

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

785017

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IAF SIGNALS PERSONNEL  
FEB. - JULY 1946

May 1

Director  
S.S.O.

May 27/56

Reference envelope 2A. I have spoken to Colonel

Remondino. The minimum amount of personnel that  
it had to Venetia can possibly see the communications  
side of the I.A.F. would be 3000 men. May I have  
your comments before replying to the I.A.F.

21/6/56.

A. B. C. S/O

6A

Extract from APO/351/033. For File No. APO/503/8333.

"5. Director of Signal. The Minister has no intention of putting a General above a Colonel who is doing a good job well, for example he has no intention of putting an ably superior to De Veneturi."

64

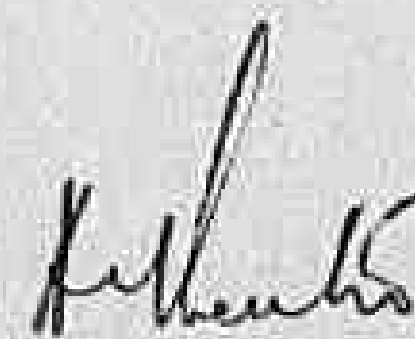
5A

From : Air Forces Sub-Commission, A.C. ROME.  
To : Italian Air Ministry -  
COL. REMONDINO.  
Date : 11th July, 1946.  
Ref. : AFSC/AIR/S.508/SIGS.

ITALIAN AIR FORCE PERSONNEL ON TELECOMMUNICATIONS AND AIRCRAFT  
SAFETY SERVICE

Reference your 202592/od15/2345/Col1, dated 28th June, 1946.

2. Our letter reference AFSC/S/500/SIGS, dated 25th June, 1946, should be considered the direct reply to your letter.
3. Your attention is drawn to para 6 of our letter and your reply is awaited.

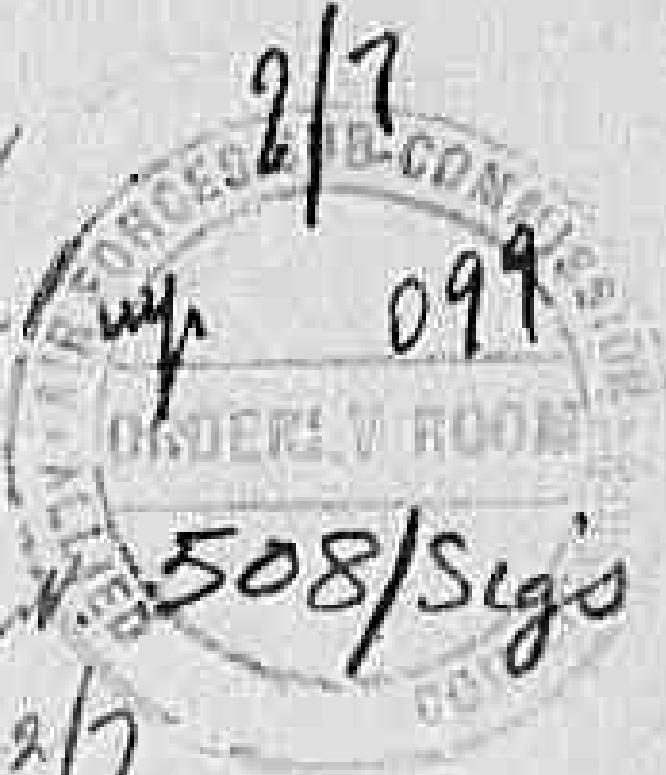


A. G. SALTER, S/LDR.,  
FOR AIR VICE MARSHAL,  
DIRECTOR,  
A.P.S.C.

6471

4A  
(t)

*one*  
3A should be considered  
as reply to their - pt inform  
Colm Remondino's company  
in writing - pass to  
Sup & that for info to JMS 2/7  
See 2A



From : Italian Air Force  
"Stato Maggiore"  
2nd Section, Rome.  
To : AFSC, AC, Rome.  
Date : 28th June, 1946  
Ref : 202592/od15/2354/Coll.

Subject: Italian Air Force personnel on  
Telecommunications and Aircraft Safety Services.

1. To carry out telecommunications and Aircraft Safety duties in general and in particular,
  - 1) International services recently requested to Italy during the Paris Conference in May 1946.
  - 2) suggested installation of 2 "G" chains (Milan and Rome)
  - 3) Radar defence Sections.
  - 4) taking over Airfields at present controlled by Allied personnel.

it is necessary for the Italian Air Force to dispose of the following personnel:

Branches:	Personnel Required.			
	Officers.	Perthita Aerea	For Ground Service	Total
A.A.r.n. (Pilots)		20	60	80
A.A.r.sp Marconisti Operatori		20	68	88
A.A.r.sp. Wireless Operators		10	62	72
A.A.r.sp. Wireless Mechanics		1	35	36
G.A.r.i. 6th Forecasters		30	120	150
G.A.r.i. 3rd Technical engineers		10	32	42
G.A.r.a.t. R.T.E. Technicals		20	10	30
G.A.r.a.t. Meteorological		85	195	280
<b>Total Officers:</b>		<b>196</b>	<b>582</b>	<b>778</b>
<b>N.C.O.'s</b>				
A.A.r.sp. Wireless Operators		180	577	757
A.A.r.sp. Wireless Mechanics		70	142	212
A.A.r.sp. Electricians		--	184	184
G.A.r.a.t. R.T.E. Technicals		40	8	48
G.A.r.a.t. Meteorological		160	290	450
<b>Total N.C.O.'s</b>		<b>400</b>	<b>2209</b>	<b>2609</b>

<u>Branches:</u>	Personnel Required		
	For Unit Aerea	For Ground Service	Total
<u>O.R.'s.</u>			
A.A.r.sp. Wireless Operators	200	1192	1392
A.A.r.sp. Wireless Mechanics	200	383	583
A.A.r.sp. Electricians	--	634	634
Total O.R.'s	400	2209	2609
<u>GENERAL TOTAL</u>	1026	3992	5018

2. Personnel suggested for the "Unita Aerea" must be in the Service, as well as at least 25% of the ground personnel. Regarding the remaining personnel it is suggested to employ civilians. Therefore, of 5018 men required for the Telecommunications and Aircraft Safety Branches, 2024 must be servicemen and 2994 civilians.
3. The corresponding law arrangements for the transfer of military personnel to civilian status are being studied.
4. Pending the promulgation of the above law, and in order not to hamper the normal functioning of the services the Italian Air Force is therefore forced to employ military personnel only.
5. Taking into consideration the top strength figure for personnel serving with the Italian Air Force, it is evident that it will be impossible to increase it by 5018 men assigned to solely Telecommunications and Aircraft Safety duties.
6. Until such time as the arrangements referred to in para 3, come into effect, it is necessary to consider the 75% of ground personnel for the Telecommunications Branch, as an excess number to the figure laid down for the Italian Air Force.
7. Your kind reply on the above is awaited.

(Col Remondino)

5/7/46 no comment's *and sp.*  
 8/7/46 no comment's *and sp.*  
 8/7/46 no comment's *and sp.*

6469

G/VC.

Re, 11 28 Oct. 1946

4A

STATO MAGGIORE AERONAUTICA MILITARE

II REPARTO - ORDINAMENTO

-----0-----

Sezione Ordinamento

ALL' A. F. S. C. - A. C.

(Tramite UFFICIO DI COLLEGAMENTO)

= R O M A =

Prot. N° 202592/ed. 15/2354 E.L.

OGGETTO: Personale dell'Aeronautica Militare Italiana per il servizio delle Telecomunicazioni e Assistenza al Volo.-

1°) - Per l'assolvimento dei compiti interessanti il servizio delle Telecomunicazioni e Assistenza al Volo in genere, e per quelli risultanti in particolare da :

- 1)- servizi internazionali recentemente richiesti all'Italia nella conferenza di Parigi del maggio 1946;
- 2)- previsto impianto delle due catene G.E.E. (Milano e Roma);
- 3)- settori difensivi R A D A R ;
- 4)- ripresa di possesso di Aeroporti finora gestiti da personale Alleato;



Prot. No 202592 / ed. 15/2354 coll.= R O M A =

OGGETTO: Personale dell'Aeronautica Militare Italiana per il servizio delle Telecomunicazioni e Assistenza al Volo.-

1°) - Per l'assolvimento dei compiti interessanti il servizio delle Telecomunicazioni e Assistenza al Volo in genere, e per quelli risultanti in particolare da :

- 1)- servizi internazionali recentemente richiesti al l'Italia nella conferenza di Parigi del maggio 1946;
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- 3)- settori difensivi R A D A R ;
- 4)- ripresa di possesso di Aeroporti finora gestiti da personale Alleato;

occorre che l'Aeronautica Militare Italiana <sup>0468</sup> ~~abbia~~ di-  
sposizione, per l'impiego, il seguente personale :

/.....

== 2 ==

*Personnel Required*

C A T E G O R I E	FABBISOGNO	
	per Unità Servizi	TOTALE
	Aerea	TERRA
	per UNITÀ a terra	TOTALE
<b>- UFFICIALI - OFFICERS -</b>		
A.A.R.n. (Pilots) (P.I.P.T.S.)	20	60
A.A.R.sp. Categ. Marconisti Operatori (Operators)	20	68
A.A.R.sp. Categ. Marconisti Meccanici (Mechanics)	10	62
A.A.R.sp. Categ. Elettrecisti (Electric) E.U.F.R.N.I.H.A.N.	1	35
G.A.R.i. 6^ Categoria (Forecasters)	30	120
G.A.R.i. 3^ Categoria (Technical engineers)	10	32
G.A.R.a.t. Categoria R.T.E. (Technical)	20	10
G.A.R.a.t. Categoria Meteo (Meteorological)	85	195
<b>Totale Ufficiali</b>	<b>196</b>	<b>582</b>
<b>- SOTTUFFICIALI - N.C.O.A.</b>		
A.A.R.sp. Categ. Marconisti Operatori (Radio Operators)	180	577
A.A.R.sp. Categ. Marconisti Meccanici (Mechanics)	70	142
A.A.R.sp. Categ. Elettrecisti (Electricians)	—	184
G.A.R.a.t. Categ. R.T.E. (Technical)	40	8
G.A.R.a.t. Categ. Meteo (Meteorological)	140	290
<b>Totale Sottufficiali</b>	<b>430</b>	<b>1201</b>
<b>Totale N.C.O.A.</b>		<b>1631</b>
<b>- TRUPPA - C.R.</b>		
A.A.R.sp. Categ. Marconisti Operatori (Radio Operators)	200	1192
A.A.R.sp. Categ. Marconisti Meccanici (Mechanics)	200	383
A.A.R.sp. Categ. Elettrecisti (Electricians)	—	634
<b>Totale Truppa</b>	<b>400</b>	<b>2209</b>
<b>TOTALE GENERALE</b>	<b>1026</b>	<b>3992</b>
<b>GENERAL TOTAL</b>		<b>5018</b>

2°) - Il personale previsto per l'Unità Aerea deve essere necessariamente militare, come anche almeno il 25 % di quello a terra.

6467

Per il personale previsto l'impianto di elementi civili

Unità Servizi	Aerea	zivi a terra	TOTALE
<b>UFFICIALI - OFFICERS</b>			
A.A.R.n. (Pilots) (P.O.T.S.)	20	60	80
A.A.R.sp. Categ. Marconisti Operatori (Operators)	20	68	88
A.A.R.sp. Categ. Marconisti Meccanici (Mechanics)	10	62	72
A.A.R.sp. Categ. Elettrocisti (Electric) (ELECTRICIANS)	1	35	36
G.A.R.i. 6ª Categoria (Forecasters)	30	120	150
G.A.R.i. 3ª Categoria (Technical engineers)	10	32	42
G.A.R.a.t. Categoria R.T.E. (Technicals)	20	10	30
G.A.R.a.t. Categoria Meteo (Meteo) (METEOROLOGICAL)	85	195	280
<b>TOTALE UFFICIALI</b>	<b>196</b>	<b>582</b>	<b>778</b>
<b>SOTTUFFICIALI - N.C.O.s</b>			
A.A.R.sp. Categ. Marconisti Operatori (OFFICERS OPERATORS)	180	577	757
A.A.R.sp. Categ. Marconisti Meccanici (OFFICERS MECHANICS)	70	142	212
A.A.R.sp. Categ. Elettrocisti (OFFICERS ELECTRICIANS)	—	184	184
G.A.R.a.t. Categ. R.T.E. (OFFICERS TECHNICALS)	40	8	48
G.A.R.a.t. Categ. Meteo (OFFICERS METEOROLOGICAL)	140	290	430
<b>TOTALE SOTTUFFICIALI</b>	<b>430</b>	<b>1201</b>	<b>1631</b>
<b>TRUPPA - C.R.s</b>			
A.A.R.sp. Categ. Marconisti Operatori (C.R.s OPERATORS)	200	1192	1392
A.A.R.sp. Categ. Marconisti Meccanici (C.R.s MECHANICS)	200	383	583
A.A.R.sp. Categ. Elettrocisti (C.R.s ELECTRICIANS)	—	634	634
<b>TOTALE TRUPPA</b>	<b>400</b>	<b>2209</b>	<b>2609</b>
<b>TOTALE GENERALE</b>	<b>1026</b>	<b>3992</b>	<b>5018</b>
<b>GENERAL TOTAL</b>			

2°) - Il personale previsto per l'Unità Aerea deve essere necessariamente militare, come anche almeno il 25 % di quello a terra. -  
 Per il restante personale è previsto l'impiego di elementi civili. -  
 Ne consegue, pertanto, che, delle n. 5018 unità necessarie per il servizio delle Telecomunicazioni e Assistenza al Volo, n. 2024 devono essere militari e n. 2994 possono essere civili. -

o/.....

- 3°) - Per il conseguente necessario passaggio dei militari nei ruoli civili sono allo studio le relative disposizioni di Legge.
- 4°) - Nell'attesa, però, che le predette disposizioni di Legge abbiano pratica attuazione, ed al fine di non compromettere il normale svolgimento dei servizi previsti, l'Amministrazione Aeronautica deve necessariamente impiegare tutto personale militare.
- 5°) - Considerata la limitata entità numerica complessiva di uomini che l'Aeronautica può attualmente tenere in servizio, appare evidente l'impossibilità di stornare da essa ben 5018 unità unicamente per i servizi interessanti le Telecomunicazioni e l'Assistenza al Volo.
- 6°) - In relazione a quanto sopra si rappresenta a codesta A.F.S.C. la necessità che - fino a quando non saranno attuati i provvedimenti di cui al paragrafo 3°) - il 75 % del personale previsto a terra per le Telecomunicazioni, sia considerato in soprannumero rispetto alle unità attualmente concesse all'Aeronautica Militare Italiana.
- 7°) - Si resta in attesa di cortese riscontro a quanto innanzi prospettato.

CAPO DI STATO MAGGIORE  
d'ordine

6466

IL SOTTOCAPO DI STATO MAGGIORE  
DELLA R. AERONAUTICA

BEST COPY POSSIBLE

FROM: AIR FORCE RE-COMMISSION,  
ALLIED COMMISSION, ROE.

TO: ITALIAN AIR MENEMY (2 OFFICERS).

DATE: 25TH JUNE, 1946.

REF: AFSC/3.500/SIGS.

STRENGTH OF PERSONNEL IN THE ITALIAN AIR  
FORCE.

Acting upon my instructions the Signals Officer of the A.F.S.C. (S/Mr. Ray) has been in touch with the Senior Signals Officer of the Italian Air Ministry (Lt/Col. de Vincenti) with a view to determining the strength of officers and other personnel required in the Italian Air Force for the purpose of operating and maintaining communication and aircraft flying assistance, which includes the meteorological service.

2. I understand that the present strength is about 2,000, and that the strength required is about 6,000, of whom about half (namely 3,000) will be required for International Civil Aviation purposes, and the other half in the Communications Branch of the Italian Air Force.

3. It is important that the above-mentioned services shall be made fully effective as early as possible, (including Radar Defence Sectors when the equipment is available, and 2 'C' chains if provided). It would seem, however, that without increasing the overall strength of personnel (above 3,000) it may not be easy to allot the full strength of personnel required by your Senior Signals Officer.

4. I regret that it will not be possible for authority to be obtained for any increase in the total strength above 3,000, but I think that permission might be forthcoming from higher authority for a proportion of signals staff (say 3,000) to be held against the allotment of Italian Air Force personnel known as AM-INS and AM-ITS, pending the formation of the Italian Civil Air Services Organisation - because in effect the Italian Air Force has taken over considerable responsibilities which were formerly those of the Allied Air Forces.

5. Another way out of the difficulty might well be by the further cutting down of redundant units and mechanics employed upon the repair and maintenance of obsolescent and obsolete Italian Aircraft. For example, it is for you to decide whether it is necessary to retain a number of guards at wrecked air stations such as Vitorbo, which might perhaps be turned over to the local civilian Government - at a price.

6. I would be glad of your views on this subject and would like to discuss it in conference with the Capo Stato Maggiore and such staff officers as may be required by the Italian Air Ministry and ourselves.

AFSC/3.500/27/6

3A

## STRENGTH OF PERSONNEL IN THE ITALIAN AIR FORCE.

Acting upon my instructions the Signale Officer of the A.F.S.C. (S/Mr. Fay) has been in touch with the Senior Signale Officer of the Italian Air Ministry (Lt/Col. de Vincenti) with a view to determining the strength of officers and other ranks required in the Italian Air Force for the purpose of operating and maintaining communication and aircraft flying assistance, which includes the meteorological services.

2. I understand that the present strength is about 2,000, and that the strength required is about 6,000, of whom about half (nearly 3,000) will be required for International Civil Aviation purposes, and the other half in the Communications Branch of the Italian Air Force.

3. It is important that the above-mentioned services shall be made fully effective as early as possible, (including Radar Defence Sectors when the equipment is available, and 2 'C' chains if provided). It would seem, however, that without increasing the overall strength of personnel (above 31,000) it may not be easy to allot the full strength of personnel required by your Senior Signale Officer.

4. I regret that it will not be possible for authority to be obtained for any increase in the total strength above 31,000, but I think that permission might be forthcoming from higher authority for a proportion of signals staff (say 3,000) to be held against the allotment of Italian Air Force personnel known as IM-LES and IS-LES, pending the formation of the Italian Civil Air Services Organisation - because in effect the Italian Air Force has taken over considerable responsibilities which were formerly those of the Allied Air Forces.

5. Another way out of the difficulty might well be by the further cutting down of redundant units and mechanics employed upon the repair and maintenance of obsolescent and obsolete Italian Aircraft. For example, it is for you to decide whether it is necessary to retain a number of guards at wrecked air stations such as Viterbo, which might perhaps be turned over to the local civilian Government - at a price.

6. I would be glad of your views on this subject and would like to discuss it in conference with the Capo Stato Maggiore and such staff officers as may be required by the Italian Air Ministry and ourselves.

Added from 27/6

SSO my 27/6

Sip

Quik 27/6

Wf 1/7

*[Handwritten signature]*

L.E. BROOME,  
AIR VICE-MARSHAL,  
DISBURS,  
AIR FORCE

2A  
(T)

From : Communications and A/C Flying Assistance  
Directorate, Personnel Office, Rome.

To : S/LDR RAY,  
Airforces Subcommittee,  
Allied Commission, Rome.

Date : 8th June, 1946.

Ref : 12781/01



I would like to draw your attention to the number of personnel required for the Communications and A/C Flying Assistance of the Italian Air Force.

Bearing in mind:

- a) The International services recently requested to Italy during the Paris Conference in May 1946,
- b) The two G.S.E. chains (Milan and Rome) to be installed in the near future and the personnel for which should already initiate training,
- c) Defensive RADAR Sectors, personnel for which should already initiate training,
- d) Release of Airfields and services at present in use by the Allies, the personnel required for the Communications and A/C Flying Assistance Services is shown below:

	Personnel Organic Required		Serving at present			Shortage			
	U.S.A.	Ground Total	U.S.A.	Ground	Total	U.S.A.	Ground	Total	
<b>OFFICERS</b>									
Pilots	20	60	4	13	17	16	47	63	
Forecasters	30	120	4	66	70	26	54	80	
Tech. Engin	10	32	7	17	24	3	15	18	
Technicals	20	10	-	11	11	20	41	19	
Radio	85	195	7	103	110	73	92	170	
Operators	20	68	6	23	29	14	45	65	
Mechanics	10	62	2	5	7	8	57	65	
Electric	1	35	1	6	7	-	29	29	
<b>TOTAL</b>	<b>196</b>	<b>582</b>	<b>31</b>	<b>244</b>	<b>275</b>	<b>165</b>	<b>339</b>	<b>504</b>	

(cont)



(cont)

	Personnel Required		Organic Total	Serving at present			Shortage		
	Un.A.	Ground		Un.A.	Ground	Total	Un.A.	Ground	Total
<u>N.C.O.</u>									
Technicals	40	8	48	-	3	3	40	5	45
Meteo	140	290	430	6	114	120	134	176	310
Operators	180	577	757	207	583	790	+27	+6	+33
Mechanics	70	142	212	9	12	21	61	130	191
Electric.	-	184	184	72	217	289	+72	+33	+105
<b>TOTAL</b>	<b>430</b>	<b>1201</b>	<b>1631</b>	<b>294</b>	<b>929</b>	<b>1223</b>	<b>235</b>	<b>311</b>	<b>546</b>
<u>OTH. RANKS</u>									
Operators	200	1192	1392	151	296	447	49	396	945
Mechanics	200	303	503	4	6	10	196	377	573
Electric.	-	634	634	22	83	105	+22	507	529
<b>TOTAL</b>	<b>400</b>	<b>2209</b>	<b>2629</b>	<b>177</b>	<b>385</b>	<b>562</b>	<b>245</b>	<b>1780</b>	<b>2025</b>

The personnel to be provided for the "Unita Aerea" must be military personnel, approx. 25% of the ground personnel, the remaining 75% could be civilians.

The various law arrangements for the transfer of military personnel to civilian status are being studied and it is foreseen that before the end of this year the personnel will be classified in the appropriate Branch and Trade and receive an economic treatment based on the attributed charges and the rank held during the military service.

Pending however, the settlement of these arrangements all the personnel to be employed in civil aviation traffic (Italian or International) will be placed on the civilian roll and give up a military career, it is necessary <sup>NOT TO HOLD UP THE</sup> services and that the personnel should be recalled for military service for the next six months.

The Minister and the Chief of the Air Staff not wishing to increase the figure of 31,000 men laid down by the Allies, have objected to retain and recall in the service the Communications and Flying Assistance personnel in excess to the bare necessities of the Air Force <sup>6463</sup> and are not prepared to alter their policy in order to facilitate the Flying Assistance Services for Civil aviation.

In order to improve the situation which has now reached a dead line, and to avoid grave disruption of services which would cause serious international repercussions I shall be very grateful if you will

Kindly take this matter up and suggest the following proposal to Air Vice Marshal Brodie:

Pending the settling up of the laws which will bring into effect the transfer of all the military personnel of the Communications and Flying Assistance Services, to civilian status, to authorise the Italian Air Force to keep in excess of the figure of 91,000 men, 75% of the ground personnel of the Communications Section.

Without this solution the Communications Directorate will have to renounce to all the plans ~~for the enlargement of~~ the Communications and Flying Assistance Services, including also the services mentioned in para a, b, c, and d, of this memorandum.

/s/ Lt. Col. L. DeVincenti

The present strength is 2000, the strength required to maintain efficient communications is 6000. The difference being 4000; they wish to retain 75% of 4000 men in the communications branch of the I.A.F.

2/6

1/1/6

6462

He means  
75% of  
4000

1626

DIREZIONE DELLE COMUNICAZIONI  
E ASSISTENZA DEL VOLO  
UFFICIO PERSONALE

12781/01

9 GIU. 1946

2A

PROMEMORIA DI SERVIZIO  
per lo S/L R.A.Y - A.F.S.C.

Mi onoro richiamare la Sua attenzione sulle necessità quantitative del personale delle Comunicazioni e Assistenza al Volo dell'Aeronautica.

Tenuto conto:

- a) - dei Servizi internazionali recentemente richiesti all'Italia nella Conferenza di Parigi - Maggio 1946;
- b) - delle due catene G.E.E. (Milano e Roma) da impiantare in un prossimo futuro e per le quali é bene addestrare fin d'ora il personale;
- c) - dei Settori difensivi RADAR, per i quali é bene addestrare fin d'ora il personale;
- d) - della cessione di Aeroporti e Servizi vari finora gestiti dagli Alleati;

6461

il personale occorrente al Servizio delle Comunicazioni e Assistenza al Volo é quello dell'allegato specchio:

	FABBISOGNO		TOTALE	IN SERVIZIO			DEFICIENZE		
	Un.A	Terra	ORGANICO	Un.A	Terra	Totale	Un.A	Terra	Totale
<b>OFFICERS</b>									
Pilots	20	60	80	4	13	17	16	47	63
Forecasters	30	120	150	4	66	70	26	54	80
Tecn. Engin.	10	32	42	7	17	24	3	15	18
Technicals	20	10	30	-	11	11	20	+1	19
Meteo	85	195	280	7	103	110	78	92	170
Operators	20	68	88	6	23	29	14	45	59
Meccanics	10	62	72	2	5	7	8	57	65
Electric.	1	35	36	1	6	7	-	29	29
<b>TOTALE</b>	<b>196</b>	<b>582</b>	<b>778</b>	<b>31</b>	<b>244</b>	<b>275</b>	<b>165</b>	<b>339</b>	<b>504</b>
<b>N.C.O</b>									
Technicals	40	8	48	-	3	3	40	5	45
Meteo	140	290	430	6	114	120	134	176	310
Operators	180	577	757	207	583	790	+27	+6	+33
Meccanics	70	142	212	9	12	21	61	130	191
Electric.	-	184	184	72	217	289	+72	+33	+105
<b>TOTALE</b>	<b>430</b>	<b>1201</b>	<b>1631</b>	<b>294</b>	<b>929</b>	<b>1223</b>	<b>235</b>	<b>311</b>	<b>546</b>
<b>OTH. RANKS</b>									
Operators	200	1192	1392	151	296	447	49	896	945
Meccanics	200	383	583	4	6	10	196	377	573
Electric.	-	634	634	22	83	105	+22	507	507
<b>TOTALE</b>	<b>400</b>	<b>2209</b>	<b>2609</b>	<b>177</b>	<b>385</b>	<b>562</b>	<b>245</b>	<b>1780</b>	<b>2025</b>

1627

Il personale previsto per l'Unità Aerea dovrà essere militare, come pure, all'incirca il 25% del personale a terra, il rimanente 75% potrebbe passare civile.

Per tale passaggio da militare a civile sono già allo studio le varie disposizioni di legge e si prevede che entro la fine del corrente anno il personale potrebbe trovare la sua giusta sistemazione nei Ruoli - Categorie e Trattamenti economici previsti in base alle mansioni esplicate e al grado ricoperto da militare e da ricoprire da civile.

Nell'attesa però che tale sistemazione abbia luogo e che quindi tutto il personale che verrà adibito al traffico della Aviazione Civile (Italiana o Internazionale) venga transitato nel ruolo civile abbandonando la sua carriera militare, è necessario che i servizi non vengano sospesi e che quindi il personale sia richiamato in servizio ancora come militare per questi altri 6 mesi.

Il Ministro e il Capo di Stato Maggiore dell'Aeronautica giustamente preoccupati di non oltrepassare la cifra delle 31 mila unità previste dagli Alleati, hanno fatto opposizione al mantenimento e al richiamo in Servizio del Personale delle Comunicazioni e Assistenza al Volo in eccedenza alle più strette necessità dell'Aeronautica Militare ora operante e non desiderano deviare dalla loro linea di condotta per facilitare l'espletamento dei Servizi di Assistenza al Volo propri dell'Aviazione Civile.

Lo scrivente per sanare questa situazione, giunta ormai ad un punto morto da qualche mese, onde non incorrere in gravi disservizi con incalcolabili ripercussioni internazionali La prega di prendere seriamente a cuore la questione prospettandola al Signor V. Maresciallo Brodie, con la seguente proposta:

In attesa che siano approntate le leggi relative al passaggio da militari a civili di tutto il personale delle Comunicazioni e Assistenza al Volo, autorizzare l'Aeronautica a tenere in soprannumero sulle 31.000 Unità il 75% del personale a terra delle Comunicazioni.

Senza questa soluzione la Direzione delle Comunicazioni dovrà avversare tutti gli ampliamenti dei Servizi delle Comunicazioni e Assistenza al Volo comunque le verranno prospettati, anche quelli previsti ai paragrafi a) - b) - c) e d) del presente promemoria.

IL DIRETTORE DELLE COMUNICAZIONI  
(Ten. Col. Pil. A. Da Vincenti)  
*A. Vincenti*

ARMY AIR FORCE  
 ARMY AIRWAYS COMMUNICATIONS SYSTEM  
 89TH AAF BASE UNIT (5TH AACS WING)

*S. 508/SIAS*

*1A*

APO 633, US Army  
 16 February 1946.

SUBJECT: Minimum Requirements,  
 Italian Nationals, for the  
 Operation of Army Airways  
 Communications Facilities in Italy.

*SP*

TO : Chief Commissioner,  
 Allied Control Commission  
 APO 394, US Army.

1. Reference is made to current conversations pertaining to the utilization of Italian Nationals in Army Airways Communications System Facilities.

2. To maintain minimum operations comparable with the mission of Army Airways Communications System in Italy, the following Italian Nationals with professional qualifications as set forth below, will be required.

POSITION	LOCATION			TOTAL
	ROME	CAPO DI ORINO	PISA	
Radio Operator, CW	12	5	3	20
" " Voice	8	2	2	12
Teletype Operator	35	3	3	41
Control Tower Operator	11	3	3	17
Radio Operator DF (CW)	5			5
" " DF (Voice)	5			5
Radio Mechanic	12	1	2	15
Teletype Mechanic	3	1	1	5
Diesel Mechanic	3	1	1	5
Auto Equipment Mechanic	1			1
Radar Mechanic	9			9
Instrument Landing Equip. Mech.	9			9
Clerk Typist	2			2
Supply Clerk	1			1
	<u>116</u>	<u>16</u>	<u>15</u>	<u>147</u>
	127			138

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*Conference 10 30/2*  
*20/2*  
 508/SIAS  
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THURSTON H. BAXTER  
 Col, Air Corps  
 Commanding

