

ACC

10000/135/322

10000/135/322

EQUIPMENT STAFF VISITS
FEB. 1945 - NOV. 1946

MSORG I.Ref 17A and NOTE

will you take up this task and see if accommodation could be provided for AFSC officers at the "Versailles". Naples. (Hq 3 Dist).
 D. Aq MC. (accommodation) Tel Naples 16686
 have not replied so you might start by calling them and asking for the result of their interviews with Hq 3 Dist.

Leggeman
 23/10

SSORef 17A and Note

have phoned 16686 and was informed that AFSC officers may stay at the "Versailles" hotel for one (1) or two (2) nights but any longer will have to go to 56 PTC. Wives accompanying their husbands will have a hard time getting accommodations.

Bo Meron
 LT AC 7/11/46
 Dy II

5819

M2.

Org I Ref 16A

Please take action with AMQ (Reas) to have accommodation made available in Naples to A.F.S.E. officer. It is impracticable to do our work from Caserta, and it is not good that we should have to rely on the I.A.F. for hospitality.

Lt. J. J. J. J.
7-10-46.

S.S.O. Ref M12 — ^{M3.} Good — 8/10

I have been in contact with M.A.C. Secretariat who are making inquiries on our behalf. I will communicate their decision to you in the next few days.

ALBERTO ORIENTE.

Follow up 8/10/46

Ref 16A 354/244 4.
519.

16^c for action by you, if not already taken. On appropriate file noting action on 16^B.

10/10.

Action see

504 514 AFSC/354/arg

K.B. Det.

5818

S. Ego. O.Ref 16A.NotedWanda
Store now
closed

Future Reports should be made out on a standard form (copy of which can be seen in my office).

① you must keep in touch with P/W Watkins and assist him in the closing down of all his responsibilities in Naples.

② An administrative Instruction has been drafted but awaits any additional directions you would wish to give.

③ Org 1. will be instructed to tackle the accommodation problem. The Army in Naples were given an assurance by A Hq Italy, when they left for Udine, that all RAF personnel would be housed at Caserta.

W. J. J. J. J.
4. 10. 46

5817

0 0 14A

INFORMATION ALL OFFICERS

Accommodation in NAPLES for officers in transit.

"ALBERGO ORIENTE"

All officers must contact the Town Major for a permit before you can stay at the Hotel. Telephone No. 20652 or his clerk 20897. 24 hours notice is normally required.

There is no other accommodation of any description for transit officers.

The above has now been cancelled; A.M. Italy informed me today that all R.A.F. Officers must stay at 56 P.E.C. Caserta from 16-10-46 and the Town Major has instructions not to issue any authority for R.A.F. to stay in any Hotel in Naples.

A. G. SMITH, C.M.

Note:

17-10-46

I have phoned DAQZ (Accommodation) Naples Area (Tel. 46686). They are telephoning back after asking enquiry if HQ 3 District will accommodate us in the "Vesuvio".

L.E. JARMAN, W/CAPT.

5816

Director

16 A

REPORT ON VISIT OF SENIOR EQUIPMENT OFFICER TO NAPLES AND CASERTA
23RD TO 25TH SEPTEMBER 1946

I proceeded to Naples by Air Courier on Sept. 23rd, 1946 arriving at Pontilino at 1005 and at the Naples Office at 1045. F/L Watkins had arranged for me to visit General CUPINI at the Cadet School at Bisida and the General had included an invitation to lunch. Some difficulty was experienced in finding accommodation for me for the night which cut into the morning's work and left very little time. I was ultimately lodged in the Italian Officers' Villa at Pontilino.

CADET SCHOOL - BISIDA (ACCADEMIA AERONAUTICA MILITARE)

F/L Watkins and myself picked up Major GELI at the I.A.F. Detachment HQ. at Pontilino, who was to assist in interpretation, and then proceeded to Bisida. Here I met General CUPINI and an officer of his staff and before lunch we had a short talk.

As already reported by F/L Watkins, the General is anxious to have his school back ~~into~~ its former quarters at Caserta. He enquired as to the possibilities of this taking place in view of the general exodus of the Allied Military formations from the Naples Area and also expressed concern at reported removals of furniture, property of the Cadet School. He produced a report concerning the letter from their Officer i/c at Caserta addressed to HQ Enclave (copy attached). He did not press the matter but did ask for something to be done to stop the furniture being removed. I promised to confer with the responsible authority at Caserta on both matters.

The General also expressed a desire to be allowed to meet the Supreme Commander as a matter of courtesy. I promised to mention it to the Director. He also hoped he might meet the Director at an early date. I have no doubt he will endeavour at any meeting to push hard for a return to Caserta.

We then adjourned to lunch after which we made a brief tour of the unit. Three of the high speed launches just taken over from the R.A.F. were tied up in the small harbour, and, externally at any rate, looked very smart. F/L Watkins still owns a store at Bisida about which something will soon have to be done.

I later visited Caserta and called at the HQ Enclave, where I saw the D.A.Q.M.G. of the Enclave staff. The Colonel unfortunately was absent. I was informed that the former Air Cadet School buildings were still in occupation and that even after the move of the Headquarters there would still be an 5815
at Caserta for some months.

^{S.O.D.}
Let's find a solution and
advise F/L Watkins accordingly.

J.H.M.

-1-

Note: F/L Watkins
reports that the store is now clear.
R.C.

They could give me no information regarding the final date. The letter re furniture was found loose after a minor search and did not seem to have received much attention, but they assured me that adequate orders had been issued that furniture should not be removed without permission. I will write to them without bias asking them to re-assure the Italians on this score.

NAPLES DETACHMENT I.A.F.

On Tuesday 24th Sept. I had lunch at the I.A.F. mess at Posillipo (Naples) with Col. DENTICI. The Colonel confirmed that the decision to retain the Cadet School in the Naples district was largely political. He also was keen that it should leave Nisida and return to its quarters as soon as possible as he wanted the building at Nisida.

NAPLES OFFICE A.F.S.C.

This office has a number of responsibilities including a billet for airmen, which now also houses airmen of the former A.S.R. unit at Ischia, also the store at Nisida and the priorities Section of the Air Booking Centre. F/L Watkins expressed himself as quite confident that he could close all this by mid October and seemed anxious to be allowed to do it in his own way. I foresee delays and think that the closure should be planned for him and progress watched.

While at the Naples Office and later at AHQ (Rear) Caserta, I went into the details of the Spitfire spares despatched from 114 MV. just before that unit closed and of which a portion was ultimately "recaptured" by the R.A.F. The original list authorised for transfer amounted to 42 pages but the list signed for by Major FIORIO at 114 MV. and forwarded to us by F/L Watkins only amounted to the first 22 pages. The rear-guard of 114 MV is now located at the palace and they assured me that the full quantity was taken over. This matter is still being pursued. The recapture of the spares had been completed and amounted to 68% of the total requested by AHQ. The remainder could not be found. The recaptured stores would require 12-10-ton lorries for its removal to the north and this was being organized. There was apparently a last minute proposal to wash-out the "recapture" but it had finally been agreed to keep it. The general impression of the Equip. Staff was that the recapture was unnecessary, but had been demanded by Tech. Staff. I spoke to the officers who had been to Brindisi on the recapture job and they were of the opinion that 65 tyres and tubes had gone to ground in the Italian depots.

S.S.O.
 Suggest a plan be formulated
 and followed in closing position
 A.F.S.C. Naples Detachment.
 F.E.M.
 4/10

They were at any rate unable to find them. My later investigations indicate that they were withdrawn to 357 MV. Treviso just prior to the issue from 114 MV. to the I.A.F. and consequently were never in Italian hands. The difficulty of getting details of what the Italians actually got is most noticeable. I formed the opinion that there was complete indifference to detail on the part of the responsible officers and that as long as a signature was obtained all was well.

PERSONAL ARRANGEMENTS

It may be of interest to know that the accommodation arrangements in Naples are now very difficult. On my arrival F/L Watkins took me round to the Town Major to get a room at the Hotel Oriente. This the T.M. was unable to provide, saying that he had instructions to refuse all R.A.F. officers unless they were in possession of a special authority from No. 56 P.T.C. stating that accommodation in Naples was necessary. Otherwise they must go to 56 P.T.C. Caserta. This would naturally be most inconvenient to officers having business in Naples. F/L Watkins rang 56 P.T.C. but they emphatically refused to grant an authority and for a time it seemed as though I should have to make a daily journey to and from Caserta and buy the odd meal in Naples. Eventually the I.A.F. came to the rescue with the offer of a room at their mess (Villa Castronuovo). This turned out to be most comfortable, with a magnificent view over the Bay of Naples. The only person I saw there was the airman in charge, a cheerful Neapolitan who acted as batman and brought me a cup of coffee in the morning. There may have been other officers living there but they did not appear. This management of course does not solve the meal problem, which soon becomes quite expensive. I should like to suggest that a standing arrangement be made with the Army so that we can use the Oriente- or alternatively that a cash allowance (ration and subsistence) be payable to enable the officers to make private arrangements in Naples.

The Italians begged me to use the room for as long as I liked but as my next day's business was taking me to Caserta I conformed to the recent order and transferred myself to 56 P.T.C. where they gave me a ~~cavan~~ and full rations. There is an extra messing charge of sixty lire a day.

Org I through S.S.O.

Below this merits further investigation and definite action should be taken to make arrangements with the proper authorities at Naples to accommodate our personnel visiting that locality.

J.E.M.
4/10

W.A.D. COLINGWOOD
WING COMMANDER

W.A.D. Colingwood

-3-

See Para 263

5813

FROM: CASERTA

TO: HQ ENCLAVE -CASERTA-
MILITARY AIR FORCES ACADEMY HQ. NISIDA NAPOLI
AND FOR INFORMATION: MINISTERS CABINET
CASERTA GARRISON
NAPLES REGIONAL GARRISON
TO SUPERINTENDENCE

DATE: 18TH SEPTEMBER 1946.

PREMISES AND MATERIAL OF THE EX CASERTA AIR ACADEMY
IN THE ROYAL PALACE TAKEN OVER BY THE ALLIED FORCES

In view of the possibility that the premises of the Royal Palace of Caserta, at present occupied by Allied Air Forces, may be left free in a near future, this Command wishes to inform Your Office that in October 1943, when the Armies of Liberation entered Caserta, the said premises were mainly occupied by the Air Academy. The remaining premises instead were occupied by the Superintendence of the monuments of the Campania region.

We hereby kindly ask Your Office to notify both the undersigned Command and Mr. NOCE of the premises and material that will be made available time by time, since this Command must provide for the recovery of material and for the reestablishment of the premises for the future of the Italian Air Forces Academy.

Now, having the writer noticed that some of the furniture, belonging to the Italian Air Academy in the Royal Palace, has been sent to another locality, we ask Your Office to examine the possibility to give proper instructions in order that the material of the Italian Air Academy may be left in the same premises.

THE GARRISON COMMANDER
(CAP. A.A.r.s. Agostino CAPORSO.)

5812

(16c) ^{Swagala}
 Officer Col. heading
 H.Q. Enclave

former Italian Air Academy
 at Royal Palace, Caserta

A copy of a letter ~~reference~~
 unreferenced but dated 18th
 September from the Comandante
 del Presidio, Caserta to your
 H.Q. on the above subject, has
 been forwarded to this Sub-
 Commission via Italian
 official channels.

It is not known what the
 arrangements are regarding Italian
 furniture at the Palace but it
 would be appreciated if the
 Comandante of the Academy at
 Vicenza could be re-assured
 about the matter to obviate
 any further representations by him
 to this office.

The Comandante of the

5811

Caserta 18/9/46

TO: HQ ENCLAVE = CASERTA =

AL COMANDO DELL'ACCADEMIA AERONAUTICA MILITARE
N I S I D A (Napoli)

Nº. _____ di Prot.

e p. C. AL GABINETTO DEL MINISTRO
PRESIDIO CASERTA
PRESIDIO REGIONALE NAPOLI
ALLA SOVRINTENDENZA

OGGETTO: Locali e materiali della ex Accademia Aeronautica di Caserta
in Palazzo Reale in uso delle FF.AA. Alleate.

Nella previsione che in un prossimo avvenire potrebbero essere lasciati liberi i locali di Palazzo Reale di Caserta, attualmente occupati dalle FF.AA. Alleate, questo Comando desidera portare a conoscenza di Questo Ufficio che, nell'Ottobre 1943, epoca in cui gli Eserciti di Liberazione sono entrati in Caserta, i suddetti locali erano in massima parte occupati dalla Accademia Aeronautica. I rimanenti, invece erano occupati dalla Sovrintendenza ai monumenti della Campania.

Si pregherebbe pertanto Questo Ufficio di voler compiacersi comunicare volta per volta sia allo scrivente Comando che al Sig. MOCE i locali e i materiali che verranno lasciati, avendo questo Comando provvedere al recupero del materiale ed al riassetto dei locali per la futura sistemazione dell'Accademia Aeronautica Italiana.

Con l'occasione, avendo lo scrivente notato che diversi mobili di proprietà dell'Accademia Aeronautica Italiana esistenti in Palazzo Reale sono stati avviati ad altra Sede, si prega Questo Ufficio di voler esaminare la possibilità di impartire opportune disposizioni perchè il materiale dell'Accademia Italiana venga lasciato nei locali stessi.

IL COMANDANTE DEL PRESIDIO
(Cap. A.A.R.s. Agostino Caporso)
5810

e p. c. al CABINETTO DEL MINISTRO
 PRESIDIO CASERTA
 PRESIDIO REGIONALE NAPOLI
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IL COMANDANTE DEL PRESIDIO
 (Cap. A.A.R.S. Agostino CAPORSO)

5810

P. C. C.
 Per n. 11. 11

Director.

CIO

AW 1 SEM

WAS 2/15

VISIT OF S.E.O. TO BRINDISI.

A conference on the handing over of Spitfire aircraft and equipment to the Italian Air Force was held in the Commanding Officer's office at 392 M.U. Brindisi on May 25.

The minutes are attached.

Paragraph 7 of the minutes had not been previously made known. In actuality there is no likelihood of the I.A.F. being requested to hand back any equipment to the R.A.F. Certainly no aircraft will be requested and spares only should they be unobtainable from R.A.F. sources for D.A.F. aircraft which become A.O.C.

I do not consider this very satisfactory but S.E.O. A.H.Q. Italy was adamant.

There should be no difficulty in the handing over of the equipment and aircraft. Lt.Col. Sacchi and P/O. Casey (Equipment Officer 392 M.U.) are working together and both are well versed in what is required.

However I do anticipate a certain amount of dissatisfaction from the Italians due to the condition of some of the aircraft. Approximately thirty four, which should by now have been accepted by the I.A.F., were parked out on the airfield. Yugoslavians have been employed to guard them but they have not succeeded over well. During the last week about six Spitfires have been robbed of either one or both wheels and tyres. It is likely that other equipment may also have been stolen.

To a point something of the sort was inevitable and it is impossible for us to do anything to remedy it. We can only hope that the Italians will succeed in guarding them more efficiently now the aircraft are their property.

More important, I consider, is the fact that such material as Glycol, Hydraulic fluid in store, tyres, tubes, wheels etc. on Spitfires which have been scrapped and are in the Salvage Dump will

5809

14 H
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To a point something of the sort was inevitable and it is impossible for us to do anything to remedy it. We can only hope that the Italians will succeed in guarding them more efficiently now the aircraft are their property.

5009

More important, I consider, is the fact that such material as Glycol, Hydraulic fluid in store, tyres, tubes, wheels etc. or Spitfires which have been scrapped and are in the Salvage Dump will all be handed over to A.R.A.R. before the I.A.F. are allowed to take or rather buy what they require.

I am endeavouring to come to some arrangement with A.H.Q. Italy and the Ministry of Supply so the Italian Air Ministry can be made aware of exactly what is being handed over by the R.A.F. to A.R.A.R. If the I.A.M. is not informed they will be more than hard put to it to get and keep the Spitfires serviceable. (This applies not only to Spitfires but such equipment as Lindholme Gear, Queen Mary's, Baltimore types etc.) It is quite definite that the I.A.F. will not be allowed to remove any such equipment before the hand over to A.R.A.R. but we can assist in letting them know what will be available.

I cannot help thinking that when we have done that we shall be powerless to help further. It is possible - probable I feel -

that A.E.A.R. having the reputation it has will sell all equipment for the best price they can obtain and will not be very interested as to how it can be best used by Italian Departments.

I will keep you informed of any further developments.

D. C. Walker

D.C. WALKER,
Wing Commander,
Senior Equipment Officer.

29th May, 1946.

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147



G/O.	BAILEY, H.B.		TRAIN.
G/O.	CARR, C.E.	C.D.W.	A.H.S.
G/O.	SHUTKROD, E.G.	C.D.S.O.	A.H.S.
G/O.	CHLOUGH.		
W/O2.	WALKER.		
G/L.	MANLYTT.		
F/H.	TURBE.		
P/O.	CARR.		
L/OO.	SAUCHI.		

Decision made at Conference held at 399 U.S. District
on 25.5.46 in connection with the transfer of 37 Spitfire II aircraft with
certain Spitfire and Merlin engines also tools and ground equipment to the
Italian Air Force.

1. The haul over of these 37 Spitfire aircraft to the I.A.S. as well as Spitfire and Merlin spares, as well as appropriate tools and ground equipment will be free of charge.
2. The 37 Spitfires, in their present condition, as well as the equipment will be handed over on P.603 (air ordies). In the case of spares and ground equipment etc. the 603 will be entered "as per attached list". The aircraft will be handed over with logcards and appropriate records.
3. The P.603 will also be entered, "Free issue to I.A.S., Ministry A.M. Signal APR.24 dated 17th May, 1945."
4. The Spitfire aircraft, approximately 34, now on the airfield will be handed over to the I.A.S. on P.5.46 and the balance together with all equipment referred to in para.1 above will be handed over on P.6.46.
5. The I.A.S. have appointed Lt/Col. SACCHI as their representative to take over these aircraft and equipment concerned.
6. Once the I.A.S. have taken over any or all of these aircraft and the equipment concerned they, the I.A.S., will be responsible in every way for such aircraft and equipment.
7. It must be understood that should the I.A.S., during the 5 months, require to reclaim any of the aircraft or equipment etc. handed over they are at liberty to do so without question and free of charge.

2. The 17 specimens, in their present condition, as well as the equipment will be handed over on P.603 (six copies). In the case of weapons and ground equipment etc. the 603 will be endorsed "as per attached list". The documents will be handed over with legends and appropriate records.

5. The P.608 will also be entered, "page issue to I.A.P., authority A.M. Diamond APR.24 dated 17th May, 1945."

4. The optative advance, approximately \$3, now on the airfield will be handed over to the I.A.B. on 27.5.46 and the balance together with all equipment referred to in para.1 above will be handed over on 7.6.46.

5. The I.A.S. have appointed Lt/Col. SACKETT as their representative to take over these aircraft and equipment concerned.

6. Once the I.A.B. have taken over any or all of these aircraft and the equipment converted they, the I.A.B., will be responsible in every way for such aircraft and equipment.

7. It must be understood that should the R.A.F., during the 5 months, require to reclaim any of the aircraft or equipment etc. handed over they are at liberty to do so without question and free of charge.

1391

Decision made at Conference held at 292 H.H. Building on 25.5.46 in connection with the transfer of 57 Spitfire III aircraft with certain Spitfire and Merlin engines also tools and ground equipment to the Italian Air Force.

1. The hand over of these 57 Spitfire aircraft to the I.A.F. as well as Spitfire and Merlin engines, as well as appropriate tools and ground equipment will be free of charge.
2. The 57 Spitfires, in their present condition, as well as the equipment will be handed over on P.603 (six copies). In the case of engines and ground equipment etc. the 603 will be endorsed "as per attached list". The aircraft will be handed over with logbooks and appropriate records.
3. The P.603 will also be endorsed, "Free issue to I.A.F., authority A.M. Signal AM/24 dated 17th May, 1946."
4. The Spitfire aircraft, approximately 50, now on the airfield will be handed over to the I.A.F. on 27.5.46 and the balance together with all equipment referred to in para. 1 above will be handed over on 7.6.46.
5. The I.A.F. have appointed LT/COL. SACHH as their representative to take over these aircraft and equipment concerned.
6. Once the I.A.F. have taken over any or all of these aircraft and the equipment concerned they, the I.A.F., will be responsible in every way for such aircraft and equipment.
7. It must be understood that should the I.A.F. during the 5 months, require to reclaim any of the aircraft or equipment etc. handed over they are at liberty to do so without question and free of charge.
8. All arrangements in connection with the hand-over of these aircraft and equipment will be made by Officer Commanding No. 292 H.H. with LT/COL SACHH.
9. It must be understood that having handed over these aircraft and equipment the I.A.F. will not be responsible in any way for supplying further equipment, tools etc. for the future maintenance of these aircraft.

21-5-46

W. J. Dore

GROUP CAPTAIN,
S.S.G. AT H.H. B.A.F. ITALY.

OUTGOING MESSAGE

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

TO: A. F. SUB COM, ALCOM, BARI.
(Rpt) A. F. SUB COM, ALCOM, LECCE.

Q. 996 7/DEC.

Unclassified (.) F/Lt. Lawrence required meet S.E.O. Lecce a.m. 11/DEC. (.)
Confirm (.)

File: AFSC/673/Eq.

Priority: DEFERRED

(Signature)
B. C. DENNIS,
Flight Lieutenant,
for Air Vice Marshal,
Air Officer Commanding.
Tel. 489081 ext. 265.

(File)

5806

12A
(H)

From: Stato Maggiore R. Aeronautica
III Reparto - Servizi
Sezione Logistica.

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

Date: 23rd November, 1945.

Ref: 4410/L.22/6501 Coll.

MATERIAL DEPOT AT THE URBE AIRFIELD. → DANGER OF FIRE.

Reference is made to letter AFSC/673/Eq. dated 2nd November 1945, we would inform you that the U.S.A. Store of Urbe Airfield has taken action to have inflammable materials moved to a suitable place.

The delay in complying with instructions given by A.F.S.C. personnel is due to non-availability of premises on the above-mentioned airfield, which it has only recently been possible to overcome.

(translated by Anna de Bernardis)

THE ASSISTANT CHIEF OF GENERAL STAFF
Colonel M.m. Pilot
Aldo Remondino



1 3 9 4

STATO MAGGIORE R. RONAUTICA
III REPARTO - SERVIZI
Sezione Logistica

12A
Roma li, 23 novembre 1945

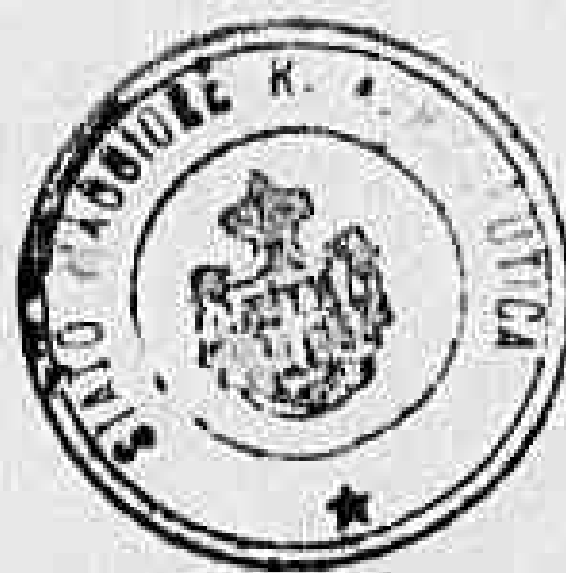
ALL' A.C. - A.P.S.C. - ROMA -
(tramite Ufficio di Collegamento - SEDE -)

Prot. n° 4441014.22/6301 Rch.

OGGETTO : Deposito di materiale all'Aeroporto dell'Urbe. Pericolo d'incendio.-

Facendo riferimento al foglio n° APSC/673/EG datato 2 novembre 1945, si comunica che il Magazzino M.S.A. dell'Aeroporto dell'Urbe ha assicurato di aver effettuato lo spostamento dei materiali infiammabili in locale idoneo.-

Il ritardo all'ottemperanza alle istruzioni date dal personale dell'A.P.S.C. è stato causato dalla scarsa disponibilità di locali su detto Aeroporto, cui solo recentemente è stato possibile ovviare.-



IL SOTTOCAPO DI STATO MAGGIORE

Colonnello AA. rn. Pilota

(Aldo Remondino)

Remondino

5804

11 A

Dec 1977

R of: AFSC/673/Eq.

1. During a visit of inspection to the above-mentioned airfield on 28/7/45 it was noted that dopes and highly inflammable stores were being kept in the Main Store. Instructions were then given for this to be moved to a building away from all others.

2. This, however, has not been carried out and it would therefore be appreciated if you would please give instructions for its immediate removal and confirm to this H.Q. when it has been done.

B. C. DENNIS,
Flight Lieutenant,
for Air Vice Marshal,
Air Officer Commanding.

5803

P/Lt Dennis

AFSC/673/EQ

10 A

4P

Reference to a visit to the Equipment Section Littorio on the 1st November 1945. It was noted that no action had been taken under para. 3, Sub-para. A of your report reference AFSC/673/EQ dated 28th July 1945.

On the contrary additional inflammable stores were being stored in the Main Store.

[Signature]
P/Sgt. Jossey

1st November 1945

[Signature]
See encl. 11 A

5802

BEST COPY POSSIBLE

10
Air Force Sub-Commission,
Headquarters,
Allied Commission,
Rome.

25th June, 1945.

Equipment Staff Visit - Northern Italy.

Sir,

1. I have to report the following details of my recent visit to Northern Italy for your information.

2. As you will be aware, the main purpose of my visit was to inspect as many as possible of the depots and stores containing equipment of Italian Air Force origin, which has now been released to this Sub-Commission by Headquarters M.A.A.F., and then to brief the personnel attached from the Air Division, Austrian Commission, in their duties in connection with taking inventories of stocks and centralising the equipment concerned.

3. On arrival in Milan I found that Wing Commander Gladstone, who had taken the Austrian Commission personnel up several days previously, had already split them into four parties, one to each of the four main depots. They had not, however, actually left Milan owing to the difficulty of supplying each party with the necessary transport. Each of the officers had, however, visited several of the depots in the vicinity of Milan and had thus obtained a fair idea of the nature of the task and of the difficulties likely to be encountered.

4. Immediately upon arrival I saw General BERTI, and introduced myself and explained the purpose of my visit. He appeared to be willing to cooperate but stated that the transport position was acute if early movement of stocks from outlying depots was intended. I pointed out, however, that large stock movements would be unlikely to take place for several weeks at least.

5. The period 17th - 20th June I spent in visiting the following depots in the vicinity of Milan:-

- 1) GALLARATE M.R. J 9583 (Italy Road km 1,200,000)
I visited Gallarate first as this had figured in previous reports as being the depot with the largest storage annexe in the Milan area and it appeared obvious, therefore, that this depot should eventually become the central stock holding depot for the I.A.F.
The depot is guarded by a company of South African and consists of four extremely large open storeroom buildings each with a floor space of approximately 1,000 square yards. In addition, one of the stores has an underground store, originally intended for rubber stores, of the same dimensions. A railway siding and

1. I have to report the following details of my recent visit to Northern Italy for your information.

2. As you will be aware, the main purpose of my visit was to inspect as many as possible of the depots and stores containing equipment of Italian Air Force origin, which has now been released to this Sub-Commission by Headquarters M.A.A.F., and then to brief the personnel attached from the Air Division, Austrian Commission, in their duties in connection with taking inventories of stocks and centralising the equipment concerned.

3. On arrival in Milan I found that Wing Commander Gladstone, who had taken the Austrian Commission personnel up several days previously, had already split them into four parties, one to each of the four main depots. They had not, however, actually left Milan owing to the difficulty of supplying each party with the necessary transport. Each of the officers had, however, visited several of the depots in the vicinity of Milan and had thus obtained a fair idea of the nature of the task and of the difficulties likely to be encountered.

4. Immediately upon arrival I saw General MARI, and introduced myself and explained the purpose of my visit. He appeared to be willing to cooperate but stated that the transport position was acute if early movement of stocks from outlying depots was intended. I pointed out, however, that large stock movements would be unlikely to take place for several weeks at least.

5. The period 17th - 20th June I spent in visiting the following depots in the vicinity of Milan:-

- 1) GALLARATE M.R. J 9588 (Italy Road Map 1:200,000)
I visited Gallarate first as this had figured in previous reports as being the depot with the largest storage accommodation in the Milan area and it appeared obvious, therefore, that this depot should eventually become the central stock holding depot for the 1st S.A.F.
The depot is guarded by a company of South Africans and consists of four extremely large one storied buildings each with a floor space of approximately 3,000 square yards. In addition, one of the stores has an under-ground store, originally intended for rubber store, of the same dimensions. A railway siding runs between the buildings and facilities for rapid loading and unloading of equipment are ideal. The depot at present contains a certain amount of M 79 and 82 spares together with a considerable quantity of miscellaneous Italian and German equipment, including German anti-aircraft gun spares. Only a few storage racks are available and provision of the balance required is a very difficult task. The depot is a fairly recent construction and is in extremely good condition. Adequate staff accommodation is available.

- 2) Pusto Arsizio M.R. J. 9982.
A small but well laid out service depot containing photographic equipment, paints, ropes, hand tools, timber, materials and fire fighting equipment. A considerable quantity of details and as machine tools, magnesium aluminium and lead in large quantities was observed. The Italian Air Force Liaison in charge appeared to be capable and explained that he had received a copy of a general instruction issued by General MARI stating that

From : Stato Maggiore R. Aeronautica
Ufficio Raparto Servizi
Sezione Logisitica

To : Air Forces Sub Commission, A.C., Rome.

Date : 23rd August 1945

Ref : 42728/1.12.C/4710 Coll.

7A
Visit of the Air Vice Marshal I.E. Brodie, D.B.E.
Air Officer Commanding to the flying school at
Frosinone on the 13th August 1945.

1. The circumstance to which you refer in your letter 373/Ec. dated 15th August, 1945, even subject, on which a certain number of Italian air men have declared, in the occasion of the above mentioned inspection that they had no shoes, ^{that you knew, long ago} since, that the Administration has met and is still meeting for the equipment of the boots necessary to cover the ascertained requirement.

Gwing to insufficient availability, only a small quantity of new shoes has been released; almost all the shoes distributed are of the regenerated type and as such more easily worn.

In order to solve this delicate matter we are awaiting for these difficulties of procedure relative to the purchase of the 30,000 pairs of shoes be removed, we already notified the matter by letter 42558/L.12/C. dated 15th August 1945.

We are notifying you, for your information, that, for example, it has not yet been possible to effect any distribution of shoes for Officers on duty in Rome.

Excepting some sporadic distribution effected for the Officers of Flying Units of the Unita Aerea, similar situation is, therefore, verified in respect of the same category of personnel on duty at the other Aeronautical Locations.

2. Our administrative rules have always kept an account of the integral debit, at vocabulary price, of the material, in general, (therefore also of tools) lost by the consignee. 0

For the material and the tools from Allied sources it has been arranged that the debit be effected on the basis of the

1. The circumstance to which you refer in your letter 673/Eq. dated 15th August, 1945, even subject, on which a certain number of Italian air men have declared, in the occasion of the above-mentioned inspection that they had no shoes, ^{what you knew, long has} since, that the Administration has met and is still meeting for the equipment of the boots necessary to cover the ascertained requirement.

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We are notifying you, for your information, that, for example, it has not yet been possible to effect any distribution of shoes for Officers on duty in Rome.

Excepting some sporadic distribution effected for the Officers of Flying Units of the Unità Aerea, similar situation is, therefore, verified in respect of the same category of personnel on duty at the other Aeronautical Locations.

2. Our administrative rules have always kept an account of the integral debit, at vocabulary price, of the material, in general, (therefore also of tools) lost by the consignee. .0

For the material and the tools from Allied sources it has been arranged that the debit be effected on the basis of the prices estimated by the vocabulary for the correspondent Italian Material.

IL SOTTOCATO DI SANTI MAGGIOR
Colonnello AA.rr. Pilote
(Aldo Remondino)

Translated by A. de Bernardis

6/13/49

PI/CA

Roma, 25 Agosto 1945.-

9A

STATO MAGGIORE R. AERONAUTICA
III° REPARTO SERVIZI
Sezione Logistica

ALL' A.C. - A.F.S.C.
(tramite Ufficio Collegamento)

Prot. n° 42796/P.12.C / 4710 T.M.

R O M A

OGGETTO: Visita di servizio del V. Maresciallo dell'Aria I.E. BRODIE,
D.B.E., Ufficiale Comandante alla Scuola Avieri di Frosinone.-
il 13 agosto 1945.-

1°) - La circostanza cui vi riferite nella vostra 673/Eq, in data 15 Agosto c.a., pari oggetto, per la quale un certo numero di avieri italiani avrebbero dichiarato, in occasione della visita ispettiva in oggetto indicato, di non avere scarpe, traduce, in concreto, le notevoli difficoltà, a voi del resto già da tempo note, che l'Amministrazione ha incontrato ed incontra tuttora per l'approvvigionamento delle calzature necessarie a coprire il fabbisogno accertato.

Per insufficiente disponibilità, solo uno scarso quantitativo di scarpe nuove è stato immesso al consumo; la quasi totalità delle scarpe distribuite è del tipo rigenerato e come tali più facilmente soggette a rapida usura.

Per risolvere tale delicata questione attendiamo che siano rimosse le difficoltà procedurali relative all'acquisto delle 30.000 paia di scarpe, giusta segnalazione già al riguardo fornita con foglio 42558/L.12/C in data 13 Agosto c.a.

Vi segnaliamo, per vostra opportuna cognizione, che, ad esempio, agli Ufficiali in servizio nella Capitale non è ancora stato possibile effettuare alcuna distribuzione di scarpe.

Eccezione fatta di qualche sporadica distribuzione effettuata agli Ufficiali dei Reparti di volo dell'Unità Aerea, analoga situazione si riscontra, peraltro, nei confronti della stessa categoria di personale in servizio presso le altre Sedi aeronautiche. 5799

2°) - Le nostre norme amministrative hanno sempre preveduto l'addebito integrale, al prezzo di nomenclatore, del materiale in genere (quindi anche degli strumenti da lavoro) perduto da chi lo ha in consegna.

Per il materiale e gli attrezzi di fonte alleata è stato disposto che l'addebito venga effettuato sulla base dei prezzi pre-

OGGETTO: Visita di servizio del V. Maresciallo dell'Aria I.E. BRODIE,
D.B.E., Ufficiale Comandante alla Scuola Avieri di Frosinone.-
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Per risolvere tale delicata questione attendiamo che siano rimosse le difficoltà procedurali relative all'acquisto delle 30.000 paia di scarpe, giusta segnalazione già al riguardo fornita con foglio 42558/L.12/C in data 15 Agosto c.a.

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Per il materiale e gli attrezzi di fonte alleata è stato disposto che l'addebito venga effettuato sulla base dei prezzi previsti dal nomenclatore per il corrispondente materiale italiano.

IL SOTTOCAPO DI STATO MAGGIORE

(Colonnello A. C. P. in P. U.)

(Aldo Remondino)

Remondino

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(file)

From: Air Forces Sub-Commission,
Allied Commission, ROME.
To: Air Forces Sub-Commission,
Allied Commission, NAPLES.
Date: 16th August, 1945.
Ref: AFSC/673/B7.

STATE VISIT TO FROSINONE 15/8/45.

W/Cdr. Blades drew attention to three crashed aircraft remaining at Frosinone. It is understood that disposal instructions have been given for two of these. For the other (FA 562) disposal instructions are still awaited.

Will you please obtain disposal instructions for the latter aircraft and in view of the impending move next month all three should be removed as soon as possible.

You are requested to advise this H.Q. when the matter has been completed.


B.C. DENNIS,
Flight Lieutenant,
for Air Vice Marshal,
Air Officer Commanding.

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(File)

From: Air Forces Sub-Commission,
Allied Commission, Rome.
To: Italian Air Ministry.
Date: 15th August, 1945.
Ref: AF30/673/BQ.

STAFF VISIT OF AIR VICE MARSHAL I.E. BRODIE, O.B.E.,
AIR OFFICER COMMANDING, TO ITALIAN AIR FORCE SCHOOL,
PROSINONE ON 13/8/45.

The Air Vice Marshal on his return made the following observations to which he desired your attention be drawn:-

- a) A number of Italian airmen on duty stated they were without boots to wear. It is not understood why this should be so and your comments are requested.
- b) It was found that aircraft tools are frequently lost by fitters and riggers. Will you please state exactly what accounting action is taken in these circumstances and whether any part of the cost is borne by the individual responsible for the loss.

A reply to this letter to reach us not later than 31/8/45 will be appreciated.


B. G. DENNIS,
Flight Lieutenant,
for Air Vice Marshal,
Air Officer Commanding

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From: Stato Maggiore R.A.
1 Sezione Operazioni

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

Date: 8th August, 1945.

Ref: 26795/op 13 5 /4413 Coll.

CONVERSION OF BALTIMORE INTO TRANSPORT AIRCRAFT

1. Reference is made to letter AFSC/673/EQ. dated 31st July, 1945.
2. Arrangements had already been made for armament, thrown up by the conversion of the aircraft in question, to be stored in the R.A. depot at Acqua Santa as it was not possible to store it at Urbe airfield as the latter was not the permanent location of the Baltimore Wing.
3. This storage has been slightly delayed as it was necessary to prepare special racking. ~~for~~ The work of storage as already been going on during the past two days and we will notify you of the date of completion.

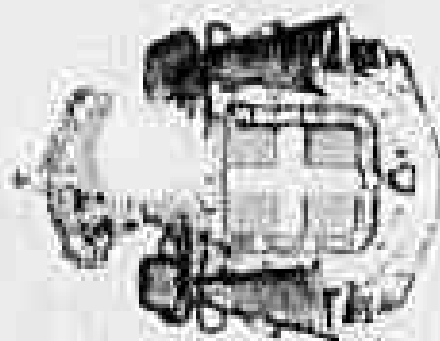
F 901 8/45

673/Eg

the chief of staff
REMORDINO

(translated by Anna de Bernardis)

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B/c

STATO MAGGIORE R. A.

1^a Sezione Operazioni

Prot. N. 26495

Allegati

13 / 14 18 bell

Risposte al Foglio del

Div.

Sez.

N.

OGGETTO

Trasformazione apparecchio Baltimore in velivolo da trasporto.

AIR FORCES SUB COMMISSION
ALLIED COMMISSION

R O M E

Roma 1-8 AGO 1945

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1. Riferimento foglio AFSC/673/EQ del 31 luglio 1945.
2. Era già stato predisposto che il materiale d'armamento rimosso in seguito alla trasformazione dei velivoli in oggetto fosse accantonato nei magazzini della R. Aeronautica dell'Acqua Santa, in quanto non era possibile immagazzinarli nell'Aeroporto dell'Urbe perchè questo non era definitiva sede dello Stormo Baltimore.
3. Tale accantonamento ha subito un lieve ritardo perchè si sono dovute approntare apposite scaffalature.
4. Il lavoro di immagazzinamento è già iniziato da due giorni e vi comunicheremo la data del termine lavori.

IL CAPO DI STATO MAGGIORE

Remondini

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

To: Stato Maggiore R. Aeronautica,
Ufficio Servizi e Trasporti.

Date: 31st July, 1945.

Ref: AFSC/673/WQ.

CONVERSION OF BALTIMORE TO TRANSPORT AIRCRAFT
STORAGE OF TURRETS

1. A visit of inspection was recently made to the Equipment Section of the Baltimore Storero at Uffice Airfield and it was observed that gun turrets and other armament which had been removed from aircraft during conversion were not correctly stored and were liable to deteriorate rapidly.

2. It is essential that stands be made for the turrets as soon as possible and that every step be taken to ensure that they are maintained in a fully serviceable condition and that frequent inspections are carried out. You are also requested to ensure that each turret is clearly marked with the identification number of the aircraft from which it has been removed.

3. Acknowledgement of this letter would be appreciated.

[Signature]
A. H. KNOWLES,
Wing Commander,
for Air Vice Marshal,
Air Officer Commanding.

Copy to: Italian Air Ministry, Direzione Armamento.

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AFSC/673/Eq. 4A

S.E.O.

REPORT ON VISIT TO EQUIPMENT SECTION, LITTORIO (URBE)
AIRFIELD ON 28/7/45.

1. The equipment section is under the supervision of Cpl. Cooper and L.A.C. Colledge.
2. I found the main store to be a fairly secure building of some 3000 square feet. It is cool, well ventilated and rain proof with a concrete floor.
3. It was well laid out and very neatly arranged and with the following exceptions provided excellent storage for all equipment held. The exceptions are as under-mentioned:-
 - ✓ a) Dope was kept in the main store, I ordered this to be removed to a building away from all others.
 - See 5A ✓ b) A few turrets and a considerable quantity of American armament is held greased but uncased. If this is not disposed of it will undoubtedly deteriorate. The turrets are not even on stands and dust quickly accumulates.
 - ✓ c) In another building, correctly housed under lock and key, was a very considerable quantity of American ammunition. This also should be disposed of.
 - ✓ d) I suggested that an area at least 10 yards away from any building be set aside for smoking. Smoking was not to be allowed in the stores.
4. The bulk petrol compound has sufficient drums to accommodate 40000 gallons. A further 4000 gallons can be kept in bowzers.
5. I suggest there is sufficient work only for Cpl. Cooper and that L.A.C. Colledge be brought to Rome office to assist F/Sgt. Josey.

✓
I agree.
B.C. Dennis
28/7/45

B.C. Dennis
B.C. DENNIS,
Flight Lieutenant.

28th July, 1945.

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Air Force Sub-Commission,
Headquarters,
Military Commission,
ROME.

A.O.
S.3.0
S.1.0
S

28th June, 1945.

Sir,

Equipment Staff Visit - Northern Italy.

1. I have to report the following details of my recent visit to Northern Italy for your information.

2. As you will be aware, the main purpose of my visit was to inspect as many as possible of the depots and stores containing equipment of Italian Air Force origin, which has now been released to the Sub-Commission by Headquarters M.A.S.F. and then to brief the personnel attached from the Air Division, Austrian Commission, in their duties in connection with taking inventories of stocks and controlling the equipment concerned.

3. On arrival in Milan I found that Wing Commander Blahutsky, who had taken the Austrian Commission personnel on several days previously, had already split them into four parties, one to each of the four main depots. They had not, however, actually left Milan owing to the difficulty of supplying each party with the necessary transport. Each of the officers had, however, visited several of the depots in the vicinity of Milan and had thus obtained a fair idea of the nature of the task and of the difficulties likely to be encountered.

4. Immediately upon arrival I saw General Riva, and introduced myself and explained the purpose of my visit. He appeared to be most willing to cooperate but stated that the transport position was quite at early movement of stocks from outlying depots was hindered. I pointed out, however, that large stock movements would be unlikely to take place for several weeks at least.

5. The period 17th - 20th June I spent in visiting the following depots in the vicinity of Milan:-

- 1) CALABRATTO M.P. 7 9526 (Italy Road Map 1:200,000)
I visited Calabratto first as this had figured in previous reports as being the depot with the largest storage accommodation in the Milan area and it appeared obvious, therefore, that this depot should eventually become the central stock holding depot for the 1st A.A.S.
The depot is guarded by a company of South Africans and consists of four extremely large one storied buildings each with a floor space of approximately 3,000 square yards. In addition, one of the stores has an under-ground store, originally intended for rubber store, of the same dimensions. A railway siding runs between the buildings and facilities for rapid loading and un-

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2. As you will be aware, the main purpose of my visit was to inspect as many as possible of the depots and stores containing equipment of Italian Air Force origin, which has now been released to the de-Commission of Headquarters I.A.F.S., and then to brief the personnel attached from the Air Division, Australian Commission, in their duties in connection with taking inventories of stocks and certifying the equipment concerned.

3. On arrival in Milan I found that Wing Commander Middleton, who had taken the Australian Commission equipment up several days previously, had already split them into four parties, one to each of the four main depots. They had not, however, actually left Milan until the difficulty of supplying each party with the necessary transport. Each of the officers met, however, visited several of the depots in the vicinity of Milan and had thus obtained a fair idea of the nature of the task and of the difficulties likely to be encountered.

4. Immediately upon arrival I saw General Berti, and introduced myself and explained the purpose of my visit. He appeared to be most willing to cooperate but stated that the transport position was worse in early movement of stocks from outlying depots was intended. I pointed out, however, that large stock movements would be unlikely to take place for several weeks at least.

5. The period 17th - 20th June I spent in visiting the following depots in the vicinity of Milan:-

(i) GALLARATE M.R. 7 9598 (Italy near Map 1:300,000)

I visited Gallarate first on this and figured in previous reports as being the depot with the largest storage accommodation in the Milan area and it appeared obvious, therefore, that this depot should probably become the central stock holding depot for the I.A.F.S.

The depot is serviced by a company of South Africans and consists of four extremely large air stored buildings each with a floor space of approximately 3,000 square yards. In addition, one of the stores has an under-ground store, originally intended as a rubber store, of the same dimensions. A railway siding runs between the buildings and facilities for rapid loading and unloading of equipment are ideal. The depot at present contains a certain amount of MM 79 and 82 spares together with a considerable quantity of miscellaneous Italian and German equipment, including German anti-aircraft gun spares. Only a few storage racks are available and provision of the balance required may prove difficult. The depot is a fairly recent construction and is in extremely good condition. Adequate staff accommodation is available.

Luato Arona M.R. 7 9598.

A small but well laid out Servant Depot containing photographic equipment, paints, boxes, hand tools, timber, materials and film finishing equipment. A considerable quantity of metals such as phosphor bronze, magnesium aluminium and lead in ingot form was observed. The Italian Air Force Lieutenant in charge appeared to be capable and confirmed that he had received a copy of a General Instruction issued by General Ruffi stating that

no issues were to be made by any equipment depot except on the authority of the A.S.S.C., Milan.

The removal of this store to Gallarate should present no difficulty but in view of the present security of stocks, movement need not be effected immediately. The lieutenant i/s stated that a stock check was in progress but would take several weeks to complete as he had only one N.C.C. with him.

Vergara M.R. K. 0495.

This was originally an airfield only with a S.S.A.M. and now serves as a collecting point for salvage. Hardly any of the equipment is of any value and what stores there are would have to be classified by a technical officer before use. This should be done before any attempt is made to take an inventory and the Italian Officer in charge undertakes to approach General Bini for the attachment of a qualified officer. It was noted also that there was an excellent asphalt strip 1,000 metres in length with large grass surrounds and the Italian officer in charge stated that this in one of the few aerodromes which is always free from fog. It was often used previously as a diversionary airport when Milan was up through fog.

Cervarino M.R. K. 0605.

This is a disarmed depot housed in a school. On the statement of the officer in charge there have been several thefts of parcels, of which a large stock is held, supposedly by partisans and it was my opinion that the contents of this store should be moved to Gallarate at the first opportunity. Large stocks of parachutes, instruments and a fair quantity of miscellaneous equipment were held.

Sereano M.R. K. 2705.

This is also a disarmed depot housed in a seminary and was the central clothing and transport depot. A great deal of most useful equipment is held including some 3,000 pairs of boots and several tons of sole and upper leather. There were also 77 V.I.P. aircraft seats a few of which were re-upholstering only. I was impressed by the volume of the two Italian officers in charge and consider they have done well to preserve equipment which must be valued extremely highly. Here again owing to the security of the store, removal of the equipment to Gallarate is of no great urgency.

Azzano del Ferro M.R. K. 2095.

A very considerable quantity of signals equipment is housed in a seminary worked by partisans and Catholics in force personnel. This depot has already been inspected and reported on by the Senior Signals Officer and an inventory is held by the Italian. This latter is however suspect as the rate of destruction was 25th March and several discrepancies are known to exist. A stock check will take many weeks and I have arranged with the Senior Signals Officer that particular care will be taken over 5731 material removed of stocks to Gallarate.

5731

be done before any attempt is made to take any action. Italian Officer in charge undertook to approach General Biffi for the attachment of a qualified officer. It was noted also that there was an excellent militia unit in 3,000 metres in length with large trees surrounding and the Italian officer in charge stated that this is one of the few units which is always free from 807. It was often used previously and a satisfactory agreement was made with the through 100.

General Biffi, R.R. K 5000. This is a disarmed depot housed in a school. On the statement of the officer in charge there have been several thefts of various articles, of which a large stock is held, especially by various and it was my opinion that the contents of this store should be moved to Gallarate at the first opportunity. Large stocks of paraphernalia, instruments and a fair quantity of miscellaneous equipment were held.

General Biffi, R. 2785. This is also a disarmed depot housed in a school and was the control clothing and technical depot. A great deal of most useful equipment is held including some 3,000 pairs of boots and several tons of wool and upper leather. There were also 37 V.I.R. aircraft and a few of which were re-equipping only. I was impressed by the looseness of the two Italian officers in charge and consider they have some work to do to preserve equipment which must be valued extremely highly. Here again owing to the security of the store, removal of the equipment to Gallarate is of no great importance.

General del Pardo, M.R. K. 2195. A very considerable quantity of signals equipment is housed in a building guarded by partisan and Republican Air Force personnel. This depot has already been inspected and reported on by the Senior Signals Officer and an inventory is held by the Italian. This latter is however suspect as the date of preparation was 15th March and several discrepancies are known to exist. A stock check will take many weeks and I have arranged with the Senior Signals Officer that particular care will be taken over 5791 removal of stocks to Gallarate.

6. On completion of my tour of the above depots I gave more detailed instructions to the officers i/c attached parties and also wrote a letter to General Biffi informing him of our intention to attach control parties at the main depots at Gallarate, Caravaggio, Novara and Sedino. These last two depots I did not have time to visit. Both had, however, been covered by the S.T.O. and I.T.S.O.

7. A copy of my letter to General Biffi and a copy of my directive to the officers i/c control parties are attached for your information.

8. All the four parties had left for their depots at the time of my departure and I have arranged to return to Milan this afternoon to investigate their progress. I would like to say at this point that I found all the attached officers and C.O.s. from the American Commission to be most keen to assist in any way possible and I was most favourably impressed by the initiative they had already shown in tackling a task which will demand to a very large extent upon initiative and common sense for its successful completion.

9. On my return from Milan I will submit a further report on progress made but I regard the position at present as being satisfactory.

10. In conclusion I think that some of the equipment discovered would be of value to R.A.F. Group and I have spoken to S/L Hawelle in the absence of the S.E.O. with a view to obtaining a list of R.A.F. shortages. I explained that it would be several months before we could supply lists of available equipment and suggested that in order to take immediate advantage of availability of urgent shortages it would be preferable if D/L Group could notify R.A.F. shortages.

I have the honour to be,

Sir,

Your obedient servant,

W. J. S. Sub

Air Officer Commanding,
Air Forces Sub-Commission,
Allied Commission, HQAF.

5790

SUBJECT: CAPTURED GERMAN WAR MATERIAL - NORTHERN ITALY

I. INFORMATION

1) Authority has been received from Headquarters, N.A.A.F. for the release to the Air Forces Sub-Commission of all captured enemy war material of Italian Air Force origin in Northern Italy. This release is subject to certain conditions regarding disposal of captured aircraft, listing of major items, etc., details of which are contained in Headquarters AFSC, Rome, Letter AFSC/655/50. Dated 13th Nov. 1945, addressed to the Italian Chief of Air Staff.

II. INFORMATION

2) To lay down the procedure to be followed in taking inventories of all stocks of ex-Italian Air Force material, in ascertaining stocks of stock required immediately by

- a. Allied Air Force
- b. Italian Air Force

and in controlling stock holdings in the minimum number of holding depots.

III. METHOD

3) By arrangement with the Air Division of the Austrian Commission 6 officers and 9 other rank have been attached to the Air Forces Sub-Commission to supervise the work required to be effected under para 2 above. These personnel have been divided into 4 parties for attachment to the depots shown at the Appendix to this order. Officers in charge of these parties will also be responsible for the subsidiary depots in their areas and a list of such depots showing the particular responsibility of each, is included in the Appendix. It is the responsibility of all officers i/c to attempt to locate any other depots or stores containing Air Force material in their particular areas.

4) All officers i/c will take the first opportunity of sending the AFSC, Rome mentioned at para 1 above, a copy of which is held in the A.F.S.C. office in Milan.

5) INVENTORIES The Italian Air Ministry has already been instructed to initiate the taking of inventories of stock in all depots. Officers i/c should ensure that this work is progressing as quickly as possible in all depots. Two copies of all inventories are, on completion, to be forwarded to AFSC Headquarters, Rome, marked for the attention of the Senior Equipment Officer.

6) While inventories at para 5 in operation, attached parties will, under the direction of officers i/c, inspect all stocks and will list separately all equipment falling in the following categories:

a) Equipment likely to be required by the Allies.

5789

II. INVENTORY

- 2) To lay down the procedure to be followed in making inventories of all stocks of air-Italian Air Force material, in ascertaining stocks or items required immediately by
- a. Allied Air Forces
 - b. Italian Air Force
- and in controlling stock holdings in the minimum number of holding depots.

III. METHOD

3) By arrangement with the Air Division of the Austrian Commission 6 officers and 3 other staff have been attached to the Air Forces Sub-Commission to supervise the work required to be effected under para 2 above. These personnel have been divided into 4 parties for attachment to the depots shown at the Appendix to this order. Officers in charge of these parties will also be responsible for the subsidiary depots in their areas and a list of such depots showing the particular responsibility of each is included in the Appendix. It is the responsibility of all officers i/c to attempt to locate any other depots or stores containing Air Force material in their particular areas.

4) All officers i/c will take the first opportunity of sending the AFSC, letter mentioned at para 1 above, a copy of which is held in the A.F.S.C. office in Milan.

5) Implementation The Italian Air Ministry has already been instructed to initiate the taking of inventories of stock in all depots. Officers i/c should ensure that this work is progressing as quickly as possible in all depots. Two copies of all inventories are, on completion, to be forwarded to AFSC Headquarters, Rome, marked for the attention of the Senior Equipment Officer.

6) While inventories at para 5 in preparation, attached parties will, under the direction of officers i/c, inspect all stocks and will list separately all equipment falling in the following categories:

- a) Equipment likely to be required by the Allies. 5789

Headquarters 24 Group are being requested to provide lists of major shortages and these will be forwarded on receipt. In the meantime officers must use discretion and their own experience in determining items which are likely to be required by the Allies. Lists of such items are to be reported to AFSC, Rome at intervals determined by the estimated importance of the material concerned. When in doubt concerning particular items these should be included. Equipment received by the Italian Air Force.

The C.E.C. of the AFSC has already provided a list of the more urgent requirements of the I.A.F. and this will be supplemented by further lists from time to time. Availability will be reported in duplicate. (Copy to C.E.C., i copy S.I.C.O.) to AFSC Rome as soon as possible.

- 7) COMPLETION On completion of inventories it is the intention

(Sheet 221 continued)

- 2 -

that all equipment should be used from outlying depots to California which will maintain the central holding depot for Northern Italy. Movement of attacks will take place in the following order of priority:

1. Caravaggio
2. Novara
3. Varese
4. Azzano delardo
5. Seregno
6. Porto Arancio

(1) Sudano depot will be retained as the M.T. moves west.

(2) Authority for calling forward stocks from the above depots will be P/Lt. Thorne who will act in close liaison with P/Lt. Basset. A.C. officer in Milan and with the officer responsible for the depot concerned.

(10) P/Lt. Thorne will be responsible for obtaining the necessary labour to carry out the work of preparing Callanite for receipt of equipment from outlying depots, but in any event the assistance of AFSC, Milan, for engagement of local labour through the Italian Air Ministry. The employment of political prisoners is not recommended and is not to be resorted to without the sanction of AFSC Headquarters, Rome.

(11) In conclusion, all officers must exercise considerable discretion in conforming to the above instructions and all difficulties should be referred to AFSC, Milan, who will refer to the S.E.O. Rome where necessary.

A.H. KIDWELL
 Wing Commander,
 Senior Equipment Officer.

570b

Distribution: P/Lt. Thorne
 P/Lt. Bobby

- 6) Sedriano depot will be retained as the R.T. spare depot.
- 9) Authority for calling forward assets from the above depots will be P/Lt. Thomas who will act in close liaison with P/Lt. Barnes M.I. officer in Milan and with the officer responsible for the depot concerned.
- 10) P/Lt. Thomas will be responsible for obtaining the necessary labour to carry out the work of repairing vehicles for repair of equipment from outlying depots, but he may require the assistance of P/Lt. Wilson, for engagement of local labour through the Italian Air Ministry. The employment of political prisoners is not recommended and is not to be resorted to without the sanction of AFHQ Headquarters, Rome.
- 11) In conclusion, all officers must exercise considerable discretion in conforming to the above instructions and all difficulties should be referred to AFHQ, Milan, who will refer to the S.E.C. Room where necessary.

A.N. KNOWLES.
Wing Commander,
Senior Equipment Officer.

578b

Distribution: P/Lt. Thomas
P/Lt. Eddy
P/Lt. Barnes
W/C Wilson
A.F.S.C. MIAN (2 copies)
" HQ AFHQ
" " C.M.O.

APPENDIX

<u>Depot</u>	<u>Party</u>	<u>Subsidiary Depots.</u>
Gallarate	F/Lt. Thorne F/Lt. Darwin Sgt. Barnstable	Pasto Arsizio Sesto Calende Venegono
Caravaggio	F/O Gillows Sgt. Keast LAC Morley	Anzano del Parco Seregno (after move of Caravaggio)
Novara	F/Lt. Bobby F/O Fry P/Sgt Borker LAC Gaspara	
Sedriano	Sergeant Dainty Captain Hood	

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

To: Comando Generale Aeronautica A.I.
Ufficio Comando.

Date: 20th June, 1945.

Ref: AFSC/MI/INT/24.

CONTROL OF ITALIAN AIR FORCE MATERIALS - NORTHERN ITALY.

1. Reference is made to letter AFSC/655/30, dated 15th June, 1945, issued by the Air Officer Commanding, Air Forces Sub-Commission,ROME, on the subject of releases of ex-Italian Air Force material in Northern Italy, a copy of which has been passed to you.

2. In order to implement the policy laid down therein Air R.A.F. officers and nine Other Ranks have been placed at the disposal of this office to supervise the taking of inventories and centralisation of stock-holdings as laid down at para 2 (iii) and (iv) of the Rome letter quoted above.

3. These officers and Other Ranks have been divided into four parties and are being attached to the following Depots to cover all stock-holding depots in these areas:-

M.I. Stores Depot	Sedriano
Aero Engine and spares depot	Novara
Servizi Depot	Gallarate
Servizi Depot	Caravaggio

A list giving the names of the personnel of the various parties is attached for your information.

4. Each of these parties is working under the direct instructions of this Sub-Commission and you are requested to issue instructions to all your stock-holding depots that every facility is to be afforded them in inspecting, listing and the removal of such materials as they may direct, upon production of passes which have been issued to each officer by this office.

5. It is the intention to centralise all stocks at Gallarate, apart from A.R. spares which will remain at Sedriano, and instructions for the removal of stocks from the outlying depots to Gallarate will be issued by this Office. Copies of such instructions will be passed to you for information.

Copy to: A.F.S.C., A.C., ROME.
P/Lt. Bobby
P/Lt. Thorne
P/O Gallow
P/Lt. Barnes.

Maison Officer
For Air Vice Marshal
Air Officer Commanding.

5786

CALABATE

Flight Lieutenant Thorne
Flight Lieutenant Darwin
Sergeant Baxstable
L.A.C. Scott

NOVARA

Flight Lieutenant Bobby
Flying Officer Fry
Flight Sergeant Border
L.A.C. Cespara

GARAVAGGIO

Flying Officer Gillow
Sergeant Roast
L.A.C. Moxley

SEDELIANO

Sergeant Dainty
Corporal Hood

Flight Lieutenant Barnes, M.I. Officer, is remaining in Milan but will supervise all M.I. matters.

WPC 11/13/1945
 11/13/1945
 11/13/1945

11/13/1945
 11/13/1945
 11/13/1945

REPORT ON VISIT TO SARDINIA - 6th. FEBRUARY TO 17th. FEBRUARY, 1945.
 I have the honor to submit the following Report on my visit to Sardinia, for the purpose of inspecting Italian Air Force Equipment and materials etc.

6th. and 7th. FEBRUARY, 1945.

The following representatives in the Cagliari Area were visited and in the following order:-

- W/Dir. Bolno. Officer Commanding, No. 65 Staging Post, Bolno.
- Lt. Stern. Italian Air Force Liaison Officer, Allied Command. (Requisitioning and Claims etc).
- Capt. Noway. Transportation Officer, Allied Command.
- Col. Pennycuik. Regional Commissioner, Sardinia.
- Col. Maclean. Italian Air Force Headquarters, Cagliari.
- Lt. Col. Poculani. " " " "
- Major Poussett. (N.A.T.A. L.O.) Staging Officer for Sardinia.

I also visited the Sardinian Base. General condition of equipment held in the Sardinian Base. Capt. Seaborn J065, Air Engineer, No. 140 - 3 and an S.M. B. aircraft are being repaired, the latter aircraft is practically scrapped.

All U.S. Salvage Parts and Civilian U.S. firms in Cagliari were visited in regard to U.S. spares held, spare parts required other than those obtainable from totally unserviceable vehicles, will be notified by Lt. Col. Poculani.

6th. FEBRUARY, 1945.

Unserviceable aircraft visited, only items of note held here being stocks of blankets, Parachute Equipment and Ammunition, all stocks of the latter item to be transferred to Sorrento Magazine at the earliest possible date. 5781

In addition to the above, the following accounts are held at the Airport:-

1423

1. Lt. Stern.
(U.S. Army).
2. Capt. Kowatz.
3. Col. Pampyrdok.
4. Col. Karkhin.
5. Lt. Col. Koccalatti.
6. Major Ponssett.

Italian Air Force Liaison Officer, Allied Communications.
Transportation Officer, Allied Communications.
Regional Communications, Spaulding.
Italian Air Force Headquarters, Cagliari.
" " " " " "
(N.A.A. L.O.) Shipping Officer for Cagliari.

I also visited the Cagliari base. Found quantities of equipment held in the Spaulding Store. Great quantities of S.M. Air Intelligence, No. 140 - 3 and an S.M. aircraft are being repaired, the latter aircraft is provisionally stripped.

All U.S. Salvage Parts and Civilian U.S. Parts in Cagliari were visited in regard to U.S. spares held, spare parts required other than those obtainable from totally unserviceable vehicles, will be notified by Lt. Col. Koccalatti.

Feb. TWENTY, 1945.

Monzaeveto field visited, only items of note held here being stocks of blankets, Survival Equipment and Ammunition, all stocks of the latter item to be transferred to Sorrento hangar at the earliest possible date. 5784

In addition to the above, the following aircraft are held at the field:-

S.M. 73	-	1	
S.M. 73	-	1.	Being converted to transport aircraft. (aircraft stripped).
S.M. 3	-	2	) Serviceable and appear to be in good condition.
S.M. 73	-	1	)
S.M. 3 (Mardi)	-	1	)
S.M. 202	-	1	)

There is also a well equipped wood-shop located at the field.

Feb. TWENTY, 1945.

I again interviewed Lt. Stern, Liaison Officer, to obtain further particulars regarding the location of Italian Air Force Articles, storeshouses etc., and the information received, agreed with our exception to the information given to me by Lt. Col. Koccalatti, whom I had contacted earlier.

/continued.

2.

In company with Lt. Col. Doordani, the following units were visited:-

10th MAGAZINE (MAGAZINE) (U.S. Army)

Equipment and materials held (Other than U.S. vehicles), was negligible.

No. 207 MAGAZINE, MAGAZINE

Large quantities of medical supplies held, the Italian Air Ministry should arrange immediate transfer of various quantities to the mainland.

Large supplies of Barrack and Cooking equipment including certain items of crockery and glassware, I.A.F. uniforms and large quantities of thread - linen, a demand for the latter item has recently been received from the Italian Air Force to obtain from A.S.S. sources, the Ministry is being informed accordingly.

Supplies of wire equipment (buses and extinguishers), photographic equipment other than printing paper, and various items of general equipment held. I instructed, that several items which I know were urgently required on the mainland, to be transferred to the Decino Field with, these instructions were complied with prior to my leaving Decino, and are being shipped for "S.S. SALERNO" which was being loaded for Naples.

In addition to the above, large quantities of rifles and ammunition are held in the Magazine, and I informed Lt. Col. Doordani that they should be transferred forthwith to the Ammunition Dump at Sorrento.

10th MAGAZINE, 10th

Visited the following units:-

1/2 Magazine - Cagliari.

Stores & Building Magazine - Cagliari.

Salvage and Packing Section - Cagliari.

Transfer of essential equipment and materials to the mainland is in progress.

The Salvage Packing Section is well organised.

Decino Airfield was also visited, approximately 28 Italian Air Force personnel are attached to this airfield, which is clear with the exception of quantities of tents, Barrack Equipment and dismantled wooden huts, which are in course of being transferred to Cagliari. No essential equipment to the mainland.

Villa Cidra Airfield contains no equipment.

5783

Supplies of fire equipment (hoses and extinguishers), photographic equipment other than printing paper, and various items of general equipment held. I instructed, that several items which I knew were urgently required on the mainland, to be transferred to the Docka Fortnightly, these instructions were complied with prior to my leaving Cagliari, and are being shipped per "S.S. Sardinia" which was being loaded for Naples.

In addition to the above, large quantities of fiction and literature are held in the Magazzino, and I instructed Lt. Col. Roccaforte that they should be transferred forthwith to the Ammunition Dump at Bonavent.

10th, February, 1945.

Visited the following units:-

Magazzino - Cagliari.

Work & Buildings
Magazzino - Cagliari.

Salvage and Packing
Section - Cagliari.

Transfer of essential equipment and materials to the mainland is in

progress.

The Salvage Packing Section is well organized.

Decimo Airfield was also visited, approximately 28 Italian Air Force personnel are attached to this airfield, which is clear with the exception of quantities of Tentage, Barrack Equipment and dismantled wooden huts, which are in course of being transferred to Cagliari for eventual shipment to the mainland.

5753

Villa Oliva Airfield contains no equipment.

11th, February, 1945.

Visited Cristino and Milia Airfields.

CRISTINO AIRFIELD.

Approximately 24 Italian Air Force personnel are attached to this airfield, no equipment held.

MILIA AIRFIELD.

This airfield is closed, no equipment held.

Italian Air Force personnel at Decimo and Oristano require books and supplies of food. I instructed Lt. Col. Roccaforte to obtain these items from stocks held by the Italian Air Force.

(continued.)

/continued.

12th. - 15th. FEBRUARY, 1945.

The following units were visited:-

Sororo. Chialvini. Algiano. Gibia.

SORORO AND CHIALVINI.

These units are closed.

ALGIANO.

68 Italian Air Force personnel are attached to this airfield, and which the Italian Air Force Major in charge stated, would be closed down within the next five weeks.

Small quantities of Tonnage, Barrack Equipment, Paints and Pipes, and several dismantled Wooden Units held, and which are being transferred by rail to Cagliari; also a Bomb and Ammunition Dump is situated near to the airfield.

OLBIA. (SEAPLANE BASE).

Small quantities of Tonnage, Barrack Equipment and Coast Searchlight propellers held; also items of Kitchen and Building equipment including fittings for a petrol pipe line.

The officer in charge of the 72 Italian Air Force personnel attached to this unit stated, that Olbia was being prepared for use as a regular Seaplane Base for the Italian Air Force.

I visited the following representatives on my return to Cagliari:-

Lt. Stern.

Col. Martini.

Lt. Col. Roccalatti.

Capt. Nervi. (Allied Construction).

Major Foscat. (Shipping).

I also visited Cagliari Docks.

16th. FEBRUARY, 1945.

Visited Sorrento Ammunition and Bomb Dump, large stocks of explosives held at this dump. 86 Italian Air Force personnel are attached to this unit, and are generally employed on Guard duties.

5783

Small quantities of tentage, barbed equipment, tanks and ropes, and several dismantled wooden huts held, and which are being transferred by rail to Cagliari; also a Verb and ammunition dump is situated near to the airfield.

OMIA. (SHAPING WORK).

Small quantities of timber, barbed equipment and Count Songlone repellens held, also items of tools and welding equipment including fittings for a petrol pipe line.

The officer in charge of the 72 Italian Air Force personnel attached to this Unit stated, that Gibie was being prepared for use as a regular Sanyone Base for the Italian Air Force.

I visited the following representatives on my return to Cagliari:-

Lt. Stern.

Col. Martini.

Lt. Col. Roccalatti.

Capt. Henry. (Allied Commission).

Major Bonsett. (Shipping).

I also visited Cagliari Docks.

16th. November, 1945.

Visited Sorrenti Ammunition and Bomb Dump, large stocks of explosives held at this Dump. 86 Italian Air Force personnel are attached to this Unit, and are generally employed on guard duties.

5732

17th. November, 1945.

I again visited Major Bonsett, (M.I.A. L.O.) Shipping, Cagliari, and I was informed that all arrangements for shipping Italian Air Force equipment from Sardinia to the mainland, would be made through his Office. I accordingly notified Lt. Col. Roccalatti of what action was necessary for the shipment of equipment and materials.

No supplies of petrol, tyres and tubes were found.

I have to report that every assistance was given to P/Lt. Mitchell and myself by W/Cdr. Folme, Col. Martini and Lt. Col. Roccalatti, and also by the staff of the Allied Commission, Cagliari.

The approximate total strength of the Italian Air Force in Sardinia, is 2,500.

P.T.O.

I have the honour to be,

Sir,
Your obedient servant,


R.W. LACHMAN, S/LM.
Retirement Officer.

26th, February, 1945.

1700/T/S. 655/20.

1270

Air Force Sub-Commission
 Mr. Allied Commission
 C.C.C.

8th March 1945

Sir,

I have the honour to submit the following report on my visit to Mr. Bari, in course of which I visited the following:

- i) The Italian Air Force Depot at Bari, C.C.C.
- ii) Fighter Division Section 18002
- iii) Former Italian Fighter Wing Store, Bari 18002
- iv) U.S. Unit, Bari

I AMC PART

I informed S/Ldr BROOKMAN, the Senior Lieutenant of the wing of the policy underlying the establishment of a wing Commander (Lieutenant) at C.C.C., Bari. Rome and discussed the matter with him in its general aspects as affecting the present organization of the Sub-Commission itself. The most obvious point for decision was whether the desirability of moving the main wing from Bari to Bari, to be under the direct control of the Senior Lieutenant Officer would, at this stage, disrupt the present wing organization. After discussion, the difficulties that arise may be summarized, as follows:-

- i) Location of the Unit (Area Headquarters) and its staff. The vast majority of a wing Commander (Lieutenant) and the numerous demands for a wing Commander (Lieutenant) from these two Headquarters. Problems which are now being solved on the spot would depend for solution on a considerable amount of correspondence. ii) With the exception of S.C.C. (Bari) (Bari) now moving to Provenza all operational squadrons and auxiliary technical workshops of the Italian Air Force are located on the East Coast of Italy extending from 18002 in the South to 18002 in the North. This includes the main Italian Air Force Depot at 18002 and various subsidiary depots all of which are under the constant surveillance of S/Ldr BROOKMAN.

iii) The Chief Engineer Officer and the S.C. Officer of this Sub-Commission are located at Bari and, as can readily be understood, the work of these three sections is intimately interconnected. 5781

It was decided, therefore, that the arbitrary removal of the Sub-Commission from Bari is not advisable at the present

- i) The Italian Air Force Depot at MAFIA-CCA
- ii) Fighter Liaison Section LACC
- iii) Former Italian Fighter Wing Base, MAFIA-CCA
- iv) U.S. Liaison

1. MAFIA

I informed MAFIA, the Senior Lieutenant of the, of the policy underlying the establishment of a Wing Commander's Unit at MAFIA-CCA. I have also discussed the matter with him in its general aspects as affecting the present organization of the Sub-Command itself. The most obvious point for decision was whether the desirability of moving the main equipment section from MAFIA to MAFIA, to be under the direct control of the Senior Lieutenant Officer would, at this stage, disrupt the present equipment organization. After discussion, the difficulties that arise may be summarized, as follows:-

i) Location of the Unit's Area Headquarters and its Staff. The vast majority of equipment problems now arising including the numerous demands for equipment from Allied aircraft units from these two Headquarters. Problems which may now be solved on the spot would depend for solution on a considerable amount of correspondence. ii) With the exception of MAFIA-CCA, (Allied aircraft) now moving to Presinone all operational squadrons and auxiliary technical squadrons of the Italian Air Force are located on the East Coast of Italy extending from LACC in the South to MAFIA in the North. This includes the main Italian Air Force Depot at MAFIA-CCA and various subsidiary depots all of which are under the constant surveillance of MAFIA-CCA.

iii) The Chief Engineer Officer and the Staff Officer of this Sub-Commission are located at MAFIA and, as can readily be understood, the work of these three sections is intimately interconnected. **5781**

It was decided, therefore, that the arbitrary removal of the equipment section en bloc to MAFIA is not advisable, at the present stage, but rather that there should be a gradual shifting of responsibility from MAFIA to MAFIA-CCA in line with the development of a proper supply and maintenance organization within the Italian Air Force itself. Meanwhile, the equipment section at MAFIA must, of necessity, continue to operate in an executive rather than in an advisory and liaison capacity.

4. In the meantime, I intend to issue a directive to MAFIA-CCA which will have the effect of channeling all letter matters and correspondence with external formations through the Senior Lieutenant Officer at MAFIA while leaving day to day correspondence and routine returns to be actioned by MAFIA. While such an arrangement is not

entirely satisfactory it is considered desirable owing to the consideration of para 2 above and will, in addition, permit for closer liaison between myself and the Italian Air Ministry on the more important issues concerning the reorganization of the Italian Air Force supply system.

II THE ITALIAN AIR FORCE DEPT AT CIV. CCA.

5. In company with Major BROWNE, I visited the above and saw the Italian Commanding Officer Major VERGARI who accompanied me on a tour of the Depot. This consists of the following Stores Groups, Workshops and Sections, the composition and lay-out of which are directly comparable with those of an R.A.F. Maintenance Unit:-

1) Stores Groups

a) Technical Store

This is holding stocks of hand tools, photographic equipment; materials, etc (Italian) and dopes and oil. There is also a small amount of Italian aircraft spares received from aircraft salvaged in Sardinia and further components of these are now in transit to UGO IV CCA.

b) Clothing Store

As reported in my airgram 7.11.44, addressed to H.Q. MAF (Rear) large stocks of certain items of clothing were found and adjustment of previous provisioning by the Provision Office North Africa, ^{was} requested where deemed advisable. Particularly noticeable were the stocks of material for the manufacture of shirts, T.D. clothing, towels and linen articles. Quantities are as set out in my airgram referred to above. In general, stocks did not cover a wide range of articles.

c) Barrack and Hospital Store

A limited range of stocks is held and the only item of note was that a large quantity of soap was held. It is understood that the latter was manufactured by a civilian firm in Rome prior to the formation of the Local Resources Board which now controls commodities essential for its further manufacture. Flying clothing is also stored in this Group but stocks are small.

5720

me on a tour of the Depot. This consists of the following stores groups, workshops and sections, the composition and lay-out of which are directly comparable with those of an R.A.F. Maintenance Unit:-

3) Stores Groups

a) Technical Store

This is holding stocks of hand tools, photographic equipment; materials, etc. (Italian) and dopes and oils. There is also a small amount of Italian aircraft spares received from aircraft salvaged in Sardinia and further consignments of these are now in transit to SIV COA.

b) Clothing Store

As reported in my telegram to the C.M.R. addressed to H.M., MAF (near) large stocks of certain items of clothing were found and adjustment of previous provisioning by the Provision Office North Africa on Chief Ordnance Provisioning Office Middle East, ^{was} requested where deemed advisable. Particularly noticeable were the stocks of material for the manufacture of shirts, T.E. clothing, towels and linen articles. Quantities are as set out in my telegram referred to above. In general, stocks did not cover a wide range of articles.

c) Barrack and Hospital Store

A limited range of stocks is held and the only item of note was that a large quantity of soap was held. It is understood that the latter was manufactured by a civilian firm in Rome prior to the formation of the Local Resources Board which now controls commodities essential for its further manufacture. Flying clothing is also stored in this Group but stocks are small.

5780

d) M.E. Stores

While the quantities of M.E. stores held is reasonably large, the majority of the items are for obsolescent vehicles.

e) Ration Store

This is the main area ration store from which I.A.F. units draw their supplies. Bulk supplies are received from the Italian Army Depot in accordance with strength figures supplied to the latter by the Italian Air Ministry. Issues to Units are effected in accordance with instructions received from H.M. Units Areas and H.M. 4th A.T., which detail actual amounts of each commodity to be issued to each of their respective units. The responsibility of the officer i/c Rations at SIV COA is, therefore limited

to the safe custody of ratione and to verifying physical receipts and issues. I paid particular attention to the accounting procedure in force and this appears quite satisfactory.

11) Workshops and Miscellaneous Sections.

a) M.F. repair sections.

In addition to a large and well equipped M.F. repair shop there is also an Instrument and Electrical Workshop, a tyre Repair Section and a Special tool store, the latter constituting a stock-up of special tools for the various repair shops, loan issues being made and recorded as in the R. A. It should be noted that the tyre Repair Section is not at present functioning owing to lack of essential materials. It is understood, however, that the output is small and sufficient only for the needs of the M.F. repair shop itself.

b) Blacksmiths shop.

Small but adequate for unit needs.

c) Armoury

This is divided into two sections, i) aircraft machine gun workshop and store, and ii) ^{small arms} ~~small~~ ^{were} ~~small~~ arms armoury and workshop. Storage and lay-out ~~was~~ excellent.

d) Tailors Shop

This is a very large and extremely well-equipped shop which, if working to capacity, would require a staff of approximately 24. At the present time some 10 civilians are employed and are engaged on cutting M.D. cloth and uniforms material into patterns for dispatch to civilian contractors for making up into uniforms. Pattern-cutting machines installed are capable of cutting out 100 M.D. patterns at a time.

6. The general impression created by an inspection of the above Groups and workshops was very favourable. The lay-out, binning and cleanliness of the stores groups was of a very high standard. The Italian storage regulations are, however, open to criticism by permitting boxes and bins to be stored in the main Technical stores stacks of small arms ammunition to be stored in the armoury.

7. A close investigation was made into Italian accounting methods

stituting a lock-up of special tools for the various repair shops, loan issues being recorded as in the U.S. It should be noted that the Fire Repair Section is not at present functioning owing to lack of essential material. It is understood, however, that the output is small and sufficient only for the needs of the U.S. repair shop itself.

b) Blacksmith shop.

Small but adequate for unit needs.

c) Armoury

This is divided into two sections, ⁽¹⁾ aircraft machine gun workshop and store, and ⁽²⁾ general small arms armory and workshop. Storage and lay-out were excellent.

d) Tailors shop

This is a very large and extremely well-equipped shop which, if working to capacity, would require a staff of approximately 24. At the present time some 10 civilians are employed and are engaged on cutting C.D. cloths and Uniform material into patterns for dispenser to civilian contractors for making up into uniforms. Pattern-cutting machines installed are capable of cutting out 100 U.S. patterns at a time.

6. The general impression created by an inspection of the above groups and workshops was very favourable. The lay-out, timing and cleanliness of the stores Groups was of a very high standard. The Italian storage regulations are, however, open to criticism by permitting ropes and oils to be stored in the main Technical stores **5779** stacks of small arm ammunition to be stored in the armoury.

7. A close investigation was made into Italian accounting methods and a detailed account of the system will be included in a later report. It is of interest to note, however, that this system is far more strict than U.A.P. system of accounting and while much of the procedure appears cumbersome and unnecessary at first glance it would be unwise to recommend any immediate relaxation of control without careful consideration. I propose therefore, to make the present equipment organization and accounting system the subject of a separate report after I have gone into the matter more fully with the Italian Air Ministry. It is considered, however, much of the present unnecessarily rigid system arises from unwillingness to delegate responsibility to junior officers, an attitude which may well be justified and which may prove a difficult problem in setting up a simple and flexible organization.

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In general, the 1st AF, is capable of being developed into a first class maintenance unit although its present staff of uniformed personnel may have to be expanded. I have asked the AF to go into the question of establishment and strength with Major VERA, 1 and to supply me with details.

III. MAINTENANCE UNIT

In company with Major VERA, I visited the airfield at LAKE and met Lt. VERA, the maintenance officer attached to the Fighter Division Section. There are five equipment stores at Lake staffed by U.S. personnel as follows:-

- i) 4th Stormo Store Squadron Store holding spares for F-4 aircraft of 1st AF and 1st Squadron.
- ii) 1st Stormo Store Squadron Store holding spares for fighters aircraft of 1st AF and 1st Squadron.
- iii) Italian Fighter Store Station Technical Store holding Macchi aircraft for aircraft of 1st AF and 1st Squadron.

The above together constitute the Fighter Division Maintenance Section.

- iv) Italian Bomber Store Station Technical Store holding spares for B-26, B-27 and B-29 aircraft of 1st AF and 1st Squadron operating under the control of No. 14 Wing.

v) Barracks, clothing and miscellaneous domestic stores.

No. 1 and 11 are new stores opened up on the introduction of Allied aircraft and are located in the same building. No. 11, (iv) and v), on the other hand, are located each in a separate building and are relics of the former Italian supply organization. The previous function of the latter stores is given at para 13 (iv) below.

11. The accounting procedure is in force in the 4th and 1st Stormo Stores while the other two stores are still operating on the Italian system.

In general, the supply of equipment to operational squadrons at station level appears satisfactory.

IV. COMBAT READY AIRCRAFT AND STORES, LAKE

It may be explained at this stage that the former Italian supply system was organized on an area basis comparable ⁵⁷ to the system in the U.S. Owing to the present distribution of the 1st AF in the 1st AF, many of the original depots are still in use for the functions of the various depots are clearly discernible. The

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WANA respectively.

14. The Fighter Store at CALTONX has necessarily altered its functions although it is still possible to preserve the original layout of the stores buildings. There are six main one-storied stores buildings surrounded by various compounds, the whole being capable of housing the equivalent of the stocks of an average Air Stores Park.
15. At the present time stocks consist of small holdings of Italian aircraft spares, aircraft machine guns and also M.T. spares and unserviceable types. 27 serviceable P.51. 801 engines were also held. A small M.T. workshop had also been set up by the Italians since last it was visited and it was accordingly agreed that P.51. MTCZILL, the M.T. Officer should visit the depot at an early date. Unless the M.T. shop is fulfilling an important function it is ~~best~~ that the M.T. spares should be transferred to SERRIVACCA and the workshop used for minor repair only. The depot is mainly being used at the moment as a salvage compound.
16. It was observed that a vehicle in the depot had been converted into a mock-up crane which the Italian staff stated to be of 4 ton capacity. P/Lt COLONNIS, the A.F.S.C. Liaison Officer attached Fighter Liaison Section DECCB stated that he would arrange for this crane to be employed with the detached Squadrons at CALTONX landing ground although he did not think that its usefulness would be very great. It would appear, however, that the importance of constant visits to such depots is considerable.

IV H.A. UNITA' AEREA.

17. On my return to the Sub Commission ZALLI, I was informed that instructions had been issued to SERRIVACCA by M. 4th M.T. that 40 Italian airmen were to be posted from the depot as part of the 3,000 personnel being transferred to the U.S.A.F. I went to see Col. SCARLATTA, Commanding 4th M.T., to ask him whether it would be possible to obtain these 40 men elsewhere as I considered it essential that the relatively small strength of SERRIVACCA were not further depleted unless absolutely essential. Major VERGANI, previously informed me that he considered his staff barely adequate but that all his men had been with the depot for a considerable time and consequently managed to keep on top of the work. Although I consider that Major Vergani was exaggerating slightly the amount of work now being done it is evident that, in the future, there will

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15. It was observed that a vehicle in the lot had been converted into a look-up crane which the witness stated to be of a ten capacity. W/It COMPANY, the A.T.C. DIVISION Officer attached to the Liaison Section MCCB stated that he would arrange for this crane to be employed with the detached Squadron at Saker Landing airport although he did not think that its usefulness would be very great. It would appear, however that the importance of constant visits to such depot is considerable.

17. On my return to the Joint Commission Staff, I was informed that instructions had been issued to RUKIVIVACA by H. . 4th . . T. that 40 Italian Airman were to be posted from the depot as part of the 1,000 personnel being transferred to the USAF. I went to see Col. SCARLETT, Commanding 4th . . T., to ask him whether it would be possible to obtain these 40 men elsewhere as I considered it essential that the relatively small strength of RUKIVIVACA were not further depleted unless absolutely essential. Major VERGENI, who previously informed me that he considered his staff barely adequate but that all his men had been with the depot for a considerable time and consequently managed to keep on top of the work. Although I consider that Major Vergeni was suggesting slightly the amount of work now being done it is evident that, in the future, there will be considerable more. For this reason, I signalled to you a request that, if possible, the posting of these men should be stopped and the Italian Air Ministry be asked to supply the men from elsewhere. This would ensure the preservation of an experienced nucleus of personnel with Italian Depot experience which will be invaluable to later date.

1. At Unit's previous conference I had a long and interesting discussion with the Chief of the Intelligence, Col. J. J. A. He showed me a letter which he had received from the Chief of Staff stating that it was the intention to reorganize the I. & S. supply organization in order to bring it into line with the RAF system, and calling for a report from him on the changes entailed. In view

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of Col. CIAM2's complete lack of knowledge of the R.P. system the usefulness of such a report is questionable but it was noted that a 14 page draft reply had been prepared. Col. CIAM2 has promised to let me have a copy of his reply which will at least be of considerable interest in studying the present organization.

19. The greater part of the discussion was concerned with an explanation of the present organization and a great deal of useful information was obtained. It was observed, however, that whenever the question of altering the present system was touched upon the very reason why a change is necessary were quoted by Col. CIAM2 as being reasons why a change would be impracticable.

20. I now propose to investigate fully the equipment organization at the Italian Air Ministry and on completion will be in a position to render the report mentioned at para 7 above.

21. In conclusion, I would be grateful for permission to forward a copy of this report to L... for information.

I have to honour to be,

Sir,

Your obedient servant,

Arthur B. Jones

THE CO. FOR

ARTHUR B. JONES, OFFICER

IN WIDE WINGED WING-RESCUE, L... N.T.C.

Air Officer Commanding

Air Force Sub-Commission

Ref. AFSC/812/14

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