep the work down to a bare minimum and not have a lot of unnecessary reconstruction work carried out. It might be advisable for Lt. Siga to hold a meeting later for us while the reconstruction was being done.

He stated that there was very little in the way of raw materials available, so I felt that this point should be cleared up and supplies of raw materials arranged before any reconstruction is started.

I tried to contact the members of the Transport Sub Commission before leaving Rome but no one was available. I have discussed the matter with Sq. Ldr. Walton who is going to try and obtain the necessary permission for us to have tyres repaired in this factory. There are I believe a large number of superficially damaged aircraft tyres in existence that ~~can~~ could be made serviceable if this permission was obtained.

I am Sir

Your Obedient Servant

1744

(J.H. GLADSTONE W/GAR.)

Rome Factory File
ph (2)

FROM: AIR COMMS SUB-COMMISSION,
ALLIED CONTROL COMMISSION,
BARI.

TO: HEADQUARTERS, U.S.A.F. C.A.F.
COMFY: H.C. B.A.F. C.A.F.

DATE: 4th August 1944.

REF: AFSC/S.344/CNC.

RE-EQUIPMENT OF I.A.F. WITH ARMED TYPES
OF AIRCRAFT.

With reference to the conference which took place at Caserta on 24th June 1944. At para 8 of the minutes of this conference the I.A.F. undertook to carry out the major overhauls and repairs on Allison engines and Airacobra airframes.

2. For this purpose steps are being taken to acquire a suitable factory in the Rome area. It is realised that the Rome area is not geographically convenient to the areas in which these aircraft are likely to operate, but all factories South of Rome have either been requisitioned by the Allies, or are already engaged on work for the I.A.F. in support of its operational effort.

3. Action is now in hand to acquire a suitable factory which will have an output of 40/50 overhauled Allison engines per month, and 20/25 overhauled Airacobra airframes per month. Action is also being taken to acquire certain other small factories for the manufacture or overhaul and repair of safety equipment, aircraft types, instruments and small spares. Some of them have already been examined by Allied technicians and in one case a factory has actually been requisitioned, though it has not been occupied. In any case, from my experience in these matters there is no doubt that there will be opposition to the acquisition of these factories, in spite of the various directives which have been issued by H.Q. A.A.F. setting out the position of the I.A.F. in these matters. If this in so, it is requested that the full support of your Headquarters may be given to the establishment of our claims.

4. Attached herewith is a paper on the Factory situation in the Rome area, written by Colonel Tolino, who has taken charge of the Technical Services in the Italian Air Ministry. There is also a covering letter by the Air Minister, summarising the requirements.

5. It will be observed that a request be made for certain technical personnel in order that the Italian technicians may start off on the correct lines with the Allison Engines and Airacobra Airframes. I have discussed this question with Air Commodore Blocombe of your H.Q. and he agrees that these personnel are necessary. In addition, any Allison special tools, jigs, and if possible test benches, should be handed over to the factory as soon as it is established. It is understood that there is a quantity of this sort of material already at Capodichino which has been earmarked for this purpose.

6. The factories for parachute repair of empty containers and maintenance and repair of small boats and dinghies will all be provided by the

2. For this purpose steps are being taken to acquire a suitable factory in the Rome area. It is realised that the Rome area is not geographically convenient to the areas in which these aircraft are likely to operate, but all factories South of Rome have either been requisitioned by the Allies, or are already engaged on work for the I.A.F. in support of its operational effort.

4. Attached herewith is a paper on the Factory situation in the Rap area, written by Colonel Tolino, who has taken charge of the Technical Services in the Italian Air Ministry. There is also a covering letter by the Air Minister, summarising the requirements.

6. The factories for parachute repair of ~~simple~~ ^{simple} ordinary and construction and repair of small boats and repairs will all be required by the Italian Air Force, and Wing Commander Burlop and Colonel Brenta of the I.A.F. are proceeding to Rome at once to ensure that the necessary requisitioning is carried out.

7. With regard to the Pirelli fines for the construction and repair of Aircraft tyres it would appear that a good deal of work and material would be required to set it on its feet again. It would be appreciated if you would inform this Sub-Commission whether the Allies consider it to be worth while, provided that part of the production would be allocated to them.

W. A. B. BOWEN-MORGAN,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

AK Sartones Rome Area 3
+ North.

MEMO For Captain Marini

Reference Letter from Ministero dell'Aeronautica,
Cabinetto del Ministro, Prot. 1170/S/54.

Enclosed please find a copy of the Policy Letter from HQ.AAI Ref.2030/12/02 of July 1st 1944, which has been described as our "Bible" and which should be sufficient to cover all requirements under 10) of the letter above referred to. If the legal position as to the rights of the I.A.F. with regard to the building contractors is cleared up, I don't see who can stop you from salvaging the materials in question.

As far as searching the houses of S. Troste goes, please call the attention of the responsible officers on the spot to the fact that before searching or otherwise entering private houses the carabinieri need the C.K. from the local A.M.C. representative, (in the presumed absence of a Military Police Post).

AIR FORCES SUBCOMMISSION
ROME OFFICE JULY 28 1944.

TRANSLATION (Gilbert).

FROM: AIR MINISTRY.
To: Liaison Office AFSC.

Ref: 1170/S/54

Subject: Salvage of Materials at MONTE SORATTE

1. On September 8th 1943 the I.A.F. was building underground galleries for workshops in the Monte Soratte, which were entrusted to three firms. After the armistice, the Germans took over the sites and had the work continued under their direction and for their own use, by the same firms. The Italian Workdirection wished therefore to regularise the accounts for the work carried out so far and for the materials supplied until 8.5.44. which come to a total sum of over 32 million lire.

The work and materials in question are therefore the property of the I.A.F.

2. When the locality was abandoned by the Germans in June 1944 one of these firms (TUDINI AND TALENTI) maintained, not without profit to themselves, a small guard over the working site where, despite the devastation and robberies carried out by the Germans and by the local inhabitants, there is still a large quantity of materials such as electric and hydraulic installations, as well as building materials, (interior decoration), which could be easily dismantled and salvaged in the interest of the I.A.F. Administration.

The total value of such salvageable materials is estimated at 20 million lire.

There is however a continuous and grave risk of such materials being removed either by the firm which has remained on the spot or - and more so - by the population of the village of S. Oreste who have already taken considerable quantities of valuable materials after the departure of the Germans. The Carabinieri Command at S. Oreste disposes of only 4 men and have thus no possibility of providing guards over the building site, in order to prevent further thefts.

It is therefore considered opportune and of urgency:

1. That the A.C.C. should make the establishment in question fully available to the I.A.F. since it is of no interest to the Allied Armed Forces, or at the most as far as small quantities of building materials (especially wood) is concerned. This latter could always be handed over by the I.A.F. upon request as from any normal I.A.F. depot. This measure of making the deposit (building site) available to the I.A.F. is necessary if salvage operations are to begin so that materials of great importance to the I.A.F. and of great considerable monetary value. It is requested that for this purpose Captain Marini (Liaison Officer) take the necessary steps.

E- 2 -

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2. That the building site in question be put under the guard of 2 N.C.O.s of the Carabinieri of this Ministry who with reinforcements from the Carabinieri post of S.Oreste could carry out house searches and other necessary measures to obtain the return or seizure of much material which has been stolen and hidden by civilians.

(Signed) HEAD OF THE CABINET
GENERAL U. Cappa.

