

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

785017

ACC

10000/135/158

IAF
MAR.

10000/135/158

IAF TRAINING SCHOOLS, CORRESPONDENCE
MAR. - OCT. 1946

1631

M 4

Deception Thank ^{11/18}

Ref 23A.

Advance action on this letter has been taken
on Enclosure 22 A.

Logarithm (N) Act of moving and quartering

! Letter

Extract from Oxford Dictionary

Logarithm ^{31/8/46}

MS

AIR I ^{14/10}

Ref 26A

This letter is in reply to yours. Enclosure 24A.
You have already taken action to supply Foreman
with Navigational books

Logarithm ^{14/9/46}

1532

Logistics

Boats.

Entered from Oxford Dictionary

AIR I
10/10

31/8/76

MS

Ref 26A

This letter is in reply to yours. Enclosure 24A.
You have already taken action to supply Personnel
with Navigational books

14/9/76

1033

M1

Doc 18/12/73

Ref 18A.

Thin in the 1. A.F. answer to enclosure 18A

Example
12/8/46

M2.

Director

S.S.O.

Could you please see letter to

Indian Air Ministry re transnoie at

Enclosure 24A.

Chitkhungh
Air I.

28-8-46.

M3.

Ag Ro

Please see letter to 18A. at 24A.

As soon as A.P. 12.24. & specimen log
sheets arrive they should be translated
& made available for the 18A. Training
Staff.

Chitkhungh
Air I.

28-8-46.

M.2.

Director ^{18/8} ^{2/9} Would you please see letter to
S. S. O. Indian Air Ministry re Mosmore at
Enclosure 24A.

28-8-46.

Chitkhumu
Air I.

M.3.

As. R. U. Please see letter to. 1A.M. at 24A.
As soon as A.P. 1234. & specimen log
sheets arrive they should be translated
& made available for the 1A.M. Training
Staff.

Chitkhumu
Air I.

28-8-46.

^{18/8}
^{2/9}

18/9/46. A.P. 1234 arrived. 1A.M. contacted

2202

Ufficio Operazioni

Frosinone 11 31 Ottobre 1945

ALSO STATE MAGGIORE A.M.

R O A D

AL COMANDO UNITA' AEREA

E M H E

Prot. 2199/A 13

TO A.F.S.C.-Via Veneto -

BOOK

OGGETTO: Specchio riepilogativo attività inerente al mese di
volò " OTTOBRE 1946 "

Si trasmette l'allegato specchio riepilogativo inerente al mese di Ottobre 1946.-

A circular library stamp from the Universitätsbibliothek Bonn. The text "Universitätsbibliothek Bonn" is written around the top inner edge. In the center, the date "1908" is stamped. The word "Tenn" is partially visible on the right side.

IL COMANDANTE LA SCUOLA ADDESTRAMENTO
(Ten. Col. A.A. PILLICELLI Ctl.)

4/11/66
Q253

8/1/86

20/1/1966.

2201 PF

20/11

SCUOLA ADDESTRAMENTO B.

Ufficio Operazioni

SPECCHIO RIPILOCATIVO NUMERICO ATTIVITA' ADDESTRATIVA COMPIUTA NEL MESE DI OTTOBRE

MANSIONI	Personale assegnato	Trasferito	Personale addestrato	Escluso da addestramento	In addestra- mento.-
<u>PILOTI</u>	9	6	6	=	3
<u>NAVIGATORI</u>	27	2	2	=	25
<u>MARCONISTI</u>	=	=	=	=	=

ATTIVITA' DI VOLO

RIPILOCO 1946

GENNAIO ORE 74,25
 FEBBRAIO " 66,35
 MARZO " 43,05
 APRILE " 37,25
 SETTEMBRE " 39,20

MAGGIO ORE 167,20
 GIUGNO " 116,30
 LUGLIO " 198,45
 AGOSTO " 70,45

OTTOBRE ORE 142,40

Frosinone li 31 Ottobre 1946

2200

IL COMANDANTE LA SCUOLA ADDESTRAMENTO
 (Ten.Col.Pilota GIACOMELLI Ottorino)

Giacomelli

1637

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

SCUOLA ADDESTRAMENTO B.

Ufficio O/ razioni

29B.

OGATIVO NUMERICO ATTIVITA' ADDESTRATIVA COMPIUTA NEL MESE DI "O T T O B R E 1946

Personale assegnato	Trasferite	Personale addestrato	Escluso da addestramento	In addestra- mento.-	Previsione ad destramento
9	6	6	=	3	3
27	2	2	=	25	
=	=	=	=	=	=

DI V O L O

GENNAIO	ORE	74,25	MAGGIO	ORE	167,30
FEBBRAIO	"	66,35	GIUGNO	"	116,30
MARZO	"	43,05	LUGLIO	"	198,45
APRILE	"	37,25	AGOSTO	"	70,45
SETTEMBRE	"	39,20			

OTTOBRE ORE 142,40

Ottobre 1946

2200 -

 IL COMANDANTE LA SCUOLA ADDESTRAMENTO
 (Ten.Col.Pilota GIULIO ELLI Ottorino)

Viacchetti

1638

785017

284

FROM:- Air Headquarters, R.A.F. ITALY.
TO:- H. R.A.F. Med/M.E. (CAIRO) M.E.F.
(Copy to J. S.C. A.C. ROME).
DATE:- 25th October, 1946.
REF:- AIR/300/3/AIR.

I.A.F. GUEST COLLEGE.

The Italian Air Force Cadet Academy at NAPLES is revising the syllabus of training in order to bring instruction into line with war conditions.

2. May a copy of the syllabus of the new R.A.F. College CRANFIELD be made available to the Air Forces Sub Commission, Allied Commission, ROME, in order that a comparative check may be made on the proposed syllabus of the Italian Air Force.

Re: Staff 1st
(R.C.E. LAY S/LOR).
for Air Vice Marshal,
Air Officer Commanding,
Air Headquarters,
ROYAL AIR FORCE, ITALY.

21/75 39/10
should this document be filed in your bearing file?
21/10/46

23/10 24/10 32/10
evl

1639

AIR-I

27A

SCUOLA ADDESTRAMENTO

Provincia 30 settembre 1946

Ufficio Operazioni

ALLO STATO MAGGIORE A.

R O M A

AL COMANDO UNITA' Aerea

B A R I

Prot. N° 2070/A 13



TO A.F.3.C. Via Veneto

R O M A

OGGETTO: Specchio riepilogativo attività di volo "SETTEMBRE 1946"

Si trasmette l'allegato specchio riepilogativo inerente al mese di settembre 1946.



IL COMANDANTE INT. LA SCUOLA ADDESTRAMENTO
(Ten. Col. A. A. F. R. FIL. GIACOMELLI Ottorino)

[Handwritten signature]

8968 *[initials]*
16/10

811/TG

[Handwritten signature] PF
chil. 28/10
18/10

2198

ALL'UFFICIO AMMINISTRATIVO

SEDE

Il sottoscritto _____

in servizio presso il _____

inoltra subordinata domanda a codesto Ufficio affinché gli voglia
concedere la corresponsione del premio in denaro in luogo di licenza
per il periodo dal _____ al _____

_____ ha fruito di licenze _____

_____ ha subito punizioni _____

Durante detto periodo ha prestato servizio presso i seguenti Enti:

SCUOLA ADDESTRAMENTO B

Ufficio Operazioni

ECCNIO RIEPILOGATIVO NUMERICO ATTIVITA' ADDESTRATO A COMPIU NEL MESE DI " " S E T T E M B R

MANBIONI	Personale assegnato	trasferito	personale addestrato	escluso da addestram.	in addestramento	Previsione addestramento
PILOTI	5	=	=	=	6	1
NAVIGATORI	21	19	17	2	23	2
MARCONISTI	=	=	=	=	=	=

A T T I V I T A' D I V O L O

RIEPILOGO: 1 9 4 6 GENNAIO ore 74,25' MAGGIO ore 167,20'
 FEBBRAIO " 66,35' GIUGNO " 116,30'
 MARZO " 43,05' LUGLIO " 198,45'
 APRILE " 37,25' AGOSTO " 70,45'
 Settembre ore 39,20'

Frosinone li 30 Settembre 1946

IL COMANDANTE INT.LA SCUOLA ADDESTRAMENTO
 (Ten.Col.A.A.r.n.Pil.GIACOMELLI Ottorino)

*Scen
 Chubb.
 19/10. K. 10/10*

1642

2712

SCUOLA ADDESTRAMENTO B

Ufficio Operazioni

VO NUMERICO ATTIVITA' ADDESTRATO A COMPIU NEL MESE DI " S E T T E M B R E 1946 "

ato	trasferito	personale addestrato	escluso da addestram.	in addestramento	Previsione addestramento
=	=	=	=	6	1
19	17	2	23	2	
=	=	=	=	=	=

D I V O L O

GENNAIO	ore 74,25'	MAGGIO	ore 167,20'
FEBBRAIO	" 66,35'	GIUGNO	" 116,30'
MARZO	" 43,05'	LUGLIO	" 198,45'
APRILE	" 37,25'	AGOSTO	" 70,45'

Settembre ore 39,20'

Settembre 1946

IL COMANDANTE INT.LA SCUOLA ADDESTRAMENTO
(Ten.Col.A.A.r.n.Pil.GIACOMELLI Ottorino)

[Handwritten signature]

Chubb
19/10. K. 13/10

26A
(C)

From : Stato Maggiore Regia Aeronautica
To : Air Forces Sub Commission, Allied Commission Rome
Date : 5th October 1946
Ref : 104569/Ad;1;A/3433 Coll.

NAVIGATION SCHOOL OF FROSINONE

24A

With reference to letter A.F.S.C./81 TNG dated 27/8/46.

2. We have taken into consideration the proposal forwarded to us by the Sub-Commission regarding the functioning of the above mentioned school.

3; Improvements have taken place regarding the efficiency of the school, from the start of the school up to the end of the 5th course.

Experienced in the past has taught us to apply new methods for the 6th course and it is hoped to reach a better training in the future.

4; The difficulties in which the school is carrying out the training are well known.

The lack of the latest books, mostly navigation books.

This Stato Maggiore will appreciate any books which the A.F.S.C. will put at the disposal.

THE CHIEF OF THE STATO MAGGIORE

NA/cos

STATO MAGGIORE AERONAUTICO

1° REPARTO

Sezione Operativa - Ufficio

Roma li 15 OTT 1946

All'Air Forces Sub Commission

R O M A

Prot. 104563/Ad.1.96/14338M.

OGGETTO: Scuola di Navigazione di Erosinone.-

Risposta al foglio A.F.S.C./81 TNG del 27/8/46.

2. Si prende atto della considerazione e del suggerimento che codesta Commissione ha comunicato in merito al funzionamento della Scuola in oggetto.

3. Notevoli miglioramenti si sono verificati nel rendimento della Scuola stessa, dal giorno del suo impianto al termine del V° Corso.

Altri accorgimenti suggeriti dalla esperienza sono in corso di attuazione per il VI° Corso, durante il quale si spera di poter raggiungere ancora una migliore preparazione.

4. Sono certamente note le notevoli difficoltà nelle quali la Scuola svolge la sua attività didattica. La mancanza di libri di testo aggiornati, in argomento di Navigazione Aerea é quella maggiormente sentita.

Questo S.M. sarà grato delle pubblicazioni che codesta A.F.S.C. vorrà mettere a disposizione.-

IL CAPO DI STATO MAGGIORE



26A

1644

OGGETTO: Scuole di Navigazione di Frosinone.-

Risposta al foglio A.F.S.C./81 TMG del 27/8/46.

2. Si prende atto della considerazione e del suggerimento che codesta Commissione ha comunicato in merito al funzionamento della Scuola in oggetto.

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IL CAPO DI STATO MAGGIORE

2195

1646

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

785017

Frosinone 11 31 Agosto 1946

25A

ALLO STATO MAGGIORE A.M.

ROMA

AL COMANDO UNITA' VIHA

Bari

TO A.F.S.C. Via Veneto

ROMAProt. n° 1960 /A 13Oggetto: SUMMARY OF FLYING ACTIVITY AUG. 1946
specchio riepilogativo attività di volo "AGOSTO 1946"ENCLOSED HEREWITH IS THE SUMMARY CONCERNING
Allegato si trasmette lo specchio riepilogativo riferentesi
AUGUST 1946
al mese di Agosto 1946.IL COLONNATO INT. LA SCUOLA ADDESTRAMENTO
(Ter. Col. A.A.R.n. Fil. GIROCELLI Otterino)

PF 9/9

2194



1647

SCUOLA ADDESTRAMENTO B.
UNICA CAVALLERIA

SPECCHIO RIEPILOGATIVO NUMERICO ATTIVITA' ADDESTRATIVA COMPIUTA NEL MESE DI "A G O S T O"

MANDIONI	Personale assegnato	trasfe- rito.-	Personale addestrato	Escluso da addestram.	in addestramento	Previsione addestramento
P I L O T I	=	4	4	=	1	1
NAVIGATORI	=	=	17	4 (1)	=	=
MARCONISTI	=	=	=	=	=	=

(1) Si attendono disposizioni dal Comando Unità Aerea per regolarizzare la posizione dei 4 di.- OF THE NAVIGATORS TO BE TRAINED.

A T T I V I T A' D I V O L O

RIEPILOGO: 1946	GENNAIO	ORE	74,25'	MAGGIO	ORE	167,20'
	FEBBRAIO	"	66,35'	GIUGNO	"	116,30'
	MARZO	"	43,05'	LUGLIO	"	198,45'
	APRILE	"	37,25'	AGOSTO	"	70,45

Frosinone lì 31 Agosto 1946

IL COMANDANTE INT. LA SCUOLA ADDEST
(Ten.Col.A.A.r.n.Pilota GIACOMELLI



Tramonti

2192

SCUOLA ADDESTRAMENTO B.

Officiere Osservatori

OGATIVO NUMERICO ATTIVITA' ADDESTRATIVA COMPIUTA NEL MESE DI "" A G O S T O 1946 ""

Personale assegnato	trasfe- rito.-	Personale addestrato	Escluso da addestram.	in addestramento	Previsione addestramento	"
=	4	4	=	1	1	"
=	=	17	4 (1)	=	=	"
=	=	=	=	=	=	"

disposizioni dal Comando Unità Aerea per regolarizzare la posizione dei 4 Navigatori addestran

D I V O L O

GENNAIO	ORE 74,25'	MAGGIO	ORE 167,20'
FEBBRAIO	" 66,35'	GIUGNO	" 116,30'
MARZO	" 43,05'	LUGLIO	" 198,45'
APRILE	" 37,25'	AGOSTO	" 70,45'

agosto 1946

IL COMANDANTE INT. LA SCUOLA ADDESTRAMENTO
(Ten.Col.A.A.r.n.Pilota GIACOMELLI Ottor.)

From : Air Forces Sub Commission, A.C., Rome.

To : I.A.F. Stato Maggiore.

Date : 27th August, 1946.

Ref : AFSC/81/ING.

NAVIGATION SCHOOL - PROSINONE

A visit was paid to the Navigation School at Prosinone by two officers of the Air Staff of this Sub Commission on the 13th of August, 1946.

2. At the time of the visit the pupils were undergoing their end of course examinations and M. Col. Domicelli was on a visit to the school to conduct the practical examinations.

3. A general inspection was made of the school and particular attention was paid by the visiting officers to the syllabus of lectures and flying exercises. A number of points noted during the visit and the recommendations of the visiting officers are now forwarded for your information and action.

(a) The school is short of Navigation text books. Relevant paragraphs of Air Publication 1234 are being translated here and will be available shortly.

(b) Flying exercises are confined far too much to map reading and to navigation by means of radio aids and experienced Wireless Operators. There should be more dead reckoning navigation. Most of the exercises are over land and those that are over the sea do not involve creeping line ahead searches, square searches, or any G.R. procedure.

(c) There are no sighting report exercises and no instructions on A.P. 1927 or similar publication. Such exercises would be of great value for Air Sea Rescue Searches.

(d) There is no astro-navigation.

(e) It is suggested that an experienced G.R. navigator, preferably a Naval Officer, from the Taranto Wing should be posted to the instructional staff.

(f) The Staff Pilots and screen wireless operators are very experienced indeed and there is rather a tendency for them to run round the course and just leave voice reports, photography and map reading to the navigators.

(g) At the present time the method of briefing the navigators and the general discussion prior to flight are good but it seems that the navigators do not keep a comprehensive log and there is no log analysis. Here again the latest R.A.F. log-sheet has been translated and will be made available.

(h) The photographic exercises and reconnaissance reports are well carried out by all students and the standard in all the photographic work

FILE 24A

NAVIGATION SCHOOL - PROSINONE

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(h) The photographic exercises and reconnaissance reports are well carried out by all students and the standard in all the photographic work is excellent.

(i) The operations room and flying control were well manned and functional satisfactorily.

4. It is hoped that you will be able from these observations to take necessary steps to improve the general standard training at the school.

Chick 2192
C.M.M. CROSS, W/Odr,
Air Vice-Marshal,
Director,
Air Forces Sub-Commission.

From : Stato Maggiore R. Aeronautica
 1° Reparto
 1° Sezione Araz. Addestramento.
 To : Air Forces Sub Commission, A.C., Rome.
 Date : 16th August 1946.

MOVEMENT OF PILOT TRAINING SCHOOL -
1st COURSE.

Following the conversation of 8/8/46 between the A.V.M. BRODIE, Head of the A.F.S.C. and the General BRICANTI, Chief of the "Stato Maggiore" attached to the Military Air Force, accompanied by Col. REMONDINO, Deputy Chief of the "Stato Maggiore". The a/m conversation concerned the possibility of transferring the Squadron of the 1st Course from Lecce airfield to Gioia del Colle airfield. On the other hand the other sections of the Brindisi Training School will not be transferred.

2) - We consider this movement useful for the following reasons:
 a) - Since we have considered it necessary to transfer the training school from the Lecce Airfield because the only runway existing on this airfield cannot be employed, at the same time, for training of Fighters wings and the Piloting School activity, we have chosen the airfield of Gioia del Colle for the 1st Course for technical, training and logistic reasons. The aircraft of the 1st Course School are not suitable to fly on one direction runway. The take off and the landing with side wind are difficult mainly for the training students, and could be very dangerous for the personnel and also for the equipment.

c) - The Gioia del Colle airfield has a landing ground in very good condition. Recent works carried out on the place have made the old runway serviceable. On this runway the taking off and landing can be chosen according to the wind direction.
 d) - The Autonomus Squadron of the Unit Air Command has its office in the Gioia del Colle airfield - and its activity carried out only in the branch lines, is not continuous. The training activity can be carried out on this airfield with the most efficiency for the pupils, because there is no distraction for them. The instructions can be more organic, intense, profitable and quick.

e) - The Brindisi airfield has only two runways, where the wind does not blow very easily. The ground outside the runway can be used only when remarkable works will be carried out.

f) - On the Gioia del Colle airfield there is already an installation of workshops which can give to the training Squadron the



23A
 (7)

Following the conversation of 8/8/45 between the A.V.M. BRODIE, Head of the A.F.S.C. and the General BRIGANTI, Chief of the "Stato Maggiore" attached to the Military Air Force, accompanied by Col. REMONDINO, Deputy chief of the "Stato Maggiore". The a/m conversation concerned the possibility of transferring the Squadron of the 1st Course from Lecce airfield to Gioia del Colle airfield. On the other hand the other sections of the Brindisi Training School will not be transferred.

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e) - The Brindisi airfield has only two runways, where the wind does not blow very easily. The ground outside the runway can be used only when remarkable works will be carried out.

f) - On the Gioia del Colle airfield there is already an installation of workshops which can give to the training Squadron the necessary assistance for the efficient state of the aircraft. As for the student, considering that they are all Officers or Warrant Officers, who have left the Academy only a short time ago, our "Stato Maggiore" wishes to give them suitable billeting premises, good food, and proper clubs. The a/m installations available at Gioia del Colle airfield, are apt to billeting of the personnel of the 1st Squadron, since it is a decorous place, according to this Stato Maggiore desires.

2181

23A

D.D. Please authority, as requested in para 3. Entered as per in monthly Air Report.

29/8.

1653

- 2 +

3) For the reasons we will appreciate your approval for the above said transfer of the 1st Course from the Lecce airfield to the Gioia del Colle airfield.

IL CAPO DI STATO MAGGIORE

Translated by Bianca Bevacqua

1654

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

IL CAPO DI STATO MAGGIORE

Translated by Bianca Bevacqua

2190

An/Sa.

STATO MAGGIORE N. AERONAUTICA

1° RE ARIO

1° Sezione Oper. - Addestramento

Roma, li 15 AGO 1946

AL AIR FORCE SUB COMMISSION, A.C.
(A.F.S.C.),
= R O M A =

Prot. N° 104113/Ad.1.2

2887 Cl

OGGETTO: Movimento Scuola di Pilotaggio - 1° Periodo.-

Si fa seguito al colloquio avuto il giorno 8/8/946 fra l'A.V.M. Brodie, capo dell'A.F.S.C. e il Generale Briganti, Capo di Stato Maggiore Aggiunto dell'Aeronautica Militare accompagnato dal Colonnello Remondino, sottocapo di S.M. - In detto colloquio era stato trattato del possibile movimento della Squadriglia di 1° periodo del Campo di Lecce al Campo di Gioia del Colle, fermo restando il movimento di altre parti della Scuola a Brindisi.

2. Questo movimento è da noi ritenuto utile per questi motivi:

- a)- Ammesso che si rende necessario il movimento di una parte della Scuola dall'Aeroporto di Lecce, perchè l'unica pista di volo qui vi esistente non può sopportare ad un tempo l'attività addestrativa degli Stormi da caccia e l'attività della scuola, si è scelto l'aeroporto di Gioia del Colle come campo per il primo periodo per motivi di carattere tecnico - addestrativo e di carattere logistico.
- b)- Gli apparecchi che ha in dotazione la scuola di 1° periodo sono poco adatti a volare su campi con piste a senso obbligato. Le partenze e gli atterraggi con vento di fianco sono difficoltosi particolarmente per allievi all'inizio dell'attività, e possono presentare pericoli sia per il personale che per il materiale.
- c)- Il campo di Gioia del Colle ha un sedime in ottimo stato. Recenti lavori eseguiti hanno reso tutto il vecchio campo in condizioni di essere utilizzato. Su questo campo può quindi essere scelta la direzione di partenza e di atterraggio, solo in funzione del vento che spira.
- d)- Sul campo di Gioia del Colle ha sede la Squadriglia Autonoma del Comando Unità Aerea - la cui attività, svolta essenzialmente nei collegamenti, è solo sporadica. L'attività di istruzione può quindi essere svolta con il maggiore possibile profitto perchè nessuna distrazione verrebbe a distogliere l'attenzione degli allievi. L'istruzione può essere più organica, più intensa, più redditizia e più rapida.
- e)- Il Campo di Brindisi ha solo due piste - lungo le quali facilmente spira con esattezza il vento. Il terreno fuori della pista non è utilizzabile, se non dopo notevoli lavori di sistemazione.
- f)- Sul campo di Gioia del Colle esiste già una attrezzatura di officine riparazioni, che può dare alla squadriglia scuola tutta la sua assistenza nei lavori necessari all'efficienza degli aeroplani.
- g)- Dal punto di vista logistico, in considerazione del fatto che gli

Si fa seguito al colloquio avuto il giorno 8/8/946 fra l'A.V.M. Brodie, capo dell'A.F.S.C. e il Generale Briganti, Capo di Stato Maggiore Aggiunto dell'Aeronautica Militare accompagnato dal Colonnello Remondino, sottocapo di S.M. - In detto colloquio era stato trattato del possibile movimento della Squadriglia di 1° periodo del Campo di Lecce al Campo di Gioia del Colle, fermo restando il movimento di altre parti della Scuola a Brindisi.

2. Questo movimento è da noi ritenuto utile per questi motivi:

- a)- Ammesso che si rende necessario il movimento di una parte della Scuola dall'Aeroporto di Lecce, perchè l'unica pista di volo qui vi esistente non può sopportare ad un tempo l'attività addestrativa degli Stormi da caccia e l'attività della scuola, si è scelto l'aeroporto di Gioia del Colle come campo per il primo periodo per motivi di carattere tecnico - addestrativo e di carattere logistico.
- b)- Gli apparecchi che ha in dotazione la scuola di 1° periodo sono poco adatti a volare su campi con piste a senso obbligato. Le partenze e gli atterraggi con vento di fianco sono difficoltosi particolarmente per allievi all'inizio dell'attività, e possono presentare pericoli ~~vari~~ sia per il personale che per il materiale.
- c)- Il campo di Gioia del Colle ha un sedime in ottimo stato. Recenti lavori eseguiti hanno reso tutto il vecchio campo in condizioni di essere utilizzato. Su questo campo può quindi essere scelta la direzione di partenza e di atterraggio, solo in funzione del vento che spira.
- d)- Sul campo di Gioia del Colle ha sede la Squadriglia Autonoma del Comando Unità Aerea - la cui attività, svolta essenzialmente nei collegamenti, è solo sporadica. L'attività di istruzione può qui essere svolta con il maggiore possibile profitto perchè nessuna distrazione verrebbe a distogliere l'attenzione degli allievi. L'istruzione può essere più organica, più intensa, più redditizia e più rapida.
- e)- Il Campo di Brindisi ha solo due piste - lungo le quali facilmente spira con esattezza il vento. Il terreno fuori della pista non è utilizzabile, se non dopo notevoli lavori di sistemazione.
- f)- Sul campo di Gioia del Colle esiste già una attrezzatura di officine riparazioni, che può dare alla squadriglia scuola tutta la sua assistenza nei lavori necessari all'efficienza degli aeroplani.
- g)- Dal punto di vista logistico, in considerazione del fatto che gli allievi che attualmente ha la scuola sono tutti ufficiali o aspiranti ora usciti dall'Accademia, sarebbe intenzione di questo S.M. dare ad essi una decorosa e adeguata sistemazione di alloggi, di mensa, di circoli, ecc. Le attrezzature esistenti e disponibili sull'aeroporto di Gioia del Colle si prestano a nostro avviso assai ampiamente per una comoda sistemazione di tutto il personale della squadriglia di 1° periodo e per quella decorosa soluzione del problema dell'alloggio degli allievi, secondo il desiderio di questo S.M.

././

1657

- 2 -

3. Per le su esposte ragioni, si sarebbe grati a codesta
A.F.S.C. se volesse concedere il suo benestare al movimento
della squadriglia di 1° periodo dal Campo di Lecce a quello
di Gioia del Colle.=



IL CAPO DI STATO MAGGIORE

ff.

BjL

2188

From : Air Forces Sub-Commission, A.C. ROME.
 To : Italian Air Ministry -
 Copy to LECCE & TAPANTO Detachments.
 Date : 21st August, 1946.
 Ref. : AFSC/61/1/TNA.

FLYING TRAINING SCHOOL

In reference to the meeting between Col. RENOMINO and Lt. FAVANO at the Italian Air Ministry to discuss the change of location of Italian Air Force Flying Schools this Sub-Commission concurs as follows: -

1. Primary school should be moved to Gioia del Colle because of the grass landing field which is suitable to Area 25 training aircraft equipped with tail slides.
2. Secondary School should be moved to Brindisi on September 1st and make adequate quarters for a future move of the advance school to move to Brindisi Airfield if accommodations prove satisfactory. It is requested to leave all engineering equipment, SCRAMS, etc, at Lecce because of lack of transportation.
3. Although the moving of the Prosinone school at this moment would only create confusion, it is agreed to move the flying school of Prosinone to Brindisi as soon as accommodations become available. At this location a more complete training can be directed towards overwater navigation and air sea rescue training.

See 23rd

Noted.
 civil
 24/8.

PF
 FTO 3/9

5/8 1m
 11/9
 24/8

A. T. NEISS, LT., A.C.
 FOR AIR VICE MARSHAL,
 DIRECTOR,
 AIR FORCES S/C.

21/8

MINUTE

Date: 20 August, 1946

Ref : AFSC/81/1/Tng.

FLYING TRAINING SCHOOL

A meeting was held with Col. Remondino at the IAM to discuss the change of location of IAF flying schools.

We agreed that primary and secondary schools would be moved from Lecce because of flying hazards of retaining all types of training aircraft and operational aircraft at one field.

Primary school should be moved to Gioe dell Cole because of the grass landing field. The Bredo 25 training aircraft is equipped with a tail skid and suitable to grass field landings only.

On September 1st, the secondary school will move to Brindisi and will start repairing the field and make adequate quarters for a possible future move of the advance school to move in to Brindisi airfield. However, this will depend on accommodations available. For the moment all engineering equipment, SCRAMS, etc. will remain at Lecce because of lack of transportation.

If accommodations will be made available it is planned to move the flying school of Frosinone to Brindisi at a future date. At this location, a more complete training can be directed towards over water navigation, and air sea rescue training.

It is felt that moving of the Frosinone school at this moment would only create confusion.

Pattavano
LT. PATT FAVANO
FLYING TRAINING OFFICER

DD 31/8

paper to above - please inform Lt. Patton & Lt. Cliff.
And also confirm to IAM. That is all.

FLYING TRAINING SCHOOL

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We agreed that primary and secondary schools would be moved from Lecce because of flying hazards of retaining all types of training aircraft and operational aircraft at one field.

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If accommodations will be made available it is planned to move the flying school of Frosinone to Brindisi at a future date. At this location, a more complete training can be directed towards over water navigation, and air sea rescue training.

It is felt that moving of the Frosinone school at this moment would only create confusion.

Patt Favano
LT. PATT FAVANO
FLYING TRAINING OFFICER

DD
5k m/8
21/8

paper to above - please inform Lt. Olson & W. C. Clift.
And also confirm to IAF. That we agree.

20/8

21/8

Lt. Weiss

21/8

Please take action on note above.
J. K. M.
21/8

See 22A & 23A

VISIT REPORTREPORT ON VISIT BY W/DR. C.M.M. GREGG AND F/LE. REED TO PROSINONE ON TUESDAY 12TH AUGUST 1946.REPORTACTION

1. General A visit was made to Prosinone by the above mentioned officers on 13th August. It was a routine visit to meet the C.O. and officers, to inspect the station, and to examine progress and the general standard of training in the Navigation School.

We met Ten. Col. Giacomelli and his operations officer on arrival. Ten. Col. Diacoli was on a visit for the Italian Air Ministry and was conducting the viva voce Navigation examinations. The General Commanding the Z.A.T. also paid a short visit to the academy at lunch time.

2. Navigation School. A thorough tour was made of the Navigation School, and it was fortunate that the pupils were at the time undergoing their end of course Practical and Viva examinations. There were 32 pupils of whom 6 were naval officers, the rest were all Air Force Pilots. They were on the last week of the three weeks course and had ~~enjoyed~~ approximately 35 flying hours. We checked carefully on all lectures, demonstrations and exercises in the syllabus and have the following comments to make:

- (a) The school is short of text books. A translation of relevant paragraphs of A.P. 1234 could be of value.
- (b) Flying exercises were confined far too much to map reading and radio aids and there was insufficient D.R. Navigation. Most of the exercises are over land and those that are over the sea do not involve creeping line ~~search~~ ^{search} exercises, square searches, or any G.R. procedure.
- (c) There are no sighting report exercises and no instruction on A.P. 1927 or similar publication.
- (d) There is no astro navigation.

S.S.O.

AIR I.

A.S.R.O.

-2-

REPORT

ACTION

(e) The Staff Pilots and screen wireless operators are very experienced indeed and there is rather a tendency for them to run round the course and just leave recon reports, photography and jam reading to the navigator.

(f) An experienced P.O. pilot from the Toronto Wing should be posted to the instructional staff.

(g) At the present time a general flight plan is contained in the syllabus. A flight is put in orders over night, the flight is discussed by the crew on the following morning and on return the navigator puts in a report. But he does not put in his log, in fact the school does not appear to use a standard log sheet.

(h) The photographic exercises and recon reports were excellently carried out by all students and the standard in all photographic work is very good. We consider that recommendations in respect of the above points should be made to the Italian Air Ministry.

3. Aircraft. In the B and I hangar was a Baltimore which had swung on take off on 3rd July, the airframe of this aircraft appeared to be beyond repair. There was also in the hangar a small Seiman 202 under repair. The Engineer officer considered that it would take about 600 or 700 hours to render the airframe serviceable. One Baltimore, the Engineer Officer stated, requires two new engines. There are still a large number of u/s engines lying about in the Maintenance Area.

4. Signals. Besides the Baltimore 3 S.M.84 and 2 S.M. 79 are used by the school. They are not fitted intercom, this seriously hampers training.

5. Operations Room and Flying Control. These were well manned and functioned well.

6. Clearance of airfield. The surface of the airfield is in good condition and the most of clearing away rubble from bombed areas is nearly completed.

16th August, 1946.

2184

Chitibree

C.M.M. GREGG, W/Cdr,
Air I

S.S.O.
AIR I.
AIR III.

C.T.O.

C.S.O.

VISIT REPORT

REPORT ON VISIT BY W/CDR. C.M.H. CRONE AND T/LT. REED TO PROVISIONS ON TUESDAY 13TH AUGUST 1946.

REPORT

ACTION

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2. Navigation School. A thorough tour was made of the Navigation School, and it was fortunate that the pupils were at the time undergoing their end of course Practical and Viva examinations. There were 32 pupils of whom 6 were naval officers, the rest were all Air Force Pilots. They were on the last week of the three weeks course and had enjoyed approximately 35 flying hours. We checked carefully on all lectures, demonstrations and exercises in the syllabus and have the following comments to make:

(a) The school is short of text books. A translation of relevant paragraphs of A.P. 1234 could be of value.

(b) Flying exercises were confined far to much to map reading and radio aids and there was insufficient D.R. Navigation. Most of the exercises are over land and those that are over the sea do not involve creeping line abeam, seawards, square seawards, or any C.R. procedure.

(c) There are no sighting report exercises and no instruction in A.P. 1927 or similar publication.

(d) There is no astro navigation.

S.S.O.
A.I.R.I.
A.S.R.O.

REPORT

ACTION

S.B.O.
AIR I.
AIR III.

(e) The Staff Pilots and screen wireless operators are very experienced indeed and there is rather a tendency for them to run round the course and just leave recon reports, photography and map reading to the navigator.

(f) An experienced R.C. pilot from the Toronto Wing should be posted to the instructional staff.

(g) At the present time a general flight plan is contained in the syllabus. A flight is put in orders over night, the flight is discussed by the crew on the following morning and on return the navigator puts in a report. But he does not put in his log, in fact the school does not appear to use a standard log sheet.

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6. Clearance of airfield. The surface of the airfield is in good condition and the most of clearing away rubble from bombed areas is nearly completed.

Chihikere

C.M.L. GREGG, W/COM,
AIR I

16th August, 1945.

2182

File 34/3/Air

19A
(c)

PROGRAMME FOR THE 5TH THEORETICAL OBSERVATION'S COURSE.

ARMAMENT.

Various armaments on various types of fighter and bomber aircraft. Various types of bombs and fuses. Study of fuses. Various pistols. Gunblanks and bomb-sights Mk. I, Mk. II, Mk. III. Ejection on firing and bombing. "Mawson" bomb. Release device on Baltimore A/C.

PHOTOGRAPHY.

Aerial photography. Thorough study of a photographic machine. Elements which constitute a photographic machine. Autocorrelation. Shading. Reading. Installation. Working of an Aerial Photographic machine. Autostatic camera-sun. General and chromatic sensitivity of negatives. Local distance light---displacement---production. Light and shade on infrared. Description and working of the Aerial Photometer. Elementary motor problems. Installation of "ASTON" type camera, description and use. Stereoscope. Preparation and execution of a photographic reconnaissance. Lectures and interpretation of aerial photography.

METEOROLOGY.

Temperature, pressure, humidity, thermometric scales, measurement of pressure in mm or in. Absolute, relative, and specific humidity. Gradients, isobars, cyclonic zones. Anticyclonic circulation of current in cyclonic and anticyclonic zones. Clouds. The Bjerknes theory, cold front, warm front, phenomena, etc. Weather charts and their explanation, meteorological reports, interpretation of symbols. Formation of ice. Path finding in conjunction with meteorological perturbation.

NAVIGATION.

Various formulae of correction and conversion. Instruments and charts. Compass testing in flight on N.B. and E.M. courses. Preparation of flight log. Practical navigation. Pin-pointing. Time logs. Preparation for a raid. Angle of correction, angle of deviation, etc. Baltimore cockpit installation. Explanation of computer system. E.D.C. navigation, Q.D.R., Q.D.M., first elements of Balbo radio guidance. R.D.F. Landing by beam. "Rolland" landing with all visibility.

TELECOMMUNICATIONS.

Signals and A.S.R., etc. Meteorological reports. Flying control. S.A.T.A. organisation. H.D.F. R.D.C. R.E. M.A.S. Code. Various codes and ciphers, etc.

1666

Aerial photography. Thorough study of a photographic machine. Elements which constitute a photographic machine. Outcropping. Shading. Heading. Installation. Working of an A337 photographic machine. Antenna camera-man. General and specific sensitivity of negatives. Local distance light---diaphragm-graduation. Light and shade on infrared. Description and working of the A337 photometer. Elementary motorizing problems. Manipulation of aerometer-type camera, description and use. Stereoscope. Preparation and execution of a photographic reconnaissance. Lectures and interpretation of aerial photography.

METEOROLOGY:

Temperature, pressure, humidity, thermometric scales, measurement of pressure in mm or mb. Absolute, relative, and specific humidity. Gradients, isobars, cyclonic zones. Anticyclonic circulation of current in cyclonic and anticyclonic zones. Clouds. The Bjerknes theory, cold front, warm front, phenomena, etc. Weather charts and their explanation, meteorological reports, interpretation of symbols. Formation of ice. Rain falling in conjunction with meteorological disturbance.

NAVIGATION:

Various formulas of connection and conversion. Instruments and charts. Compass testing in flight on N.B. and E.N. courses. Preparation of flight log. Practical navigation. Pin-pointing. Time logs. Preparation for a raid. Angle of correction, angle of deviation, etc. Baltimore cockpit in-stellation. Explanation of computer system. E.D.G. navigation, Q.D.R., Q.D.M., first elements of Alpo radio guidance. R.D.F. landing by beam. "Rolland" landing with nil visibility.

TELECOMMUNICATIONS:

Signals and A.S.R., etc. Meteorological reports. Flying control. S.A.T.A. organization. H.D.F. R.D.G. R.T. M.A.B. Code. Various codes and ciphers, etc.

12/8

ARMI E TIRO: Dotazione dei vari armamenti sui vari tipi di apparecchi da caccia e da bombardamento vari tipi di bombe e spolette, studio delle spolette. Pistole Vary. Dispositivi per la sincronizzazione. Traguardi Mk 1 X, Mk X, Mk XIV. Equazione del tiro di caduta. Bomba ad effetto "Neumann". Centralino di lancio sul velivolo "Baltimore".

8/8

FOTOGRAFIA: Elementi sulla fotografia aerea. Cenni sommari sui requisiti e classificazioni di una macchina fotografica. Elementi che costituiscono una macchina: camera obbiettivo-otturatore-serbatoio-magazzino-mirino-organo motore-organo di comando. Autocronometro. Filtri di luce. Guffia di riscaldamento. Requisiti di una buona installazione. Descrizione del funzionamento di una macchina fotoprospectica APH 87. Cenni sulle fotomitragliatrici. Sensibilità generale e cromatica del materiale negativo. Distanza locale - luminosità - profondità di fuoco e di campo - diaframma - granduzione. Filtri di luce e cenni sulla fotografia infrarossa. Autocronometro (descrizione, funzionamento ed impiego). Descrizione e funzionamento della fotoplanimetrica AQR 90. Problemi motrici elementari. Regolo Mod. "Giovine", descrizione sommaria ed impiego, esercizi col medesimo. Stereoscopia. Preparazione ed esecuzione di una ricognizione fotografica. Lettura ed interpretazione della fotografia aerea (orientamento, sagome, tonalità, ombre e rilievo).

9/8

METEOROLOGIA: Nozioni di temperatura, pressione, umidità. Scale termometriche. Misura della pressione in mm. o mb., formula di passaggio. Umidità assoluta, relativa e specifica. Gradienti, Isobare, isolobare, zone cicloniche, anticicloniche. Circolazioni delle correnti nelle zone cicloniche ed anticicloniche. Tipi di nubi. Teoria del Bjerknes, fronte caldo, fronte freddo, esclusioni o fenomeni connessi. Cartine ausiliarie e loro interpretazione, bollettino meteorologico, interpretazione dei simboli. Determinazione della rotta in determinazione alle perturbazioni. Formazioni di ghiaccio.

NAVIGAZIONE AEREA: Riepilogo delle varie formule di correzione e conversione, delle carte e degli strumenti di bordo. Comportamento della bussola magnetica in volo per rotte N-S ed E-W. Preparazione di un cartello di rotta. Cal-

12/8
stole Very. Disposizioni per il tiro di caduta. Bomba ad effetto "Neumann". Centra
M. XIV. Equazione del tiro di caduta. Bomba ad effetto "Neumann". Centra
lino di lancio sul velivolo "Baltimore".

8/8
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9/8
METEOROLOGIA: Nozioni di temperatura, pressione, umidità. Scale termometriche. Misura della pressione in mm. o mb., formula di passaggio. Umidità assoluta, relativa e specifica. Gradienti, isobare, isocline, zone cicloniche, anticicloniche. Circolazioni delle correnti nelle zone cicloniche ed anticicloniche. Tipi di nubi. Teoria del Bjerknes, fronte caldo, fronte freddo, esclusioni o fenomeni connessi. Cartine ausiliarie e loro interpretazione, bollettino meteorologico, interpretazione dei simboli. Determinazione della rotta in determinazione alle perturbazioni. Formazioni di ghiaccio.

NAVIGAZIONE AEREA: Riepilogo delle varie formule di correzione e conversione, delle carte e degli strumenti di bordo. Comportamento della bussola magnetica in volo per rotte N-S ed E-W. Preparazione di un cartello di rotta. Calcolo di una rotta spezzata a tempo stabilito. Determinazione della deriva nel pratico svolgimento di una rotta. Considerazioni, accorgimenti. Calcolo dei tempi relativi. Preparazione di un raid. Calcolo della deriva in volo, angolo di correzione, angolo di deriva. Cinemodermometro sul ve

livolo "Baltimore". Spiegazione del regolo inglese "Computer". Navigazio-
ne RDC:rilevamenti - allontanamento dal campo con QDR. e QDM.- ricerca
campo - ricerca antenna. Primi elementi di radioguida con Rilpo - allon-
tanamento con Rilpo di più RDP. Sistemi di atterraggio radioguidato. Di-
scussione sistemi "Rolland", entrata in campo senza visibilità. Cenni di astro-
navigazione.

TELECOMUNICAZIONI ED ORGANIZZAZIONE S.A.T.A.: Ordinamento del servizio delle te-
lecomunicazioni e dell'assistenza al volo. Regolamento del servizio delle
comunicazioni del volo della P.A.- Servizi 1.6.7.8.9.10 - Bollettini meteo-
reologici. Assistenza del volo nelle fasi di partenza, di atterraggio e di
sorvolo di un Aeroporto. Organizzazione S.A.T.A. - Assistenza in onde cor-
te-assistenza RDC.- Assistenza in onde medie. Soccorso. Carte RDC. e segna-
lazione della posizione. Segnali per la partenza e per l'atterraggio. Segna-
li di atterrabilità e di non atterrabilità. Codice MAS. Cenni sui vari co-
dici e sulla quadrettatura delle carte.

1670

18A
(4)

From : I.A.F. Stato Maggiore.

To : A.F.S.C., Rome.

Date : 3rd August, 1946.

Ref : 103976/opl4/C/2757.

PERETOLA AIRFIELD (FLORENCE)

15A

Reference is made to your letter AFSC81/TNG. dated 9/7/46.

2. The serviceability conditions of Peretola airfield, the lack of industrial military aeronautical installations on the spot and the financial difficulties make it unwise to transfer the Flying Training School, which enjoys good installations for men and aircraft on the Puglia bases.

3. It may be possible in the near future to transfer part of the Flying Training School which belongs exclusively to the Aeronautical Academy to Peretola airfield.

The Chief of Staff.

translated by J. Bevaqua.

P.E.M.
12/8
PF
13/8



15/8

2189

Fa. Sa.

J.B.

Roma, li - 3 AGO 1946

184

STATO MAGGIORE R. AERONAUTICA

1° REPA

1° Servizio Operativo e Amministrativo

ALL'AIR FORC. SUB COMMISSION (AFSC)

= R O M A =

Prot. N° 102396/1114/c / 2757 Coll.

OGGETTO: Aeroporto di Peretola (Firenze).-

1. Riferimento foglio AFSC/81/1/TNG del 9/7/1946.
2. Lo stato d'efficienza dell'Aeroporto di Peretola, la mancanza di un'attrezzatura industriale aeronautica militare sul posto e le difficoltà finanziarie, non consigliano per ora il trasferimento di un complesso aeronautico quale la Scuola di Pilotaggio, che attualmente gode di discrete attrezzature per uomini e velivoli nella base delle Puglie.
3. Non si esclude la possibilità di trasferire, in un secondo tempo, sull'Aeroporto di Peretola una piccola aliquota della Scuola di Pilotaggio a servizio esclusivo dell'Accademia Aeronautica. =



Carpi

OGGETTO: Aeroporto di Peretola (Firenze).-

1. Riferimento foglio AFSC/81/1/TNG del 9/7/1946.
2. Lo stato d'efficienza dell'Aeroporto di Peretola, la mancanza di un'attrezzatura industriale aeronautica militare sul posto e le difficoltà finanziarie, non consigliano per ora il trasferimento di un complesso aeronautico quale la Scuola di Pilotaggio, che attualmente gode di discrete attrezzature per uomini e velivoli nella base delle Puglie.
3. Non si esclude la possibilità di trasferire, in un secondo tempo, sull'Aeroporto di Peretola una piccola aliquota della Scuola di Pilotaggio a servizio esclusivo dell'Accademia Aeronautica.=



ACCAD. AERONAUTICA. STATO MAGGIORE

mezzanotte

2178

1673

SCUOLA ADDESTRAMENTO B. J.B.
Ufficio Operazioni

Fresinone 11 1 Agosto 1946

ALLO STATO MAGGIORE E.M. ROMA

AL COMANDO UNITA' AEREA BARI

Prot. n. 1844/AL3

TO A.F.S.C. Via Veneto ROMA

SUMMARY OF THE FLYING ACTIVITY FOR JULY 1946
Oggetto : specchio riepilogativo attività di volo luglio 1946.

ENCLOSED HEREWITH IS THE SUMMARY CONCERNING THE MONTH
Allegato si trasmette lo specchio riepilogativo riferentesi
al mese di luglio 1946.



COMANDANTE INT. LA SCUOLA ADDESTRAMENTO
(Colonn. Pilota GIACOMINI Ottorino)

Giacomini

2177 -

SCUOLA ADDESTRAMENTO B.

Ufficio Operazioni

SPECCHIO RIEPILOGATIVO NUMERICO ATTIVITA' ADDESTRATIVA COMPIUTA NEL MESE DI LUGLIO 1946

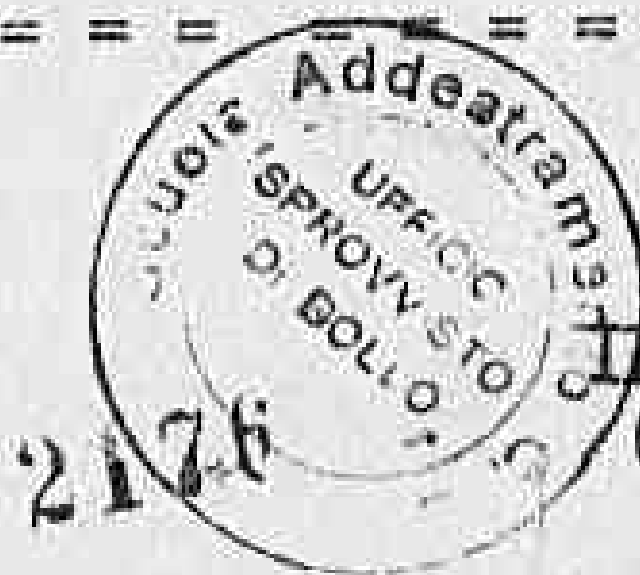
MANSIONE TASK	Pers.le assegnato	Trasfe- rito	Personale addestrato	Escluso da addestramento	in addestramento	Previsione addestramento
PILOTI	1	6	7	=	3	3
OSSERVATORI	=	1	=	=	21	21
MARCON.	=	=	=	=	=	=

ATTIVITA' DI VOLO

RIEPILOGO

1946	GENNAIO	ORE	74,25'
	FEBBRAIO	"	66,35'
	MARZO	"	43,05'
	APRILE	"	37,25'
	MAGGIO	"	167,20'
	GIUGNO	"	116,30'
	LUGLIO	"	198,45'

Frosinone; li 31 Luglio 1946

IL COMANDANTE INT. LA SCUOLA ADDESTRAMENTO
(Gen.Col.A.A.r.n. Pilota - O. GIACOMELLI)

Giacomelli

SCUOLA ADDESTRAMENTO B.

Ufficio Operazioni

RIEPILOGATIVO NUMERICO ATTIVITA' ADDESTRATIVA COMPIUTA NEL MESE DI LUGLIO 1946

Pers.le assegnato	Trasfe- rito	Personale addestrato	Escluso da addestramento	in addestramento	Previsione addestramento
1	6	7	=	3	3
=	1	=	4	21	21
=	=	=	=	=	=
ATTIVITA' DI VOLO					

RIEPILOGO

VARO	ORE	74,25'
ARRAIO	"	66,35'
LO	"	43,05'
LE	"	37,25'
IO	"	167,20'
NO	"	116,30'
IO	"	198,45'

31 Luglio 1946



IL COMANDANTE INT. LA SCUOLA ADDESTRAMENTO
(Gen.Col.A.A.r.n. Pilota - O. GIACOMELLI)

Giacomelli

ALL'UFFICIO AMMINISTRATIVO

S E D E

Il Sottoscritto

in servizio presso il _____
inoltra subordinata domanda a codesto Ufficio affinché gli voglia
concedere la corresponsione del premio in denaro in luogo di licenza
per il periodo dal _____ al _____

_____ ha fruito di licenze _____

_____ ha subito punizioni _____

Durante detto periodo ha prestato servizio presso i seguenti Enti:

Dal _____ al _____ presso _____

Dal _____ al _____ presso _____

Dal _____ al _____ presso _____

Dal _____ al _____ presso _____

Posta da Campo 851 - li _____

In fede

Visto: Si conferma quanto sopra dichiarato dall'interessato.

Visto:

IL COMANDANTE DEL RAGGRUPPAMENTO

1677

17A

FROM: Air Forces Sub-Commission, A.C., Rome.
TO : Italian Air Ministry.
DATE: 16 July 1946
REF : AF36/81/1/Tng.

ITALIAN AIR FORCE FLYING REFRESHER SCHOOL

Your request, to move the Flying Refresher School from Lecce to Brindisi is approved and the change may take place forthwith.

2. For your information there is a small RAF detachment of one W.C.O. and 12 other ranks remaining for approximately a fortnight as a vehicle guard.

3. The instructions regarding the handing over of the Airfield by the RAF from LTOUSA are as follows.

a. A representative of NAFGB will visit the Airfield with instructions for the handing over and guarding of Brindisi Airfield. If representative has not arrived by the 15th June, the airfield is to be handed over to the Italians.

b. All property in connection with the airfield are to be signed for by the Senior Italian Officer. Property is not to be derequisitioned without approval from the American Authorities.

c. You are to ensure that you have enough personnel to guard the Airfield, accommodations, and in particular any fixed American Assets.

PF
for PATT FAVANO, 1st. Lt., A.C.
AIR VICE MARSHAL
DIRECTOR
A.F.S.C.

up 18/7. h/m 2/7

2183

1678

785017

16A.

From:- Mediterranean Allied Air Committee Secretariat.
To:- Air Forces Sub-Commission, Allied Commission, Rome.
Date:- 9th July, 1946.
Ref:- MME/1200/AFAS.

ITALIAN AIR FORCE FLYING INSTRUCTOR SCHOOL.

10A.

Reference is made to your letter AFS/81/1/TMG dated 29th June, 1946.

2. The proposal to move the above mentioned school from Lecce to Brindisi has been considered and you are informed such move can take place forthwith.

3. For your information the only personnel left at Brindisi are a small P.A.F. detachment of 4 P.O.s and 12 other ranks who are remaining as a vehicle guard. This detachment is entirely self supporting and it is anticipated it will only remain in being for a period of a fortnight.

4. Attached herewith for your information is a copy of A.M.C. Italy signal reference O.567 dated 24th June, 1946, relative to the handing over of Brindisi airfield.

11/7
0259
81/1/TMG
up

M. E. Fisher
(MANUEL FISHER)
Sg. Commander
Secretary to The,
MEDITERRANEAN ALLIED AIR COMMITTEE.

SSO
Please inform the A.D., as regards
168/00 & pass to staff command
10/12/7.

2184

168

FROM : ANQ ITALY. 0.567 JUNE 14.

CONFIDENTIAL (.) HQ MFOUSA STATE THAT A REPRESENTATIVE OF MAPED WILL BE VISITING YOU WITH INSTRUCTIONS FOR THE HANDING OVER AND GUARDING OF BRINDISI AIRFIELD (.) IF THIS REPRESENTATIVE HAS NOT ARRIVED BY JUNE 15 FIELD MANAGEMENT IS TO BE HANDLED OVER TO THE ITALIANS (.)

2. MARCHING OUT STATES OF ALL PROPERTY IN CONNECTION WITH THE AIRFIELD ARE TO BE TAKEN AND SIGNED FOR BY THE SENIOR ITALIAN OFFICER (.) PROPERTY IS NOT TO BE DEREGISTRATIONED WITHOUT APPROVAL FROM AMERICAN AUTHORITIES (.)

3. YOU ARE TO ENSURE THAT ITALIANS HAVE SUFFICIENT PERSONNEL TO GUARD THE AIRFIELD (,) ACCOMMODATION AND IN PARTICULAR ANY FIXED AMERICAN ASSETS (.)

(SIGNED) G.R. BRICE,
G/CAPT. D/AOA.

ROUTINE.
TOO. 141650B.

DATE 2/8

2173

From : Air Forces Sub Commission, A.C., Rome.

To : Italian Air Ministry.

Date : 9th July, 1946.

Ref : AFSC/81/1/TMG.

L.A.F. AIRFIELD PERETOLA (FLORENCE).

The Director A.F.S.C. Allied Commission inspected PERETOLA during his visit to L.A.F. units in Florence on 1st July 1946.

2. He considered that the airfield, with the exception of a few faults in the runway surface, was in good condition, and suitable for all but the heaviest types of Italian aircraft. It had previously been used by American Fortresses and Allied Fighters.

3. He asks that you reconsider your plans for Italian Flying Training Schools and suggests a move of all Schools to Peretola instead of only the elementary flight.

L. E. JAFFAN
L. E. JAFFAN, C/O,
Air Vice-Marshal,
Director,
Air Forces Sub Commission.

P.F.
10/9

10/7

BEST COPY POSSIBLE

Record Copy to Replace Unstable Original
Property of the National Archives

File
8/11/59
14A

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED

DATE 10/10/00 BY 1043

DATE 10/10/00 BY 1043

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED

DATE 10/10/00 BY 1043

Can't Read this
10/10/00

10/10/00

4-2-68, LHM 0/0, 1/1, 1/2, 1/3.

RECEIVED

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED EXCEPT WHERE SHOWN OTHERWISE
DATE 01/11/01 BY 1043

12/1/01

Can't Read this

1/12/7

RECEIVED

A.C. MERRIS
A.C. MERRIS, P/O.

A.C. MERRIS
A.C. MERRIS, P/O.

(13A)

From : Air Forces Sub-Commission, A.C. ROME.
 To : Italian Air Ministry.
 Date : 8th July, 1946.
 Ref. : AFSC/81/1/TNC.

STAFF VISITS TO I.A.F. UNITS IN FLORENCE

The Director A.F.S.C., A.C. ROME, paid a staff visit on July 1st, 1946 to I.A.F. Units in Florence.

2. At the School of Administration in Florence 20 NCOs are attending the Course. Lt. Col. GARDINI and Lt. Col. RICCO Bruno considered the morale of these NCOs high and on returning to their units their COs have been impressed by the results they have achieved.

3. Is it your intention to commence ground officer and NCO courses as well as NCO Aircrew Courses? The accommodation problem should be overcome by the next course and it is considered that while aircrew NCOs should have priority ground officers and NCOs should now be infiltrated in to the next course.

4. Col. RICCO Bruno suggested that in view of the heat in Florence during August the Administration courses should be closed down that month. The present course finishes on August 2nd, would it be practicable to close down for one month on the termination of the present course, our reactions are sympathetic to Col. RICCO Bruno's suggestion.

NOTE

Encl.

1. 7.7.46 have confirmed by phone that the course will close for one month from Aug 2nd to Sept 2nd.

2. OFFICERS + GROUND NCO's will ALSO ATTEND.

8.7.46.

A. G. SALTER, S/LDR.,
 FOR AIR VICE MARSHAL,
 DIRECTOR,
 A.F.S.C.

Good 12/7 2120

129

FOR : ON THE VIEW OF THE DISPOSITIONS ITALIAN AIR
FORCES UNITS IN FROM ON 132 JULY, 1945.

Local Commanding Officer: MR/COI. GARDUCCI.

Officer i/c Administration Course: MR/COI. RICCIO DRUSO.

Action by:

1. I was surprised at the size and aspect of the Italian Air Force station which was built in 1938 (in 12 months) as a Cadet Academy for the Italian Air Force. The buildings were never used for this purpose but were used instead as an Italian Air Force Staff College. The whole layout of the place is ideal for the Italian Air Force Academy as a permanent institution rather than Caserta.

2. The school will hold 150 cadets and about 600 other ranks. The place is quite big enough for both the cadet college and the School of Administration and will probably take something else besides.

3. Needless to say nearly all the furniture was removed by the Germans before the place became an American hospital and later a New Zealand Barracks, therefore there is very little furniture. However, work is being done to repair the remaining bits and pieces and also radiotelegraphing the walls; it should be ready for occupation by the Cadet Academy in September.

4. At present the place is being used as a Headquarters by the President as well as the School of Administration.

5. So far only six or seven N.C.O.'s, usually about twenty, have been taken by the School of Administration. The C/O considered that the morale of these N.C.O.'s is high and that they realize the necessity for, and the importance of, these courses. Col. RICCIO DRUSO informed me that a number of C.O.'s to whom N.C.O.'s have been returned on completion of the course are really impressed by the results achieved. So far no officers have been taken on these courses at Florence because the officer accommodation is not yet ready, but it is hoped that the next course will be for officers only. Will Crg. please ascertain from the Italian Air Ministry whether it is their intention to open these courses to ground officers and N.C.O.'s as well as aircrew - I realize that it is important that aircrew should be given this course in the first place, but I think that ground troops should now be infiltrated.

Crg.

6. Col. RICCIO DRUSO suggested that in view of the heat in Florence during August, (with which I fully sympathise) the Administration Courses should be closed down during that month. Will Crg. please verbally ask the Italian Air Ministry to consider closing down for one month on the termination of the present course which is due to finish about 2nd August.

Crg.

deleted

7. The sick quarters for the cadets which is separate from the sick quarters of the other ranks was in good shape but lacking a number of medical supplies - for example, cotton wool, vitamin pills, and most

S.M.O.

I was surprised at the size and extent of the Italian Air Force station which was built in 1938 (in 4 months) as a Cadet Academy for the Italian Air Force. The building was never used for this purpose but was used instead as an Italian Air Force Staff College. The whole layout of the place is ideal for the Italian Air Force Academy as a permanent institution rather than a center.

2. The school will hold 150 cadets and about 600 other ranks. The place is quite big enough for both the cadet college and the School of Administration and will probably take something else besides.

3. Needless to say nearly all the furniture was removed by the Germans before the place became an American hospital and later a New Zealand barracks, therefore there is very little furniture. However, work is being done to repair the remaining bits and pieces and also to restore the walls; it should be ready for occupation by the Cadet Academy in September.

4. At present the place is being used as a Headquarters by the President as well as the School of Administration.

5. So far only six or seven R.C.O.'s, usually about twenty, have been taken by the School of Administration. The C/O considered that the number of these R.C.O.'s is high and that they realize the necessity for, and the importance of, these courses. Col. Picco Bruno informed me that a number of C.O.'s to whom R.C.O.'s have been returned on completion of the course are really impressed by the results achieved. So far no officers have been taken on these courses at Florence because the officer accommodation is not yet ready, but it is hoped that the next course will be for officers only. Will Org. please ascertain from the Italian Air Ministry whether it is their intention to open these courses to ground officers and R.C.O.'s as well as aircrew - I realize that it is important that aircrew should be given this course in the first place, but I think that ground troops should now be included.

Org.

6. Col. Picco Bruno suggested that in view of the heat in Florence during August, (which would fully sympathize) the Administration Courses should be closed down during that month. Will Org. please verbally ask the Italian Air Ministry to consider closing down for one month on the termination of the present course which is due to finish about 2nd August.

Org.

7. The sick quarters for the cadets which is separate from the sick quarters of the other ranks was in good shape but lacking a number of medical supplies - for example, cotton wool, vitamin pills, and most important penicillin for treatment of V.D. I think these complaints are pretty general throughout the Italian Air Force, and I would like the Senior Equipment Officer to investigate and see whether we can help the Italian Air Force to obtain the necessary supplies, and there may be other things as well as those mentioned in this paragraph.

S.S.O.

Received on 19/8/59.

2169

DA.

Continued/2.....

-2-

Action by:

S.S.O.

8. The airfield about five miles outside Florence and named Peretola has a wide and long strip in the direction of the prevailing wind which was used by Fortresses and Allied fighters. The runway has a few faults in it but is usable and is suitable for all types other than the heaviest types. Therefore will the Senior Staff Officer please ask the Italian Air Ministry for reconsideration to be made for the whole of the Italian flying training schools to be moved to Florence instead of only the elementary flight.

S.S.O.

the General Staff are considering this question and, they say (through Gaper to me) that PERETOLA is not suitable for bombers or fighter schools as the mountains are too low. They will let us know their choice at an early date; they are looking for an area near

Date: 5th July, 1946.
Ref: AFSC/34/1/111.

Florence or Pisa *Belvedere*
9/7/46

for P. P. Rodi

I.E. BROUKE,
AIR VICE-MARSHAL,
DEPUTY,
AIR FORCES SUB-COMMISSION.

is due course

2162

DOCUMENTO E.

Frosinone li 1 Luglio 1946

119

Prot. n° 1703/A.23

ALLO STATO MAGGIORE R.

ROMA

AL COMANDO UNITA' AEREA

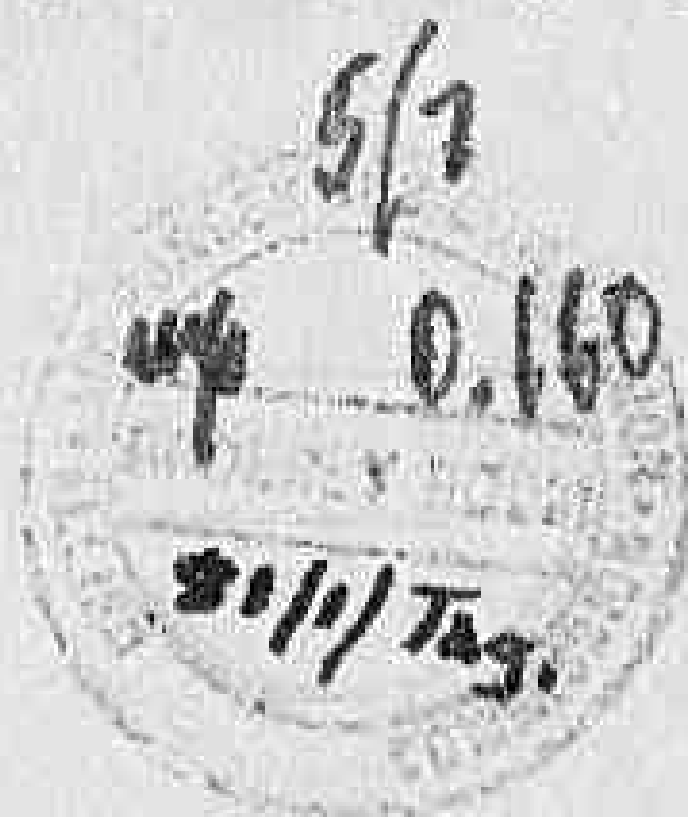
BARI

TO A.F.S.C. Via Veneto

ROMA

Oggetto : specchio riepilogativo attività addestrativa mese giugno 1946.

Allegato si trasmette lo specchio di cui all'oggetto riferentesi al mese di giugno 1946.



Handwritten signature

2167

1690

14B
SPECCHIO RIEPILOGATIVO NUMERICO ATTIVITA' ADDESTRATIVA COMPIUTA NEL MESE
DI GIUGNO 1946

MANSSIONE	Pers.le assegnato	Pers.le addestrato	Trasfe- rito	Escluso da addestramento	In addestramento	Previsio- ne addestr.
PILOTI	"	2	1	1	8	6
OSSERV.	"	"	"	"	22	"
MARCON.	"	"	"	"	"	"

ATTIVITA' di VOLO

RIEPILOGO

1946 GENNAIO	ORE	74,25'
FEBBR.	"	66,35'
MARZO	"	43,05'
APRILE	"	37,25'
MAGGIO	"	167,20'
GIUGNO	"	116,30'

Frosinone 14 30 Giugno 1946.



Comandante
(Ten. Col. A. C. ...)

Tracery

ATTIVITA' di Volo

RIEPILOGO

1945	GENNAIO	ORE	74,25
	FEBBR.	"	66,35
	MARZO	"	43,05
	APRILE	"	37,25
	MAGGIO	"	167,20
	GIUGNO	"	116,30

Tredone 11 30 Giugno 1946.



Comptroller of the City of New York
 100 Nassau Street, 10th Floor
 New York, NY 10038

Paavali

2136

10 A

FROM: AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, ITALY.

TO: BRITISH AIR COMMISSION SECRETARIAT,
C/O AIR HEADQUARTERS, R.A.F. ITALY, GENOVA.

DATE: 29TH JUNE, 1946.

REF: AFSC/11/1/113.

ITALIAN AIR FORCE FLYING REFRESHER SCHOOL.

Representations have been made by the Italian Air Ministry to permit of the Italian Air Force Flying Refresher School, now situated at Lecce, to be moved at an early date to Brindisi. This request is supported by the A.P.S.C. on the grounds that:

- (i) There are 6 Fighter Squadrons at Lecce in addition to the Flying Refresher School. Consequently there is some congestion. In any event, it is not a good thing for fighter units and a flying school to be located on the same airfield, although in this particular case this has so far been unavoidable.
- (ii) During the summer months there is an unfavourable wind of fair strength across the air and only runway, which seriously interferes with flying.
- (iii) By removing the refresher school there would be the added advantage of relieving accommodation congestion at Lecce.

2. The advantages of moving the flying school to Brindisi are that flying training could continue without interruption through cross winds because of the more suitable pair of runways there, and secondly there will be ample accommodation available assuming that the R.A.F. has or will shortly be pulling out.

3. It is requested that favourable consideration be given to this request and that you will notify this Headquarters whether the move can take place forthwith, and if not the earliest date on which the move would be convenient to the R.A.F.

draft agreed by A/DD & SSO.

A/DD 16/7/47

B.F. SSO 8/7

[Signature]
I.M. BROWN,
AIR VICE-MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

Copy to OC AFSC Lecce for personal information only.

2105

9A
(C)

From : I.A.F. State Maggiore.
To : A.F.B.C., Rome.
Date : 15th June, 1946.
Ref : 102774/cpA-2/222006011.

SUMMARY: - EXERCISE TRAINING.

3A and 5A

Reference is made to your letters N879/31/Air dated 9th and 10th May, 1946.

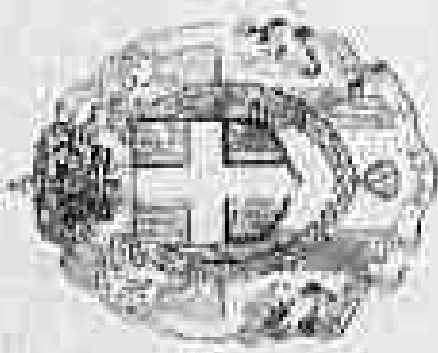
2. Enclosed herewith are the data concerning the Training School at Grosinone and the Pilot School at Lecce for the months of February, March, April and May, 1946.

The Chief of Staff.



Patterson

Review
45 JUL 1945
9A



State Magazine, N. Y. American
10 Toronto

4.0 Results

1. Sezione Operaz. e Addestramento

2220 Col.

Ref. 1. = 102771 1.5 10.44

Respectfully, J. A. N.

OGGETTO Specchi addestramento vole. -

1. - Riferimento agli ESQ/OC/31/SIR Astori 9 e

10 maggio 1955. -

2. - Si trasmettono i dati relativi alla scuola

Addestramento al Tirogine e alla Scuola Pilota di

fiacca per i mesi di febbraio, marzo, aprile e maggio

100

THE CAP OF STATO KATIONS

— 31 —

Verward.

Erst nach halber Messen ist die Orgel zu spielen.

01/23/2013 Cleveland, OH 44113

1° Reparto

1° Sezione Operaz. e Addestramento

= RONA =

Ind. N. 102771/15/2220 Coll.

Posta al p. N. 11

Oggetto Specchi addestramento volo.-

- 1. - Riferimento fogli AFSC/AC/31/AIR datati 9 a 10 maggio 1946.-
- 2. - Si trasmettono i dati relativi alla Scuola Addestramento di Frosinone e alla Scuola Pilotaggio di Lecce per i mesi di febbraio, marzo, aprile e maggio 1946.-

Il capo della Sezione Operaz. e Addestramento

IL CAPO DI STATO MAGGIORE

Il Capo di Stato Maggiore
ALLA R. AERONAUTICA
Ricevuto

2163

1696

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

785017

STATO MAGGIOR E AERONAUTICA
1° REPARTO
1ª Sezione Operaz. e Addestr.

ATTIVITA' ADDESTRAMENTO

dal febbraio al maggio 1946

S C U O L E	m e s e	t i p o a p p a r e c c h i o	n° medio ve- livoli dispo- nibili		n.° voli di addestramento	ore di volo	i n c i d e n t i	n° in- te- pil
			media parico	media effic.				
SCUOLA ADD. BOMBE - PROGINONE	febbraio 46	M.187 - Cz.1007	5,00	3,00	155	46,45'	-	
	marzo 46	M.187 - S.84 - Cz.1007	4,66	3,66	112	26,10'	F.U.:1 M.187	
	aprile 46	M.187-S.79-S.84-Cz.1007	6,66	5,66	50	15,25'	-	
	maggio 46	M.187-S.79-S.84-Cz.1007	9,00	7,33	242	129,50'	-	
SCUOLA PILOTAGGIO e ADD. C. - IE CCE	febbraio 46	{ Spitfires-Mc.200-G.50 Cr.42-Ca.164-Fn305-G8	30,00	14,00	162	79,00'	Dannegg.:1 Cr.42	
	marzo 46	{ Spitfires-P39-Mc200- G50-Cr42-Ca164-Fn305-G8	32,66	14,66	533	243,40'	Dannegg.:1 Cr.42	
	aprile 46	{ Spitfires-P39-Mc.200-G8 G50-Cr.42-Ca164-Fn305-	32,66	12,66	493	209,20'	-	
	maggio 46	{ Spitfires-P.39-Mc.200- G50-Cr42-Ca164-Fn305-G8	28,66	14,00	476	208,25'	Dannegg.:2 Fn305-1Ca164	

ATTIVITA' ADDESTRAMENTO SCUOLE R.A.

dal febbraio al maggio 1946

no di estm to	ore di volo	i n c i d e n t i	n° degli equipaggi in addestramento al termine del mese			n° degli equipaggi ricevuti per addesta- mento durante il mese			n° degli equipaggi addestrati durante il mese		
			piloti	navi- gatori	marco- nisti	piloti	navi- gatori	marco- nisti	piloti	navi- gatori	marco- nisti
35	46,45'	-	9	-	2	2	-	-	5	-	1
2	26,10'	P.U.:1 M.187	4	-	1	-	-	-	-	-	-
10	15,25'	-	12	14	-	8	14	-	1	-	7
42	129,50'	-	11	22	-	3	8	-	-	-	-
62	79,00'	Dannegg.:1 Gr.42	56	-	-	6	-	-	1	-	-
33	243,40'	Dannegg.:1 Gr.42	76	-	-	25	-	-	5	-	-
93	209,20'	-	67	-	-	8	-	-	10	-	-
76	208,25'	Dannegg.:2 Pn305-1Ca164	70	-	-	13	-	-	8	-	-

STATO MAGGIOR E AMMIRALTA

1° REPARTO

1° Servizio Operativo Addizionale

ATTIVITA' ADDESTRAMENTO

dal febbraio al maggio 1946

S C U O L E	m e s e	t i p o a p p a r e c c h i	n° medio ve- livoli dispo- nibili		n.° voli di addestra- mento	ore di volo	i n c i d e n t i	n° in- ter- pilo
			media carico	media effic.				
SCUOLA ADD. BOMB. - PROSINONE	febbraio 46	M.187 - Cz.1007	5,00	3,00	155	46,45'	-	
	marzo 46	M.187 - S.84 - Cz.1007	4,66	3,66	112	26,10'	F.U.:1 M.187	
	aprile 46	M.187-S.79-S.84-Cz.1007	6,66	5,66	50	15,25'	-	1
	maggio 46	M.187-S.79-S.84-Cz.1007	9,00	7,33	242	129,50'	-	1
SCUOLA PILOTAGGIO e ADD. C. - IECCE	febbraio 46	{ Spitfires-Mc.200-G.50 Cr.42-Cal64-Fn305-G8	30,00	14,00	162	79,00'	Dannegg.:1 Cr.42	2
	marzo 46	{ Spitfires-P39-Mc200- G50-Cr42-Cal64-Fn305-G8	32,66	14,66	533	243,40'	Dannegg.:1 Cr.42	7
	aprile 46	{ Spitfires-P39-Mc.200-G8 G50-Cr.42-Cal64-Fn305-	32,66	12,66	493	209,20'	-	6
	maggio 46	{ Spitfires-P.39-Mc.200- G50-Cr42-Cal64-Fn305-G8	28,66	14,00	476	208,25'	Dannegg.:2 Fn305-1Cal64	7

VITA' ADDEISTRAMENTO SCUOLE R.A.

dal febbraio al maggio 1946

ore di volo	i n c i d e n t i	n° degli equipaggi in addestramento al termine del mese			n° degli equipaggi ricevuti per addestra- mento durante il mese			n° degli equipaggi addestrati durante il mese		
		piloti	navi- gatori	marco- nisti	piloti	navi- gatori	marco- nisti	piloti	navi- gatori	marco- nisti
46,45'	-	9	-	2	2	-	-	5	-	1
26,10'	F.U.:1 M.187	4	-	1	-	-	-	-	-	-
15,25'	-	12	14	-	8	14	-	1	-	-
129,50'	-	11	22	-	3	8	-	-	-	-
79,00'	Dannegg.:1 Cr.42	56	-	-	6	-	-	1	-	-
243,40'	Dannegg.:1 Cr.42	76	-	-	25	-	-	5	-	-
209,20'	-	67	-	-	8	-	-	10	-	-
208,25'	Dannegg.:2 Fn305-1Ca164	70	-	-	13	-	-	8	-	-

S C U O L E	m e s e	t i p o a p p a r e c c h i o	n° medio ve- livoli dispo- nibili		n.° voli di addestra- mento	ore di volo	i n c i d e n t i	n° in- te- pil
			media carico	media effic.				
SCUOLA ADD.BOMB.- PROSINONE	febbraio 46	M.187 - Cz.1007	5,00	3,00	155	46,45'	-	
	marzo 46	M.187 - S.84 -Cz.1007	4,66	3,66	112	26,10'	F.U.:1 M.187	
	aprile 46	M.187-S.79-S.84-Cz.1007	6,66	5,66	50	15,25'	-	
	maggio 46	M.187-S.79-S.84-Cz.1007	9,00	7,33	242	129,50'	-	
SCUOLA PILOTAGGIO e ADD.C.-LECCE	febbraio 46	{ Spitfires-Mc.200-G.50 Cr.42-Ca.164-Fn305-G8	30,00	14,00	162	79,00'	Dannegg.:1 Cr.42	
	marzo 46	{ Spitfires-P39-Mc200- G50-Cr42-Ca164-Fn305-G8	32,66	14,66	533	243,40'	Dannegg.:1 Cr.42	
	aprile 46	{ Spitfires-P39-Mc.200-G8 G50-Cr.42-Ca164-Fn305-	32,66	12,66	493	209,20'	-	
	maggio 46	{ Spitfires-P.39-Mc.200- G50-Cr42-Ca164-Fn305-G8	28,66	14,00	476	208,25'	Dannegg.:2 Fn305-1Ca164	

ore di volo	i n c i d e n t i	n° degli equipaggi in addestramento al termine del mese			n° degli equipaggi ricevuti per addestra- mento durante il mese			n° degli equipaggi addestrati durante il mese		
		piloti	navi- gatori	marco- nisti	piloti	navi- gatori	marco- nisti	piloti	navi- gatori	marco- nisti
46,45'	-	9	-	2	2	-	-	5	-	1
26,10'	F.U.:1 M.187	4	-	1	-	-	-	-	-	-
15,25'	-	12	14	-	8	14	-	1	-	-
129,50'	-	11	22	-	3	8	-	-	-	-
79,00'	Dannegg.:1 Cr.42	56	-	-	6	-	-	1	-	-
243,40'	Dannegg.:1 Cr.42	76	-	-	25	-	-	5	-	-
209,20'	-	67	-	-	8	-	-	10	-	-
208,25'	Dannegg.:2 Fn305-1Ca164	70	-	-	13	-	-	8	-	-

1702

SCUOLA ADDESTRAMENTO 3.

Ufficio Operazioni

PERSONALE IN ADDESTRAMENTO PRESSO LA SCUOLA ADD. BOMBARDAMENTO DI FROSINONE

Durata i mesi di febbraio - marzo - aprile 1946

SPECIALITÀ	PERSONALE In addestramento al termine del mese				PERSONALE ricevuto per addestramento duran- te i mesi di ...				Personale addes- durante il mes	
	FEBBR	MARZO	APRILE		FEBBR.	MARZO	APRILE		FEBBR.	MARZO
PILOTI	9	4	12	1	2	0	8		5	0
OSSERVATORI	0	0	14	1	0	0	14		0	0
MARCONISTI	2	1	0		0	0	0		1	9

Frosinone lo 29 Maggio 1946



2160

SCUOLA ADDESTRAMENTO 3.

Ufficio Operazioni

PERSONALE IN ADDESTRAMENTO PRESSO LA SCUOLA ADD. BOMBARDAMENTO DI FROSINONE

te i mesi di febbraio - marzo - aprile 1946

PERSONALE			PERSONALE ricevuto			Personale addestrato		
addestramento al			per addestramento duran-			durante il mese		
termine del mese			te i mesi di ...					
FEBR.	MARZO	APRILE	FEBBR.	MARZO	APRILE	FEBBR.	MARZO	APRILE
4	12	1	2	0	8	5	0	1
0	14	1	0	0	14	0	0	0
1	0	1	0	0	0	1	0	0

o 1946



SCUOLA PROSPETTIVO B.

PERSONALE IN ADESTRAMENTO PRESSO LA SCUOLA DI FROSINONE

MESE DI MAGGIO 1946

PERSONALE	Person.in adl.to al termine del mezz	person. ricevuto per l'ad- destram.	personale addestrato durante il mezz
PILATI	11	3	
OSSERVATORI	22	8	
MARCONISTI	=	=	=

Frosinone li 6 Giugno 1946



1705

PERSONALE	Person.in add.to al termine del mese	person. ricevuto per l'ad- destin.	personale addestrato durante il mese
PILOTI	11	3	=
OSSERVATORI	25	8	=
MARCONISTI	=	=	=

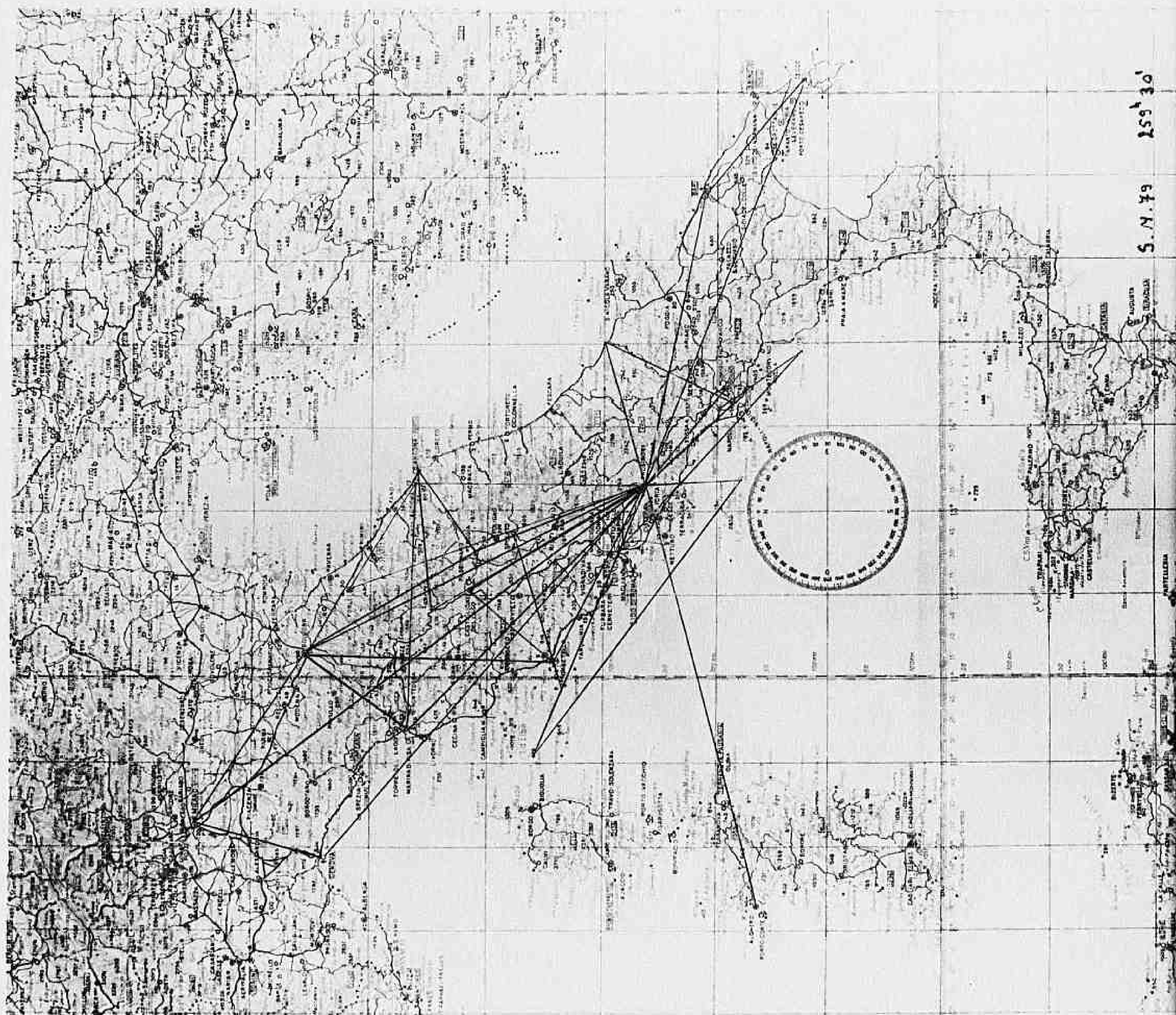
Frosinone li 3 Giugno 1946



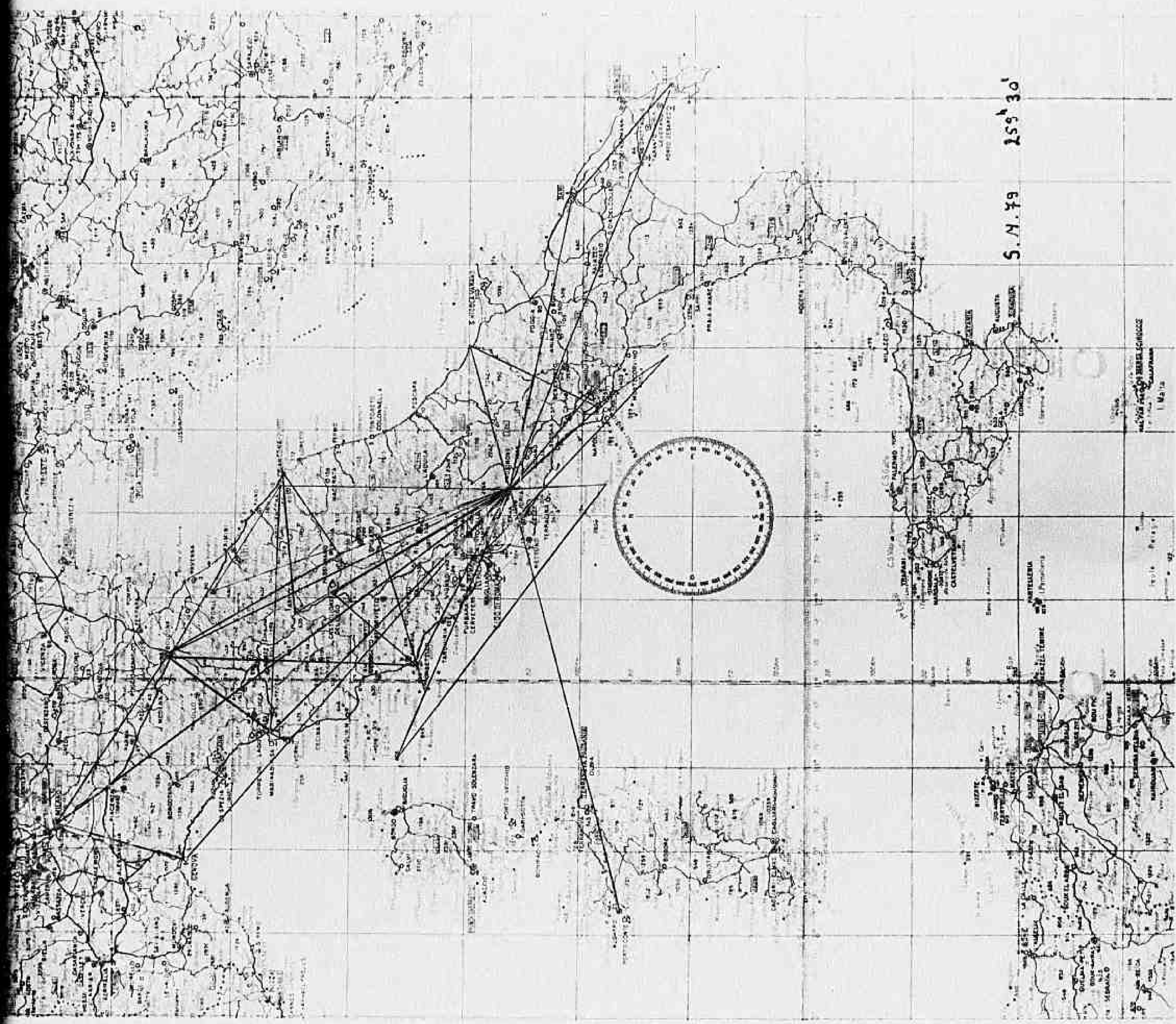
2159

1706

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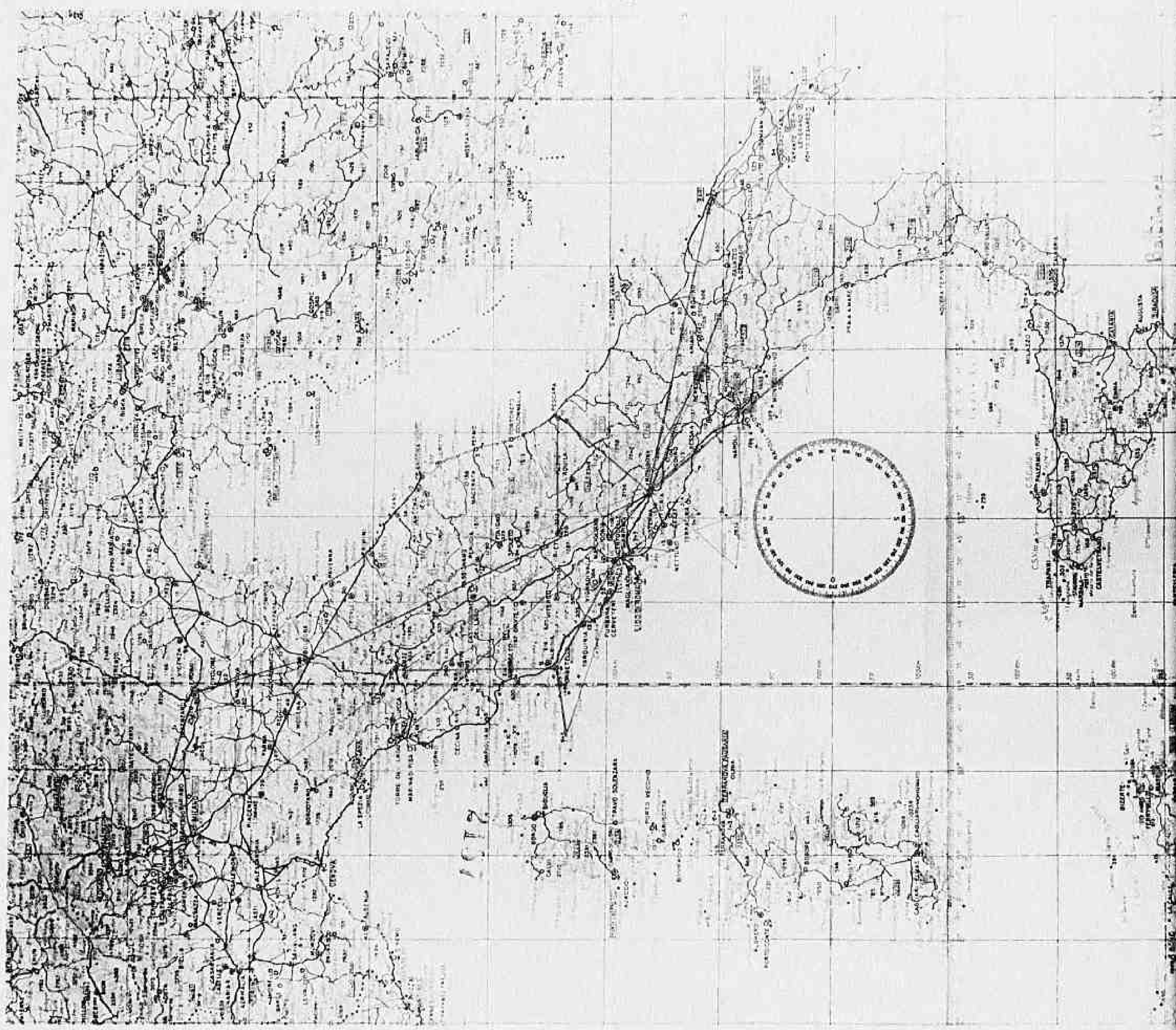


1707

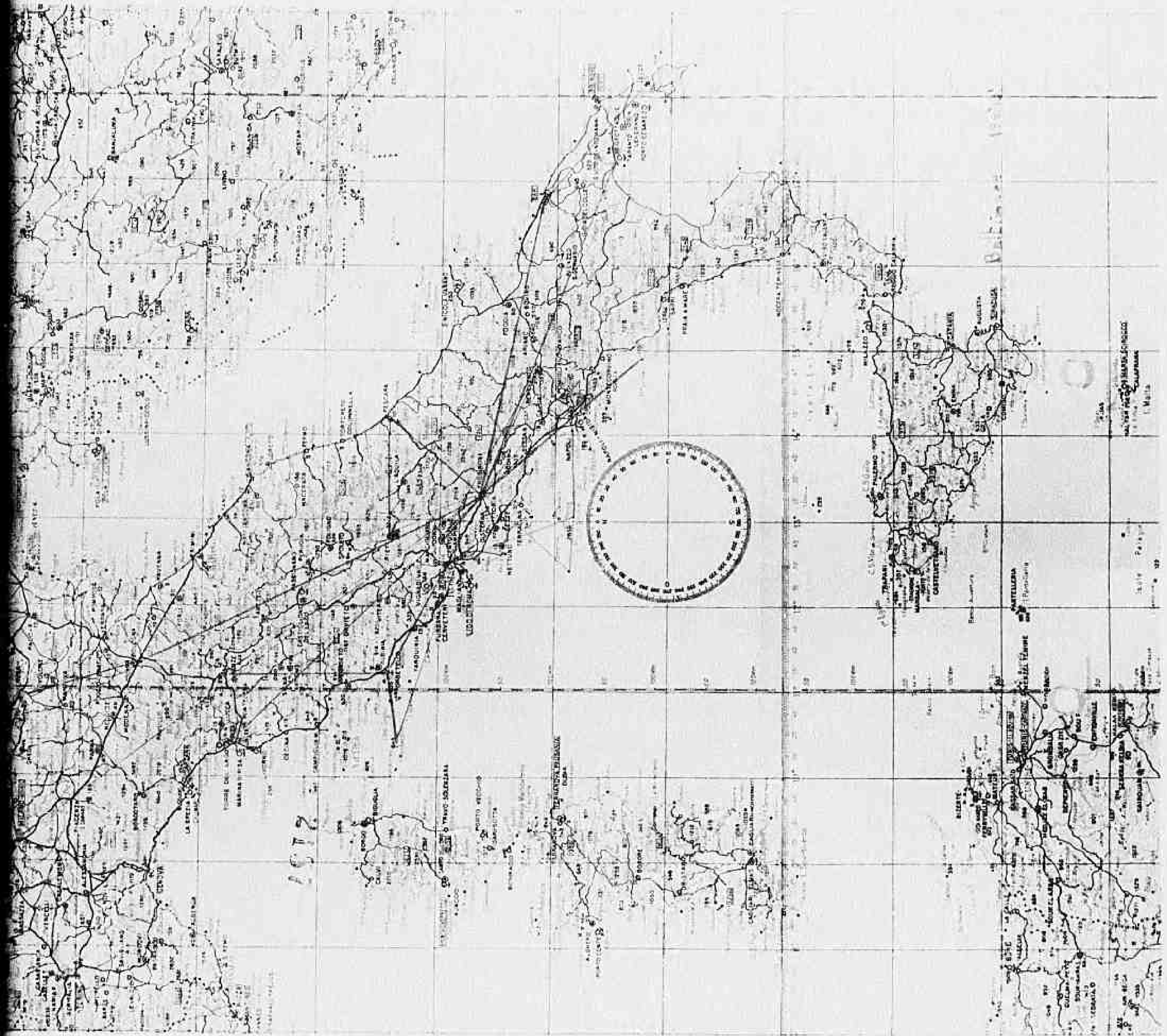


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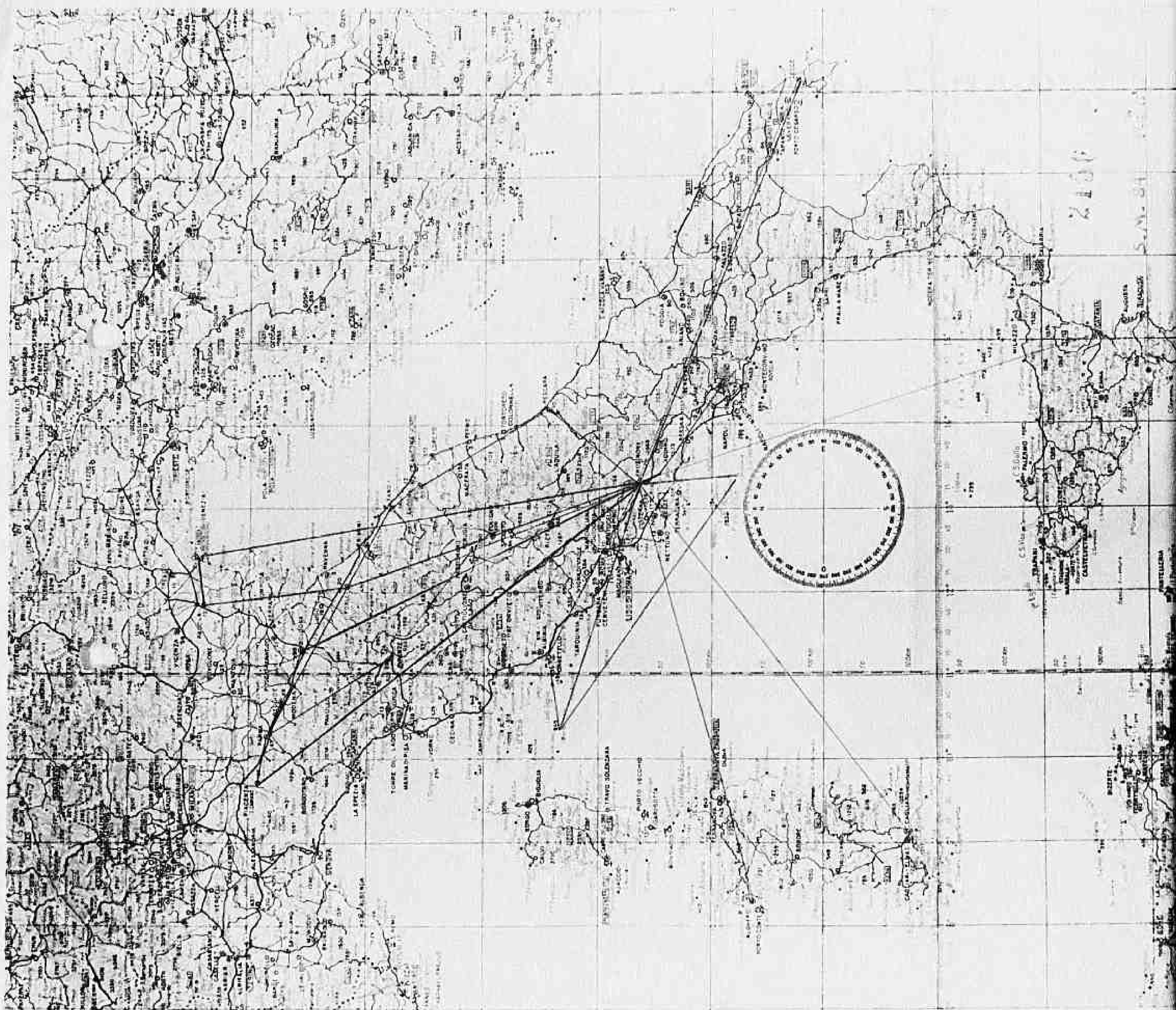
1709

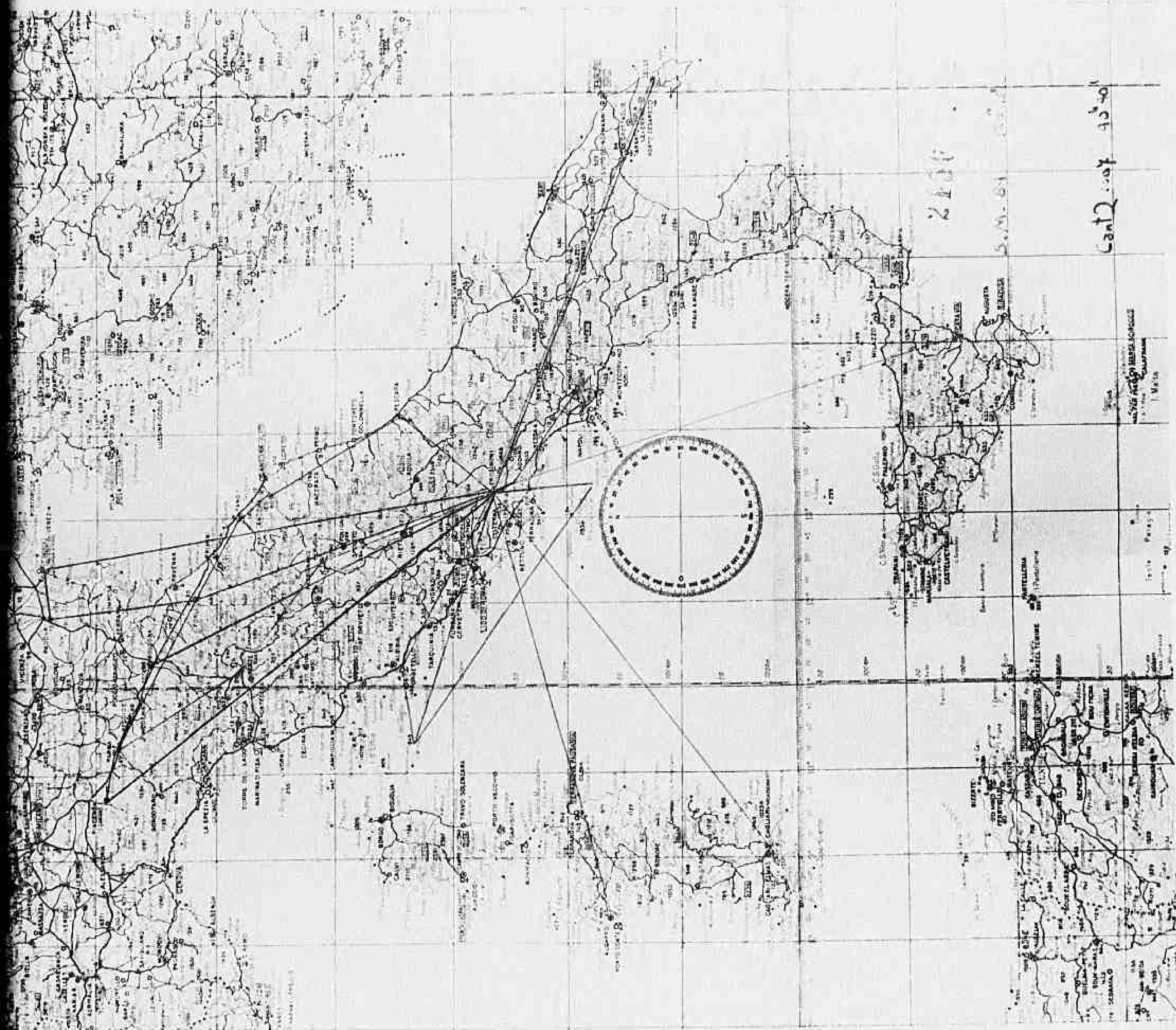


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785017





17121

SPECCHIO RIPILOGATIVO NUMERICO ATTIVITA' ADDESTRATIVA COMPIUTA NEL MESE DI MAGGIO

MANSIONE	Person. assegnato	Person. add.to	Trasferito	Escluso da add.	In addestramento	Previsione addestr. da	ATTIVITA'	
							ANNO E MESE	BOMBARDAMENTI
PILOTI	3	-	-	-	11	-	1946	
OSSERVATORI	7	-	-	-	21	-	Genn.	74,25%
MARCONISTI	1	-	1	-	-	-	Febbr.	66,35%
							Marzo	43,05%
							Aprile	37,25%
							Maggio	167,20%

Frosinone li 5 Giugno 1946



ADDESTRATIVA COMPIUTA NEL MESE DI MAGGIO 1946.

Addestrata	Previsione addestr. ti	ATTIVITA' DU VOLO			EFFICIENZA DI LINEA	
		ANNO E MESE	BOMBARDAMENTO	CACCIA	TOTALE	CACCIA BOMBARDAM.
		1946				
		Genn.	74,25		74,25	2
		Febbr.	66,35		66,35	3
		Marzo	43,05		43,05	3
		Aprile	37,25		37,25	5,5
		Maggio	167,20		167,20	6,8

IL COMANDANTE INT. DELLA SCUOLA

A. J. M. P. O. Giacomelli

F. J. M. P. O. Giacomelli

LRKB V LAEE NR 65 R R
FROM A. H. Q. L. -- 091510B
TO A/F SUB COMMISSION ROME.
AT . 3659 MAY UNCLASSIFIED (.)
FROMS O. R. 103 FROM ITALIAN TRAINING SCHOOLS AT FROSINONE AND LECCE
OUTSTANDING FOR MONTH FEB., MARCH AND APRIL PLEASE EXPEDITE (.)
BT
SENT NR 65 CC 1845. KKKKK

RECD NR 65 1343 K

10/5
up D199
31/10/5
Air Force 6/2
7A
11/9/07
Out of 10/5. Action pending. See 5496A.

1715
LROF V LAEE NR 65 R/R
T LRKE

7A
2101
FROM A.H.Q.I. 291510B
TO A/F SUB COMMISSION ROME
GR-- BT

AT.335 . 2 MAY UNCLASSIFIED .
FORMS O.R. 183 FROM ITALIAN TRAINING SCHOOLS AT FROSINONE AND LEGGE
OUTSTANDING FOR MONTH FEB . MARCH AND APRIL PLEASE EXPEDITE .
BT

SENT NR 65 BN KH

1800
10/5. action pending



1718

64

From : Air Forces Sub Commission, A.C., Rome.
To : Air Headquarters, R.A.F., Italy.
Date : 10th May, 1946.
Ref : AFSC/31/Air.

NON-OPERATIONAL FLYING RETURNS.

Acknowledgement is made of your signal AT.357 dated 6th May, 1946.

2. The above returns for January, 1946 were dispatched from this Headquarters on 21st February, 1946. We enclose a true copy herewith.

3. The returns for February through April are awaited from the Italian Air Ministry, and we will dispatch some immediately they reach this Headquarters.

A. Hart
A. HART, F/Lt,
for Air Vice-Marshal,
Director,
Air Forces Sub Commission.

1717

6A

From : Air Forces Sub Commission, A.C., Rome.
To : Italian Air Ministry.
Date : 10th May, 1946.
Ref : AFSC/31/Air.

FLYING TRAINING RETURNS

Our letter of even reference, dated 9th May, 1946, refers.

2. In order to bring the records of non-operational flying up-to-date, it would be appreciated if you can give us the information requested in Appendix A to the above letter, for the months of February, March and April, 1946.

3. These returns are only required for the Light Bomber flying School, Grosinone, and the Refresher flying School, Lecce.

A. Hart
A. HART, F/Lt,
for Air Vice-Marshal,
Director,
Air Forces Sub Commission.

2152

1718

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

Air Force 3/c

1317

4A

LRGF V LADD NR 200 ROUTINE
 T LRKE - T - ADD *ALCOM*
 FROM AIR HEADQUARTERS RAF ITALY 301480B
 TO A/F SUB COMMISSION ROME
 BT



AT357 G MAY (..) UNCLASSIFIED (..) ~~100~~ FORMS OR 100 NON OPERATIONAL.
 FLYING RETURN FOR JANUARY FEBRUARY AND MARCH NOT YET RECEIVED FROM ITALY
TRAINING
 SCHOOLS AT FROSINONE AND LECCE *ELC (*)*
 BT

N 2/072151

SENT

-E.M.

1842

(2)

7/5

From : Air Forces Sub Commission, A.C., Rome.

To : Italian Air Ministry

Date : 9th May 1946.

Ref : AFSC/31/AIR.

FLYING TRAINING RETURNS

This headquarters has to render a monthly return of non-operational flying.

2. To assist in the preparation of this return will you please supply this sub commission each month with the information as outlined in Appendix "A", for both the Light Bomber flying school, Frosinone, and the Refresher flying school, Lecce.

A. Hart
A. HART E/LT.
for Air Vice Marshal,
Director,
Air Forces Sub Commission.

Appendix "A".

2150

APPENDIX A

FLYING TRAINING RETURN.

UNIT

MONTH ENDING

TYPE OF AIRCRAFT	AVERAGE No OF A/C AVAILABLE	No OF TRAINING FLIGHTS	HOURS FLOWN	ACCIDENTS	REMARKS
No of crews in training at end of period	Pilot Nav W/ops	No of crews received for training during period	Pilot Nav W/ops	No of crews graduated during period	Pilot Nav W/ops.

2149

3B

1721

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

785017

SCUOLA ADDESTRAMENTO

Ufficio Operazioni

Prossimo 11 e Maggio 16

Prot. n° 1487/113

ALLO STATO MAGG. R.A.
AL COMANDO UNITA' AEREA
TO A.F.S.C. Via Veneto

ROMA
BARI
ROMA

Oggetto : specchio riepilogativo attività addestrativa mese di aprile.

Si trasmette lo specchio di cui all'oggetto.



INTELLIGENTE INT. DELLA SCUOLA
A.A. n. 11. O. Giannelli

Am/Am

31/418

2148

1722

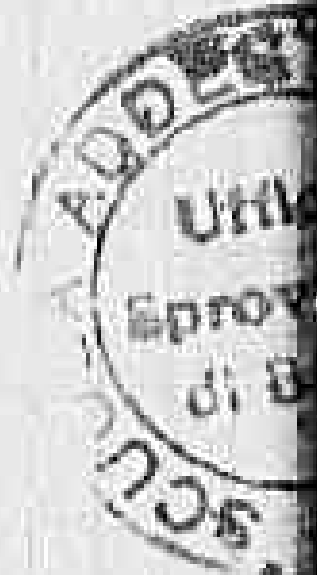
SCUOLA ADDESTRAMENTO B.
Ufficio Operazioni

SUMMARY OF TRAINING ACTIVITIES FOR THE MONTH
SPECCHIO RIEPILOCATIVO NUMERICO ATTIVITA' ADDESTRATIVA COMPLETA MES. MAG.

MANIERA	Personale assegnato	Person. add.to	Presi. allo storno	esclusi dall'ad- destram.	tratt. alla Scuola	in addestra- mento	prev. adde- strati	ATTIVITA'
PILOTI	12	1	"	3	"	6	6	1944 1945 1946 :
NAVIGATORI	14	"	"	"	"	14	"	Gennaio Febbraio Marzo Aprile
MANCONISTI	1	"	"	"	"	1	1	74,35 68,35 43,35 37,35

Note : Il serg. magg. Pil. VIGNI Enrico ha terminato l'addestramento ed è in attesa di congedo.
Il M.lla Pil. TARDI Dario è stato inviato a Firenze per frequentare il Corso "Corviali"
Il M.lla Bressan e Tolani sono stati sospesi provvisoriamente dall'addestramento.

Frosinone li 1 Maggio 1946.



1723

2B

SCUOLA ADDESTRAMENTO B.

Ufficio Operazioni

RICO ATTIVITA' ADDESTRATIVA COMPLETA NEL MESE DI APRILE 1946

Atte. a Bolla	in addestra- mento	prev. adde- strati	ATTIVITA' DI VOLO			EFFICIENZA LINEA	
			anni e mesi	NOTTE DURATA	CACCIA	TOTALE	ROMB.
9	6	-	1944	31,30'	25,10'	56,30'	3,20
			1945	1302,45'	209,10'	1422,30'	
14	-	-	1946 :				5,5
			Gennaio	74,30'			
1	1	-	Febbraio	60,30'			3,3
			Marzo	63,30'			
			Aprile	37,30'			

to l'addestramento ed in attesa di congedo.
 to a Firenze per frequentare il Corso "Servizi Compi".
 asi provvisoriamente all'addestramento.



IL COMANDANTE INT. DELLA SCUOLA
 (A. Am. Pr. O. Giacomelli)

Ca/Am



1724

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

785017

J.B.

Turner

1A

Frosinone 11 4 aprile 1946

UFFICIO COMANDO E A
Ufficio Comando

ALLO STATO MAGGIORE R.A.
AL COMANDO UNITA' AEREA
TO I.P.S.C.

= ROMA =
= BABI =
= ROMA =

Prot. n° 1880/

SUMMARY OF TRAINING ACTIVITY
OGGETTO: Specchio riepilogo attività addestrativa.

ENCLOSED IS THE AIM SUMMARY CONCERNING THE
Si trasmette lo specchio in oggetto riferentesi al
Mese di marzo 1946.

B

Stampa e firma
T. Turner

4146

1725

SEDA INDIRIZZAMENTO E A

Ufficio Com. 37

SUMMARY OF TRAINING ACTIVITY CARRIED OUT IN THE
SPECCHIO RIEPILOGATIVO NUMERICO ATTIVITA' ADDESTRATIVA COMPIUTA

DESCRIZIONE	n° Person. Assegnato PERSONNEL	n° Person. Addestrato PERSONNEL	Transf. allo stormo	Tratt. alla scuola	Inclusi nell'ad- destram. TRAINING	In ad- destra- mento	Previ- sione Add.ti	ATTIVITA'	
								Anno e mese	BOMBARDAMENTO GOMMER
PILOTI	4	1	=	=	=	3	1	1944	31,20
								1945	1202,25
BARCON.	3	=	=	1	=	1	1	1946	
								Gennaio	74,25
								Febbraio	66,35
								Marzo	43,05

THE TRANSFER OF SR FIL VIDONIS ENRICO IS AWAITED
 NOTA: Si attende il trasferimento del Srg. Magr. Pilota VIDONIS Enrico

Frosinone li 1 Marzo 1946

1726

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785017

25/10

SQUADRA ADDESTRAMENTO E N

Ufficio C. N. 179

WING ACTIVITY CARRIED OUT DURING MONTH OF MARCH 1946
 ENRICO ATTIVITA' AMMINISTRATIVA COMPIUTA NEL MESE DI MARZO 1946

n. d. istramento	Previsione add. ti	ATTIVITA' DI VOLO				EFFICIENZA LINEA	
		Anno e mese	BOMBARDAMENTO BOMBER	CACCIA FIGHTER	TOTALI	CACCIA	BOMBARDAMENTO
3	I	1944	31,20	35,15	66,35		
		1945	1202,25	208,10	1411,35	7	3,50
I	I	-----					
		1946					
		Gennaio	74,25				2
		Febbraio	66,35				3
		Marzo	43,05				3

W. A. T. E. D.
 Uolo VIDONIS Enrico



IL COMANDANTE MAG. DELLA SCUOLA
 (Magg. Adriano D. Giannelli)

[Handwritten signature]

~~26-2-AC~~

26-2-AC

MINISTERO DELLE CORPORAZIONI

SERVIZI DELL'INDUSTRIA

1 DIV.

SEZ.

~~26-2-AC~~
26-2-AC

Loc. An. Arti Grafiche Cartotecnica

" Emilio F. Unapalli "

Amamento capitale

1728

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

785017

26-2-42
93h

loc. An. Anti-fogiche Cantotecnica

" Emilio Funarioli "

Amamento capitale

93h

