

ACC

10000/135/311

10000/135/311

WRITE OFF, ALLIED A/C
JUNE 1944 - JULY 1945

SECRET

R.A.F. Equipment which has been found on Form 603 to the I.A.F. is accounted for on Substitution Form 1610 at Units, and in ledger form at Regts. Separate records are kept for vehicles in use by Divs.

At regular intervals stocktaking of R.A.F. Equipment is carried out and any discrepancy in stock in use is reported by Units after investigation to the Italian Air Ministry for necessary action, and the result notified to the unit for adjusting action.

Losses of R.A.F. equipment, small and substantial are reported to A.F.S.C.

Writings off and striking off of R.A.F. aircraft, engines, and V/2 vehicles are approved of only by the A.F.S.C. Minister and W/2 Officer.

The American representative of A.F.S.C. approves the writings off of American aircraft or major items of equipment, this is carried out by the A.F.S.C. R.A.F. Reserve Officer and the A.F.S.C. notified accordingly.

Copies of casualty reports from R.A.F. squadrons operating with the R.A.F. are also originated by the R.A.F. Reserve Officer and submitted to A.F.S.C.

Equipment missing writings off would be notified to A.F.S.C. through the R.A.F. equipment representative.

5101

From: Air Force Sub Commission, Rome
 To : Air Force Sub Commission, Lecce
 Date: 7th July, 1945
 Ref: AFSC/667/20.

CRASHED AIRCRAFT

1.-- From the date of this order, Units are to submit a copy of all casualty signals, for crashed aircraft, forwarded for the attention of the Senior Equipment Officer. This is in addition to the normal casualty signal forwarded to other formations.

2.-- In addition, information is to be forwarded weekly on crashed Aircochre aircraft, detailing category and disposal action taken.

Copy to AFSC/AS Litterie
 " " " Prominone
 " " " Naples.

Imbroant
 J. M. EVANS P/O.
 AIR VICE MARSHAL
AIR OFFICER COMMANDING

First Air Force
 Air Forces Sub-Commission,
 Headquarters,
 Allied Commission,
 Rome.

DO/AHK
 AFSC/667/EQ.

24th June, 1945.

Dear

First of all may I apologise for the delay in replying to your D.O. of the 2nd June but I have only just returned from a fairly extensive tour in the North inspecting some of the ex-I.A.F. depots where, incidentally, there is quite a lot of useful equipment.

Regarding write offs and strike offs of aircraft M.T., etc in the Italian Air Force I am fully in agreement with the views of the Financial Adviser and, in effect, much of the procedure he favours is already in force.

The following notes will, I think, cover most of the points raised:

- i) General Accounting and Losses.
 Allied equipment which has been issued to the Italians is accounted for on substitute Forms 1640 at units and in Stock Ledgers at Depots. Separate records are held for articles in use in flights. At regular intervals stock taking of R.A.F. equipment is carried out and any deficiencies in Stock or in use are reported by units to the Italian Air Ministry, which directs the necessary adjusting action to be taken. Losses of R.A.F. equipment both small and substantial are reported to this Sub-Commission. I would add that Italian accounting is extremely strict and the exercise of write off powers is closely controlled.

- ii) Write off and Strike off R.A.F. Aircraft and M.T.
 Write offs of aircraft and M.T. are approved only by the Senior Technical Officer and M.T. Officer of this Sub-Commission. The Senior Technical Officer is, as you may know, a Wing Commander and he has always been considered to have authority to approve write offs, etc. In this connection I am not quite clear what the Financial Adviser means at para 2 when he says "I imagine it is only your organisation which can say whether aircraft..."

Dear

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American aircraft.
- iii) With regard to para 3, whereas we have no American representatives on the technical side, the answer is, I think, that we are technically a joint British/American Sub-Commission. We have an American Deputy Director and an American Air I and from the administrative point of view we are considered to act on behalf of M.A.A.F. and not exclusively on behalf of the R.A.F.. In actual practice, our S.T.O.

/approves

- 2 -

approves write off of American aircraft and notifies AFSC/ANO, who have not so far raised any objection to procedure and we may, therefore, assume that it meets with their approval.

iv) Italian Squadrons of R.A.F.
Casualty signals from I.A.F. Squadrons operating with R.A.F. are originated by the R.A.F. Engineer officer attached and are submitted to this Sub-Commission. We then take remaining action necessary. There are now, of course, no squadrons with R.A.F.

I hope the above notes will serve to answer the points raised but there is one further point I would like to mention. At the Chief of Staff's conference referred to above it was ruled, as a matter of policy, that all Allied aircraft should be considered as being on loan only to the Italian Air Force and were not in any way to be considered as being the property of the Italians. This decision was necessary to ensure that this Sub-Commission should be the final authority as to whether aircraft on becoming u/s should be repaired, cannibalised, or scrapped. At the same time no mention was made of any modification to the issue procedure. I am not certain whether this will materially effect the question of final charges to the Italian Government, but, in any case, as no more aircraft are being supplied it is not of immediate urgency.

I sincerely hope you may soon be visiting ^{US} over here. If you have any time to spare a trip to Northern Italy can easily be arranged.

I had my P.C. medical about 10 days ago and they graded me temporarily unfit owing to a mild nervous breakdown I had about three months ago. I was not off duty at all and they could find nothing wrong with me now but I suppose one cannot blame them for being over cautious. However, I shall walk the next one.

Captain French,

Please give my regards to Air Commodore Burridge and Group

yours

aye

Wing Commander S.H. LATMAN,
Rear Headquarters,
Mediterranean Allied Air Forces,
C.M.F.

5098

OUTGOING MESSAGE.

FROM: A. F. SUB COM, ALGER, ROME.
TO: MAAF, ALGIERS.

Q. 24/JUN.

UNCLASSIFIED. For LATHAM from KNOWLES.

Your Q.362 18/Jun (.) Regret delay in replying to your letter but have only just returned from Northern Italy (.) Reply will be despatched tomorrow (.) Write offs I.A.F. equipment refers (.)

AKS
A. H. KNOWLES,
Wing Commander,
Senior Equipment Officer.

Priority: IMPORTANT.

Tel: 489081 Ext. 265.

Afsc/667/Eg.

5097

FROM:- COMANDO UNITA AEREA
TO:- A.F.S.C. A.C. BARI.
DATE :- 18/6/45.
REF. 00976/S.T./E/8-E

3A

P.39 AIRCRAFT AND ENGINES DECLARED
AS LOST OR WRITE OFFS.

Following letter n° 0072/S.T./E8-E. dated 2/6/45.
on the same subject; we beg this Sub-Commission to alter
on page 4 the mistake made..

The N° of the P.39 A/C is 218311 instead of
P.39 N° 218313.

THE INTENDENTE
(COLL. FIL. ENRICO CIGERZA)

D367 23/6/45

667/Eg.

5096

0 3 2 5



Bari 11.8.1945

COMANDO UNITA' AEREA AIR FORCES - SUB COMMISSION
ALLIED COMMISSION

UFFICIO EFF. IN CHIEF

= B A R I =

Prot. n° 00976/S.T./L.3-E

3

OGGETTO: Velivoli P.39 (Airacobra) e motori
relativi dichiarati perduti o fuo-
ri uso.-

A seguito del foglio n° 0072/S.T./E/8-E
datato 2 giugno c.a., pari oggetto, si prega co-
desta Commissione di voler apportare la seguente
correzione:

-(Allegato n° 4) - P.39 M.M. 218311 anzichè
218313.



p. L'INTENDENTE t.a.
(Col. Pilota - ~~Enrico~~ CIGERZA)

2. ul. Bartolomeo

*Rome
Office*

5095

0326

Declassified E.O. 12356 Section 3.3/NND No. 785017

P413/18 LROF V MMDC R 4 ROUTINE
T AFSC/AC ROME
FROM ~~M47~~ MAAF ALGIERS 181237B
TO AFSC/AC ROME
GR-- BT

Q362 18TH JUNE UNCLASSIFIED STOP
FOR KNOWLES FROM LATHAM STOP
CAN YOU YET REPLY TO MY D.O. LETTER MAAF(R(S7359/E1 JUNE
2ND CONCERNING WRITES OFF OF EQUIPMENT STOP CASERTA PRESSING
FOR MY REPLAY
BT 181237B
SENT LC AR
RD 2140B FA AR TKS

Air Force SLK E/5688
E 2117

2A
N 47/19

A790 19/6/55
5094

667/E

1A
Headquarters
Mediterranean Allied Air Forces (Algiers)
Royal Air Force,
C. M. F.

MAAF(R)/S.7359/E.1.
DO/SHL.

2nd June, 1945.

Dear *K. M. L.*

Enclosed is a copy of a loose minute from the
Financial Adviser. It has found its way to me.

I am entirely in agreement with paragraphs 1 and 2
but I should like to know from you the details of the organization already
in existence to vet the Italian applications for writes - off and strikes-off.

With regard to paragraph 3. Have you American
representatives with you who have the power formally to authorize
writes-off of major items of equipment of American origin. ?

One last point, am I right in assuming that applications
for writes-off, casualty signals, etc., from Italian squadrons of B.A.F.
are submitted to you for approval. ? *Yes*

Incidentally, perhaps it is time for me to come and
visit Rome again. ?

Yours *am*
A. L. L.

Wing Commander A.H. KNOWLES,
Air Forces Sub Commission,
Allied Commission,
ROME.



5093

COPY

MAAF/2342/EQ.

STRIKE OFF OR WRITE OFF OF AIRCRAFT, ETC
HELD BY THE ITALIAN AIR FORCE.

C.M.S.O.

We spoke over the telephone about this question and I have since given it some thought. I have come to the conclusion that since the equipment was struck off, so far as the R.A.F. is concerned, when it was issued to the Italians, any form of control over them is strictly in the nature of control of their exercise of write-off or strike-off powers, rather than actual write-off etc. by the R.A.F. All the equipment is logged up as having been issued to the Italians and will no doubt be taken into account when a final settlement is made. It would be illogical, I think, to apply the formal R.A.F. write-off or strike-off procedure.

2. As regards the method of controlling the Italians, I am not aware the the Air Forces Sub Commission is equipped with technical staff to deal with these cases. I must leave the question to you but I imagine that it is inly your organisation which can say whether aircraft, engines, M.T. etc., are beyond economical repair. Wherever the responsibility for the final decision is placed, I suggest that the rule should be that the Italians pass the papers at the final stage of write-off or strike-off to the A.C.C. for approval. I believe that they exercise a function in the matter provisioning and they seem to be the proper channel.

3. As regards aircraft, etc. issued by the Americans, it is strictly for them to say whether they shall be written off or not. But I gather that the R.A.F. exercise general control of the I.A.F. and I see no objection to the papers being referred to the A.C.C. for concurrence in the write-off or strike-off.

4. The A.C.C. letter of 22nd July refers only to aircraft and engines but I consider that the procedure referred to in the preceding paras should apply also to M.T. (if any), to valuable equipment and to substantial losses of stores.

5. Would you please let me have a copy of the instructions which are eventually issued. 5692

Group Captain.
Financial Adviser.

1st June, 1944.

0329