

ACC

10000/135/326

10000/135/326

MONTHLY REPORTS, EQUIP. SECTION
APR. - NOV. 1945

LOOSE MEMORANDUMS.S.O.

1. Herewith extract for inclusion in the October Air Report:

" Captured Enemy Material. Under the terms of the latest AFHQ directive all material of Italian military origin, if not required by the Allies, is to be handed over to the Italian military authorities for maintenance of the armed forces. In accordance with this directive preparations were made for the hand-over of all ex-Air Force depots in Northern Italy. It is estimated that the hand-over will be completed in four to five weeks' time. "

10th November, 1945.

AFsc/a76/24.

Wing Commander,
Senior Equipment Officer.

5938

LOOSE MINUTE.

5A

S.S.O.

Monthly Air Report - Equipment Staff.

1. Herewith paragraph for inclusion in Monthly Air Report to cover equipment aide:

Captured Enemy Material - Northern Italy. Authority was received from H.Q. M.A.A.P. for the release of Captured Enemy Air Material of Italian Air Force origin to this Sub-Commission, for subsequent issue to the Italian Air Force of such material as might be necessary for the maintenance of ground personnel within the authorized ceiling and to support authorized flying programmes. 5 officers and 9 other ranks, temporarily attached from the Austrian Commission, were attached to A.F.S.C. Milan to supervise the taking of inventories of equipment which might be of use to the Allied Air Forces and of equipment required by the Italian Air Force to support the Courier Services.


Wing Commander
Senior Equipment Officer

6th July, 1945.

5937

LOOSE MINUTE.

4A

S.S.O.

MONTHLY AIR REPORT - EQUIPMENT STAFF

1. Herewith suggested paragraphs to cover equipment matters during the month of May.

EQUIPMENT ORGANISATION. A reply was received from the Chief of Italian Air Staff to the memorandum concerning the reorganisation of the Italian supply system referred to in last month's summary. This reply seemed to show a sincere desire to fall in with the Sub-Commission suggestions and it outlined the new Italian organisation that would be set up to comply therewith. This scheme covered all the major points at issue and the Italian Chief of Staff was asked to have it put into immediate effect."

CAPTURED ENEMY MATERIAL - NORTH ITALY. Preliminary reports from Intelligence indicated that there was a very large amount of captured enemy material of Italian Air Force origin in Northern Italy. A ruling was requested from M.A.A.F. Headquarters as to whether the Italian Air Force would be allowed to reclaim all or part of their equipment for the maintenance of their present force. The matter was discussed at the Chief of Staff's conference on 24th May and it was decided that C.M.S.O. would investigate and submit his recommendations. The chief difficulty lay in finding sufficient personnel to take a rough inventory of the equipment involved, a task quite beyond the scope of this Sub-Commission. A request to the Austrian Commission produced the offer of 20 officers and 8 O.R.s, an offer which was gratefully accepted.

Wing Commander
Senior Equipment Officer

5936

11th June, 1945.

LOOSE MINUTE.

Air Officer Commanding.

Sir,

1. With reference to the monthly Air Report, there was only one matter on the equipment side last month which warrants inclusion, and that was the memorandum to General ALMOND CAT on the suggested equipment reorganisation in the Italian Air Force.

2. A suggested paragraph to cover this is as follows:-

EQUIPMENT ORGANISATION. As a result of a review of the Italian supply organisation a memorandum was submitted to the Chief of the Italian Air Staff embodying recommendations concerning its reorganisation. These recommendations were designed to provide for more effective control by the Italian Air Ministry over all supply matters and to reduce the wide measure of responsibility at present being exercised by Headquarters UNITA AEREA in BARI.

[Signature]
Senior Equipment Officer.

10th May, 1945.

1601

11A

MOBILE UNIT

LOOSE MINUTE

Air Office forwarding.

Sir,

1. with reference to your request for equipment matters for inclusion in the monthly Report the following notes are forwarded for guidance:

2.

RATIONS.

- i) It has been the practice in the past for Italian Air Force Ration Depots to draw rations from the Italian Army Depots for distribution to Air Force Units.
- ii) On 12th March the Land Forces Sub Commission represented to this Sub Commission the undesirability of having ration depots which were not under the direct control of Allied representatives actually working at the depots. It was proposed, therefore, that all Italian Air Force Depots should be closed down and that all I.A.F. units should draw rations direct from the Army Depots. It was considered that this would ensure closer supervision and control of rations.
- iii) This proposal was agreed and the necessary instructions were issued by both Sub Commission.
- iv) The new procedure was not greeted with enthusiasm by the Italian Air Ministry and a considerable number of objections were raised. Most of these objections showed a need for liaison between the Italian Air and War Ministries and the former was advised accordingly with the promise of every assistance from this Sub Commission if necessary difficulties were raised by the War Ministry.
- v) The new procedure is to come into force on 9th April and it has been confirmed with the Italian Air Ministry that all necessary instructions have now been issued.

3.

Tyres for P.39 aircraft.

- i) On 24th March a signal was received from A.F.S.C. Bari stating that the P.39 tyre position had become acute. Approximately a two weeks' supply only was held and this was insufficient to replace the tyres which had had robbed, previously, from aircraft in the pool at Lecce.
- ii) The seriousness of the position had only suddenly been realised owing to the receipt of a signal from AAFSC/MTO releasing a small quantity of tyres and tubes which were stated to be total theatre stocks and which stated that no further supplies would be forthcoming from American sources. This signal was the first indication of the true position as previous signals from AAFSC/MTO in reply to A.F.S.C. request for hastening of issues of tyres had merely stated that higher priorities had first to be satisfied.
- iii) An immediate signal was despatched to M.A.A.P. Rear who released all available items in North Africa, which unfortunately were in negligible quantities, and promised to ascertain stocks in Middle East and elsewhere. A further signal was sent, asking for the stock position in France to be ascertained, on receiving information from AAFSC/MTO that four fifths of their stocks had recently been transferred to the French Air Force.
- iv) Meanwhile, the only courses open are, firstly, to obtain immediate repair of all available repairable tyres and, secondly, to attempt to find a possible alternative tyre.

king at the depots. It was proposed, therefore, that all Italian Air Force Depots should be closed down and that all I.A.F. units should draw rations direct from the Army Depots. It was considered that this would ensure closer supervision and control of rations.

iii) This proposal was agreed and the necessary instructions were issued by both Sub Commission.

iv) The new procedure was not greeted with enthusiasm by the Italian Air Ministry and a considerable number of objections were raised.

Most of these objections showed a need for liaison between the Italian Air and War Ministries and the former was advised accordingly with the promise of every assistance from this Sub Commission if unnecessary difficulties were raised by the War Ministry.

v) The new procedure is to come into force on 9th April and it has been confirmed with the Italian Air Ministry that all necessary instructions have now been issued.

3.

Tyres for P.39 aircraft.

i) On 24th March a signal was received from A.F.S.C. Bari stating that the P.39 tyre position had become acute. Approximately a two weeks' supply only was held and this was insufficient to replace the tyres which had had robbed, previously, from aircraft in the pool at Lecce.

ii) The seriousness of the position had only suddenly been realised owing to the receipt of a signal from AAFSC/MTO releasing a small quantity of tyres and tubes which were stated to be total theatre stocks and which stated that no further supplies would be forthcoming from American sources. This signal was the first indication of the true position as previous signals from AAFSC/MTO in reply to A.F.S.C. request for hastening of issues of tyres had merely stated that higher priorities had first to be satisfied.

iii) An immediate signal was despatched to M.A.A.F. Rear who released all available items in North Africa, which unfortunately were in negligible quantities, and promised to ascertain stocks in Middle East and elsewhere. A further signal was sent, asking for the stock position in France to be ascertained, on receiving information from AAFSC/MTO that four fifths of their stocks had recently been transferred to the French Air Force.

iv) Meanwhile, the only courses open are, firstly, to obtain immediate repair of all available repairable tyres and, secondly, to attempt to find a possible alternative tyre.

v) 214 Group were approached for assistance over repair priorities and granted highest priority of repair at No. 2 T.R.R.U.. Meanwhile w/c Gladeston has arranged in Bari for the repair of 100 main wheel tyre by the Americans. Experiments are now being carried out at FROSINONE with a P.51 tyre to see whether this type could be fitted but results are not yet known.

vi) Until a satisfactory solution to the tyre situation is found, however, formation of a third P.39 squadron would be impossible.

4.

Clothing.

i) Provision office North Africa have provisioned on A.F.H.Q. for 24,000 sets of the A.F.H.Q. Clothing Scale for the Italian Armed Forces, less certain items of which the Italian Air Force already holds adequate stocks.

ii) The only serious shortage remains, however, boots. This position has been eased by the release of 5,000 pairs by 214 Group but M.A.A.F. Rear have been asked to hasten the supply of boots off the sets of clothing provisioned on A.F.H.Q. in order to provide a reasonable backing for

exchanges of repairable doc .

5.

M.T. P.O.L. Issues.

1) The present system of issuing P.O.L. for M.T. vehicles of the Italian Air Force was reviewed as this was considered unsatisfactory. In support of monthly bids for P.O.L. the Air Ministry submitted a statement of the number of vehicles held and the A.F.H.Q. Petroleum Section allowed a fixed quantity of petrol for each vehicle. Owing to the growing total of vehicles stated to be held and the impossibility of verification of these totals it was decided that M.T. establishments would have to be introduced for I.A.C. units and that P.O.L. should only be issued for vehicles established. Owing to the high rate of unserviceability of M.T. it is not proposed necessarily to withdraw vehicles held surplus to establishment but the fixing of such establishments would ensure that issues of P.O.L. were related to the essential needs of the Italian Air Force and not merely to the number of vehicles held.

6. I have made the above notes as exhaustive as possible in order that you should be aware of the general picture as I feel it will be easier to reduce the above to essentials rather than to build up from inadequate data.

[Handwritten signature]

Senior Equipment Officer

5th April, 1945.

5934

1A

What Knowles.

Can I have a few short notes from you on matters on your side of the house, for the month of March, for inclusion in the monthly Report.

On first thoughts I can think of:-

- (i) P. 39 type situation
- (ii) Clothing & boots (Didn't we get a release of 5000 pairs)
- (iii) Rationing.

You may be able to think of others. All I want is notes, which I can write up into suitable form for the report.

4/4/45.

W.B. HOC

5933

1805