

ACC

10000/135/308

SUPPLY OF
MAR., APR

10000/135/308

SUPPLY OF AUSTER, A/C, TO ITALIAN ARMY
MAR., APR. 1946

1.

S.S.O

thru DD ~~WAF~~ 17/4 We spoke about 1^A at this morning's conference. I no longer propose to take up question of supply of Anstons, pending results of trial of L N 5's (Mr Hart + Coln Ross) & whether or not L 4's are in fact being bought by I.A.N.

Please inform I.A.N. of 1^A & above. Say that 1^A was connected with our aid.

16/4

WAF

5042

2.

Director (then DD) ~~WAF~~ 17/4

I suggest that the quickest and most satisfactory way of getting the L N 5 vetted for Air O.P. work would be for G/C Jarman to fly it to Venice/Lido before he moves down from Milan. There is an Air O.P. flight at Venice whose C.O. will probably be more experienced than Coln Ross, and less flying will be involved than if the L N 5 is flown to Rome or Col Ross to Milan.

17 April 46.

H.N. Bridger WAF

3

Lt Col 2 sounds like a good idea. Suggest and propose this to S/C Jarman at monthly conference.

WAF 23/4

WAF 17/4

4.

DD I suggested to Coln Remondino that requirement for A.O.P. can be stated in I.A.N. official reply to our "Plan for the Reorg. of the I.A.F."

4 (Cont).

2. As regards Para 2 & 3, I spoke to Col. Ross ^(at V.P.'s meeting 17/4) who ~~would~~ ^{was} be very glad to test his L175 with one of our fields.
3. Since writing the above we decided that Mr. Hart will inform Col. Ross that his flight is off and that S/C Jasman ^{stationed} would organize his test of his L175 with his AD Plat Venice at either Milan or Venice as convenient.

OK F/4
24/4

Thurs 18/4
D.D. (Chas) D.D. 26/4

Ref. Min. 4. para. 3.

Col. Ross is up here at the moment, have informed his secretary that the trip is off & will speak with the Colonel personally on Sat. morning.

A. Hart P/T.
R.T.I.

24/4.

-6.

OK WAG 29/4
D.D. Col. Ross returned to his office today 29/4, & I informed him of the above details.

2. He suggested that whoever does the tests on the L175, they should contact the Executive office of the American Artillery unit in Goring. This unit has many experienced personnel in this type of army co-operation work, & their opinion would be of value. I will inform S/C Jasman of this.

A. Hart P/T.
R.T.I.

29/4.

From : Air Forces Sub Commission, Rome.
To : Italian Air Ministry.
Date : 18th April, 1946.
Ref : AFSC/664/18/Eq.

2A
FILE
664/18/Eq

AIRCRAFT FOR ARTILLERY OBSERVATION ROLE.

1. A request was recently received by this Sub Commission from M.M.I.A. asking advice as to the best method of obtaining aircraft for Artillery Observation in support of the Italian Army.
2. The Sub-Commission expressed the view that the policy of trying to buy Allied aircraft for this purpose was unsound bearing in mind problems of payment servicing facilities, purchase of spares and time spent in negotiations.
3. It was also stated that the Italian Air Force had a number of types of light aircraft which might be adaptable to observation training and in particular the A.V.I.A. LM 5 was suggested because it is in production.
4. It is intended to obtain expert opinion on the suitability of the LM 5 for Artillery Observation operators. 5041

W N Borda W N B

W.M. BIRDEE, W/Cdr,
Air Vice-Marshal,
Director,
Air Forces Sub Commission.

1A

SUBJECT: Allied aircraft for use by Italian services.

LAND FORCES SUB COM, AC (MIA)

6/6

5 Apr 46

TO : MINISTRY OF WAR

Ref your 1882/0/9 dated 25 March 46.

1. The question of procuring Allied aircraft for use by the Italian services has been considered by this HQ in conjunction with Air Forces S/C, AC. Bearing in mind the problems of payment, adequate servicing facilities, purchasing of spares etc., and the time spent in negotiations, it is not thought to be a sound policy.
2. For your information, the Italian Air Force is in possession of a number of types of light aircraft, which may be adaptable to observation training. Probably the best type is the I.M. 5, a light, single-engine monoplane which is now in production. Only two aircraft have been completed, and it is understood that Italian Air Ministry intend to purchase them. 5040 This HQ is informed by Air Forces S/C that further production of this aircraft would be easy and that you would probably receive the required number more quickly from this source than you would get AUSTER aircraft from ALLIES sources.
3. It is suggested that, if the Italian Army wish to consider these aircraft, they contact the Italian Air Ministry concerning details of purchase, supply etc.
4. Air Forces S/C are however going into the question of obtaining AUSTERS for you should this prove to be the better course.
5. For your further information I would explain that in BRIT practice Arty OPs are actually piloted by Arty officers who both pilot the aircraft and at the same time observe or control the guns. The aircraft are however maintained entirely by Air Force personnel. Your suggestion that pilots should be Air Force WOs accompanied by Army observers is directly opposite to this BRIT practice which has proved most successful during the recent war. You are invited to consider the respective merits of the two systems.

Handwritten signature

See Memo

Ref your 1862/0/9 dated 25 March 46.

1. The question of procuring Allied aircraft for use by the Italian services has been considered by this HQ in conjunction with Air Forces S/C, AC. Bearing in mind the problems of payment, adequate servicing facilities, purchasing of spares etc., and the time spent in negotiations, it is not thought to be a sound policy.

2. For your information, the Italian Air Force is in possession of a number of types of light aircraft, which may be adaptable to observation training. Probably the best type is the I.M. 5, - a light, single-engine monoplane which is now in production. Only two aircraft have been completed, and it is understood that Italian Air Ministry intend to purchase them. 5040 This HQ is informed by Air Forces S/C that further production of this aircraft would be easy and that you would probably receive the required number more quickly from this source than you would get AUSTER aircraft from ALLIES sources.

3. It is suggested that, if the Italian Army wish to consider these aircraft, they contact the Italian Air Ministry concerning details of purchase, supply etc.

4. Air Forces S/C are however going into the question of obtaining AUSTERS for you should this prove to be the better course.

5. For your further information I would explain that in BRIT practice Arty OPs are actually piloted by Arty officers who both pilot the aircraft and at the same time observe or control the guns. The aircraft are however maintained entirely by Air Force personnel. Your suggestion that pilots should be Air Force HQs accompanied by Army observers is directly opposite to this BRIT practice which has proved most successful during the recent war. You are invited to consider the respective merits of the two systems.

See Dict

Major General, META

Copy to : AIR FORCES S/C ✓

Internal: War Diary (Two)

ARCS/rr

4th July 1946
Major General, META
667/18/64

Enclosure 1 A extracted by S.S.O.
17/4.

5039

0219