

ACC

10000/135/204

CONFERENCES & VISITS
RAF CONTROLLING AU
MAR. 1945 - SEPT. 1946

10000/135/204

CONFERENCES & VISITS REGARDING IAF POLICY & ADMIN. BY
RAF CONTROLLING AUTHORITIES
MAR. 1945 - SEPT. 1946

TO: S.S.O.

-1-

Please see enclosure 6A. I propose to leave ROME at 09.30 hours on Sunday 29th April, and I have arranged for GENERAL ALMONÉ CAT to be at LECCE, together with GENERAL GAETA. I have also spoken to WING COMMANDER ROYCE and told him that I will probably be spending Sunday night with A.V-M MILLS at BARI, and go on to LECCE first thing Monday morning, after which I do not know my plans, but will keep you informed. I may go over to VIS and ZARA, but in any event I hope to be back for the Vice President's meeting on Wednesday morning - if not will you please attend instead of me.

A.O.C.

27th April, 1945.

M2

AOC

Ref 23A.

Action has been taken on all the points raised.

Para 3. A letter was written to MRAF asking approval to move the operations to Bandiera if Venier was not ready by 10th July. We have not received a reply.

Para 4. S/L Ruffell is working on this.

Para 5. Awaiting the return of AVM Baker.

2. 7. 45

SSO.

3.

Ref Ric. I think you'd better check DAAF on

para 3 - this plus & we have to talk I.A.17. etc.

2. End 23A also 17 & 18A should be transferred to this paper action files; leave a copy of 23A on this file 'for info'.

35

100

AGC

Ref 23A.

Action has been taken on all the points raised.

Para 3. A letter was written to MAAF asking approval to move the operation to Boudini if Varian was not ready by 10th July. We have not received a reply.

Para 4. S/L Ruffell is working on this.

Para 5. Awaiting the return of AUM Baker.

Performance
2. 7.45

SSO.

3.

Ref Pic 2. I think you'd better check DAAF on para 3 - this plus we have to talk I.A.M. etc. etc.

2. End 23A also 17^A & 18^A should be transferred to this paper action file; leave a copy of 23A on this file 'for info'.

3/7

W.D.

AGC

4

Telephone message from MAAF Operations Offices
1540 hrs 5/7

4733

MAAF are supplanting W/C Cliff at Varian to obtain a decision from him before committing themselves to a double move. (Note Varian - Boudini - Varian)

W.D. 5/7

0634

5-

W44 28/2

D.D.

Ref 44A, please check ^{transmission} with En. C. O. Office, that

no further action is as yet required by us. A good

report by Major Sasse.

MM_D

28/2

all correspondence on Cantelera & Lempelusa

transferred to new file 3744080
3/7/66 P. W. Jones
LAC Pp

TOP SECRET LETTER AFSC/353/083, DATED 1945, SUBJECT, 1946 to M.A.A.C. copy
to M.A.C., Italy placed on file AFSC/353/083.

Enclosure No. 91-A on that file.

6818

43A

HEADQUARTERS ALLIED COMMISSION
Navy Sub Commission APO 394HSC/5451.
10th September, 1946.

FIRST ENDORSEMENT on
Lieutenant Hall's report on his mission
to Sicily dated 31st August 1946.

From: Navy Sub Commission, Hq., Allied Commission.
To : Commander-in-Chief, Mediterranean Station.
Flag Officer, Liaison, Italy.
Senior United States Naval Liaison Officer, Italy.
Naval Liaison Officer to the Supreme Allied Commander,
Mediterranean.
Executive Commissioner, Hq., Allied Commission.
Land Forces Sub Commission, (LSC/LA), Hq., Allied Commission.
Air Forces Sub Commission, Hq., Allied Commission.

Subject : Lieutenant Hall's report on his mission to Sicily dated
31st August, 1946

Forwarded for information.

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21/9
JHC
23/9

R. J. Hann
REAR ADMIRAL,
CHIEF, NAVY SUB COMMISSION, 4732
FOR CHIEF COMMISSIONER.

THE NAVY SUB COMMISSION,
HEADQUARTERS,
ALLIED COMMISSION,
ROME.

31ST AUGUST, 1946.

Sir,

I have the honour to submit the following report of proceedings in my capacity of British Naval Liaison Officer to the French Naval Mission visiting Sicily referred to in the Supreme Allied Commander, Mediterranean's Signal FX 69766 dated 27th/30th July, 1946.

2. The French party consisted of Capitaine de Corvette CAROFF from Paris, and Lieutenant de Vaisseau RIGOUR of the French Fleet Air Arm from Toulon who was also the pilot of the French aircraft (an American twin-engine CESSNA), which remained at our disposal throughout the mission. The pilot was accompanied by a French W/T operator as crew.

3. Departed from Rome 1530, 15th August. Arrived at Catania 1730 - By air.

On arrival at Catania at 1730 the party was met by Captain Reiner, Italian Air Force, Italian Air Officer-in-Charge, Catania, and Eastern Sicily, and Sub/Lieutenant MAZZONE, Italian Navy, of the Capitaneria di Porto Catania. The French provided transport, sent down from Naples, was also present. Signals had previously been made by the Italian Ministries of Marine and Air, informing their respective sub-commands of our arrival, intended programme, and the purpose of our visit. The reception was very cordial and co-operative. This atmosphere of friendliness however, may have been due to the fact that I had already met Captain Reiner on my visit to Pettelleria with the Demilitarisation Committee, referred to in Allied Force Headquarters letter G-3 AFHQ/131/2 of 29th June, 1946. He came as the Italian Air Force Representative. Tentative arrangements were made for fuelling the aircraft with a Royal Air Force Flight Lieutenant, whom I understood to be Polish, who appeared to be 2nd in Command of the small Royal Air Force detachment remaining at the airfield in the process of closing down. There seemed to be a little difficulty for fuelling as some of the equipment had already been dismantled. He asked me however, to have the French creation report to him in the forenoon, when he would endeavour to satisfy our requirements. The party then left the airfield for Catania town where the W/T operator and the French Non-Commissioned Officer in Charge of the vehicle remained.

4. Departure Catania 1915. Arrived Taormina 2030 - By road.

The Mission now consisting of the two French Officers, a French

Sir,

I have the honor to submit the following report of proceedings in my capacity of British Naval Mission Officer to the French Naval Mission visiting Sicily referred to in the Supreme Allied Commander, Mediterranean's Signal FX 69766 dated 271840, July, 1946.

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4. Departure Catania 1915. Arrived Taormina 2030 - By road.

The Mission now consisting of the two French Officers, a French Seaman driver and myself proceeded to Messina via Taormina by road at 1915. On arrival at Taormina the party was victualled in at the Allied Requisitioned San Domenico Hotel, the driver being accommodated at Villa Sclafani. The hotel is in charge of a British Resident Naval Officer, who on being informed of our arrival promptly had the party shown to his quarters, where he made us welcome over a drink, he was very hospitable and the perfect host. As dinner ended at 2100 a special concession was made for dinner at 2130 in order that we could have a wash and a change. This facility and the friendly manner in which we were made welcome, was I feel, very much appreciated by the French.

Worthy Sign. new Mr. J. L.

J. L. M.

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5. Departed Messina 14th August. Arrived Messina 0930 - by road.

Proceeded to Messina at 0800 the following morning, whose outskirts we reached at 0915, arriving at the Italian Navy Headquarters at 0945. As it happened, a de-commissioning ceremony was being held at the time of our arrival and we were therefore met by a Lieutenant (M) whose feelings against the French apparently ran high, resulting in his politely cold reception. He informed us that Pina, the Italian Flag Officer, Stolly, and his Chief of Staff were engaged. We were not asked into an office or offered a drink after a hot journey by road, the excuse being that neither the Admiral nor members of his staff could receive us at present as they were engaged in preparations for the ceremony. We talked it over by the car for five minutes and decided to go to the hotel Reale where rooms had been booked for us and leave the luggage, reporting to the Admiral or his representative at 1045. The suggestion was made by the Italian Lieutenant that as the Admiral would most probably still be occupied, the Commander (E) who was to accompany us on our tour at Messina could meet us at the hotel. At 1045 a Commander (E) and the Deputy Chief of Staff, Commander MEDALLI, Italian Navy, met us in the lobby, for a brief stand-up interview. The Commander (E) smiled occasionally. The Deputy Chief of Staff, only just polite, impassive, looked bored and obviously resented the French's presence. We asked again when it would be convenient to report to the Admiral and pay him our respects; we were informed that he would be engaged until 1230, and presuming that we most probably wanted to get on with our work, did not wish the visit to inconvenience us. The general trend of feeling was obvious by now so we did not press the matter further. I therefore requested the Deputy Chief of Staff to present our compliments to the Admiral, and inform him of our arrival, and expressed our regret at not being able to call on him personally. He thanked us and assured us that my message would be conveyed. A little prior to this, while arrangements were being made for re-fuelling the car, the Deputy Chief of Staff suggested that the quantities of petrol and oil required could be brought to the hotel, instead of the car going to the Italian Navy garage situated in the dockyard 1/2 mile away. This remark, to my mind was foolish, the suggestion impracticable and obviously unnecessary. It was plain that relations with the French were considerably strained, not only did the Admiral refuse to see us (in short), but they apparently even resented the presence of a French car and driver at the Italian Navy garage. The Order of the Day was presumably, "the less we have to do with them the better." I tactfully handled the fuel question however and it was agreed that the car should fuel and remain overnight at the Italian garage. This delightful little episode over, the Italian Deputy Chief of Staff took his leave and we proceeded together with the Italian Commander (E) to visit coast defences in the area. Most of the guns were, or are in the process of being dismantled, and only the old gun emplacements remained. Guns and ammunition were all being stored in the Italian Navy ammunition depot at Masseto which is on top of a hill overlooking the straits where a battery of short barreled 1900, 280mm calibre guns, still exists in a strategic position commanding the entrance to the Straits. These guns will also be dismantled in turn. We were told that all guns in the area were all pre-World War I, and now useless pieces of artillery which would be sold as

that time, the Italian Flag Officer, Stoll, and his Chief of Staff were engaged. We were not asked into an office or offered a drink after a hot journey by road, the excuse being that neither the Admiral nor members of his Staff could receive us at present as they were engaged in preparations for the ceremony. We talked it over by the car for five minutes and decided to go to the hotel Reale where rooms had been booked for us and leave the luggage, reporting to the Admiral or his representative at 1045. The suggestion was made by the Italian Lieutenant that as the Admiral would most probably still be occupied, the Commander (E) who was to accompany us on our tour at Messina could meet us at the hotel. At 1045 a Commander (E) and the Deputy Chief of Staff, Commander IMBELLI, Italian Navy, met us in the lobby, for a brief stand-up interview. The Commander (E) smiled occasionally. The Deputy Chief of Staff, only just polite, impassive, looked bored and obviously resented the French presence. We asked again when it would be convenient to report to the Admiral and pay him our respects; we were informed that he would be engaged until 1230, and presuming that we most probably wanted to get on with our work, did not wish the visit to inconvenience us. The general trend of feeling was obvious by now so we did not press the matter further. I therefore requested the Deputy Chief of Staff to present our compliments to the Admiral, and inform him of our arrival, and expressed our regret at not being able to call on him personally. He thanked me and assured me that my message would be conveyed. A little prior to this, while arrangements were being made for re-fuelling the car, the Deputy Chief of Staff suggested that the quantities of petrol and oil required could be brought to the hotel, instead of the car going to the Italian Navy garage situated in the dockyard 1/2 mile away. This remark, to my mind was foolish, the suggestion impracticable and obviously unnecessary. It was plain that relations with the French were considerably strained, not only did the Admiral refuse to see us (in short), but they apparently even resented the presence of a French car and driver at the Italian Navy garage. The Order of the Day was presumably, "The less we have to do with them the better." I tactfully handled the fuel question however and it was agreed that the car should fuel and remain overnight at the Italian garage. This delightful little episode over, the Italian Deputy Chief of Staff took his leave and we proceeded together with the Italian Commander (E) to visit coast defences in the area. Most of the guns were, or are in the process of being dismantled, and only the old gun emplacements remained. Guns and ammunition were all being stored in the Italian Navy ammunition depot at Massoto which is on top of a hill overlooking the straits where a battery of short barreled 1900, 280mm calibre guns, still exists in a strategic position commanding the entrance to the Straits. These guns will also be dismantled in turn. We were told that all guns in the area were all pre-World War I, rusty, outdated, and now useless pieces of artillery which would be sold as scrap. The date of manufacture and condition of the guns were confirmed by physical inspection. Lieutenant Commander Garoff asked the Italian Commander (E) to show him his plan of the defences, whereupon the Italian clumsily changed the conversation to avoid the issue at first, but reluctantly produced it after repeated requests. While the Italian Commander (E) co-operated in showing us the various gun emplacements, retaining gun batteries and ammunition depot at Massoto, he did however shout a warning "non parlare" to the Italian gunnery rating whom he saw at a distance talking to Garoff. Incidentally, our Italian guide took pains to restrict his conversation regarding military matters to direct replies to questions asked, with no elaborations.

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The inspection of the defences was otherwise un-eventful and we returned to the hotel for lunch at 1430. At 1530 Caroff met the Italian Commander (E) in the hotel lobby again to check over defence positions and compare maps. While there was no difficulty this time in obtaining the information required, Caroff was not invited into an office where I consider that work of this nature should have been carried out.

Departure Messina 0930. 15th August. Arrived Catania 1215 - By road.

6. We left Messina at 0930, 15th August, for Catania where we arrived at 1215. On arrival at the Hotel Centrale, Corona at 1215 rooms were booked and the driver proceeded to join the other French Non-Commissioned Officers at the Hotel Europa. A quarter of an hour later the Non-Commissioned Officers who remained at Catania in charge of the aircraft arrived at the hotel and informed us that they were unable to obtain any petrol to re-fuel the aircraft from the Royal Air Force Unit in view of the facts already outlined in paragraph 3 above. While the Royal Air Force Unit had 26,000 tons of petrol at the airfield it had already been transferred off charge to Air Headquarters, Malta, prior to it being turned over to Comitate Italiane petrol. Petrol bousers, pumping equipment, etc, had all been removed thus creating difficulty in fuelling. The Italian Air Force were at present using salvaged 100 octane petrol which they were prepared to supply but which perhaps was not very safe as small quantities of water had been found in some barrels. In view of the condition of the petrol therefore, the French Non-Commissioned Officers wisely awaited the return of the pilot for a decision. Incidentally, the aircraft uses 80 octane aircraft fuel but failing the supply of this type the pilot was prepared to use 100 octane. We all trooped down to the airfield in the afternoon therefore, in an effort to straighten things out. While the others waited outside, I went into the office and saw the Adjutant on duty, with an "IN" basket piled high. I regret to say he was utterly non-co-operative to the extent of being rude and in a few words did not want to go to the trouble of informing the Commanding Officer, a Squadron Leader, by phone, or even take the initiative of making a signal or phoning Air Headquarters for authority to issue 80 gallons as an exceptional case. I consider that the circumstances certainly warranted such action. After all 80 gallons is a mere drop in the sea compared to 26,000 tons. He neither offered any help or advice as to alternative means of obtaining fuel. I had to offer suggestions which were met by non-conclusive remarks. In mitigation one may understand his attitude, that officially he did not exist any longer, and the sooner he left the better, it being just too bad that we turned up at the wrong time. Sub Lieutenant Mazzoni then phoned Palermo for information regarding fuel while I tried the British Overseas Airways Base at Augusta, whose manager was very affable and promised to ring G.I.P. to see what could be done. The call to Palermo was non-productive. An Italian Non-Commissioned Officer was on duty, who was not much help and replied that the officers were away as no aircraft were expected and it was a general holiday. A few minutes later British Overseas Corporation called back the

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Catania 16th August.

7. On arrival of Captain Reiner and Sub Lieutenant Mazzone we phoned Comitato Italiano Petrolli at 0800 from the hotel but did not find anyone in, so we discussed the possibility of using the Italian Air Force fuel in the event of failure at Comitato Italiano Petrolli and the pilot finally agreed that we could take it as it had already been proven in Italian aircraft. On arrival at Comitato Italiano Petrolli at 0830 they confirmed that they had 100 octane and were willing to supply but we were up against red tape and bureaucracy of course. Did we have the coupons, were we going to pay for it, etc, they had to get authority from Palermo, in the end, as it was an unusual case. They appeared to be in a complete flap and nobody seemed to be able to cope. It was beyond them to adopt my suggestion that we could settle accounts in Rome who would then inform them when the bill had been paid, and that eventually they could charge the French Government direct through their Headquarters in Rome. As we didn't have time to wait for the result of the call to Palermo we left the matter in Sub Lieutenant Mazzone's hands and proceeded to Augusta accompanied by Captain Reiner.

Departed Catania 0930 16th August. - Arrived Augusta 1100 16th August. - By road.

8. On approaching Augusta Captain Reiner took us around to visit the Italian Air Force Sea Plane Base which is en route to the town. It is very well situated in the lee with a good landing area and anchorage. The hangars and jetty are partly damaged however and the whole of the base has obviously suffered from lack of maintenance. There is a huge undamaged balloon hangar which is now used as a store depot. Italian Air Force personnel are at present rehabilitating the base to a certain extent for use as a training centre for the Italian Air Force new recruits. From there we proceeded into town and reported to the Italian Naval Officer-in-Charge, Augusta who was very condensing and co-operative. We were immediately introduced to the Italian Navy Gunnery Officer and Lieutenant de Antonio, Italian Navy, the N.C.S.O., and Liaison Officer, who accompanied us on the visits to the batteries. We inspected a battery in the vicinity at noon and returned to the British Overseas Airways Corporation Mess for lunch. B.O.A.C. had actually been asked to accommodate the party for the night in the event that we remained and they had everything prepared for such an eventuality. We were met by the Mess Secretary who gave us a warm welcome and was very kind after lunch when I asked for the Mess Bill, I was told that we were Mess guests. I consider this was an extremely nice gesture which was much appreciated by all. I did not see the manager to whom I had spoken over the phone as he had gone to Syracuse for the day. After lunch Caroff brought his maps up to date aided by the Gunnery Officer. Having calculated the afternoons programme it was decided that the party could return to Catania that evening and B.O.A.C. were informed accordingly.

Departed Augusta 1400 - Arrived Punta Panagia in the vicinity of Syracuse 1500 - By Road.

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Departed Augusta 1400 - Arrived Punta Panagia in the vicinity of Syracuse 1500 - By Road.

9. The party accompanied by Captain Reiner, Lieutenant de Antonio and the Gunnery Officer, proceeded to Syracuse at 1400. On reaching the main road to Syracuse at Meli we visited a small Naval Ammunition dump, situated underground in the remains of a stone quarry. The dump contained mainly torpedoes and mines. The atmosphere was very damp inside and the ground was inches thick with dust, being the residue from the quarry.

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Stone cutters were filling another quarry very near by. The situation of this dump was obviously not ideal, only serving the purpose of providing underground shelter with no concrete reinforcements of any kind. Resuming our journey we arrived at Punta Panagia approximately 2 1/2 Kms from Syracuse where we visited a 15in battery composed of two guns whose barrels had been destroyed by a charge, with the ammunition dump serving the guns situated under ground nearby. The dump was very well kept, clean, with all shells and empty cases stacked in an orderly fashion. The inspection was completed by 1600 and on being informed that there were no further defenses in or towards Syracuse we parted company with the Italians and returned directly to Catania. Captain Reiner accompanied the Italian Naval Officers back to Augusta in his car and agreed to meet us at the hotel in Catania on our arrival.

Departed Punta Panagia 1600. Arrived Catania 1815. - By Road.

10. On arrival at Catania we were met by Sub Lieutenant Mazzone who informed us that C.I.P. were prepared to supply us the necessary fuel and oil for the aircraft providing we produced an authority to issue from the Royal Air Force, who officially did not exist. This was beyond me, but always willing I phoned my "friend" the Adjutant and was greeted not too kindly when I explained the purpose of the call, he did condescend this time however to contact the Commanding Officer for authority to issue the document required, saying he would ring back at the hotel. Meanwhile Reiner arrived and we arranged with him for the issue of FOL for the aircraft from Italian Air Force Stocks at the airfield in the event that the necessary Royal Air Force authority was not forthcoming. No call was received that evening from the Adjutant, but as the pilot was now fully prepared to use the Italian Air Force fuel offered even though he had to sign a declaration to the effect that he would assume full responsibility for any subsequent damage to the engines and the safety of the aircraft and passengers, I did not carry the matter further.

Departed Catania 1000 17th August. Arrived Palermo 1215. - By Air.

11. At 0730 I accompanied the pilot and Captain Reiner to the airfield where the aircraft was refuelled and prepared for take-off. As everything was running smoothly, the declaration had been signed, and no further language difficulty was anticipated I returned to the hotel to collect Commander Garoff at 0900 with whom I proceeded to visit the Italian Naval Commander of the Capitaneria di Porto Catania at 0930. We were very well received by the amiable Comandante del Porto who enquired whether everything had been carried out to our satisfaction to which we replied in the affirmative and thanked him for the valuable assistance rendered by Sub Lieutenant Mazzone. Lieutenant Commander Garoff and I then proceeded to the airfield at 0945 where we arrived at approximately 1000 and almost immediately took off for Palermo having bade farewell to Captain Reiner and thanked him for all the whole hearted assistance and facilities afforded. From Catania, southerly then a North Westerly course was set so as to follow Sicily's Southern coast to Trapani in order to view the remains of the airfields at Gela, Licata, Chianale and Mila. With the exception of Chianale

Deparied Punta Panagia 1600 .

Arrived Catania 1815. - By Road.

10. On arrival at Catania we were met by Sub Lieutenant Mazzoni who informed us that C.I.P. were prepared to supply us the necessary fuel and oil for the aircraft providing we produced an authority to issue from the Royal Air Force, who officially did not exist. This was beyond me, but always willing I phoned my "friend the Adjutant and was greeted not too kindly when I explained the purpose of the call, he did condescend this time however to contact the Commanding Officer for authority to issue the document required, saying he would ring back at the hotel. Meanwhile Reiner arrived and we arranged with him for the issue of FOL for the aircraft from Italian Air Force Stocks at the airfield in the event that the necessary Royal Air Force authority was not forthcoming. No call was received that evening from the Adjutant, but as the pilot was now fully prepared to use the Italian Air Force fuel offered even though he had to sign a declaration to the effect that he would assume full responsibility for any subsequent damage to the engines and the safety of the aircraft and passengers, I did not carry the matter further.

Deparied Catania 1000 17th August. Arrived Palermo 1215. - By air.

11. At 0730 I accompanied the pilot and Captain Reiner to the airfield where the aircraft was refuelled and prepared for take-off. As everything was running smoothly, the declaration had been signed, and no further language difficulty was anticipated I returned to the hotel to collect Commander Garoff at 0900 with whom I proceeded to visit the Italian Naval Commander of the Capitaneria di Porto Catania at 0930. We were very well received by the amiable Commandante del Porto who enquired whether everything had been carried out to our satisfaction to which we replied in the affirmative and thanked him for the valuable assistance rendered by Sub Lieutenant Mazzoni. Lieutenant Commander Garoff and I then proceeded to the airfield at 0945 where we arrived at approximately 1000 and almost immediately took off for Palermo having bade farewell to Captain Reiner and thanked him for all the whole hearted assistance and facilities afforded. From Catania, southerly then a North Westerly course was set so as to follow Sicily's Southern coast to Trapani in order to view the remains of the airfields at Cosimo, Gela, Licata, Chinisia and Milo. With the exception of Chinisia and Milo which are situated South and East of Trapani respectively all the airfields have been reconvered for agricultural purposes but on two of them the landing strip could still be seen from the air the condition of which is presumably mediocre.

4227

..... Over...

-6-

Only a small caretaker unit of the Italian Air Force ground personnel remains at Chinisia. Chinisia was built and operated by the USAF during the war and was turned over to the Italian Air Force on withdrawal of Allied Forces from Sicily. At Trapani a North Western course was set to Palermo where we arrived at 1215. We were met by an Italian Air Force Lieutenant Colonel from Italian Air Headquarters, Sicily, Lieutenant Commander Accardi, Italian Navy, N.C.S.O. Palermo, the Italian Officer in Charge, Palermo Airfield and other Italian Officers. Here also we found everybody courteous and only too willing to help. Arrangements were made for re-fuelling the aircraft the following morning in the presence of the French W/T operator with no difficulty. Rooms had already been booked at the hotel delle Palme where we proceeded soon after. In the afternoon Garoff and Ricour had to call on the French Consul and I took the opportunity of calling on the B.L.U., M.M.I.A. Palermo. That evening the French vehicle which had been ordered to join the party at Palermo when we left Catania by air, arrived and arrangements were made for early re-fuelling in order that the following morning's programme could be adhered to.

Palermo 13th August.

12. At 0800 the French driver called from the airfield where he had accompanied the W/T operator and stated that the water cooling system had developed a severe leak and that he could not use the car until repairs which apparently could not be performed at the airfield, had been effected. I told him to stand by for something to tow him in to most probably the U.S. Navy Base. I immediately phoned the U.S. Navy Base, who very quickly descendingly sent out a wrecker to tow the car in. Just as the morning programme appeared to be bogged by the non-availability of the car, Lieutenant Commander Accardi arrived and saved the situation by phoning the Italian Air Force for a car which arrived soon afterwards to convey us to the Italian Air Headquarters. At 0900 we were therefore able to visit the Italian Air Officer Commanding Sicily, (a full Colonel) as scheduled in order to obtain up to date information concerning the airfields. The Air Officer Commanding, congenial and co-operative gave the French all the information they required and confirmed that Palermo and Catania were the only two operational airfields in Sicily at present. While Chinisia and Mito were officially non-operational, the landing strips were still serviceable, but not of course in a good state of maintenance, the former was staffed by a small caretaker unit, and the latter had only a few guards. All other airfields have been reconverted to agricultural purposes. We requested permission to land at Chinisia the following day as we had to visit Trapani, this was granted and the Chinisia Unit was informed of our arrival. Having expressed our thanks we took our leave and to our surprise the 6 man guard at the gate presented arms as we went by! From there the French proceeded to visit the Commandante del Porto accompanied by Lieutenant Commander Accardi while I rode in Accardi's side car to the U.S. Navy Caretaker Unit to see what had become of the French vehicle. I told Accardi to endeavour to obtain a car, preferably a jeep from some Italian Service Organisation for the visit to the batteries, scheduled for the forenoon, as I did not expect the French car would be repaired in time. On arrival at the U.S. Navy Caretaker Unit, I met the Officer-in-Charge, Chief Bos'n CONNOLLY who informed me that the wrecker had not yet returned, but that a communication

Officers. Here also we found everybody courteous and only too willing to help. Arrangements were made for re-fuelling the aircraft the following morning in the presence of the French W/T operator with no difficulty. Rooms had already been booked at the hotel delle Palme where we proceeded soon after. In the afternoon Corbett and Ricour had to call on the French Consul and I took the opportunity of calling on the B.L.U., M.M.I.A., Palermo. That evening the French vehicles which had been ordered to join the party at Palermo when we left Catania by air, arrived and arrangements were made for early re-fuelling in order that the following morning's programme could be adhered to.

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*****C7823.00

785017

This happened during the night after the two French Officers and myself proceeded to inspect a four gun battery near FICARAZZI, east of Palermo. The guns of this battery were still in place undamaged, and while unserviceable appeared to be in a better condition than any we had seen to date. On the return journey we visited a battery site where guns had already been removed and carried on to the West of Palermo to inspect another gun site 1 or 2 kms from Mondello beach on the coast road. These guns were in rather a worse condition than those at FICARAZZI, however, though of the same calibre, approx. six inch. We returned to Palermo at 1300 thus completing the inspection of the Palermo Area. I therefore informed Accardi of our ETA Trapani the next day and asked him to communicate this to the Italian Navy Unit at Trapani requesting them to provide transport from the airfield to the town and for conveyance during our inspection. That evening I made arrangements for transport to convey us to the airfield the following morning with the B.L.U., while the French instructed the French drivers to return to Naples by road as soon as the car had been repaired.

Departure Palermo 0930 19th August. Arrival (CHINISIA) Trapani 1000 By air

13. From Palermo, where we took off without a hitch and set a direct course to CHINISIA where we arrived half an hour later. We were cordially received by the Officer in Charge of the Italian Air Force Unit at the airfield who informed us that the Italian Naval Authorities regretted that they could not send a representative to meet us as they were not able to raise some transport in time and that he would accompany us to Trapani. So we left the W/T operator at the airfield and piled into the ex-American weapons carrier which took us to Trapani in 2 hour where we visited the Italian Naval Officer in Charge. We were met by Lieutenant Gladi, the very efficient Liaison Officer on arrival, who showed us straight into the Commanding Officer Lieutenant Commander Tarchiana a pleasant jovial round faced type who welcomed us with coffee and iced water. I had already met both these officers on the Montelera Mission and got on very well with them. The Italian Gunnery Officer was immediately introduced and gave Caroff all the information required there and then. All batteries in the area had been dismantled except one and the guns stored in a depot pending dispatch to Taranto on the mainland. Having made arrangements for the necessary signals to be made regarding our ETA Rome that afternoon, we then visited the battery which had not yet been dismantled, and the depot where all guns had been stored. They were all unserviceable and outdated but some could probably be made operational after a major overhaul in an arsenal. This inspection finally concluded the French Mission's purpose for visiting Sicily and we therefore returned to a restaurant lunch at 1300 in Trapani after which we proceeded to CHINISIA at 1400 and arrived at 1430.

Departure Chinisia (Trapani) 1525 19th

Arrived Ciampino (Rome) 1730

By air

14. On arrival in Rome the aircraft was parked on the R.A.F. side of the airfield and arrangements were made for re-fuelling and servicing the aircraft without difficulty. We proceeded into Rome on the arrival of a French car at approx. 1800.

15. My relations with the French throughout the trip were very cordial, and except for the little hostile feeling by the Italians experienced at Messina, and the damage to the car at Palermo, the Mission was satisfactorily accomplished. The French having arrived at the conclusion, which I confirm, that while some bloodshed did still exist, it was not of a serious nature.

airfield the following morning with the B.L.U., while the French instructed the French drivers to return to Naples by road as soon as the car had been repaired.

Departure Palermo 0930 19th August. Arrival (CHINISIA) Trapani 1000 By air

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15. My relations with the French throughout the trip were very cordial, and except for the little hostile feeling by the Italians experienced at Messina, and the damage to the car at Palermo, the Mission was satisfactorily accomplished. The French having arrived at the conclusion, which I confirm, that while some blockhouses did still exist, Sicily could in fact be considered demilitarised and in the process of further demilitarisation.

I have the honour to be,

Sir,

Your obedient Servant,

[Signature]

H.A.V. BALS
Lieutenant (S) R.N.V.R.

The Chief of the Navy Sub Commission,
E.O. 12356 SECTION 3.3/NND

- 2 -

A12.

10. C.A.B. (Continued).

Also spoke about parasitists display to take place
at OSTIA on 24th August. C.A.B. will inform Parasitist Association that they
are not to take part.

L. P. Brodie.

L. P. BRODIE,
AIR VICE MARSHAL,
RETIRED,
AIR FORCE SUB-COMMISSION.

Will marginally named officer please insert extract
in relevant file.

D.D. 24/8

SSO 26/8.

A11 Chittam

A12 27/8

Org - A.G. Jolter - 27-8-46.

S.10. 28/8

C.10. 28-8-46

Sigs Arch 31/8.

L.A.C. Head to file in 'Conference' file

LHA

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

TO: A.M.C. NAIFA.
COUN: W.M.I.A.
COUN: W.M.I.A. PALERMO, SICILY.

DATE: 12TH MARCH, 1946.

REF: AFSC/558/CHG.✓

CONFIDENTIAL.

A complaint has been received through W.M.I.A. in which it is alleged by your Headquarters that a Mitchell aircraft piloted by General Lee of the Air Forces Sub-Commission, and accompanied by Captain Lee, landed at Malta during the second week in February, not being in possession of travel orders.

2. It is understood that neither the crew nor the passengers of the above-mentioned aircraft were, in fact, asked to show a copy of their travel orders, nor authority to land at Malta; in fact they did carry a travel order, a copy of which is attached to this letter.

3. So far as the Allied Commission is concerned, it is proposed to consider this subject closed.

D.D. - W.M.I.A. 12/3

Air 2 12/3

Air 3 for inf. 12/3

[Signature]
I.E. RODES,
AIR VICE-MARSHAL,
PALERMO,
AIR FORCES SUB-COMMISSION.

4422

II. MINISTRO DELL'AERONAUTICA.

ROME.

10th April 1946.

9434

Dear Air Vice-Marshal,

I have received your letter of the 23rd March with letter attached from Admiral Stone, concerning the reorganisation of the Ministries for War and Air.

Whilst I thank you for your kindness, I can assure you that the Commission which was formed - as is known - for the study of the new Ministry for Air organisation, is now completing its research.

This Commission has borne in mind the suggestions submitted by the Air Forces Sub-Commission, and in a few days will send you a report of its examination.

Yours etc.

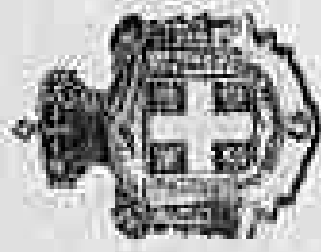
(SGS) M. CEVOLONTO,
Minister for Air.

Org.
I would like to see the report of the Commission when it arrives.

15/4
ful



4721



IL MINISTRO DELL'AERONAUTICA

Roma, li 10 APR 1945

943

Per l'Archivio

ho ricevuto la Sua gentile comunicazione in data 23 marzo, con l'allegata lettera dell'Ammiraglio Stone relativa alla riorganizzazione dei Ministeri della Guerra e dell'Aeronautica.

Mentre La ringrazio per la Sua premura, l'assicuro che l'apposita Commissione costituita - come é noto - per lo studio della nuova organizzazione del Ministero dell'Aeronautica sta ultimando il suo lavoro.

Tale Commissione ha tenuto presenti i suggerimenti della Sottocommissione Alleata, alla quale farà conoscere entro breve tempo il risultato del suo studio.

in pubblicazione (darsi)

Am. Carducci

ALL'A.V.M. IAN E. BRODIE O.B.E.

Capo della A.F.S.C. - A.C.

- Via Veneto - = R O M A =

~~3911~~ 3911
VISIT BY SQUADRON LEADER W. McE. D.M. (ORG I) TO NO.2 BASE AREA.
AIR FORCES SUB COMMISSION AND NO.149 STAGING POST.

15th - 17th March, 1946.

NO.2 BASE AREA.

Information and Action.

On arrival at No.2 Base Area contacted S/L.Owen, Base Area Commander, and the Adjutant F/O.Hozier. Discussed the disbandment of No.2 Base Area and stated that full administrative instructions for the disbandment should arrive about 18th or 19th March.

2. The C.O. was anxious to know the actual date of transfer of the local administrative control of the Rome Units to 149 Staging Post. This information is to be included as an appendix to the disbandment instruction.

3. Disposal instructions will be required for the Italian guards before the completion of disbandment.

ORG.3.

4. The C.O. requested an early decision on the future of the Villa Dina.

ORG.1. Actioned.

5. Questions were raised concerning the future of the Disposal Centre for equipment from disbanding units. It is understood that the matter is being covered by an administrative instruction from this office to quarters.

ORG.1A.

6. The C.O. requests the temporary allotment of a Fordson Utility until final disbandment owing to the present unserviceable state of M.T.

S.E.S.O.

7. The C.O. stated that final disbandment was not expected to be completed until the 2nd or 3rd week in April. Equipment disposal and inventories appeared to be the main hold up.

8. No other difficulties.

AIR FORCES SUB COMMISSION, ALLIED COMMISSION.

Spoke with A.V.M.Brodie and W/Cdr.Bisdee. There were no administrative matters raised which had not already been forwarded in writing to this Headquarters.

2. Accompanied by F/Lt.de Kozh (AFMS) discussed matters concerning airfields in Italy with Colonel Marok, Major Sass and Major Gilday. The Italian Air Ministry are now making frequent requests through F.W.S. to hand back

instructions for the disbandment of about 18th or 19th March.

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8. No other difficulties.

AIR FORCES SUB COMMISSION, ALLIED COMMISSION.

Spoke with A.V.M. Brodie and W/Cdr. Bisdoo. There were no administrative matters raised which had not already been forwarded in writing to this Headquarters.

2. Accompanied by E/Lt. de K. 12h (AFASIS) discussed matters concerning airfields in Italy with Colonel Marok, Major Sass and Major Gilday. The Italian Air Ministry are now making frequent requests through A.F.S.O. to hand back to the owners requisitioned airfields no longer required by the Allies. Considerable delay and lengthy correspondence results before the Army, R.A.F. M.T.O.U.S.A. and others are satisfied that these airfields in question are no longer required and that they may be handed over for agricultural purposes. It was agreed that there was no alternative to this lengthy procedure, but action is to be taken by all concerned to expedite the derequisitioning of these fields.

/Cont'd...

M 192

v.l.

28/3

358/013

4119

WMS 29/3

WMS 4/2

WMS 2/3

- 2 -

Information and action.

3. Major Sass stated he knew of the existence in the old M.A.A.F. files of a complete list of airfields in Italy showing those derequisitioned. If this list was available it would be of great interest to A.F.S.C.

ORG.1.

4. Colonel Marek stated that on two or three occasions considerable embarrassment had been caused by local Area Commander, re-quisioning airfields after such airfields had been handed back to the owners. G.H.Q. are to be approached for a ruling on this matter.

ORG.1.

5. No other difficulties.

149 STAGING POST.

Contacted the C.O. W/Cdr. Wooderson, to discuss outstanding Works Services, and the transfer of the local control of No.2 Base Area Units to 149 Staging Post.

2. The C.O. considers the proposed Observation Post as a waste of labour and expense. 249 Wing have already been asked to review the necessity for this project, but on the strength of C.O. 149 Staging Post statement and the limited Engineer resources in the Rome area it is suggested that this work should be dropped.

3. Reroofing of building No.4 has not been commenced. G.H.Q. have advised that No.249 Wing have not yet submitted plans and drawings through 104 C.R.E. for administrative and financial approval, although this work has received financial approval from this Headquarters.

ORG.1.

4. Accompanied by N.C.O. i/c Signals, inspected the W/T Station and confirmed the necessity for the transmitting Stand by Power House. G.H.Q. indicated previously that the generator could be installed in an existing building, but there is no suitable building in the vicinity. It is considered that this project should be put in hand, but on a low priority, as the power from the W/T Station is at present being satisfactorily supplied by two petrol/electric generators mounted on a prime mover.

ORG.1.

5. Discussed generally the local administrative control of the Rome units at present under No.2 Base Area. The C.O. did not anticipate any snags on their administration.

ORG. 1.

4. Colonel Marek stated that on two or three occasions considerable embarrassment had been caused by local Area Commander, re-quitting airfields after such airfields had been handed back to the owners. G.H.Q. are to be approached for a ruling on this matter.

5. No other difficulties.

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ORG. 1.

5. Discussed generally the local administrative control of the Rome units at present under No. 2 Base Area. The C.O. did not anticipate any snags on their administration.

6. No other difficulties.

22nd March, 1945.

Distribution.

External.
No. 2 Base Area.
AFSC Rome.
149 Staging Post.

Internal.
A.C.A.
D/L.O.A.
S.E.O.
File.

M. H. G. Lane
Squadron Leader.
Organisation I.

OUTGOING MESSAGE

FROM : AIR FORCES SUB COMM. (ROME)
 TO : AIR FORCES SUB COMM. (NAPLES) (R) AIR FORCES SUB COMM. (BARI)
 AIR FORCES SUB COMM. (MILAN) (R) AIR FORCES SUB COMM. (LECCE)
 C/O 54 P.T.O. (R) AIR FORCES SUB COMM. (TARANTO) C/O 54 PTO
 AIR FORCES SUB COMM. (PADOVA) C/O ANQ VENEZIA REGION

UNCLASSIFIED F.903 /./ T.O.C. 05:130 NOV. 1945 /./
 NOVEMBER GENERAL STAFF CONFERENCE AMENDED TO TAKE PLACE AT
 1430 HRS 19TH NOVEMBER /./ ALL DETACHMENT COMMANDERS REQUIRED
 FOR RECEPTION OF A.O.C. IN C 1800 HRS 18TH NOV /./ CONFERENCE
 AGENDA WILL BE SIGNALLED /./

W. A. Bodée w/cor

W. M. BISSON w/cor
 AIR VICE MARSHAL
 AIR OFFICER COMMANDING

WAX 31/1

PRIORITY : ROUTINE

4718

OUTGOING MESSAGE.

FROM: A. F. SUB COM, ALCOM, ROME.

TO: HQ Desert Air Force.

Q. 837 23/Oct.

UNCLASSIFIED (.) For BRASS from TITMAS (.) Wing Commander De Nornay,
Organisation Plans HQ MED/ME, arriving your Headquarters Wednesday 24/Oct (.)
Appreciated if you would render him all assistance (.)

Priority: ROUTINE.

Titmas
A. E. TITMAS,
Air Commodore,
CMEO, MED/ME.

~~LCIP V LDI~~ NR 230/

ROUTINE

PER EIA

36A!

68/4

QVR 1-2

TO AIR FORCES SUB COMMISSION ROME

~~XXXXXXXXXXXXXXXXXX~~

NO 2 BASE AREA AHQ ITALY

FROM HQ RAF MED NE

GR- BT

0.7933 4 TH OCT 1945

UNCLASS PD FROM MEDEC PD GROUP CATAIN BROWN CHAIRMAN

MEDEC AND MT MEMBER WILL BE IN ROME TOMORROW FRIDAY AND PROPOSE
VISITING YOU IN THE MORNING PD GROUP CAPTAIN BROWN APPRECEATES
THIS IS VERY SHORT NOTICE AND REQUESTS NO SPECAIL ARRANGEMENTS
BE MADE UNLESS YOU WISH TO DISCUSS ANY ESTABLISHMENT MATTERS

BT 041300A

BNT HS BB

TO AIR FORCES SUB COMMISSION ROME

RD 230 1637A JB AR



48/11

35A

63 STAGING POST ELMAS. SARDINIA.

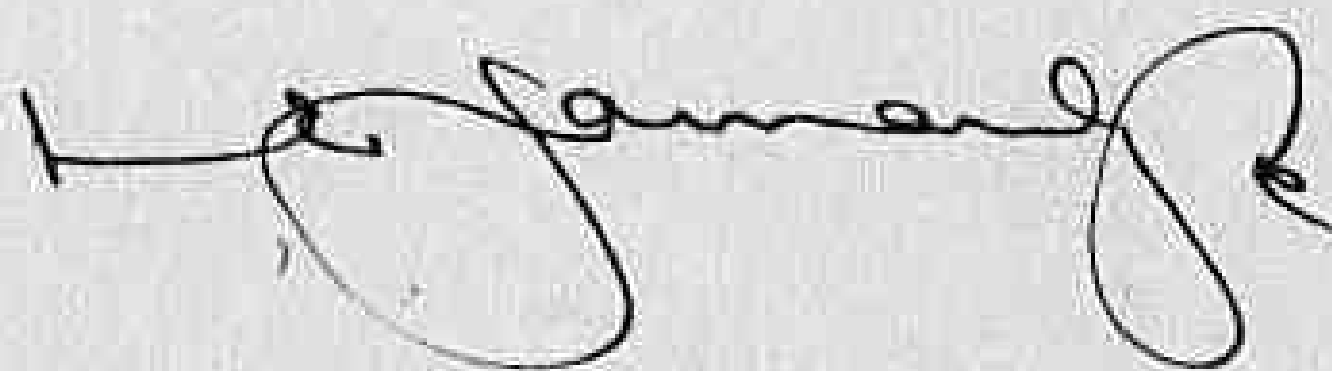
10 AUGUST

IMPORTANT

UNCLASSIFIED (.) P.569

TO HOLME FROM JARMAN (.) REF. YOUR RACH/DO (.)
WILL ARRANGE TRAVEL BY AIR ROME TO MILAN (.)
NOTIFY THIS HEADQUARTERS DATE OF JOURNEY (.)

AIR FORCES SUB COMMISSION



4715

34A

OUTGOING MESSAGE.

FROM: A.F. SUB COM (ROME)

TO: A.F. SUB COM (MILAN)
C/O ALCON LOMBARDIA REGION.

UNCLASSIFIED P.557 T.O.O 080945Z AUGUST 1945 (.)

RE SM.95 IF GLADSTONE/DIAMANT DO NOT REQUIRE BRENTA HE IS TO
RETURN TO ROME (.)TO BE ENCRYPTED
IF SENT BY W/T.

PRIORITY: ROUTINE

T.E. De Beneducci
T.E. DE BENEDEUCCI, F/O,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

4114

33A

OUTGOING MESSAGE.

FROM: A.F. SUB COMM (ROME)

TO: C/CAPT DOWNE A.F. SUB COMM REPRESENTATIVE,
C/O AMG BOLZANO.

UNCLASSIFIED P.554 T.O.O 071545B AUGUST 1945 (.)

FROM A/V/M BRODIE (.)

REGRET UNABLE TO JOIN YOU FOR AT LEAST 10 DAYS (.)

TO BE ENCRYPTED
IF SENT BY W/T.

PRIORITY: ROUTINE

L.P. Brodie
I.E. BRODIE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

4313

HMPS V LEAB NR 57

T ROME

ADDSD AFSC ROME (GROUP CAPTAIN JALMAN)

FROM AFSC TARANTO 2809538

IMPORTANT UNCLASSIFIED BT.....

YOUR P.485/27/7 NOT UNDERSTOOD.HAVE NOT REQUESTED U K LEAVE.

FAMILY NOT RESIDENT IN U K DO NOT WISH TO

AVAIL MYSELF OF PASSAGE OFFERED.REQUEST AUTHORITY CONCERNED BE

INFORMED TO THIS EFFECT.PROPOSE PROCEEDING ~~VENICE~~ VENICE WITH

AOC AS PREVIOUSLY ARRANGED.UNLESS OTHERWISE INSTRUCTED BY YOU.

AIRCREW BRIEFED FOR LAKE GARDA.

BT.....230953

SENT NR 57 281657 JULY T14 B33

TOR.THRU.NR57. 281657.JB.B2.K.

HSA
32AB88
862
2817.

358107

29A

Jes
MS 207

4712

OUTGOING MESSAGE.

31A

FROM: A.F. SUB-COMM (ROME)

TO: W/CH CLIFT, A.P.S.C LIAISON OFFICER, C/O NO. 54 P.T.C.
R.A.F. TARANTO.

30A

UNCLASSIFIED P.499 T.O.O 281430Z JULY 1945 (.)

YOUR 271044Z I AGREE TO NOIC TARANTO COMING WITH
US (.)

PRIORITY: ROUTINE

J.C. WHITE, F/IE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

26. Copy.

4711

30A

AIR FORCE
SUB COMMISSION
(INTERNAL)

MWPS V LBAB NR 60

-T- ROME.

FROM A F S C TARANTO 271044B JULY.

TO A F S C ROME.

IMPORTANT U/C BT



YOUR P475 26/7. ALL ARRANGEMENTS MADE. SUBJECT YOUR APPROVAL
PROPOSE INCLUDING NOIC TARANTO AS PASSENGER IF HIS
COMMITMENTS PERMIT.

BT 271044B JULY.

SENT NR 60 27/1321/7 TA. B

RECD NR60 27/1321/7 FA K

See 31A
28/74710
(IN)NR60

OUTGOING MESSAGE.

FROM: A.Y. SIB COM (ROME)

TO: WING COMMANDER CLIFT, A.F.S.C. LIAISON OFFICER,
C/O NO. 51 P.T.C. R.A.F. TARANTO.

UNCLASSIFIED P.485 P.T.O. 271215Z JULY 1945 (.)

REF BY P.475-26TH JULY (.)

AS YOU HAVE BEEN INSTRUCTED TO REPORT DEPART P.T.C ON 31ST
JULY FOR LEAVE TO U.K YOU ARE NOT (R) NOT REQUIRED TO COME TO
VENICE (.)

PLEASE ARRANGE FOR AN ITALIAN OFFICER WHO WENT TO VENICE WITH
YOU ON PREVIOUS VISIT TO ACCOMPANY ME (.)

ALSO ARRANGE ACCOMMODATION WITH NOIC AS PREVIOUSLY REQUESTED (.)

FLIGHT LIEUTENANT MITCHELL WILL ALSO ACCOMPANY ME (.)

MAY WISH TO LAND AT SAIG LAKE CANADA ON 2ND JULY THEREFORE BRING
AIRGUN (.)

TO BE ENCRYPTED
IF SENT BY W/T.

PRIORITY: IMPORTANT

L. P. H. ...
I.R. BROOKS,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

P.T.C.O. } have seen
P/c White }
(SSO informed)

4409

0 6 7 1

785017

28A

OUTGOING MESSAGE.

FROM: A.F. SUB COM (RORR)

TO: KING COMMANDER CHIEF A.F.S.C. REPRESENTATIVE G/O 54 P.T.C. R.A.F. TRIESTE
(R) A.F. SUB-COM (MILAN) G/O ALLIED COMMISSION, LOMBARDIA REGION
(R) A.F. SUB-COM (BASTIA) G/O ALLIED COMMISSION, VENETIA REGION
(R) H.Q. H.A.A.F. G.I.P. A.I.S.

UNCLASSIFIED P.475 T.O.O 261430Z JULY 1943 (.)

A/V/H BROOKS WITH P/O IN INTERVIEW AND SEPARATE PRESS REPORTS FOLLOWING
TOUR (.)

L.T.D FROM LAKE BRACCIANO JUST JUNE 1000 HOURS
IN SEARCH FOR TANKED PROCEEDING VEHICLE (.)

FIRST JUNE VEHICLE AREA (.)

SECOND JUNE PAVIA AND TREVISO (.)

THIRD JUNE L.T.D FROM VEHICLE 1600 HOURS PROCEEDING BRACCIANO (.)

REQUEST KING COMMANDER CHIEF TO ARRANGE SEPARATE AND ACCOMPANY A.O.C. ALSO
ARRANGE ACCOMMODATION WITH NOISE VEHICLE IF POSSIBLE (.)

REQUEST GROUP CAPTAIN DUBIN AND BATTAL CHIEF JAMES TO BE AVAILABLE 2ND
JUNE (.)

TO BE DECRYPTED
IF SENT BY V/H.

PRIORITY:

L.R. BINGHAM,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

File

Seen by S.S.O and
S.D.
26/7.

411

F/69 27A
3960
N129/17

LRQF V MNDQ NR1 P73/17 R/A

T ADD

TO AIR FORCES SUB COMMISSION ROME

FROM HQ NAAF 1713508

GR-- BT

A 790

UNCLASSIFIED

17 JULY 1945



ARRIVING CIAMPINO 1630 WEDNESDAY 73TH (.) PLEASE ORDER TRANSPORT (.)

BT 1713508

LG3 AR K

RD NR1

1520 L MYERS. AR.TAC.

4707

180840

26A

OUTGOING MESSAGE.

FROM - A.F. SUB COMM (ROME)

TO - A.F. SUB COMM (MILAN) C/O A.C. LOMBARDIA REGION
(FOR S/L DIAMANT.)
(R) H.Q. M.A.A.F. A.L.S.UNCLASSIFIED

P. 401

T.O.O. 101600A. JULY (.)

A.V. M. BRODIE WITH BENEDEUCCI PROPOSES TOURING MILAN AND TURIN AREAS ARRIVING MILAN LIRATE 13.00 HOURS 13 JULY (.) DESIRES TO VISIT COLONEL POLETTI AND GENERAL BIFFI AFTERNOON FRIDAY 13 JULY WITH DIAMANT (.) SUGGESTS OTHER VISITS AS FOLLOWS CESTO CALENDE, GALLARATI AND BUSTO ARSIZIO SATURDAY (.) RESTING SUNDAY (.) ANZANO DEL PARCO AND SENIGNO AND IF POSSIBLE ALSO BEDRIANO MONDAY (.) FIAT TURIN TUESDAY DEPARTING ROME SAME EVENING OR WEDNESDAY MORNING (.) TOUR WILL BE IN FAIRCHILD (.) REQUIRE WING COMMANDER GLADSTONE TO ACCOMPANY TO CESTO CALENDE AND FIAT (.) WOULD LIKE TO STAY IN VILLA BY LAKE EACH NIGHT IF PRACTICABLE (.) ORDER OF VISITS MAY BE CHANGED AFTER CONSULTING S/L DIAMANT.

L. J. Brodie
I.E. BRODIE A.V.M.
ATR OFFICER COMMANDING.

PRIORITY

Routine
.....

4706

358/015

File

25A

OUTGOING SIGNAL.

FROM: AIR FORCES SUB COMM (.) ROME.

TO : S/LDR DIAMANT AIR FORCES SUB COMM MILAN(.)

UNCLASSIFIED (.) P.381 61512B

LT. COL. ADROWER (IAF) MAJOR SEDONOV (RUSSIAN) AND MAJOR SASS
(USAAF) WILL ARRIVE AT 1130 HOUR ON 10 JULY REMAINING TWO DAYS(.)

RESERVE ROOMS AND ARRANGE TRANSPORT TO MEET AIRCRAFT(.) ALSO

NOTIFY MAJOR GROSSETTI(.)

PRIORITY - ROUTINE

E.J. SASS, MAJOR.
AIR VICE MARSHAL.
AIR OFFICER COMMANDING.

4703

358/00 24 A

OUTGOING SIGNAL.

FROM:- AIR FORCES SUB COM. ROME.

TO:- AFSC. DETACHMENT, FROSINONE.

UNCLASSIFIED /. 31100 JULY 45 /. A.C.C. WITH TWO STAFF
OFFICERS WILL VISIT FROSINONE SIXTH JULY 0945 to 1145 /.
REQUEST YOU INFORM ALL CONCERNED /.

PRIORITY - IMPORTANT.

W.M. BISDEE W/C

W.M. BISDEE, W/CDR.
AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

4304

MINUTES OF CONFERENCE HELD AT HEADQUARTERS MAAF ON
8 JUNE, 1945, ON USE OF ITALIAN AIR FORCE FOR AIR/
SEA RESCUE.

Present:

Air Vice-Marshal I. E. Brodie.
Air Commodore J. Rhys-Jones.
Air Commodore J. H. Edwards-Jones.
Wing Commander Clift.
Squadron Leader P. D. Whitting.

A.O.C., AFSC, Rome.
S.A.S.O., MAAF.
D.D. Ops, HQ MAAF.
Italian Liaison Officer, Taranto.
Aircraft Safety Section, MAAF.

A/SR Aircraft.

1. Figures of available aircraft were given by Wing Commander Clift as follows:

Cant 506	...	...	...	17
Cant 501	...	...	...	15
RS.14	...	...	...	8

It is expected to maintain an average of 60% serviceability on these aircraft. Twelve Cant 506s are already employed on A/SR work.

Aircrews.

2. There are 50 crews available for the above aircraft. They are all competent to undertake A/SR work.

Disposition of aircraft.

3. It was decided that the A/SR detachments now operating from Taranto and Brindisi should remain. The detachment at Lake Varano is to move to Venice when the lake is cleared of mines. AOC AFSC pointed out that unless this detachment was moved from Lake Varano by the middle of July they were certain to suffer heavy casualties from Malaria. It was agreed that the move should take place if possible by the 10th July.

Control Stations.

4. It was agreed that the I.A.F. will provide their own Control Stations, and these will come directly under the appropriate Aircraft Safety Centre.

A/SR Launches.

5. The question of the I.A.F. operating certain British HSLs was discussed. There are three Italian HSL crews available. It was suggested that three HSLs should be loaned to the I.A.F. immediately and a further three when crews became available. No action can be taken on this point until the matter has been cleared with Air Ministry. When cleared, it was suggested that these launches should be based at Brindisi, Ancona, and Venice, and that British launches could then be withdrawn from the Adriatic.

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HQ MAAF.

26 June 1945.

MAAF/S.551/Air.

Distribution:

AFSC, Allied Commission, Rome. (3)
Headquarters MACAF (2)
W/Cdr. Clift, Italian Liaison
Officer, Taranto.

Internal.

Aircraft Safety.
D.D. of Ops.
A.O.A.
C.M.S.O.
A.L.S.

J. H. EDWARDS-JONES,
Air Commodore,
D.D. of Ops.

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Air Commodore J. H. Edwards-Jones.	D.D. Ops, HQ MAIF.
Wing Commander Clift.	Italian Liaison Officer, Taranto.
Squadron Leader P. D. Whitting.	Aircraft Safety Section, MAAF.

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HQ MAAF.
26 June 1945.
MAAF/S.551/Air.

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AFSC, Allied Commission, Rome. (3)
Headquarters MACAF (2)
W/Cdr. Clift, Italian Liaison
Officer, Taranto.

Internal.
Aircraft Safety.
D.D. of Ops.
A.O.A.
C.M.S.O.
A.L.S.

Edward Jones
CL H. EDWARDS-JONES,
Air Commodore,
D.D. of Ops.

FROM: AIR FORCES SUB COMMISSION, A.C. ROME.
TO : AIR FORCES SUB COMMISSION, A.C. MILAN.
(Attention of S/L Diamant).
DATE: 25th June, 1945.
REF : AFSC/358/Org.

Courtesy Call on ex Minister for Air.

The Air Minister, H.E. Luigi Gasparatto, on resigning his post at the Air Ministry is returning to Milan.

2. It is the Air Officer Commanding's wish that you make a courtesy call on him when he is settled in the North; also you are to forward his Milan address to this Headquarters.

L.E. Jarman

L.E. JARMAN, G/CAPT.
SENIOR STAFF OFFICER.

AFSL

CONFIDENTIAL

From : Headquarters, Mediterranean Allied Coastal Air Force.

To : Officers Commanding, All M.A.C.A.F. Units.

Date : 20th June 1945.

Ref : CAP/3017/ORG.

VISITS TO UNITS BY A.O.C.

On some occasions when the A.O.C. has been visiting Units in this Command, points have been raised by Unit Commanders concerning inability to obtain certain items of equipment etc., when the recognised procedure to obtain such items has not in fact been carried out.

2. Whereas it is not desired to discourage Units from raising points with the A.O.C. where difficulties exist, at the same time care must be taken to ensure that the normal channels have been properly actioned before such complaints are raised.

J. C. F. K.
Air Commodore,
Air Officer i/c Administration,
Mediterranean Allied Coastal Air Force.

COPY TO : S.E.S.O., M.A.C.A.F.

D 401 2A/16/45
358/09

4700

LRKE V LGJP NR34/17 ROUTINE T ADD
FROM 5 BASE AREA 171231B
A/F SUB COMMISSION ROME

GR-- BT

P.165 17 JUNE UNCLASSIFIED

YOUR P.318 JUNE CAN YOU SIGNAL EXACT LOCATION OF RADIO STATION

BT 171231B

SENT TL B1 KK

R-1349E--"JOE"--K

AIR S/C N68/17
2/5/46



No. officers
already
left

19H

OUTGOING SIGNAL.

358/67g

19A

FROM: A.F.SIB COM(ROME)

TO : NO.5 BASE AREA VEHICLE

UNCLASSIFIED(.)

P 318

TCO. 161455Z JUNE.

S/L A.W.RUFFELL, P/LT A.C.LUCKY AND 3 ITALIAN OFFICERS

REPORTING YOUR H.Q. MORNING 19TH JUNE (.) REQUEST WATER-

TRANSPORT TO VISIT ITALIAN RADIO STATION NEAR VENICE A.M. 19TH(.)

A.W.Ruffell

PRIORITY - ROUTINE.

A.W.RUFFELL, S/LDR.
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

4698

17A and 18A were removed from this file and placed
on 24/2/AIR of the instructions of the A.C.C.

Registry, 3rd. July.

4697

LRKE V LRAR NR 7860 IMMEDIATE

FROM 59 EMBARKATION UNIT 151515B
TO AF SUB COMM ROME
JR 18 BTOM 58 . UNCLASSIFIED . REF YOUR SIGNAL P 302 NO WATER
TRANSPORT THIS UNIT . REQUEST YOU ARRANGE WITH
5 BASE AREA
BT

SENT NR 7860 0152 RJW AR K

R NR 7860 0152 EAD BBB

15/5185
AIR N12/16 16 A

11? - 11A



Replied Ark

15A

OUTGOING MESSAGE

FROM : AIR FORCES SUB COMM. (ROME)
TO : HQ. 244 WING (TREVISO)

P 316 /./ T.O.O. 161115 B JUNE 1945 /./
UNCLASSIFIED /./S/L RUFFELL F/LT LUCEY AND THREE ITALIAN
OFFICERS ARRIVING 16⁰⁰ HOURS 18TH JUNE /./ WOULD MUCH
APPRECIATE TRANSPORT BE PROVIDED FROM AIRFIELD TO 59
EMBARKATION UNIT VEHICLE /./

PRIORITY : IMPORTANT

Awk.
A.W. RUFFELL S/L
AIR VICE MARSHAL
AIR OFFICER COMMANDING.

4695

LRKB V LGJP NR 51/15 ROUTINE T - ADD
FROM 10 MTLRU 151120B
TO AFSUB COMMAND ROME
GR 17 BT

UNCLASSIFIED . P567 15 JUNE .
YOUR P312 REFERS . THIS UNIT
NOW LOCATED ~~BT~~ NEAR UDINE . REQUEST OTHER ARRANGEMENTS BE MADE
BT 151120

3/8 BT
SENT S V HAMMOND AR
R-1443B---"JOE---"AR

ARTORCL

N89/15

5136

A758

358/07

4084

151500

OUTGOING MESSAGE.

13A

FROM: A.F. SUB COMM (ROME)

TO: A.F. SUB COMM (NAPLES) FOR WING COMMANDER MITTER
(R) WING COMMANDER GILSON C/O 54 P.T.C. DETACHMENT R.A.F. C.M.F.
(R) A.F. SUB COMM (BARI)
(R) H.Q. M.A.A.F. A.L.S.

CONFIDENTIAL P.313 T.O.O 151420Z JUNE 1945 (.)

A/V/M BRODIE INTENDS MAKING FOLLOWING TOUR IN FAIRCHILD AIRCRAFT (.)

16TH JUNE ARRIVE CAPODICHINO 1830 HOURS REQUEST TRANSPORT TO VILLA FOR TWO NIGHTS (.)

18TH JUNE LEAVE CAPODICHINO 09.15 HOURS ARRIVE LECCE 11.30 HOURS SPENDING NIGHT LECCE (.)

19TH JUNE 09.30 HOURS LEAVE LECCE FOR ROME (.)

TO BE ENCRYPTED
IF SENT BY W/T.

PRIORITY:

L.P.A.
I.E. BRODIE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Unchanged.

may 14/6
Pass to SSO E.D.D
for inf.

JG 10/6

4693

OUTGOING SIGNAL.

FROM: A.P. SUB COMM(ROME)

TO : 10 M.T.L.R.U. TREVISO

UNCLASSIFIED(.)

P 342 TOG 141520B JUNE

S/LDR RUFFELL, P/LT LUCEY AND THREE ITALIAN OFFICERS
ARRIVING 1600 HOURS 18TH JUNE(.) REQUEST TRANSPORT BE
PROVIDED FROM AIRFIELD TO 59 MARSHALMENT UNIT VENICE (.)

A.W. Ruffell

PRIORITY - ROUTINE.

A.W. RUFFELL, S/LDR.
AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

C. OTING SIGNAL.

FROM: A.F. SUB COM. (ROME)

TO : 59 EMBARKATION UNIT, VENICE

UNCLASSIFIED(.)

P 311

TOO 141515B JUNE

S/LDR RUFFELL, F/LT LUCKY AND THREE ITALIAN OFFICERS ARE
VISITING THE ITALIAN RADIO STATION AT VENICE TUESDAY MORNING
19TH JUNE (.) REQUEST WATER TRANSPORT PLEASE (.) THEY WILL
CONTACT YOU IN VENICE (.)

A.W. Ruffell

A.W. RUFFELL, S/LDR.
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

PRIORITY - ROUTINE.

OUTGOING MESSAGE.

FROM: A.F. SUB COM (ROMA.)

TO: NO. 54 P.T.C. R.A.F. TARANTO FOR WING COMMANDER CLIFT
 (R) A.F. SUB COM (NAFES) FOR WING COMMANDER WINGER
 (R) NO. 63 STAGING POST, SANDHILL FOR WING COMMANDER HOLMES.
 (R) M.A.R.P. FOR INF A.L.S.

CONFIDENTIAL P.287 T.O.O 071000Z JUNE 1945 (.)

A/V/M ERDIE PROPOSES FOLLOWING TOUR (.)

NIGHT 3TH JUNE AT NAFES ARRIVING VILLA ABOUT 1800 HOURS FROM CASERTA (.)

FLY IN SEATTLE JOLLY JONER FROM INSIDA LEAVING 1100 HOURS 9TH JUNE PER

CAGLIARI LEAVING NICE ELIAS (.)

LEAVE CAGLIARI 0900 HOURS 10TH JUNE FOR AUGUSTA ARRIVING TARANTO ABOUT

1500 HOURS (.)

LEAVE TARANTO FOR LAKE BRACCIANO 0930 HOURS JUNE 11TH (.)

AIRCRAFT PROBABLY TO RETURN TARANTO AFTERNOON SAME DAY (.)

W/CDR CLIFT TO ACCOMPANY A/V/M IN SEAPLANE THROUGHOUT TOUR TOGETHER WITH

A SENIOR ITALIAN OFFICER FROM TARANTO AT CLINTS DISCRETION (.)

REQUEST CLIFT ARRANGE MEETING WITH ADMIRAL MORGAN SUNDAY EVENING (.)

TO BE ENCRYPTED
 IF SENT BY W/T.

PRIORITY: IMPORTANT

CONFIDENTIAL F.287 T.O.O 071000Z JUNE 1945 (.)

A/V/M BRODIE PROGRES FOLLOWING TOUR (.)

NIGHT 8TH JUNE AT NAHANS ARRIVING VILLA ABOUT 1800 HOURS FROM CASERTA (.)

FLY IN SEAPLANE JOEY JOKER FROM MISIDA LEAVING 1100 HOURS 9TH JUNE FOR

CAGLIARI STAYING NIGHT ELIMAS (.)

LEAVE CAGLIARI 0900 HOURS 10TH JUNE FOR AUGUSTA ARRIVING TARANTO ABOUT
1500 HOURS (.)

LEAVE TARANTO FOR LAKE BRACCIATO ROSE 0930 HOURS JUNE 11TH (.)

AIRCRAFT PROBABLY TO RETURN TARANTO AFTERNOON SAME DAY (.)

W/CDR CLIFT TO ACCOMPANY A/V/M IN SEAPLANE THROUGHOUT TOUR TOGETHER WITH

A SENIOR ITALIAN OFFICER FROM TARANTO AT CLIFT'S DISCRETION (.)

REQUEST CLIFT ARRANGES MEETING WITH ADMIRAL MORGAN SUNDAY EVENING (.)

TO BE ENCRYPTED
IF SENT BY W/T.

PRIORITY: IMPORTANT

I.E. BRODIE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

4091

First Please arrange to send me (Sgt Pitts & Chow), together with
1.A.7. Officer in his own car at Bracciano at 1130hrs and
from Cdr Dehn or whoever is in charge at Bracciano.

1/18/46

LRKB V LGJP NR19/04 IMMEDIATE QJH
LRKB V LGJP 19/04 IMMEDIATE QSH UNCLAS - T-ADD
FROM HQ 205 GROUP
TO ALLIED CONTROL COMMISSION ROME
GR15 BT
A524 4 JUNE ---
FOR JARMAN FROM AIR VICE MARSHALL CONSTANTINE .
1 LANCASTER ARRIVING CAMPINO 041200B REQUEST TRANSPORT
BT TOO 040930B
SENT RJK AR K
RECD NR 19/ 04/1010 B AAA AR

041030

N33/471
E/3548

AIR SIC

A68/9/45

38/05

LR V LGJP NR24/1 IMMEDIATE CONFIDENTIAL QW
T ADDRESSEE

FROM HEADQUARTERS 285 GROUP RAF
TO ALLIED CONTROL COMMISSION ROME

GR24 BT

A.14 1.16.45 FOR A.V.M. BRODIE

FROM A.V.M. CONSTANTINE (.) ARRIVING CIAMPINO WITH THREE WING
COMMANDERS 1215 T// HOURS TODAY (.) REQUEST YOU ARRANGE TRANSPORT TO
MEET US AND ACCOMMODATION FOR APPROXIMATELY ONE NIGHT

BT 010905B

SENT TL AR

RCD 0945B HRA AR

IMMEDIATE
ACTION

Air Force S/c 8A

E/3193

N 43/1

Mob 1/6/45

358/07

*Lunch at P. Dulpi.
A.O.C's car meeting etc
A.V.M. at 12.15
Accommodation P. Roale.*

011430XU

0695

7A

FROM: AIR FORCES SUB COMMISSION, A.C. ROME.
TO: AIR FORCES SUB COMMISSION LIAISON OFFICER, MILAN.
(Att. of S/L Diamant).
DATE: 31st May, 1945.
REF: AFSC/358/Orig.

PROPOSED VISIT - TURIN - MILAN BY S.S.O.

The Deputy Director and I propose to visit TURIN and MILAN, leaving ROME on Wednesday 6th June and arriving in TURIN on Thursday afternoon, 7th June. We will visit the aerodrome and any engineering works in the vicinity. Leaving TURIN on Thursday afternoon for MILAN we will spend Friday on an airfield visit and a trip to inspect the SM. 95 aircraft at VERGATE.

I will return to ROME by the Courier Service leaving MILAN on Saturday and will require you to book a seat.

Will it be possible for you to meet us in TURIN and where?

We have a spare seat in the car for the trip - TURIN to MILAN.

Accommodation should be booked for the Deputy Director - - - Colonel Adrover (Italian), myself and driver at TURIN and MILAN.

If you have a spare mount try and trace a super Ikonite camera with built in range finder and light meter for me with a view to purchase.

L. E. Jarman

L. E. JARMAN, C/CAFT.
SENIOR STAFF OFFICER, A.F.S.C.

By ¹ message

O-47/24.

GA.

TO: - AFSC, ROME (R) AFSC BARI, MAAF.

FROM: - H.Q. BAF

GHM. 41.

24 April. Secret.

Air Marshall SIR GUY GARROD. Deputy AIR C-IN-C, MAAF.

Intends visiting LECCE April 30. ETA approx 1400 B.

Request you make necessary arrangements for his reception.

TOO: - 241056B

TOR: - 241155B

TOD: - 241205B

IMPORTANT

SECRET

Spoke Wicks Fisher - AOC C within
 to do as we advised. I suggested that
 Gen Aemori Col & Gen Gaetan should be presented.
 JBS 26/4.



4687

168/23 LRKB V HMDO NR1 ROUT/CONF

QVR

TO A.F.S.C. A.C. ROME.

FROM H.Q. H.A.A.F. C.M.F. 231800B

REF NO U.257.

CR BT

CONFIDENTIAL X.) FOR A/V/M BRODIE FROM FISHER (.)

1. ARRIVING 1100 HRS CIAMPINO, WEDNESDAY 25 ~~APRIL~~ APRIL,
FOR YOUR MEETING (.) ~~GRATEFUL~~ GRATEFUL IF YOU WOULD ARRANGE FOR
ME TOBE MET (.)

BT 231800B

LGS (BBB) K

B---777 0548B---J O E---KK

ACT- AIR 5/2



4086

240830

PA /
Amey place
H.R. 24/4

LOOSE MINUTE

Group Captain i/c organisation.

1. Reference Min 1.
2. The present position on the supply of P.39 tyres is as follows: -

	Main		Nose	
	Tyres	Tubes	Tyres	Tubes
i) Required to replace on aircraft in Pool at LECCE	44	36	20	15
ii) Stock held	26	26	18	18
iii) Being issued by AAFSC/MFO	34	50	4	12
iv) Estimated present monthly consumption	60	60	40	40
v) Being issued by MAF Rear	3	26	15	-

3. Issues at iii) and v) above are total stocks in Italy and North Africa but MAF Algiers have been asked to ascertain stocks in Middle East and France and a reply is awaited.

4. Following steps to alleviate position have been taken: -
 - i) Arrangements have been made with 214 Group that repair of repairable tyres will be given top priority at No 2 T.R.R.U., BARI and NAPLES have been instructed to ensure returns of all such tyres to TARU quickest possible. WATKINS is watching position closely and is to pay frequent visits to T.R.R.U.
 - ii) Am investigating possibility of utilising alternative items. WATKINS has learned a MUSTANG tyre might be fitted and has borrowed one from 114 M.U.. This is being despatched to FROSINONE tomorrow for test and I have asked W/C PEOCK to ensure W/C GLADSTONE sees result when he arrives. Supply of these tyres is reasonable but may not altogether solve difficulty. W/C GLADSTONE might be able to suggest some other ~~alter~~ alternative.

5. From the above picture it is obvious that unless supply difficulty is solved the formation of a third P.39 squadron would produce an impossible situation.
6. I shall keep you informed of all further developments.

Admiral W.C.

Senior Equipment Officer

2nd April, 1945

From : Air Forces Sub-Commission,
Allied Commission, Bari.

To : Air Forces Sub-Commission,
Allied Commission, Rome.

Date : 29th March 1945.

Ref : AFSC/B/358/ORG.

CONFERENCE AT BALKAN AIR FORCE.

Herewith enclosed the minutes of a conference held at
H.Q. Balkan Air Force on the 27th March concerning the rearming
of No. 9 (IAF) Squadron.

W.B. Royce

W.B. ROYCE W/CDR.
AIR VICE MARSHAL.
AIR OFFICER COMMANDING.



4084

HEADQUARTERS BALKAN AIR FORCE

MINUTES OF A MEETING HELD IN A.C.A.'S OFFICE ON 27TH MARCH at 1500 HOURS TO DISCUSS THE ARRIVAL OF NO. 9 (IAP) SQUADRON

Present

Air Commodore H.D. Jackson
Wing Commander Huntley
Wing Commander Nash
Wing Commander W.B. Royce
Wing Commander Gladstone
Squadron Leader Warner
Squadron Leader R.B. Brownhead
P/Lieut. L. J. Mitchell

A.O.A. BAF
S.O.A. "
S.Eng.O. B.A.F.
A.F.S.C. (Bari)
"
D/SESO B.A.F.
A.F.S.C. "

The A.O.A. stated that the object of the conference is to discuss the feasibility of putting No. 9 (IAP) Squadron into the line with 16 U.S. AircoBRA aircraft. The suggestion had come from HQ. NAAP and met with approval by Air Staff B.A.F.

The A.F.S.C. representatives gave the situation of the AircoBRA aircraft as follows:-

Of a total of 150 AircoBRA aircraft originally handed over by the U.S.A.A.F. to the I.A.F.:-

- (i) 50 are in the pool at Lecce.
- (ii) 36 are held by Nos. 10 and 12 I.A.F. Squadrons.
- (iii) 11 are at the I.A.F. O.T.U.
- (iv) 7 are under repair.
- (v) The remaining 46 aircraft have been written off.

There are therefore 50 aircraft available from which to arm No. 9 (IAP) Squadron and provide a backing for three Squadrons and training. Thus 34 aircraft will be held as a reserve and with a wastage rate of 24 aircraft per squadron per month the three Squadrons could be maintained for at least 5 months.

In addition there is a reserve of 28 engines, which would suffice for three months.

Tyre Situation

The supply of tyres and tubes for main wheels and nose wheels is likely to prove a limiting factor. At present the pool reserve aircraft at Lecce are being robbed. The situation now at Lecce is that of the 50 reserve aircraft quantity 44 main wheel tyres, quantity 36 inner tubes for main wheel, quantity 20 nose wheel tyres and quantity 15 nose wheel tubes are required to render the pool aircraft serviceable. It has been estimated that for two squadrons the monthly consumption of these items is 60 main wheel tyres and tubes and 40 nose wheel tyres and tubes. This matter has already been reported to NAAP (Algiers) with a view to obtaining supplies from other sources. AFSC MTO have negligible stocks.

Squadron Personnel

Squadron Leader R.F. Broomhead
P/Lieut. L. J. Mitchell

A.F.S.C.

The A.O.A. stated that the object of the conference is to discuss the feasibility of putting No. 9 (IAF) Squadron into the line with 16 U.E. Aircoobra aircraft. The suggestion had come from HQ. IMAF and met with approval by Air Staff B.A.F.

The A.F.S.C. representatives gave the situation of the Aircoobra aircraft as follows:-

Of a total of 150 Aircoobra aircraft originally handed over by the U.S.A.A.F. to the I.A.F.:-

- (i) 50 are in the pool at Lecce.
- (ii) 36 are held by Nos. 10 and 12 I.A.F. Squadrons.
- (iii) 11 are at the I.A.F. O.T.U.
- (iv) 7 are under repair.
- (v) The remaining 46 aircraft have been written off.

There are therefore 50 aircraft available from which to arm No. 9 (IAF) Squadron and provide a backing for three Squadrons and training. Thus 34 aircraft will be held as a reserve and with a wastage rate of 21 aircraft per squadron per month the three Squadrons could be maintained for at least 3 months.

In addition there is a reserve of 28 engines, which would suffice for three months.

Tyre Situation

The supply of tyres and tubes for main wheels and nose wheels is likely to prove a limiting factor. At present the pool reserve aircraft at Lecce are being robbed. The situation now at Lecce is that of the 50 reserve aircraft quantity 44 main wheel tyres, quantity 36 inner tubes for main wheel, quantity 20 nose wheel tyres and quantity 15 nose wheel tubes are required to render the pool aircraft serviceable. It has been estimated that for two squadrons the monthly consumption of these items is 60 main wheel tyres and tubes and 40 nose wheel tyres and tubes. This matter has already been reported to IMAF (Algiers) with a view to obtaining supplies from other sources. AFSC MTO have negligible stocks.

Squadron Personnel

A.F.S.C. stated that there are enough pilots and ground crews available for the rearming of No. 9 Squadron. Reserve pilots are also available.

Mechanical Transport

So long as the squadron operates with the other two Squadrons there will be no transport problems with the exception of some specialist vehicles namely 2 Petrol bowlers and one fire crash tender.

Page 2.

Long Range Tanks

There appears to be a temporary shortage of long range tanks of which the consumption is estimated to be 50 per month per squadron. A demand for 100 is being met by A.F.S.C./MTO, but there is no assurance that further tanks will be available when required.

Ground Equipment

As regards specialist ground equipment and tool kits, the items now at Lecco would suffice for a third squadron, in view of the fact that the original issue from American sources was on a 3-Squadron basis.

R & R Party at Vis

To facilitate the work of the R & R Party at Vis, it is strongly recommended that at least one Fitter and Rigger, versed in the Airéobra maintenance, be attached to the R & R Party at Vis.

DISTRIBUTION

Internal:

A.O.C. SASO, CNO(AIR) ARMT AIR 1.
A.G.A.
S.O.A.
S.E.S.O.
S.Fng.C.
N.T.S.O.

RAF/3065/1/CRG + Ops. Records.
A.F.S.C. (4 copies)

External:

File
AIR FORCES SUB-COMMISSION, ALLIED COMMISSION,
ROME.

2A
CONFIDENTIAL.

26th March, 1945.

AFSC/558/ONG.

Dear

I have a report here from Air Vice-Marshal Aitken who has been down to IECOM, and says that as far as he can ascertain Chapman has not visited that station recently. Would you please make sure that Chapman spreads his visits out so that he covers all I.A.F. stations.

2. I think it would be a good thing if you exercise a fairly close control over the visits carried out by your Officers from Bari, as I feel that sometimes they are apt to spend too much time at the pleasant places, and vice-versa. I may be wrong.

Yours

WB

Wing Commander W.B. Royce,
Air Forces Sub-Commission,
Allied Commission, Bari.

4682

0704

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

785017

OUTGOING MESSAGE.

FROM: AIR FORCES SUB-COMMISSION, ALLIED COMMISSION, ROME.
TO: 63 STAGING POST, R.A.F. SARDINIA.

CONFIDENTIAL T.O.O 121100A MARCH 1945 P.99 (.)

FOR NOYME FROM BUSCARIET (.)

GENERAL DEFEVIN FRENCH AIR FORCE OF THE ALLIED COMMISSION IS VISITING YOU
TOWARDS END OF WEEK (.)

WOULD BE VERY GRATEFUL IF YOU WOULD LOOK AFTER HIM ESPECIALLY AS REGARDS
TRANSPORT (.)

TO BE ENCRYPTED
IF SENT BY W/T.

PRIORITY: ROUTINE

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

4681

