

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

785017

ACC

10000/135/209

INSPECTIONS OF
OCT. 1945 - JAN.

10000/135/209

INSPECTIONS OF IAM BY HIGH-RANKING OFFICERS
OCT. 1945 - JAN. 1947

From : Italian Air Ministry.

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

Date : 7th January, 47.

Ref : U7/696/29/Coll.

ALLIED CEREMONY ON THE 11th NOV. 1946

B.
Enclosed herewith for your information is a copy of the letter 1085/ord dated 11/11/46 from the 6th Group Battaglioni Command, concerning the reward made by the Allied Vice Commanding Officer of the Mediterranean to the 32nd A.M. Company, that on the 11th inst took part to the Allied Military parade which was carried out at Leghorn.

The Director
General. MONTI.



5100

10/1

9B
(t)

From : 6th Battaglioni Group Command.
To : 3rd Z.A.T. Command, Rome.
Date : 11/11/47
Ref : 1085//ord.

I inform you that this morning in spite of the bad weather, the Allied military parad took place, to which, besides a Company of Cadets of the Naval Academy, the 12th Army Company and 32nd I.A.F. Company took part. Both Companies were formed of 100 men each.

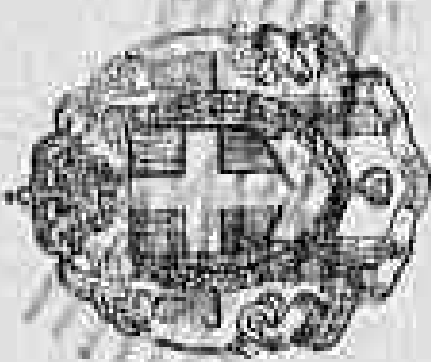
The units of the 6th Group have defiled off wonderfully in front of the Allied Vice Commanding Officer of the Mediterranean, by whom they were rewarded.

During a pause of the weather's inclemency the Companies went back across the town, while the population were showing their enthousiasm.

The Colonel Commanding
Carlo Sartori.

Mod. 1245

99
Roma, 11-4-47 10 Anno



Ministero dell'Aeronautica

DIREZIONE GENERALE DEL PERSONALE MILITARE

Ufficio Alleati

Divisione

Prot. N. 13/696/Allegati

11-4-47

Attila A.F.S.C. A.C.

(tramite Ministero Aeronautica)

Ufficio di Collegamento)

R O M A

Prospetto al Foglio del
Dir. Sp.

24

OGGETTO Cerimonia celebrativa Alleata dell'11 novembre 1946.-

Per opportuna conoscenza si trasmette copia del foglio n. 1085/ord. in data 11-11-1946 del Comando del 6° Gruppo Battaglioni, riguardante l'elogio rivolto dal VI ce Comandante Alleato del Mediterraneo alla 32ª Compagnia A.M. che il giorno 11 corrente ha partecipato alla parata militare alleata svoltasi a Livorno..

I L DIRETTORE

(Generale dc S.A.A. MCFTI)

47

Divisione Generale del Personale Militare

Ufficio Alleati

Divisione

Prot. N. 12.114/696/12.29 C.A.

(tramite Ministero Aeronautica
Ufficio di Collegamento)

R O M A

Risposta al Teleg. del

Dir.

Spz.

24.2

OGGETTO Cerimonia celebrativa Alleata dell'11 novembre 1946.-

Per opportuna conoscenza si trasmette copia del foglio n. 1085/ord. in data 11-11-1946 del Comando del 6° Gruppo Battaglioni, riguardante l'elogio rivolto dal Vice Comandante Alleato del Mediterraneo alla 32° Compagnia A.M. che il giorno 11 corrente ha partecipato alla parata militare alleata svoltasi a Livorno.

I I DIRETTORE

(Generale e Co S.A.A. 10111)

72

5099

6° GRUPPO BATTAGLIONI

in Comando -

n. 1085/ord. prot.

Castiglioncello, 11.11.1946

OGGETTO: Cerimonia celebrativa alleata dell'11.11.1946 -

AL COMANDO MILITARE TERRITORIALE VII
S.M. Uff. Op. Add. Ord. e Mobilit.

= FIRENZE =

AL COMANDO DELLA 3^a Z.A.T. - Uff. Alleati

= ROMA =

e per conoscenza:

AL COMANDO PRESIDIO MILITARE DI
(seg. fono 1082/ord. datato 10 corr.)

= LIVORNO =

Comunico che stamane, malgrado l'inclemenza del tempo, ha avuto luogo la parata militare alleata alla quale hanno partecipato, oltre ad una Compagnia Allievi dell'Accademia Navale, la Compagnia 12^a dell'Esercito e 32^a dell'Aeronautica, ciascuna costituita da 100 uomini tratti dalle varie unità del 6° Gruppo Battaglioni.-

I Reparti del 6° Gruppo si sono presentati ed hanno sfilato impeccabilmente, riscuotendo il caldo elogio del Vice Comandante Alleato del Mediterraneo, davanti al quale hanno sfilato muovendo ad entusiasmo la popolazione.-

Approfittando di una sosta della intemperie, ho fatto rientrare i reparti a piedi attraverso il nucleo centrale della città, dove riscuotevano appassionate acclamazioni.-

IL CODONNELLO COMANDANTE
F.to Carlo SARTORI

MINISTERO DELL'INTERNO

Direzione Personale Militare e Civile
Ufficio Alleati

e. e. e.

A CAPO UFFICIO

AL COMANDO MILITARE TERRITORIALE VII
S.M. Uff. Op. Add. Ord. e Mobilit.

AL COMANDO DELLA 3^a Z.A.T. - Uff. Alleati

e per conoscenza:

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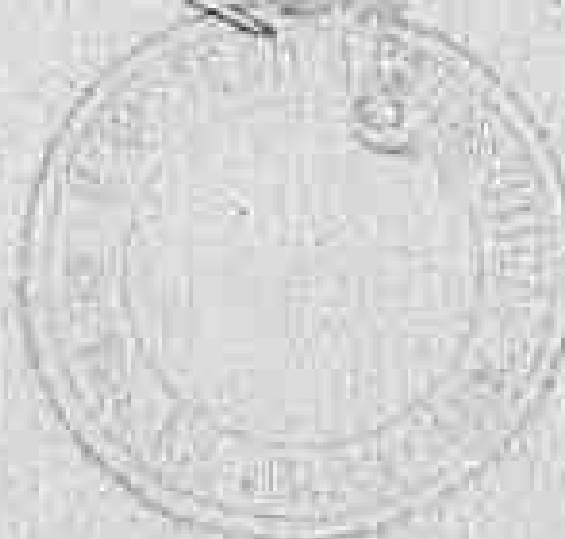
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IL CONDONNELLO COMANDANTE
F.to Carlo SARTORI

MINISTERO DELL'ARMAMENTO

Direzione Personale Ufficio di Stato
Ufficio Armamenti



S. E. C.

AL CANTO UFFICIO

(Copia per il Comandante)

Carlo Sartori

8A

From : Italian Air Force Headquarters
No. 1 Department
No. 1 Section for Operations and Training

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

Date : 8th December 1946

Ref. : 106585/op 14/12/3964 Coll.

Subject : VISIT OF AIR VICE MARSHAL JARJAL.
PARBLE AND BRODIE TO
THE UNITS AT LECCE.

Further to our conversation, the following programme for the visit of the above mentioned officers has been arranged.

At x hours, arrival at Lecce Airport, inspection of Air Crew Personnel and Section Commanders on parade in front of the H.Q. of the building of the Fighter Wing.

There follows an inspection of the buildings and equipment of the Units located on Lecce airport.

At x+1. hours, begins the aerial display during which the programme overleaf will be completed. After completion of the exercises the two officers will be invited to the officers mess for lunch.

THE CHIEF OF GENERAL STAFF

Translated by L.A.C. COSTIGAN

my 13/12

2459
14/12-78
358/12/12

5097

At x hours, take off of 5 M.C. 205 formations - ~~Aerobatics~~

At x+2 hours, " " " 4 M.C. 205 " - Attack

At x+3 hours, scheduled take off of 3 formations of 4 P. 38s each

At x+5 hours, P. 38s complete take off

At x+9 hours, 2 formations of 4 P. 38 make a right hand circuit of the drome
1 formation of 4 P. 38 "Escort flight"

From x+10 hours to x+15 hours 3 aerobatic turns by the M.C. 205 formation (loop the loop in V formation - Barrel Roll in formation - Change of formation - Double wheel in single line ahead)

At x+16 hours No. 2 formation of 4 P38s dives from about 1300 metres (4,500 ft)

At x+17 hours, the 4 P.38 escort planes are attacked by 4 M.C.205 planes until x+19 hours.

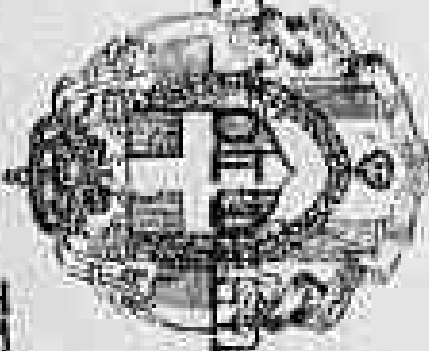
At x+20 hours low level attack by No. 2 formation of 4 P. 38s

At x+25 hours, Fly past of P. 38 formation in right echelon and 2 formations of M.C. 205s in V formation.

From x+27 hours to x+31 hours landing of 4 formations of 4 P. 38s

From x+32 hours to x+41 hours landing of the 9 M.C. 205s

An/al



REPUBBLICA ITALIANA

Stato Maggiore della Armata

I° REPARTO

1ª Sezione Operaz. e Addestr. to

Prot. N. 106583/1142

2/3964 Coll. Resp. al f. N. 2

OGGETTO Visita dell'Air V. Marschal DARBLE e BRODIE ai Reparti
di Lecce.

8 DIC. 1946

Roma. 19 A

ALL'AIR FORCES SUB COMMISSION
Allied Commission

R O M A

A seguito di quanto comunicato verbalmente si precisa
che in occasione della visita degli Ufficiali Generali in og-
getto è stato fissato il seguente programma:

- ora X arrivo all'Aeroporto di Lecce e rivista al personale
pilota e Capi Servizio schierati davanti al Comando Raggrup-
pamento Caccia - quindi visita agli impianti ed attrezzature
dei Reparti dislocati sul campo di Lecce.-
- ora X + 1 inizio dell'esercitazione aerea durante la quale
sarà sviluppato il tema dello specchio allegato.-

Dopo l'esercitazione le Autorità saranno ospiti al
Circolo Ufficiali ove consumeranno la colazione.-

IL CAPO DI STATO MAGGIORE

Verf. m. g.

5095

Il capo dello Stato Maggiore della Armata

STUDIO FIDUCIARIO DELLO STATO

Ore X decollo formazione di 5 Mc.205 _____ Acrobatica

Ore X+2.. " " 4 " " _____ Attacco

Ore X+ 3 inizio decollo di 3 formazioni di 4 P.38 l'una

Ore X+5 termine decollo P.38

Ore X+9.. 2 formazioni di 4 P.38 ala destra giro campo

1 formazione di 4 P.38 formazione scorta

Dalle ore X + 10 alle ore X + 15 - 3 figure acrobatiche della pattuglia di Mc.205 (Looping cuneo - Tonneau cuneo - Trasformazione - Doppia ruota in fila indiana)

Ore X+ 16 Inizio tuffo da 1300 metri circa di n.2 formazioni di 4 P.38.

Ore X+ 17 La scorta di una formazione di 4 P.38 subisce attacco di n.4 Mc.205 fino alle ore X ..+ 19

Ore X+ 20 Attacco a volo radente di n.2 formazioni di 4 P.38

Ore X+ 25 Passaggio formazione P.38 colonna di pattuglia in ala destra + colonna di 2 formazioni di Mc.205 a cuneo.

Ore X+ 25 - 3 formazioni di 4 P.38 chiedono terra.

Dalle Ore X + 27 alle ore X + 31 atterraggio di 3 formazioni di 4

P.38-

Ore X+ 3 inizio decollo di 3 formazioni di 4 P.38 l'una

Ore X+5 termine decollo P.38

Ore X+9.. 2 formazioni di 4 P.38 ala destra giro campo
1 formazione di 4 P.38 formazione scorta

Dalle ore X + 10 alle ore X + 15 - 3 figure acrobatiche della pattuglia di Mc.205 (Looping cuneo -Tonneau cuneo - Trasformazione - Doy= pia ruota in fila indiana)

Ore X+ 16 Inizio tuffo da 1300 metri circa di n.2 formazioni di 4 P.38.

Ore X+ 17 La scorta di una formazione di 4 P.38 subisce attacco di n.4 Mc.205 fino alle ore X ..+ 19

Ore X+ 20 Attacco a volo radente di n.2 formazioni di 4 P.38

Ore X+ 25 Passaggio formazione P.38 colonna di pattuglia in ala destra + colonna di 2 formazioni di MC.205 a cuneo.

Ore X+ 25 - 3 formazioni di 4 P.38 chiedono terra.

Dalle Ore X + 27 alle ore X + 31 atterraggio di 3 formazioni di 4 P.38-

Dalle ore X + 32 alle ore X + 41 atterraggio di n.9 Mc.205.-

5094

7A-

SUBJECT : Visit

LAND FORCES SUB COMMISSION
A.C. (M. M. I. A.) R O M E
A 331

Sept. 46

TO : Air Force Sub Commission (2)
9 B.L.U.

1. The GOC and GSO I (TRG) will be visiting the Cadet Accademy Camp, POTENZA on 25th and 26th Sept. 46.
2. Details of visit Attached at Appx. 'A'.

JHM/ml

Major General
Major General
M. M. I. A.

Internal : PA to GOC (2)
GSO I (Trg) (2)

D.D.

Action on X's on 7B please if not
already taken

24/9/46
D/D actions taken
letter 24/7/46 H.H.



5093

GOC &
 Programme of GSO I Tour from 25 Sept.... to... 26 Sept. 46.
 (Trg)

Agon
 letter

Serial No.	Date	From	Approx. time of dep.	To	Approx. time of arr.	Tpt. Arrange- ments.	Purpose of visit	Acon. arranged
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(j)
1.	25 Sept	ROME	0800	BARI	0930	X By air arranged by air Force Sub Comm.	-	-
2.	25 Sept	BARI	1000	POTENZA	1230	By road- Tpt to be arranged by 9 BLU	To see Comdt Military Academy	POTENZA 9 BLU to acon for
3.	26 Sept	R e m a i n P O T E N Z A				Tpt arranged by 9 B.L.U.	To see Bn. Exercise	-
4.	26 Sept	POTENZA	1400	BARI	1630	Tpt arranged by 9 B.L.U.	-	-
5.	26 Sept	BARI	1700	ROME	1830	X By air - Arranged by Air Force Sub Comm.	-	-

GOC &
 Programme of GSO Tour from 25 Sept.... to... 26 Sept. 46.
 (Trg)

Agenda 'A' to HQ AMIA
 letter No. A 331 Dated 13 Sept 46

	From	Approx. time of dep.	To	Approx. time of arr.	Tpt. Arrange- ments.	Purpose of visit	Accon. arranged by	Remarks
	(c)	(d)	(e)	(f)	(g)	(h)	(j)	(k)
pt	ROME	0800	BARI	0930	X By air arranged by air Force Sub Comm.	-	-	-
pt	BARI	1000	POTENZA	1230	By road- Tpt to be arranged by 9 BLU	To see Comdt Military Academy	POTENZA Hotel 9 BLU to book accon for GOC & GI (Trg)	-
pt	Remain		POTENZA		Tpt arranged by 9 B.L.U.	To see Bn. Exercise	-	-
pt	POTENZA	1400	BARI	1630	Tpt arranged by 9 B.L.U.	-	-	-
pt	BARI	1700	ROME	1830	X By air - Arranged by Air Force Sub Comm.	-	-	-

6A

From:- Air Forces Sub-Commission, Allied Commission, ROSE.
 To :- Italian Air Ministry, ROSE.
 Date:- 26th July, 1946.
 Ref :- AFSC/388/5/CRG.

VISIT OF DIRECTOR A.F.S.C. TO I.A.F. UNITS IN VENICE AREA.

On 22nd July, Air Vice Marshal BRODIE accompanied by General LALATA of 2nd Z.A.T. and two A.F.S.C. Staff Officers visited the seaplane bases of St. Andrea and Treportì, the San Nicolo airfield and the C.A.V. During the visit the following points were observed :-

2. St. Andrea. The base there seems suitable and may be ready for occupation in three or four weeks time.
3. There is a considerable amount of scrap metal in the framework of demolished hangars and it is thought this could be disposed of locally at a considerable profit.
4. In view of the rough winter weather normally experienced in Venice it is suggested that two mooring buoys should be placed near the entrance of the mooring basin and in lee of each shore so that the duty seaplane is always moored where the engines can be started without delay through towing.
5. It is expected, locally, that the seaplane detachment will move from Treportì to St. Andrea about the end of August.
6. TREPORTI. It was noticed that there is a serious shortage of launches at this base. It is understood this is due to lack of suitable motors and it is suggested that the Air Ministry should try to obtain Ford V.8 engines through A.R.A.R. These engines are considered suitable for the size of boat normally used at seaplane bases.
7. SAN NICOLO Airfield. Barrack accommodation is insufficient and to ease the situation it is suggested that the Italian Air Ministry shall ask the Italian Navy for the use of the Port San Nicolo (or part of it). It is situated on the edge of the airfield, about forty yards from the new I.A.F. barracks.
8. General Remarks. It appeared to me that the units visited were contented and efficiently run under competent senior officers. It was noted with pleasure that certain economies in personnel (and consequently expense) have been effected through the fusion of the Praesidium and the O.C. San Nicolo (C.A.V. etc). Presumably the O.C. San Nicolo will also command the Seaplane Detachment, administratively and for security.

Dr. S. J. R.
 C.F.O.
 S.E.O.

DD 3/6/46 29/7
 SSO

I. E. BRODIE,
 AIR VICE MARSHAL,
 DIRECTOR,
 AIR FORCES SUB-COMMISSION.

5A

OUTGOING SIGNAL

FROM : AIR FORCES SUB COMM, A.C. ROME
TO : A.F. SUB COMM, MILAN

UNCLASSIFIED A 923

FOR GROUP CAPTAIN JARMAN FROM BISDEE // YOUR MA 141 15 NOV
SM 95 TO PROCEED TO CENTOCILLE FOR INSPECTION IF NO MAJOR
DIFFICULTIES ENCOUNTERED // HEAD OF FIRM AUTHORIZED TO
ATTEND INSPECTION // YOUR MA 139 GOOD SHOW //

ROUTINE

WNB
W.M. BISDEE W/O
SENIOR STAFF OFFICER
A.F.S.C. ROME

5090

LRU V NEAV NR 150362 IMPORTANT
FROM A F SUB COMM (MIAMI (MILAN) 151100A
TO A F SUB COMM (ROME)
GR15 3H BT
MA141 UNRESTRICTED . FROM JARMAN TO BISHOP . PLEASE
SIGNAL INSTRUCTIONS REGARDING SENSE PARTICIPATION IN CENTOCELLE
INSPECTION
BT
SENTFNR 362 AT 1920A WS B2
R 1937 SR X



OK FAL CA W

N 35/15
3A
Air Force s/c

LRKE V MEAV IMPORTANT NR150073
 FROM A F SUB COM (MILAN) 1417G0B
 TO A F SUB COM (ROME)

QSH GR 33 BT
 MA 139 UNCLASSIFIED FROM JMWAN KXKX JARMAN TO BIGDER.
 YOUR A919 HAVE TEST FLOWN LOMBARDI VFL 5 TODAY. AIRCRAFT
 HANDLES WELL AND WILL BE AVAILABLE FOR DISPLAY ON NOV 19TH
 PARTICULARLY SUITABLE FOR LOW LEVEL DEMONSTRATION.
 BT 13/7.

JMA W
 BB K

SN SENT N1212A DHA B K
 RECD 1212 EB AR K K



151445

2A

OUTGOING SIGNAL.

From: - A.F. SUB COMM, ROME
TO :- A.F. SUB COMM, MILAN.

131200A.

A 919

UNCLASSIFIED (.) GROUP CAPTAIN JARMAN FROM BILDER (.) A.O.C. HAS
AUTHORISED ONE L.5 IF AVAILABLE TO BE FLOWN TO CENTOCHELLE FOR
DISPLAY TAKING PLACE ON NOVEMBER 19 (.)

W.N. Biddle W/C

W.N. BIDDLE, W/C.
SENIOR STAFF OFFICER
A.F.S.C., ROME.

HIGHLY IMPORTANT.

Copy to Italian Air Ministry
Files 43/Air
358/5/ORG. ✓

5087

From:- Air Vice Marshal I.E. Brodie, OBE. A.F.S.C. Rome

To:- Deputy Director.
Senior Equipment Officer.
Senior Staff Officer.
Senior Intelligence Officer.

Confidential

Date:- 30th October, 1945.

I enclose your letter.

Ref:- AFSC/385/Org.

I saw General Almondo-Cat this morning and gave him a copy of attached notes which were hurriedly prepared after my discussion last night with the C-in-C MED/ME.

2. I would be glad if you will look through the attached and let me know if you have any ideas for making improvements.

3. Will S.E.O. in his capacity of P.M.C. please let me know what arrangements can be made in respect of paragraphs 1 and 2. This should be done as soon as possible in order to get out invitations. I propose that the American and British Ambassadors be invited together with Admiral Stone, the Executive Commissioner and heads of Navy and Army Sub-Commissions and their deputies also Brigadier Brady (Air Attache to American Legation) and possibly the Italian Chiefs of Navy and Army Staff; my P.A. (Pilot Officer Smith) is preparing a list of people who should be invited. We will need confirmation of the number of people who can be seated in the Palace Ballroom if we have the film.

4. As regards the inspection and fly past at Centocelle on the 19th November will D.D. please say whether he would like either or both General Brady (Air Attache to American Legation) or Colonel Bolwell (A.F.H.Q. American Air Advisor) invited to attend; I expect the A.O.C. Air Headquarters Italy together with his S.A.S.O. (Air Commodore Hellings-Pett) will attend so we don't want to get more high ranking officers present than is absolutely necessary.

5. One of my objects in having a fly past and flying demonstration is to see whether the Italians can organise a thing of this sort for themselves and carry it out punctually and efficiently; I also wish the Italian Air Force to have a chance of showing its paces to Senior R.A.F. Officers in particular; also there is no doubt that a thing of this sort will raise the morale of the Italian Air Force and give them something else to think about besides their small salaries and politics etc. I see no reason why the flying part of the programme should not be done without jeopardising the Peace Negotiations as it is a purely military inspection of the I.A.F. as it is today - will D.D. please comment.

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

5086

NOTES ON THE MEETING WITH THE C-IN-C, R.A.F. MEDITERRANEAN AND MIDDLE EAST (AIR MARSHAL SIR CHARLES L. ST. JER, CBE, MC) TO ROME ON 11 18TH AND 19TH NOVEMBER, 1945

Subject to the possibility of other more pressing engagements, the C-in-C has consented to attend a social function in the Volpi Palace on the evening of 18th Nov. This will either take the form of a Cocktail Party from approximately 1800 to 2000 hours

or
the showing of a R.A.F. Film entitled "Air Plans" followed by snacks from approximately 2025 hours onwards.

The object of this function will be to:

5087

(i) meet Senior British, American and Italian Officials and it is probable that the Italian Air Minister and Chief of Air Staff together with about 25 officers selected by the Italian Air Ministry will be invited.

(ii) To inspect the Italian Air Force Station at Centocelle with particular reference to the arrangements for the Courier Service, living conditions and a review of detachments from all Operational Squadrons of the I.A.F. *to 19th Nov 45*

Consequently the programme for Centocelle that is suggested is that the C-in-C together with possibly the A.C.C., Air Headquarters Italy and with the Director and Deputy Director of A.F.S.C. to arrive at Centocelle in order to spend about half an hour seeing how the Military Courier Service aircraft are sent off and inspect accommodation available.

Then it is suggested that the C-in-C walks round detachments of aircraft in front of which the crews and mechanics should be lined up (as at Lecce on the occasion of Sir Guy Carrod's inspection during the summer).

Then the C-in-C to be shown the living accommodation, equipment store, M.F. workshops, Signals workshops and any other place of interest which the C.A.S. would wish him to visit.

Then a fly past by the special detachments from the operational squadrons witnessing the take off but not necessarily the landing (in order to save time). During the fly past it is suggested that 3 aircraft from each of the *fighter* squadrons, Bomber/transport squadrons with one aircraft from each squadron in reserve in case one of the aircraft does not take off; the reserve aircraft should taxi to take off and if not required return to standing. The fly past is to be in the direction East to West rather than North to South in order to avoid flying over Ciampino and to be at a height of not less than 1,500 feet; interference of aircraft landing or taking off at Ciampino is at all cost to be avoided.

For the fly past ^{part} of the inspection safety first must be the first consideration and it is emphasised that observation of flying control regulations and flying discipline must be strictly complied with. It may be necessary in order not to complicate things too much at Centocelle to land aircraft at del'Uva or ^{at the} ~~at the~~ ^{guidance} as convenient.

During the fly past part of the programme it might be considered whether or not the following demonstrations should take place:

(1) meet Senior British, American and Italian Officials and it is probable that the Italian Air Minister and Chief of Air Staff together with about 25 officers selected by the Italian Air Ministry will be invited.

(ii) To inspect the Italian Air Force Station at Centocelle with particular reference to the arrangements for the Courier Service, living conditions and a review of detachments from all Operational Squadrons of the I.A.F. *to 1948/49*

Consequently the programme for Centocelle that is suggested is that the C-in-C together with possibly the A.O.C., Air Headquarters Italy and with the Director and Deputy Director of A.F.S.C. to arrive at Centocelle in order to spend about half an hour seeing how the Military Courier Service aircraft are sent off and inspect accommodation available.

Then it is suggested that the C-in-C walks round detachments of aircraft in front of which the crews and mechanics should be lined up (as at Lecce on the occasion of Sir Guy Garrod's inspection during the summer).

Then the C-in-C to be shown the living accommodation, equipment store, M.T. workshops, signals workshops and any other place of interest which the C.A.S. would wish him to visit.

Then a fly past by the special detachments from the operational squadrons witnessing the take off but not necessarily the landing (in order to save time). During the fly past it is suggested that 3 aircraft from each of the *Regia Aeronautica*, *Battaglione*, *Battaglione* and *Battaglione* Squadrons with one aircraft from each squadron in reserve in case one of the aircraft does not take off; the reserve aircraft should taxi to take off and if not required return to standing. The fly past is to be in the direction East to West rather than North to South in order to avoid flying over Ciampino and to be at a height of not less than 1,500 feet; interference of aircraft landing or taking off at Ciampino is at all cost to be avoided.

For the fly past ^{part} of the inspection safety first must be the first consideration and it is emphasized that observation of flying control regulations and flying discipline must be strictly complied with. It may be necessary in order not to complicate things too much at Centocelle to land aircraft at *del'Urbe* or *del'Urbe* as convenient.

During the fly past part of the programme it might be considered whether or not the following demonstrations should take place:

- (i) A flight of 3 or 4 fighters attacking one Bomber/Transport aircraft ~~in~~ e.g. SM.79 or Baltimore. The latter should not, for safety purposes, indulge in manoeuvres other than gentle avoiding action such as cork-crawling.
- (ii) Two fighters i.e. Spitfires or Me109 in single air combat for a period not exceeding 5 to 10 minutes.
- (iii) A low bombing demonstration without dropping bombs on a ground objective; the direction of the attack to be East to West in order to avoid interference over Ciampino.
- (iv) As in (iii) above but fighters instead of bombers without firing of guns.

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Suggest that all Squadron Commanders be present (and that they attend the function at the Volpi Palace the evening before).

Suggest that the best aircrews be selected for the inspection with a view to demonstrating the Italian Air Force at its best.

No publicity in the press or elsewhere is to be given to these functions.

The points to look out for are to ensure smartness in dress which should be working dress for flying and maintenance crews, cleanliness of personnel, buildings and in the vicinity of the buildings, short hair.

The whole time spent by the C-in-C at Centocelle should be not longer than approximately 2 hours to which can be added if desired a social gathering for about 20 minutes in the Officer's Mess or elsewhere. Suggest that the programme starts at approximately 0930 hours but this depends on timing of inspection of Military Courier aircraft taking off, in which connection it is not necessary for C-in-C to see all aircraft take off.

In order to save as much walking about as possible the aircraft and crews to be inspected should be parked separately to aircraft not being used in this inspection. It is however suggested that one of each type of aircraft with I.A.F. personnel should be on view e.g. M.95, if practicable, G.12 etc.

In order to save petrol and flying times, it is advisable that the fly past be arranged so that each flight takes off, does part of a circuit and then flies past landing elsewhere than at Centocelle except for the last flight which should land at Centocelle to demonstrate the capability of Italian pilots making landings.

It is highly desirable that the fly past should not interfere with taking off and landing of Military Courier Services, it should be fitted in between the period during which most of the Courier aircraft will be taking off and the time in which they will be coming in; if necessary arrangements will be made for a Courier aircraft coming into Rome to be diverted to either Littorio or Ciampino (British Staging Post side).

The above is a tentative suggestion and it is desired that detailed arrangements be made by the I.A.F. although, if any guidance is required, the A.F.S.C. will advise; the programme of the inspection and fly past all precautions are to be observed by the flying crews and copies of the programme are to be submitted to the A.F.S.C. for distribution amongst the visiting Allied Officers. The most careful attention must be given to the briefing of air crews for the fly past in order to ensure safety and punctuality in which connection it will be as well to point out to the aircrews that in war more risks particularly in ground strafing can be taken than in peace time (especially in a flying demonstration).

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