

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

785017

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10000/135/185

ESTABLISHMENT
MAY - NOV. 194

10000/135/185

ESTABLISHMENT & CORRESPONDENCE, IAF
MAY - NOV. 1945

TO : AIR FORCES SUB COMMISSION. ALLIED COMMISSION. ROME.
 FROM : AIR FORCES SUB COMMISSION. ALLIED COMMISSION. LECCE.
 DATE : 22nd NOVEMBER 1945.
 REF : AFSC/L/3511/ORG.

FUTURE OF LECCE DETACHMENT AND SUPERVISION OF
ITALIAN AIR FORCE IN THIS AREA

Reference instructions from A.O.C., herewith a short appreciation of the situation at present pertaining with reference to the maintaining, or closing down, of this Detachment.

2. Chief considerations are discussed separately and are as follows :-

(i) Rations : Previously collected from P.T.C. Detachment in Lecce. At present supplied by Polish D.I.D. Meglie. Polish Transport collects and delivers rations thus eliminating the use of our transport. The D.I.D. will soon move to Lecce but this will not affect provisioning of this Detachment.

(ii) NAAFI : When 23 B.I.S. Brindisi was disbanded, our issues were transferred to Taranto, necessitating a weekly transport run for collection. NAAFI now delivered by Polish Detachment. This arrangement is quite satisfactory but alternately NAAFI can be delivered by UNRRA if desired.

(iii) Communications :

(a) Telephone. Normal military line, operated by Italians still available to Brindisi, Bari, etc. Service generally good. Direct line between house and Brindisi Military Exchange also available since the departure of P.T.C.

(b) Signals. Through 8 A.R.D. Service as good as previous. Signals delivered from 8 A.R.D. by D.R. but urgent and non-secret nature can be telephoned through, immediately received.

(c) Mail. Through 8 A.R.D. as good as before. If better use of the mail bag service introduced recently on the air line, there is no reason why this Detachment's Mail should not run to as regular schedule as any Unit in Southern Italy. On my suggestion, UNRRA have recently started using the Air Line for official mail which now arrives regularly. It would appear therefore that the movements of this Detachment's mail from the Rome Office be looked into with a view to making better use of the Air Line for deliveries

Ady
 Action

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(iv) Medical : The nearest medical and dental establishment of the R.A.F. is at 8 A.R.D. Brindisi. Emergency or routine treatment however, is available at UNRRA or by I.A.F. M.O.'s at the airfield.

(v) Pay : Can be had at any time by arrangement with Accounts, 8 A.R.D.

(vi) Transport Maintenance : In the vicinity there are

- (a) I.A.F. Fighter Transport Repair Depot. (b) Polish R.E.M.E.
- (c) UNRRA Maintenance and repair Depot. All these Units are capable of doing complete overhauls on any vehicle. Two vehicles have already been completely inspected by the Fighter Pool.

Ady Action
What is the status of the mail bag service?
Is it still running?
Can it be improved?
What is the status of the medical and dental services?
Are they still available?
Can they be improved?
What is the status of the pay service?
Is it still available?
Can it be improved?

S.I.O. *Push*
 A.I.J. *Action on arrangements, with pl*
27/11

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- 2 -

UNRRA at present carry out all routine maintenance and checks. Petrol is also supplied by UNRRA. All are very willing to assist in any way and UNRRA are most helpful in every respect. They have a large staff to maintain all their refugee camp vehicles but, due to good serviceability of American type vehicles, seem able and keen to undertake out work at any time.

3. From examination of the foregoing, I consider it is as easy to maintain this Detachment now as it has ever been in the past year while I have been in charge at Lecce.

4. Other considerations :

(i) The complete Fighter element of the I.A.P. is concentrated at Lecce.

(ii) The Fighter Training Element (Ex-Fresinone) and the Flying Refresher School (Ex-Leverone), are now also installed and operating here.

(iii) There is some question of the Baltimore O.T.U. moving to Lecce.

(iv) There is a project under consideration for the formation of a Blind Flying School.

(v) At the airfield are : -

Bomber, Transport SRM. and Fighter SRM. where all major overhaul work is carried out.

(vi) In the vicinity are :

Engine overhaul Section - Galatone.

Engine overhaul Section - Brindisi.

M.T. Repair and Overhaul Section - Galatone.

M.T. Repair and Overhaul Section - San Cesario.

(vii) Lecce is a terminal for the Air Line. At present a new scheme of passengers priorities is under preparation. This will undoubtedly need a member of the A.N.S.C. to supervise its inauguration. I have already had a discussion with the Lecce Prefect as to the possible future operation and a further discussion of the scheme when issued, will be necessary.

5. In view of the foregoing, and until final dispositions are settled and carried out, I suggest that the Detachment remain as at present. For this, providing all arrangements go ahead to schedule, I suggest a target date for closing down the Detachment if this should be considered advisable, as 31st January 1946. Nevertheless I consider that with such a concentration of I.A.P. in this area,

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- 3 -

6. Nature of appointment. Until re-deployment is completed, I consider it advisable that a CD Officer should represent the A.F.S.C. in this area. (As I have now had experience of the local I.A.F. personnel for one year, I imagine I am better suited than any other officer at present available to carry out this duty).

On the completion of deployment, I consider that the job is resolved into two aspects.

- (i) Checking up on I.A.F. personnel or activities of same.
- (ii) Controlling or assisting supply particularly in respect of Allied type aircraft and equipment.

Thus I recommend that as the bias will be intelligence or equipment, an officer of one or both of these branches be appointed to supervise the Area.

7. Possible transfer to Bari. If Units of the I.A.F. at Lecce are to be scrutinised, I consider that an establishment at Bari is too far removed (See Para 4).

Further, the bias of work at Bari since I have been responsible, has definitely been equipment and I consider there is no job there for a CD officer above the rank of F/Lt, if any. To transfer this Detachment to Bari would entail requisitioning of property which is now being strongly discouraged.

Further, F/Lt. Lawrence has extended his service for 6 months and is quite capable of looking after A.F.S.C. interests in that area. Were I posted to Bari at this stage, I would consider myself a telephone operator and feel that it was a waste of my service experience, also:

- (i) the job is largely equipment requiring specialist knowledge which I do not possess, thus I would need an equipment officer.
- (ii) I feel confident there is no fear of trouble from the C.C. (General Gaeta) with whom I have worked since he assumed command of UNITA AREA, therefore an officer of F/Lt. rank should suffice in this post. F/Lt. Lawrence is the obvious choice having done this work now, for six months.

8. Recommendations.

- (1) That the present Lecce Detachment remain until completion of re-deployment of I.A.F. and organisation of subordinate Units. Possible date 31.1.46.

- (ii) An officer of Equipment or Intelligence Branch be then

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(ii) An officer of Equipment or Intelligence Branch be then appointed to supervise this Area. For ease of operation, I suggest that one officer and possibly one or two interpreters be attached to R.A.F. Brindisi to operate throughout the area from there.

(iii) That Lecce and Bari Detachments be disbanded on the appointment of Staff as in (ii) above.

W.C. Gillason
W.C. GILLASON, Cpt/Capt,
OFFICER COMMANDING,
AIR FORCES SUB COMMISSION,
LECCE DETACHMENT.

2859

Yes info
Qualification
31.1.46
b. per 10.15
31.1.46
S.I.C.

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

To :- Headquarters, Air Forces Sub-Commission, Rome. (2)

Date :- 14th. May, 1945.

Ref :- MAAP/1596/CRC.

INFO: SECRET

ESTABLISHMENT OF ITALIAN AIR FORCE.

1. The establishments brought to this Headquarters by representatives of the Italian Air Ministry have now been carefully examined. It is understood that the main purpose of this examination was to satisfy the Air Forces Sub-Commission and this Headquarters as to the bulk numbers of personnel being employed by the Italian Air Forces so that, if it could be said that certain units or S.A.F.s. were over established, the Italian Air Ministry could be justifiably instructed to reduce the figures, thereby releasing further personnel for employment by the Allies.

2. It is considered generally that the establishments presented are fair. This statement is made with the reservation that the Italian Air Ministry has obviously a much greater commitment than the employment of a number of squadrons for the Allied Air Forces, as there are numbers of airfields, and auxiliary units to be maintained. Moreover, these establishments cannot be properly assessed without a detailed knowledge of the employment of the units, which is not given in the information supplied by the Italian Air Ministry. It is however apparent that too many personnel are maintained in ALGERIA.

3. A further reservation is that it is difficult to align the establishments of the operational units presented, with the Order of Battle, as known by this Headquarters. The Order of Battle held here was received during March, and is printed in Italian. It would be preferable to see an Order of Battle drawn up in English on normal S.A.F. standards.

4. Are the Training Squadrons referred to in Enclosure 17 an agreed commitment - if not, these establishments should not be permitted.

5. At the time these establishments were drawn up by the Italian Air Ministry, before the collapse of the German Air Force, the figures for the 1st. and 2nd. S.A.F.s. were obviously prepared as a plan, but they can be said to be quite reasonable, provided the policy of the Italian Air Force maintaining the airfields and the units nominated is accepted.

6. As you know, the Air Ministry, London, has been asked for a brief concerning the future employment and constitution of the Italian Air Force, and until this is received, it is considered it would be premature to allow these establishments to be universally published. However, it is suggested that they could be accepted provisionally and worked to by the Italian Air Ministry, subject to the following points :-

- (1) That the Air Ministry policy will permit the employment of the Italian Air Force, as required by the Italian Air Ministry, and as implied in the establishments they present.

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(i) That the Air Ministry policy will permit the employment of the Italian Air Force, as required by the Italian Air Ministry, and as implied in the establishments they present.

(ii) That the information, which is certainly needed to enable the establishments to be assessed more thoroughly, is forthcoming later.

7. The following paragraphs are more concerned with the detail of the establishments and procedure. Firstly, as a general remark, it is considered that too many personnel are shown under broad headings, and that establishments of units should be given in more detail in similar fashion to S.A.F. establishments.

8. It should be possible, when the establishments are finally drawn up, to compile a Celling and this, for the benefit of the Italian Air Ministry, should include all personnel - officers, other ranks and civilians - and mechanical transport. The creation of this ceiling will facilitate any

supplies made to the Italian Air Force by any Allied authority, and the latter should receive copies of this Ceiling and all subsequent amendments. Moreover, not until this Ceiling is created can it be seen how the Italian Air Ministry can possibly control the recruiting and administration of its personnel.

9. Arising out of this point, it should be made quite clear that the ranks of officers and airmen, and the categories and grades of officers and airmen, (as now shown in enclosure marked with red X) should be fixed, and there should not creep into the establishments fresh ranks or categories which are not allowed for in the Ceiling, unless the Ceiling is correspondingly amended.

10. The following paragraphs comment in detail on the enclosures.

11. ENCLOSURE 5.

(i) The heading "Capellani" is not understood as it is not shown in the index. This is an example of the general remark made in para: 8 above. →

(ii) The posts given under the headings "1st. and 2nd. Ministry Commissions for personnel" are somewhat unbalanced. There would appear to be too many officers. There is only one Accountant M.C.O. shown in each Commission, and his particular rank is not shown.

(iii) It would be preferable to show departments on separate pages or sections. Then, for example, it would be clear why 132 Governor's are required in the Servicing Unit. This unit appears to be high, but may be quite justified - here more information is required.

? Space →
12. ENCLOSURE 5 bis

It is quite proper to show miscellaneous personnel not covered by normal establishments on a Special Duty list, but such an establishment should only show posts. Surplus personnel, such as "Ops Major General for disposal" should not be shown at all, but should be dealt with by some naming branch.

13. ENCLOSURE 6.

The personnel allowed for Intelligence seems far too heavy in comparison with the other departments. The activities of this staff should be known to the Allied Sub-Commission.

14. ENCLOSURE 11.

The Communication Centre seems small. Does any other organization provide communications for the Italian Air Ministry?

Space →

15. ENCLOSURE 20.

It would be preferable to show the Units Area Flight and the Presidency of Council Flight separately. The Units Area Flight seems heavy, but the establishment of aircraft is not available, so that it cannot be honestly computed upon. It is suggested that it would be better to break down

10. The following paragraphs contain an outline of the enclosures.

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Space ? →

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It would be preferable to show the Units Aerea Flight and the Presidency of Council Flight separately. The Units Aerea Flight seems heavy, but the establishment of aircraft is not available, so that it cannot be honestly commented upon. It is suggested that it would be better to break down the Sottufficiali and Truppa into specific ranks given in the index.

16. ENCLOSURE 21.

To make complete comment on this establishment one firstly requires to know the aircraft establishment and their degree of employment. The only other comment that can be made is, that the numbers of Armourers are high in comparison with other trades. Do they look after anything other than guns?

Space →

17. ENCLOSURE 24.

The only comment that can be made here is to point out an apparent error (enclosed in red pencil). The multiplication of 523 by 2 does not amount to 6.

16. ENCLOSURE 20.

(1) What is the difference between:

- Servizi Unit,
- Servizi Section,
- Aeronautical Construction Section?

The numbers of Gruppi A.A. 2. Spoo. and A.A. 2. 507. under the Servizi Unit should be broken down. It is pointed out that the index does not specifically refer to these categories.

(11) It is noted that the Headquarters of the 1st. I.A.V. is shown twice, once in detail on Enclosure 25 and once in bulk on Enclosure 28 bla. These figures should not be accounted for twice.

(111) The establishment figures given for each airfield would appear to be reasonable, but what do require checking are the airfields themselves. Are all these airfields to be employed? Upon this question of policy depends the number of personnel allowed to be employed by the Italian Air Force.

(11V) Each Garrison is shown to hold 3 Lieut-Colonels. This is probably a matter for the Italian Air Ministry themselves, but it is thought that one should be of senior rank to the others, and Lieut-Colonel would seem to be a reasonable rank for the most senior, therefore the other two should be Major.

17. ENCLOSURE 20.

(1) The main M. S. Repair workshop seems to be low.

(11) The Headquarters Officers are over-loaded, and this should be investigated and corrected. Particularly in this case for A.A. 2. 507. Senior Officers and Subalterns of A.A. 2. 507., unless they are deployed among the airfields.

(111) The figure of 236 is too heavy for a Recruiting Centre.

20. ENCLOSURE 22.

The Air Force Sub-Commission may well ask why it is necessary for the Italian Air Force to use all these airfields. The total of 195 appears to be completely unjustified for Wings. If correspondingly there are other airfields with no commitment, they should be scaled down accordingly or reduced completely.

(11) The complete folios are returned herewith, and it is requested that their receipt may be acknowledged.

22. It is recalled that further conversations may be necessary before this matter is cleared. It is not possible for a representative of the Establishment Branch of this Headquarters to visit Rome before the week

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(iv) Each Garrison is shown to hold 5 Lieut-Colonels. This is probably a matter for the Italian Air Ministry themselves, but it is thought that one should be of senior rank to the others, and Lieut-Colonel would seem to be a reasonable rank for the most senior, therefore the other two should be down-graded to Major.

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22. It is realized that further conversations may be necessary before this matter is cleared. ^{Virginia} It is not possible for a representative of the Establishments Branch of this Headquarters to visit Rome before the week commencing 27th. May, 1945.

W. H. S. S. S.

do Air Vice Marshal, 2851
Air Officer i/c. Administration,
Mediterranean Allied Air Force.

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