

ACC

10000/135/336

BR
M

10000/135/336

BREACHES OF FLYING DISCIPLINE
MAR. 1945 - JAN. 1947

M. 6.

AIR III

- Please see enclosure 61 A.
2. Will you write a letter to Air Headquarters, R.A.F. Italy, C.M.F. reporting these complaints and ask for appropriate disciplinary action to be taken against the Pilot of the Harvard.
 3. You should refer to my letter at enclosure 60 A, and say we rely on Air Headquarters, Italy to ensure that British Pilots comply with normal Flying Control Regulations

W. H. H. H.

C.M.M. GREECE, W/CDR.
Air I.

6th January, 1947.

6736

DEFINT 76M/19 see 42A

Would you please see enclosure 101 which is a complaint by the Officer concerning the Wilson Detachment concerning breaches of flying discipline by Lt. Williams, the Officer Commanding the R.A.F. on the airfield, on the 1st August, 1946.

2. I notice that at enclosure 101 a similar complaint has been received from Major Harve of the Allied Commission, Salerno.

3. At enclosure 35A I see that you reported this matter to the Commanding Officer R.A.F. and forwarded a copy of Major Harve's letter; in view of the fact that the times and dates of these two complaints coincide, I suggest that you forward to R.A.F. the duplicate copy of P/O Joshi's letter, (attached to enclosure 101).

Chickbrene
C.M.A. 99032, W/Odr,
Air I.

12th August, 1946.

M 4

AIR III

Ref 54A. Send letter to air Tasi War
hanging to their attention the non-observance
of flying control regulations at Lumbia by the
person MR PHELPS.

17/110
[Signature]

850 - sent by 11/10
M 5

5. At Enclosure 35A I write that you reported this matter to the Commanding Officer D. A. P. S. and forwarded a copy of Major Tamm's letter. In view of the fact that the times and dates of these two complaints coincide, I suggest that you forward to S. A. T. S. the duplicate copy of 7/6 1910 letter, (attached to enclosure 35A).

Chikibrene

C. A. T. S. 1910, 8/10/10,
Air I.

12211-101010, 1910.

M A

AIR III

Ref 54A.

Send letter to Air Taxis War
brought to their attention the non-observance
of trying control regulation at home by the
pilot MR PHELPS.

17/10

M 5

SSC — sent up 11/10

Ref 55A, 55B

action taken on M 4. Letter has been sent to Air Taxis
limited and also to 4th Div. 1-5 outfit at Georgia.

19/10

miMajor Sam
my

Please see SA and my request to the IAF on
enclosure 6A.

You might make inquiries to see if the
Italian air force does understand the standard
visual signals for control of aerodrome traffic.

W. J. J. J.
7. 4. 44

They understand the signals.
They just enclose them

A. FavaroMa

Request you take action on 26A. They're
your boys. Ylan m. H.

6734

61A
(t)

From : General Staff I.A.F.
1st Division, 2nd Section of Assistance to Air Traffic.
To : A.F.S.C., A.C., Rome.
Date : 24th December, 1946.
Ref. : 106946/063/4093 Coll.

LACK OF DISCIPLINE BY ALLIED AIRCRAFT AT PALESE (BARI).

We wish to bring to the notice of the AFSC the breaches of discipline made by an RAF HARVARD aircraft on the 1st December 1946, on the airport of PALESE (BARI).

The aircraft left the airport without prior notification to the authorities.

The aircraft failed to inform the SADA of its destination.

The aircraft ignored the signals of the control tower when it tried its best to stop it.

THE CHIEF OF STAFF

TRANSLATED BY Mr. F.W. BURTON.

Lucy.

Qui III for action

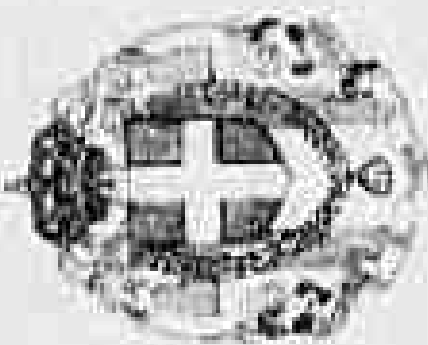
Chubel
7/11.

P222.
30/12. 7 joint

9/3/51

6733

10/1



vi 738

Stato Maggiore *XX. Armata* MILITARE

1° REPARTO

2° Sezione Assistenza Traffico Aereo

AIR FORCES SUB COMMISSION

= S E D E =

Dir. 7. 106940 C. 5/Q

4093 C. 4

Proposto al p. 1. 2

del

OGGETTO Indisciplina velivolo alleato a Palese (Bari).-

Si porta a conoscenza di codesta A.F.S.C. l'infrazione alle norme disciplinari S.A.T.A. commessa dal velivolo della R.A.F. HAWARD il 1° dicembre 1946 sull'Aeroporto di Palese-Bari:-

- Partiva dall'Aeroporto senza preavviso
- Non forniva alla Direzione S.A.T.A. notizie circa la sua destinazione.
- Non si atteneva ai **Segnali** di divieto di partenza fatti dalla torre di controllo.

IL CAPO DI STATO MAGGIORE

6732

Il capo dello Stato Maggiore ha approvato il presente rapporto.

Il capo dello Stato Maggiore ha approvato il presente rapporto.

61A
24 DEC 1946
Roma
19 1

FROM : Air Forces Sub-Commission, A.C., Rome.
TO : Air Headquarters RAF, Italy.
Copy to D.C. No 49 Staging Post Ciampino.
DATE : 30th December, 1946.
REF. : AFSC/753/P.1.

Ext: 546.

FLYING DISCIPLINE.

A complaint has recently been received at this Sub-Commission from the Italian Air Ministry to the effect that when allied aircraft which take off from the Italian controlled airfield for other allied controlled airfields in the theatre their safe arrival at their destinations are not always communicated to the station of departure.

2. It is requested that you will take steps to ensure that this practice ceases forthwith and that allied crews who use Italian airfields will do their utmost to help the development of the I.A.F. flying control organisation by showing good flying discipline at all times, particularly with regard routing and movement.

C. M. G. Grace
for C. M. G. GRACE 1/CDR.
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

6731

59A

FROM : Air Forces Sub-Commission, A.C., Rome.
TO : Naval Sub Commission, A.C., Rome.
DATE : 30th December 1946.
REF : AFSC/753/P.I.

Ext: 546.

BREACHES OF FLYING DISCIPLINE.

The following case of breach of flying regulations by a British aircraft on an Italian controlled airfield has been communicated to this Sub-Commission by the Italian Air Ministry. It is requested that you will take the necessary steps to ensure that breaches of flying discipline of this nature by British Naval aircraft do not occur again.

" On the 12th November the British aircraft PR541 embarked on the aircraft carrier 'Ocean' landed at Brindisi on a runway which had been closed to traffic (QFU 55°) instead of on the one which had been allocated for use (QFU 315°).
We take the opportunity to point out that nearly all allied aircraft leaving the above mentioned airport and routed to allied aerodromes on arrival at destination do not see to it that the regular air routes are communicated to the above mentioned airport, making it impossible for the S.A.T.A. organisation to know if the aircraft in question have arrived at their destination. "

Chiff

C.M.M. GRICE W/COR.
for AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB COMMISSION.

6730

From : General Staff Italian Air Force

1st Division 2nd Section Assistance to Air Traffic

To : A.F.S.G. A.C. Rome

Date : 21st December 1948

Ref. : 105876/op 17/C/4074 Coll.

Subject: FLYING DISCIPLINE



The following facts regarding breaches of discipline by allied aircraft have been communicated to this Department by the Directorate of Assistance to air traffic at the Bari airport, and the information is forwarded for your attention.

1) On the 12th November the British aircraft PP541 embarked on the aircraft carrier "Ocean" landed at Brindisi on a runway which had been closed to traffic (QTY 350) instead of on the one which had been allocated for use (QTY 3430).

2) The very same day at 13.10 hrs. a C.47 "Douglas" American aircraft, pilot Capt. Evans landed making the same breach of discipline as the PP541.

At 17.20 hrs. the C.47 "Douglas" left Brindisi for Marcellise, though the crew had been warned by the local S.A.T.A. that neither one nor the other airport could give any assistance at night whether it be for departure or arrival.

58A
(2)

6729

Subject: PLANE DISCIPLINE

The following facts regarding breaches of discipline by allied aircraft have been communicated to this Department by the Directorate of Assistance to Air Traffic at the Bari airport, and the information is forwarded for your attention.

1) On the 12th November the British aircraft TP541 entered on the aircraft carrier "Queen" landed at Brindisi on a runway which had been closed to traffic (QVR 559) instead of on the one which had been allocated for use (QVR 3150).

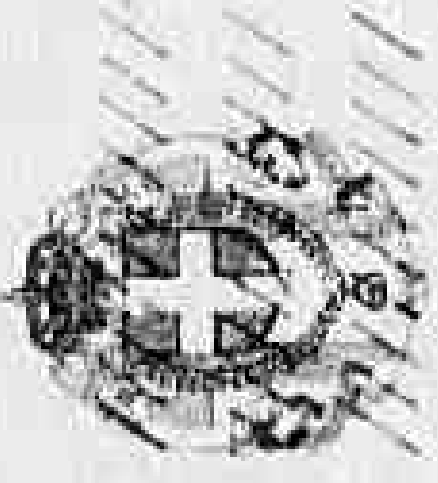
2) The very same day at 17.10 hrs. a C.47 "Douglas" alien aircraft, pilot Capt. Evans landed making the same breach of discipline as the TP541.

At 17.20 hrs. the C.47 "Douglas" left Brindisi for Marina di Vieste, though the crew had been warned by the local S.A.T. that neither one nor the other airport could give any assistance at night whether it be for departure or arrival.

3) We take the opportunity to point out that nearly all allied aircraft leaving the above mentioned airport are routed to allied aerodromes on arrival at destination so not see to it that the arrival is kept ^{the} the aircraft in question have arrived at their destination.

THE CHIEF OF STAFF

Translated by Mr. J. J. T. T. T.



51/Ga

27 DIC. 1946

19 A

Sub. Maggiore R. Brinco

MILITARE

AIR FORCE SUB COMMISSION

1° REPARTO

2° Sezione Assistenza Traffico Aereo

SEDA =

1068876/1946 4042 Coll

Proposta di P.N.

OGGETTO Indisciplina di volo.

Per opportuna conoscenza, si segnalano le seguenti notizie pervenute dalla Direzione del Servizio Assistenza Traffico Aereo dell'Aeroporto di Bari, concernenti indiscipline di volo commesse da aerei alleati:

- 1)-In data 12 novembre l'aereo inglese PP541 imbarcato sulla portaerei "Ocean" ha atterrato a Brindisi su pista chiusa al traffico (LFU 550) anziché su quella regolamentare (LFU 3150).
- 2)- Lo stesso giorno ad ore 16,10 l'aereo americano "Luglas" C.47 pilotato dal capitano Evans atterrava ripetendo la stessa indisciplina del PP.541. Ad ore 17,20 il "Luglas" C.47 ripartiva da Brindisi diretto a Marciariane, pur essendo stato avvisato dal S.A.T.A. locale che, sic l'uno che l'altro aeroporto, non potevano dare assistenza notturna, né per la partenza né per l'atterraggio.
- 3)- Con l'occasione si fa presente inoltre che quasi tutti gli aerei alleati partenti dalla suddetta base e diretti a basi sedi di reparti alleati, non provvedono, al loro arrivo, a far comunicare le rotte aeree regolamentari a detto aeroporto, mettendo in tal modo il S.A.T.A. nella impossibilità di poter sapere se gli aerei in questione sono o no arrivati a destinazione.

IL CAPO DI STATO MAGGIORE
6728

File
57A

FROM : Air Forces Sub-Commission, A.C., Rome.
TO : Headquarters 88th Infantry Division Artillery, AFHQ 88 US Army.
Copy to AMG RAF Italy CWP (operations)
DATE : 16th November, 1946.
REF. : AFSC/753/PI.

IRREGULAR FLYING.

Ref. your 3rd Indorsement our letter AFSC/753/PI subject Irregular Flying, dated 18th October 1946, this Sub-Commission wishes to thank you for the explanation of the incident, which is now considered closed.

2. It is suggested, however, that in the future the Estimate Time of Arrival for flights to all Italian Airfields is communicated to Air HQ RAF CWP (operations) at Udine, who will in turn notify the Italian authorities through Italian Aircraft Safety Centre, Venice.

For P. COLE 1st LT. AG.
AIR VICE MARSHAL
DIRECTOR,
AIR FORCES SUB-COMMISSION.

6727

56A

201.63

4th Ind

WGM/vet

Headquarters 88th Infantry Division, APO 88, US Army, 7 November 1946.

TO: Air Forces Sub-Commission, A.C., Rome.

FOR THE COMMANDING OFFICER:

1 Incl.
n/c

J. C.

6726

56B

3rd Ind

HEADQUARTERS 88TH INFANTRY DIVISION ARTILLERY, APO 88, US ARMY, 1 November 1946

TO: Director Air Forces Sub-Commission, Rome, Italy

THRU: Commanding General, 88th Infantry Division, APO 88, US Army

1. Investigation of the alleged irregularity in flying discipline by Lt Sherwood has been accomplished.

2. Pilot states he approached the Linate Airfield on a 45 degree angle on the date mentioned and entered the left hand traffic opposite the control tower.

That, he did not have radio communication with the control tower and that upon his approach to landing, he looked to the control tower for light signals. Observing none, he made the landing.

3. Lack of radio communication at Gorizia Field does not permit usual notification of departure from Gorizia.

4. Steps have been taken to instruct all L-5 pilots, 88th Div Arty on control facilities existing at Linate field for compliance with regulations thereat.

FOR THE COMMANDING OFFICER:

Kenneth M. Hamsher
KENNETH M. HAMSHER
Captain, FA
Adjutant

201.63

4th Ind

WGM/vot

Headquarters 88th Infantry Division, APO 88, US Army, 7 November 1946.

TO: Air Forces Sub-Commission, A.C., Rome.

FOR THE COMMANDING OFFICER:

1 Incl.
n/o



6725

56C,
21

1st Ind

HEADQUARTERS 88TH INFANTRY DIVISION ARTILLERY, APO 88, US ARMY, 28 October 1946

TO: Captain Ejner J Fulsang, Headquarters 88th Infantry Division Artillery, APO 88,
US Army
(Attn: ACP)

1. For complete explanation of pilot's version of this incident.
2. Instructions will be given all pilots on procedure and courtesies when landing at fields not under our jurisdiction.

BY ORDER OF COLONEL MOLITOR:

Kenneth M Hamsher
KENNETH M HAMSHER
Captain, FA
Adjutant

2d Ind

HEADQUARTERS 88TH INFANTRY DIVISION ARTILLERY APO 88, US ARMY,
28 October 1946.TO: Commanding Officer, Headquarters 88th Infantry Division Artillery, APO 88,
US Army

1. Enclosure No 1, pilot's version of this incident.
2. Paragraph 2 of 1st Ind complied with.

Ejner J Fulsang
EJNER J FULSANG
Captain, FA
Div Arty Air Off

6724

56D

28 October 1946

SUBJECT: Irregular Flying.

TO : Division Artillery Air Officer, 88th Inf Div

1. On 8 October 1946 I flew L-5 aircraft #491 from Gorizia, Italy to Linate Air port, Milan, Italy, landing there approximately 1055 hours that day.

2. I approached Linate Airfield on a 45° angle and entered left-hand traffic opposite to the control tower. There was no radio communication with the control tower.

3. While traveling the "Down-wind Leg" and the "Base Leg" I observed the control tower for light signals. I saw none. During the approach and landing I observed no light signals from the control tower.

4. It has not been the custom to file a flight plan from Gorizia to Linate. Without radio communications it is impossible to send an Estimated Time of Arrival to the airport of intended landing.

E. J. Sherwood
Capt. SHERWOOD,
1st Lt., 337th FA Bn.

Enclosure #1

6723

201.63

4th Ind

WGM/vet

Headquarters 88th Infantry Division, APO 88, US Army, 7 November 1946.

TO: Air Forces Sub-Commission, A.C., Rome.

FOR THE COMMANDING OFFICER,

1 Incl.
n/c

J. C.

6722

From : Air Forces Sub Commission, A.C., Rome.
To : 88 Division Air Communication Sq. (L-5)
Gorizia.
Date : 18 October 1946
Ref. : AFSC/753/PI

IRREGULAR FLYING

This Sub Commission wishes to bring to your attention the following irregularity in flying discipline which occurred at Linate Airfield, Italy on the 8 October 1946.

2. Translation of report received from Col. Lazzarini Italian Air Force :

"At 10.51 hrs. aircraft L.5.491, belonging to the 88th Div. at Gorizia airfield, pilot Lt. SHERWOOD, landed on this airfield. This aircraft landed in the opposite direction to that indicated by the Control Tower and in spite of the red signal forbidding him to land. In addition the usual notification of departure from Gorizia (ETA Linate) was not given."

3. It is brought to your attention that control facilities are in operation on Italian air fields and existing regulations will be obeyed.

for

Paul Cole
PAUL COLE 1st Lt. A.C.
Air Vice Marshall,
Director,
Air Forces Sub-Commission.

251130705
16
[Signature]

55 A

From : Air Forces Sub Commission, A.C., Rome.
To : Messrs. Air Taxis Limited, Croydon Airfield, London.
Date : 18 October 1946
Ref. : AP30/75/77

IRREGULAR FLYING

This Sub Commission wishes to bring to your attention the following irregularity in flying discipline which occurred at Linate Airfield, Italy on the 8 October 1946.

2. Translation of report received from Col. Lascerini Italian Air Force :

"At 10.56 hours a PROCTOR aircraft, markings G-AGVB belonging to Air Taxis Ltd. of Croydon, piloted by Mr. PHILLIPS took off on a trial flight. This same aircraft landed at 11.06 in the opposite direction to that laid down by the control tower and in spite of the red Aldis lamp signal given by the control tower forbidding him to land, thus forcing the 7.79 Air Courier from Rome (with passengers on board) which was about to land, to open up and do another circuit."

3. It is brought to your attention that control facilities are in operation on Italian air fields and existing regulations will be obeyed.

my
Oct 10
for PAUL COLE 1st Lt. A.C.
Air Vice Marshall,
Director, Air Forces Sub-Commission. 6720

Club

14/10

55 B

From : Air Forces Sub Commission, A.C., Rome.
To : 88 Division Air Communication Sq. (I-5)
Gorizia.
Date : 13 October 1946
Ref. : AFSC/753/PI

IRREGULAR FLYING

This Sub Commission wishes to bring to your attention the following irregularity in flying discipline which occurred at Vinete Airfield, Italy on the 8 October 1946.

2. Translation of report received from Col. Moschetti Italian Air Force :

"At 10.51 hrs. aircraft I.5.491, belonging to the 88th Div. at Gorizia airfield, pilot Lt. SHAWOOD, landed on this airfield. This aircraft landed in the opposite direction to that indicated by the Control Tower and in spite of the red signal forbidding him to land. In addition the usual notification of departure from Gorizia (ETA Vinete) was not given."

It is brought to your attention that control facilities are in operation on Italian air fields and existing regulations will be obeyed.

for PAUL COLE 1st Lt. A.C.
Air Vice Marshall,
Director, 6719
Air Forces Sub-Commission.

my 24/10

Chubb

24/10

54A

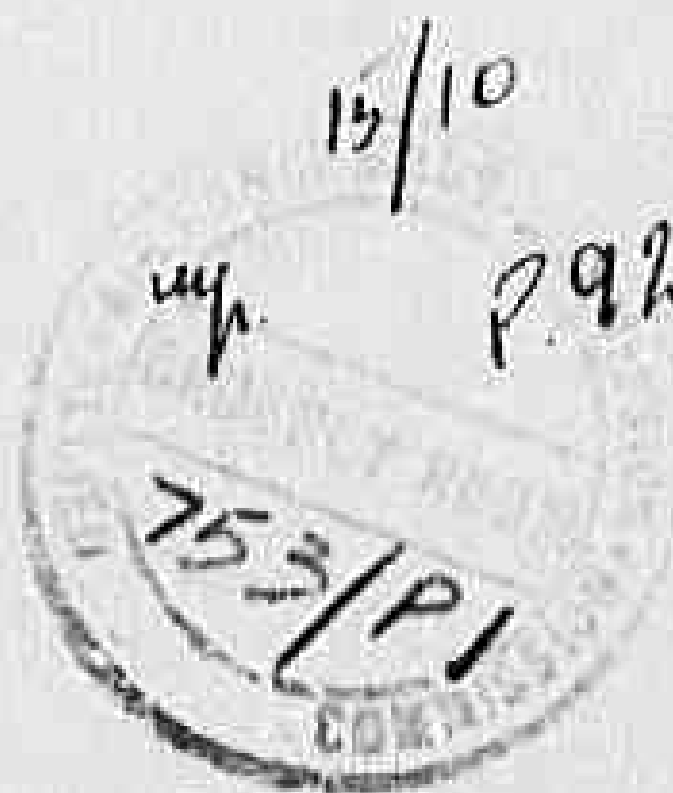
FROM : Air Forces Sub Commission, A.C. Milan
TO : Air Forces Sub Commission, Hq. A.C. Rome
DATE : 9 October 1946
REF. : AFSC/M/22/Air

IRREGULAR FLYING

Enclosed herewith translation of a report
by Col. Iazzarini on irregular flying at Linate Airfield
which occurred on the 8 October 1946.

Encl.

for *W. Klotz Sep*
D.G. REID P/O
Commanding
AFSC/Milan



6718

54B

Translation of report received from Linata on 2 occurrences
of lack of flying discipline

The following incidents which occurred on 8/10/46
are brought to your notice:

1) At 10.56 hours a PROCTOR aircraft, markings G-AGYB, belonging to Air Taxis Ltd. of Croydon, piloted by Mr. PHELPS, took off on a trial flight. This same aircraft landed at 11.00 in the opposite direction to that laid down by the control tower and in spite of the red Aldis lamp signal given by the control tower forbidding him to land, thus forcing the S.79 Air Courier from Rome (with passengers onboard) which was about to land, to open up and do another circuit.

2) At 10.51 hrs. aircraft I.5.491, belonging to the 88th Div. at Gorizia airfield, pilot Lt. SHERWOOD, landed on this airfield. This aircraft also landed in the opposite direction to that indicated by the Control Tower and in spite of the red signal forbidding him to land. In addition the usual notification of departure from Gorizia (ETA Linata) was not given.



in Clot seto.

*Chubb
24/6*

53 A

FROM: AIR FORCES SUB-
FROM: AIR FORCES SUB-COMMISSION, A.C., ROME
TO : AIR FORCES SUB-COMMISSION, A.C., MILAN
DATE: 16TH OCTOBER, 1946
REF : AFSC/753/PI

IRREGULAR FLYING 633 POLISH AIR SQUADRON

Reference is made to your letter AFSC/M/2241R dated 5th September, 1946.

2. The information contained in your letter was forwarded to MAAC for action.

3. They have now replied that as the few remaining elements of the 2nd Polish Corps H.Q.D. Squadron are leaving Italy on the 7th October, and the majority of the aircraft have already been handed over, they do not propose to take further action.

ack
A.C. KIEPLINGER, Major A.C.
for Air Vice-Marshal
Director
A.F.S.O.

6717

*my: 15/10**ent
14/10*

52A

From:- Mediterranean Allied Air Committee Secretariat.
 To :- Air Forces Sub-Commission, Allied Commission, Rome.
 Date:- 3rd October, 1946.
 Ref :- MAAC/ASAC/2/AMAS.

INCIDENTAL MATTERS - 6th POLISH AIR SQUADRON

45H

Reference is made to your letter XFS/753/14
 dated 12th September, 1946;
 1/2 (24).

2. The few remaining elements of the 6th Polish
 Corps A.C.F. Squadron are leaving Italy on the 7th October.

3. The majority of their aircraft have already
 been handed over (and will be completed by this date.)

4. The incidents are regretted by G-3 Section
 of Allied Forces Headquarters who are responsible for this
 Squadron.

5. Under the circumstances, it is not proposed
 to take any further action.

JEM
12/10

(S. J. P. HAMILTON)
 Wing Commander
 Secretary to the
 MEDITERRANEAN ALLIED AIR COMMISSION

6716

10/10

Check
 Please notify Bureau of Aeronautics
 Re: your letter
 Enclosure 999
 10/10

51A.
(1)

FROM: AIR MINISTRY - CABINET OF THE MINISTER-
TO: AIR FORCES SUB-COMMISSION - ALLIED COMMISSION - ROME
DATE: OCTOBER 5TH 1946
REF: 25427/3430 COLL.

48A?

PROJECTILE DROPPED FROM UNKNOWN AIRCRAFT AT SAN VITO DI NEGRAR (VERONA)

Reference your letter AFSC/753/P/1 dated September 29th 1946, we inform you that the said projectile was nothing but a piece of steel which accidentally fell off the aircraft.

This information is forwarded to you, following recuperation and examination of said projectile, by the Artillery Direction of Verona.

THE HEAD OF CABINET



LR

Aug. 10/10

6715

MINISTERO DELL'AERONAUTICA
GABINETTO DEL MINISTRO

Roma, 25 OTT. 1940

Segreteria

AIR FORCE COMMISSION - A.C.

Prot. N. 25424/3430 coll. (tramite Ufficio Collegamento)

ROMA

(risp. fr. AFSC/53/P/1 del 27/9/c.a.)

OGGETTO: Proiettile sganciato da aereo sconosciuto
a San Vito di Legnaro (Verona)

In riferimento al foglio sopracitato, si comunica che il proiettile di cui all'oggetto altro non era che un pezzo di acciaio staccatosi accidentalmente dal velivolo.

2. Tanto a seguito di avvenuto recupero ed esame di esso, da parte della Direzione Artiglieria di Verona. =

d'ordine

IL CAPO DI CABINETTO
Alphonse

6714

50A

041606 B

AIR FORCES SUB-COMMISSION, ALCON, ROME

MAJOR WILLIAM HOWE MARK, OFFICE OF CHIEF LIAISON OFFICER
ALCON, BOLZARO

MTUSA, APTN CAPTAIN WALLACE, TJA

UNCLASSIFIED

ABLE NINE TWO TWO PD MILAN LOW FLYING AIRCRAFT INCIDENT COMING
TO TRIAL SOON PD IMPORTANT YOU CONTACT CAPTAIN WALLACE CHA TRIAL
JUDGE ADVOCATE CHA (PHONE) FRIENDEN FOUR SIX FIVE WITHOUT DELAY

6713

*cul
5/10*

7/10

*R
8/10*

REF : AFSC/753/P.I.

Copy to:- Chief Commissioner

ROUTINE

AIR STAFF, A.F.S.C., ALCON, ROME

fk m
FRANK E. MARK, LT. COL. AC

F/O A.C. MERRICK

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMIS. JN

Air Forces

49A

Originator's Reference: C 65037

Message Centre No: H/6956

Date/Time of Origin: OCT. 02 11 53 B

Date Time Rec'd: OCT. 03 10 30 B

Precedence: ROUTINE

FROM: MTCUSA

TO: ALCOM

See 103H etc.

UNCLASSIFIED.

Milan Low-Flying aircraft incident coming to trial soon.
(Bolzano for Major William Howe Hare, Liaison Officer)
request you telephone Captain Wallace, trial judge advocate
freedom 465 earliest.

AC DIST

ACTION
INFO

AIR S/C 2
CHIEF COMMISSIONER
FILE
FLOAT

ACTION

33946
0712

100

229.

3-10-46

753/P1

753/P1

C 65037
OCT.021153B

11/6956
OCT.031030B
ROUTINE

MTUSA
ALCOM

UNCLASSIFIED.

*Milan Low-Flying aircraft incident coming to trial soon.
(Bolzano for Major William Howe Hare, Liaison Officer)
request you telephone Captain Wallace, trial judge advocate
freedom 465 earliest.*

AC DIST
ACTION AIR S/C 2
INFO CHIEF COMMISSIONER
FILE
FLOAT

6711

OCT 3 1946

48A

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

To : Italian Air Ministry.

Ref : AFSC 753/P/1

Date: 27th September, 1946

67A

NEGRA (VERONA)-MISSILE DROPPED BY UNKNOWN AIRCRAFT

Receipt is acknowledged of your letter 23457/3287/Coll dated 20th September, 1946.

The data contained in your above referred letter is insufficient to press action with higher authorities and it would therefore be appreciated if more detailed information of the incident be furnished this Sub-Commission.

filed
28/9

for

ack
A. C. KEPPLINGER
MAJOR, AIR CORPS
AIR VICE MARSHAL
DIRECTOR
AIR FORCES SUB-COMMISSION

29/9.

6710

From : Italian Air Ministry.
 To : A.F.S.C., Rome.
 Date : 20th September, 1946.
 Ref : 23457/3287/Coll.

MISSILES
NEGRAR (VERONA) - ~~MISSILE~~ DROPPED BY UNKNOWN AIRCRAFT

The following communication has been received from the General Command of Carabinieri.

"At San Vito di Negrar (Verona) at about 18hrs of the 12th inst., 300 metres far from the town, an aircraft routed south-north dropped a 6 cm. diameter projectile which imbedded, without exploding, in a maize field.

Some country men who were in the proximity heard distinctly the hissing of the projectile but could not identify the type and nationality of the aircraft.

The Chief of Cabinet.

translated by J. Bevacqua.

Ans II

Acknowledge this letter:
 There is insufficient detail
 to take further action until
 more is known.

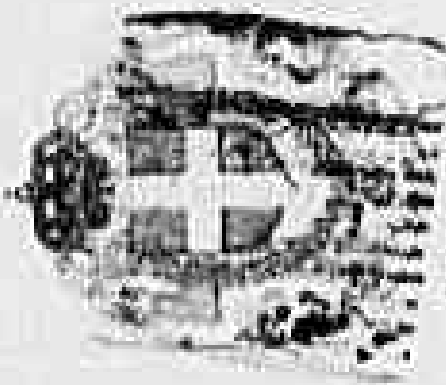
Jk M 24/9



Chill.
26/10

6709

26/9



Ministro dell'Interno

GABINETTO DEL MINISTRO

328454

22454

Allegato

Proposta di legge

Roma

ALL'AIR FORCES SUB COMMISSION
(Tramite Ufficio di Collegamento)

OGGETTO Negrar (Verona) - lancio di proiettili da parte di un
aereo rimasto sconosciuto.-

Si porta a conoscenza di codesta Commissione
la seguente segnalazione pervenuta dal Comando Genera-
le dell'Arma dei Carabinieri:

"In "San Vito" di Negrar (Verona), verso le ore
18 del 12 corrente, a circa 300 metri dall'abitato, da
un aeroplano con rotta sud-nord fu sganciato un proiet-
tile, del diametro di 6 centimetri, che andò a confic-
carsi - senza scoppiare - in un campo seminato a grano-
turco.

Alcuni contadini che si trovavano in quei pressi,
udirono distintamente il sibilo del proiettile, ma non
riuscirono ad identificare il tipo e la nazionalità del-
l'apparecchio.-

d'ordine
IL CAPO DI GABINETTO CUB

Ed. Santostano

ALLIED FORCE HEADQUARTERS
G-3 SECTION

9 September 1946

FILE : G-3 AFHQ/117

SUBJECT: Irregularities in Reporting Aircraft Movements.

TO : 11 POLISH CORPS.

1. Attached is a list of irregularities alleged to have been committed recently by 663, POLISH ACP Squadron IINATB. It will be seen from the report that as a result of these irregularities, much time has been wasted at ITALIAN aircraft safety centres in fruitless searches for safely landed aircraft.

2. In spite of representations made in the past by the RAF Liaison Officer at C.A.V. MILAN to the CO of 663 POLISH ACP Squadron, these irregularities continued. You will, therefore, take immediate steps to ensure that there is no recurrence of these incidents.

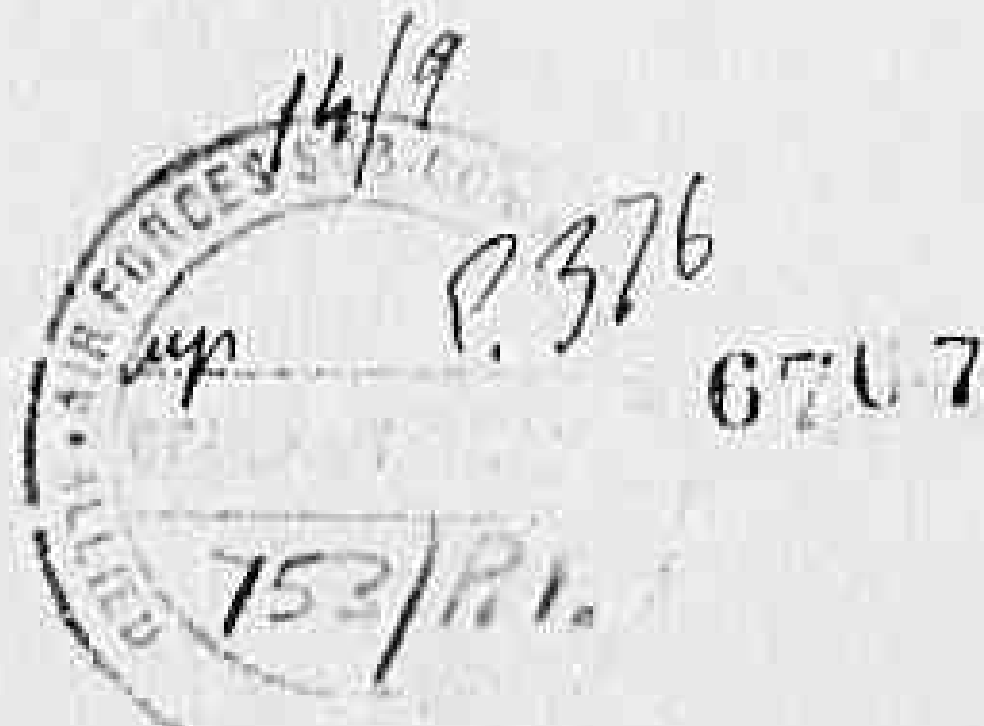
BY COMMAND OF LIEUTENANT GENERAL MORGAN:

HLF/co'e.

T.S., AIREY,
Major General,
Chief of Staff.

OFFICIAL:

Mr. Robin
J.D.A. ANDERSON,
Brigadier G.S.,
AC of S, G-3.



Copy to:- Air Headquarters (Advanced) ITALY.
A.F. Sub Commission A.C.

Noted civil 23/9

24/9

45A

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

To : M.A.A.C.

Date : 13th September 1946.

Ref : AFSC/753/P.I.

IRREGULAR FLYING 633 POLISH AIR SDR.

Information is being forwarded to you regarding Polish aircraft landing on the airfield of Oris.

2. On this connection our AFSC/753/P.I. dated 10 August 1946 refers.

3. Request that your acknowledgement of both letters.

Translation of Report on the landing of a Polish aircraft on the Airfield of Oris.

26th August 1946

At approx. 11.00 hrs a single engined high-winged monoplane, presumably Allied, landed at the extreme last end of the runway of this airfield that is at a distance of 1200-1500 metres from the airport control buildings.

A jeep arriving from the autostrada went up to the aircraft and two people got out. In view of the distance it was impossible to ascertain if there was any transfer of persons or articles from the aircraft to the jeep. A few minutes after landing, the aircraft took off towards the east, the jeep left in the direction of Milan. The guards and carabinieri could not reach the spot in time as the operation was carried out with such rapidity.

All the airfields of 1st and 2nd Z.A.T. and the HQ of 1st ZAT were immediately contacted - Linate, Treviso and Venezia gave negative replies; no replies received from the remainder.

27th August 1946

At about 14.50 hrs an identical aircraft (subsequently ascertained to be the same one) landed in almost the same circumstances; at the extreme east end of the runway; the jeep awaiting it hidden behind the ex-German bunker adjacent to the autostrada. The aircraft, coming from the east, flew over the airfield at a height of approx 50 metres and returned over the field flying still lower.

W/O TESI, i/c the airfield carabinieri detachment, armed with a machine-gun, cycled towards the east end of the airfield to

Information is being forwarded to you regarding Polish aircraft landing on the airfield of Oric.

2. On this connection our AFSC/753/P.I. dated 10 August 1946 refers.
3. Request that your acknowledgement of both letters.

Translation of Report on the landing of a Polish aircraft on the Airfield of Oric.

26th August 1946

At approx. 11.50 hrs a single engined high-winged monoplane, presumably Allied, landed at the extreme east end of the runway of this airfield that is at a distance of 1200-1500 metres from the airport control buildings.

A jeep arriving from the autostrada went up to the aircraft and two people got out. In view of the distance it was impossible to ascertain if there was any transfer of persons or articles from the aircraft to the jeep. A few minutes after landing, the aircraft took off towards the east, the jeep left in the direction of Milan. The guards and carabinieri could not reach the spot in time as the operation was carried out with such rapidity.

All the airfields of 1st and 2nd Z.A.T. and the Hq of 1st ZAT were immediately contacted - Linate, Treviso and Venezia gave negative replies; no replies received from the remainder.

27th August 1946

At about 14.50 hrs an identical aircraft (subsequently ascertained to be the same one) landed in almost the same circumstances; at the extreme east end of the runway; the jeep awaiting it hidden behind the ex-German bunker adjacent to the autostrada. The aircraft, coming from the east, flew over the airfield at a height of approx 50 metres and returned over the field flying still lower.

W/O TESI, i/c the airfield carabinieri detachment, armed with a machine-gun, cycled towards the east end of the airfield to approach the aircraft whilst landing. The jeep, appearing from behind the bunker came up to the aircraft and stopped approx 30 metres away. The aircraft was piloted by a Polish Lt. Pilot OLESINSKI KAZIMIER, born 20.1.1916, identity card No. 20550 issued 25 January 1945 by Liaison Headquarters 44. The passenger was a member of women's auxiliary services Lt. W/T operator PYSZYNSKA STANISLAVA LEHA, born 6.12.1919 at Maszuowa, identity card No. 4704 issued 7.12.1945, 2nd year medical student at Bologna University.

The pilot said that he had come from ARCORE (Monza) and that it was he who had landed at Oric the previous day, coming from Jesi and leaving for Arcore. The aircraft and jeep were authorised to depart after the above particulars had been taken. The aircraft went to Arcore and the jeep to Verona, from where it appears originally come.

1/8/9

- I -

7/8/9
14/9

- 2 -

The aircraft and crew belong to the 663 Polish Air Squadron stationed in MONZA, Via Verdi No. 24.

The purpose of yesterday's flight was said to be to take the Polish woman, arriving in the jeep from Verona, to Arcore, and today's to bring her back.

The following are details of the aircraft :-

Type :- thought to be SHORT EMPIRE

Marking :- N.J.743 (painted on wings and fuselage)

AL Kieflinger
A.C. KIEFLINGER, Mag.
for Air Vice Marshal,
Director, A.F.S.C.

*N° 633 Squadron are equipped
with AUSTER aircraft.*

inf.

3 copies to M.A.C.
I " to advanced Air HQTS.
I " to AF.S.C. Milan.

6705

441B

FROM :- Air Forces Sub-Commission, A.C., Milan.
 TO :- Air Forces Sub-Commission, H.Q., A.C., Rome.
 DATE :- 5th September 1946.
 REF :- AFSC/M/22/AIR.

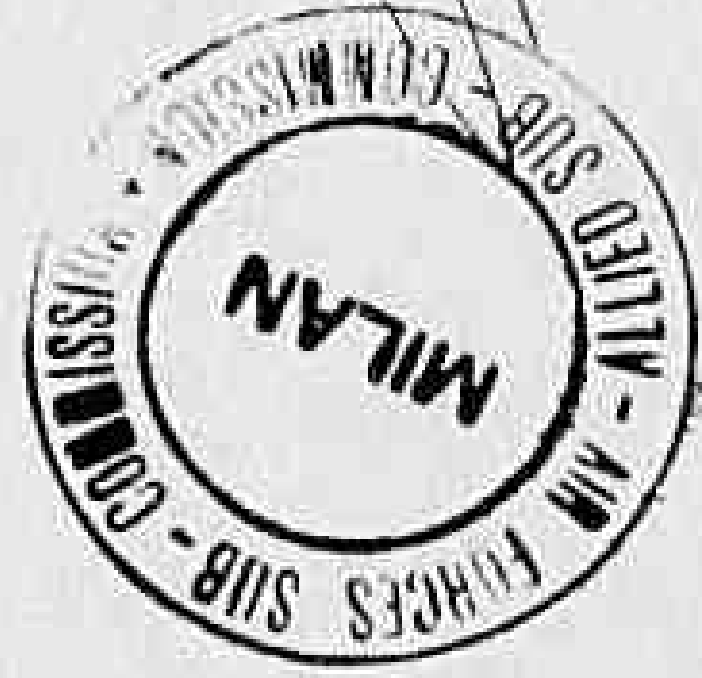
IRREGULAR FLYING - 663 ACP POLISH SQUADRON

38A

Further to our letter of even reference dated 7th August 1946 a further report (translation enclosed herewith) has been received at this office regarding irregularities committed by 663 ACP Polish Squadron.

2. No action has been taken by this detachment to corroborate the explanation given by Lt. Ciesinski for the flight, but the following points are thought to be worthy of attention in view of the facts mentioned in paras 4 and 5 of our earlier letter.

- (a) The waiting Jeep was hidden behind a bunker.
- (b) The aircraft landed on both occasions in a field and not on the airfield, which is situated nearby.



D.C. REID P/O
 Commanding
 A.F.S.C. MILAN.

6704

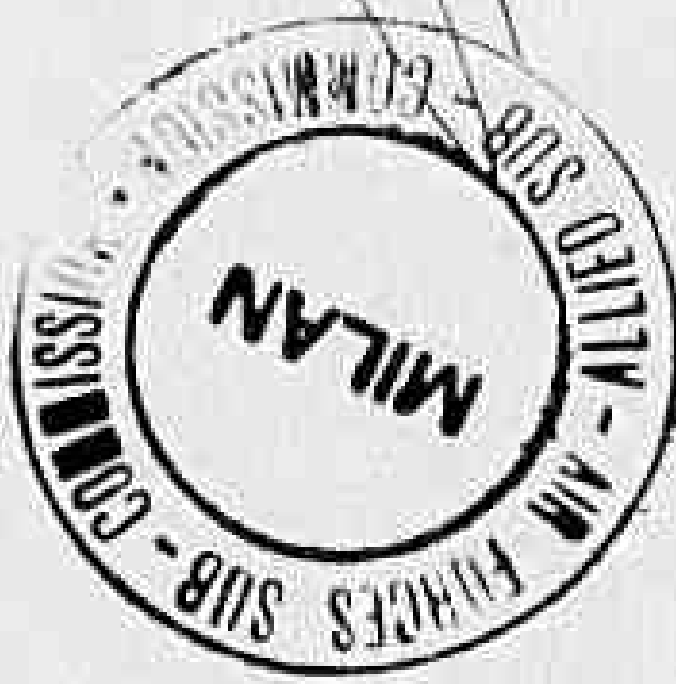
IRREGULAR FLYING - 663 ACP POLISH SQUADRON

-38A

Further to our letter of even reference dated 7th August 1946 a further report (translation enclosed herewith) has been received at this office regarding irregularities committed by 663 ACP Polish Squadron.

2. No action has been taken by this detachment to corroborate the explanation given by Lt. Olesinski for the flight, but the following points are thought to be worthy of attention in view of the facts mentioned in paras 4 and 5 of our earlier letter.

- (a) The waiting Jeep was hidden behind a bunker.
- (b) The aircraft landed on both occasions in a field and not on the airfield, which is situated nearby.



D.G. REID P/O
Commanding
A.F.S.C. MILAN.

6704

Enclosure (1) Report by Col. Bonino, Officer Commanding, Orio A/P.

A.S.O. MAAE

Pass information to [A#9(F)]
for information & such action
as may seem appropriate. And
Refer to your 39A (not yet actually sent).
Copy to Milan.



EWL
18/9

18/9

44B

Translation of Report on the landing of a Polish aircraft on the Airfield of Orio.

2X

26th August 1946

At approx. 11.00 hrs a single engine high-winged monoplane, presumably Allied, landed at the extreme east end of the runway of this airfield that is at a distance of 1200-1500 metres from the airport control buildings.

A jeep arriving from the autostrada went up to the aircraft and two people got out. In view of the distance it was impossible to ascertain if there was any transfer of persons or articles from the aircraft to the jeep. A few minutes after landing, the aircraft took off towards the east, the jeep left in the direction of ^{not} Milan.

The guards and carabinieri could reach the spot in time as the operation was carried out with such rapidity.

All the airfields of 1st and 2nd S.I.T. and the HQ of 1st ZAT were immediately contacted - Linate, Treviso and Venezia gave negative replies; no replies received from the remainder.

27th August 1946

At about 14.50 hrs an identical aircraft (subsequently ascertained to be the same one) landed in almost the same circumstances: at the extreme east end of the runway; the jeep awaiting it hidden behind the ex-German bunker adjacent to the autostrada. The aircraft, coming from the east, flew over the airfield at a height of approx 50 metres and returned over the field flying still lower.

W/O TESTI, i/c the airfield carabinieri detachment, armed with a machine-gun, cycled towards the east end of the airfield to approach the aircraft whilst landing. The jeep, appearing from behind the bunker came up to the aircraft and stopped approx 30 metres away. The aircraft was piloted by a Polish Lt. Pilot GIESINSKI KAZIMIERZ, born 20.1.1916, identity card No 20550 issued 25 January 1945 by ELAISON HEADQUARTER 44. The passenger was a member of the women's auxiliary services Lt. W/T operator TYSZCINSKA STANISLAWA LEONIA, born 6.12.1919 at Maszowice, identity card No 4794 issued

20.10.1945, recent medical student at Bologna University.

aircraft and two people got out. In view of the distance it was impossible to ascertain if there was any transfer of persons or articles from the aircraft to the jeep. A few minutes after landing, the aircraft took off towards the east, the jeep left in the direction of ^{not} Milan.

The guards and carabinieri could reach the spot in time as the operation was carried out with such rapidity.

All the airfields of 1st and 2nd I.A.T. and the HQ of 1st IAT were immediately contacted - Inmate, Treviso and Venezia gave negative replies; no replies received from the remainder.

27th August 1945

At about 14.30 hrs an identical aircraft (subsequently ascertained to be the same one) landed in almost the same circumstances: at the extreme east end of the runway; the jeep awaiting it hidden behind the ex-German bunker adjacent to the autostrada. The aircraft, coming from the east, flew over the airfield at a height of approx 50 metres and returned over the field flying still lower.

W/O TESI, i/c the airfield carabinieri detachment, armed with a machine-gun, cycled towards the east end of the airfield to approach the aircraft whilst landing. The jeep, appearing from behind the bunker came up to the aircraft and stopped approx 30 metres away. The aircraft was piloted by a Polish Lt. Pilot OLESINSKI KAZIMIER, born 20.1.1916, identity card No 20550 issued 25 January 1945 by DIAISON HEADQUARTER 44. The passenger was a member of the word **63**

auxiliary services Lt. V. T operator PVSZVUSKA STANISLAWA ISNA, born 6.12.1919 at Maszowa, identity card No 4704 issued 7.12.1945, 2nd year medical student at Bologna University.

The pilot said that he had come from ARCORE (Monza) and that it was he who had landed at Orio the previous day, coming from Jesi and leaving for Arcore. The aircraft and jeep were authorised to depart after the above particulars had been taken. The aircraft went to ARCORE and the jeep to VERONA, from where it appears to have originally come.

The aircraft and crew belong to the 663 Polish Air Squadron stationed in MONZA, Via Verdi No 24.

The purpose of yesterday's flight was said to be to take the Polish woman, arriving in the jeep from Verona, to Arcore, and today's to bring her back.

The following are details of the aircraft:-

Type :- thought to be SHORT EMPIRE

Marking :- M.J. 743 (painted on wings and fuselage)

Translation of Report on the Landing of a Polish Aircraft
on the Airfield of Orto.

26th August 1946

At approx. 11.00 hrs a single engine high-winged monoplane, presumably Allied, landed at the extreme last end of the runway of this airfield that is at a distance of 1200-1500 metres from the airport control buildings.

A jeep arriving from the autostrada went up to the aircraft and two people got out. In view of the distance it was impossible to ascertain if there was any transfer of persons or articles from the aircraft to the jeep. A few minutes after landing, the aircraft took off towards the east, the jeep left in the direction of Milan.

The guards and carabinieri could reach the spot in time as the operation was carried out with such rapidity.

All the airfields of 1st and 2nd S.A.T. and the HQ of 1st ZAT were immediately contacted - Linate, Treviso and Venezia gave negative replies: no replies received from the remainder.

27th August 1946

At about 14.50 hrs an identical aircraft (subsequently ascertained to be the same one) landed in almost the same circumstances: at the extreme east end of the runway; the jeep awaiting it hidden behind the ex-German bunker adjacent to the autostrada. The aircraft, coming from the east, flew over the airfield at a height of approx 50 metres and returned over the field flying still lower.

W/O TESTI, i/c the airfield carabinieri detachment, armed with a machine-gun, cycled towards the east end of the airfield to approach the aircraft whilst landing. The jeep, appearing from behind the bunker came up to the aircraft and stopped approx 10 metres away. The aircraft was piloted by a Polish Lt. Pilot OLESINSKI KAZIMIER, born 20.1.1916, identity card No 20550 issued 25 January 1945 by LIAISON HEADQUARTER 44. The passenger was a member of the women's auxiliary services Lt. W/T operator PYSZYNSKA STANISLAWA LENA, born 6.12.1919 at Maszowa, identity card No 4704 issued

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The guards and cameramen could reach the spot in time as the operation was carried out with such rapidity.

All the airfields of 1st and 2nd L.A.L. and the HQ of 1st MAT were immediately contacted - Linate, Treviso and Venezia gave negative replies; no replies received from the remainder.

27th August 1945

At about 14.50 hrs an identical aircraft (subsequently ascertained to be the same one) landed in almost the same circumstances: at the extreme east end of the runway; the jeep awaiting it hidden behind the adjacent bunker adjacent to the autostrada. The aircraft, coming from the east, flew over the airfield at a height of approx 50 metres and returned over the field flying still lower.

W/O TESI, i/c the airfield carabinieri detachment, armed with a machine-gun, cycled towards the east end of the airfield to approach the aircraft whilst landing. The jeep, appearing from behind the bunker came up to the aircraft and stopped approx 10 metres away. The aircraft was piloted by a Polish Lt. Pilot CIESINSKI KAZIMIER, born 20.1.1916, identity card No 20550 issued 25 January 1945 by LIAISON HEADQUARTER 44. The passenger was a member of the women's auxiliary services Lt. W/T operator PUSZYNSKA STANISLAWA LENA, born 6.12.1919 at Maszkowa, identity card No 4704 issued 7.12.1945, 2nd year medical student at Bologna University.

The pilot said that he had come from ARCORE (Monza) and that it was he who had landed at Crio the previous day, coming from Jesi and leaving for Arcore. The aircraft and jeep were authorised to depart after the above particulars had been taken. The aircraft went to ARCORE and the jeep to VERONA, from where it appears to have originally come.

The aircraft and crew belong to the 663 Polish Air Squadron stationed in MONZA, Via Verdi No 24.

The purpose of yesterday's flight was said to be to take the Polish woman, arriving in the jeep from Verona, to Arcore, and today's to bring her back.

The following are details of the aircraft:-

Type :- thought to be SHORT EMPIRE

0 2 9 3

43A

FROM : Air Forces Sub-Commission, A.C. Milan

TO : Air Forces Sub-Commission, Hq. A.C. Rome
(attention Col. Marek)

DATE : 13 August 1946

REF. : AFSC/M/36/Air

INFRACTION OF SAFETY FLYING REGULATIONS

- 37A

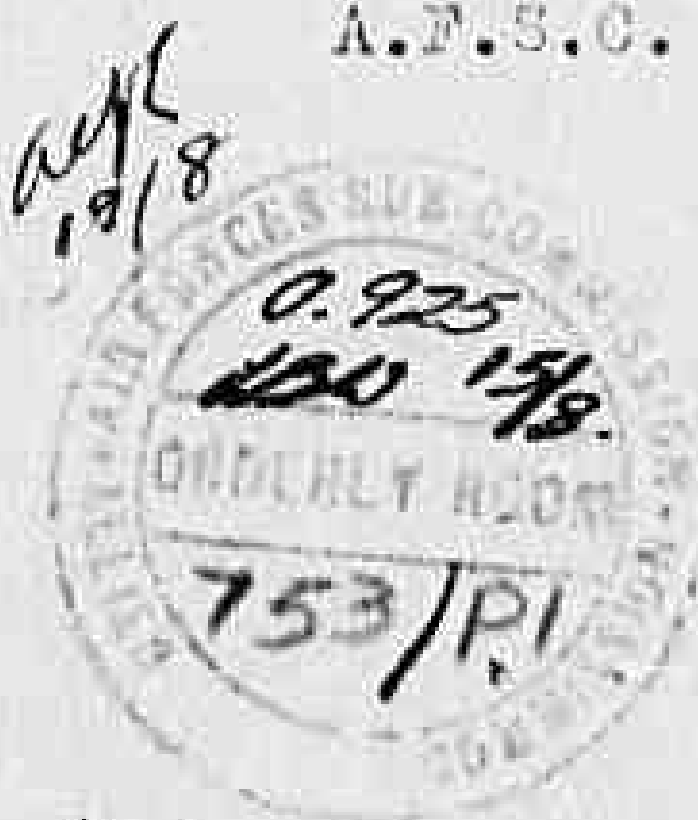
Receipt is acknowledged of your letter AFSC/753/P1 dated 8th August 1946.

2. With regard to para (2) the allegation that flying safety regulations are disregarded by IAF pilots on Linate Airfield is not true.
3. Isolated cases of low flying which have occurred in the past have been the subject of immediate disciplinary action and under the present C.O., Col. Lazzarini, excellent discipline is maintained.
4. The facts set out in Major Mare's letter (attached) are corroborated by this detachment, which has received many complaints from other sources about the dangerous and improper behaviour of Lt. George Kluikowski. No similar offences have been committed by Italian pilots.
5. Our letter AFSC/M/36/Air dated 8th August refers.

40A

Enclosure:
Letter from Major Mare,
ACLO/BZ, 2/8/1946

D.G. REID F/O
Commanding
A.F.S.C. MILAN



No action.
with 19/8.
6701

Good 19/8.
9/7

43B

ALLIED COMMISSION

Office of Chief Liaison Officer

B O L Z A N O

REF: ACLO/BZ/
SUBJECT :Dangerous low flying
at Milan Airport.DATE: 2 Aug 1946.
WRH/gq.TO : The Director Air Force Sub-Commission,
HQ Allied Commission Rome.
(through Col. S.W. Miller)

1. On the 1st Aug 1946 at about 15.15 hrs. I was proceeding along the road to the Milan Airport to catch the plane for Bolzano.

2. When I was about 1/4 of a mile from the entrance to the Air-port I noticed a small cub type air-plane take off from the airport.

3. Before gaining a great altitude the pilote threw the machine about in what I consider was a very dangerous manner over the road approaching the airport which was packed with motorcar and cycle traffic. Much to my surprise he then passed of view for a few seconds having passed behind the car in which I was travelling. The next I saw of him was when he passed over the top of my car missing the roof by about 4 feet; over the top of an omnibus immediately in front of me full of people missing the roof by the matter of a foot and so on down to 2 feet over the road. Cyclists who were just ahead of the bus were scattered by the side of the road but as far as I know no one was hurt.

4. On my arrival at the airport I asked for the Commanding Officer who was unavailable but I spoke to an Italian Officer in the control tower.

5. This Officer spoke a very good English and he informed me that the pilote of the airplane I have just mentioned was a Lt. George somebody, the surname the Italian Officer did not know. This Lt. George ? is an American Officer in charge of EATS Milan airport.

6. Whilst talking to this Italian Officer in the control tower, the cub type aircraft repeated the manoeuvre I have already described. The Italian Officer in the control tower informed me that many complains have been made about the dangerous flying of this American Officer but no action had so far been taken.

7. Under these circumstances I decided to wait for the cub type plane to land which it did at about 15.30hrs.

6700

- 2 -

8. I approached the plane and saw that there were two people in it. One a fair haired young man who, when he got out, I spoke to.

9. I said to him: "Are you the Commanding Officer of EATS of this airport?" He replied: "Yes". I then said: "Were you the pilot of this plane whilst it was in the air a few minutes ago?" He replied: "Yes". I then said to him: "I am Major Hare of Allied Commission Bolzano and I am going to report you for dangerous low flying over the road leading to the airport when a few minutes ago you almost took the roof off my car." The American Officer made no attempt to excuse himself but replied: "If you report me for this, I shall have to report every pilot who flies from this airport."

10. I then asked the Officer for his name which he refused to give me.

11. I then left by plane for Bolzano.

12. Forwarded for information.

/s/ W.R. HARE, Major.

A true Copy

6699

42A

AIR FORCES SUB-COMMISSION
ALLIED COMMISSION
APO 794

13 August 1946

Subject: Infraction of Safety Flying Regulations.

To : Commanding General, Headquarters European Air Transport Service,
APO 633, U. S. Army.

1. With reference to our letter, same subject as above, dated 8 August 1946, attached copy of complaint relating to 1st Lt. George Thuckowski's low hazardous flying on 1st August 1946 is forwarded for your information and guidance.

F. E. M.
FRANK E. MARKE
Lt. Col., Air Corps
Deputy Director

1 Incl: Copy of ltr AFSC Milan Det dtd 8 Aug 46.

Info copy for: AFSC, A.C., Milan.

See 40A x 41A

KAS 14

669

41A

From : Air Forces Sub Commission, A.C., Rome.
To : Air Forces Sub Commission, A.C., Milan.
Date : 12th August, 1946.
Ref : AFSC/753/P1

LOW FLYING BY AMERICAN PILOT - LINATE AIRFIELD

Reference is made to your letter AFSC/M/36/Air dated 8th August 1946, reporting an incident on low flying and breaches of discipline by Lt. KLUI-KOWSKI on Linate Airfield.

2. A copy of your letter has been sent to H.Q. of E.A.T.S. in Rome asking that necessary action be taken in respect of the offense you allege.

3. We are also referring to this H.Q. letter of even reference, dated 8th August, 1946, and enclosed letter from Major Hare from which you will notice that the report made by Major Hare refers to breaches of flying discipline on the same occasion.

Chilil

G.M.H. GREGG, W/Cdr,
for Air Vice-Marshal,
Director,
Air Forces Sub Commission.

J. L. M.
13/8

6697

15/8

40A

FROM : Air Forces Sub-Commission, A.C. Milan
TO : Air Forces Sub-Commission, Hq. A.C. Rome
DATE : 8 August 1946
REF. : AFSC/M/36/Air

Low Flying by American Pilot - Linate Airfield

The following incident was reported to this Office by the Carabinieri and also by the S.A.T.A. (Flying Control) on Linate Airfield.

2. At 16.05 hrs. on 1st August 1946 an American pilot, Lt. Kluikowski of the local E.A.T.S. (which has its headquarters in Rome) entered Linate Airfield with two Italian ladies.
3. He then took off in aircraft L 5-087 (belonging to 88th Division, Gorizia) and performed a number of low level manoeuvres over the airfield buildings, with the two Italian ladies on board.
4. Quite apart from the irregularity and danger of this performance, the incident was the subject of much adverse comment by I.A.F. aircrew who have been severely reprimanded when any such infraction has been committed by I.A.F. personnel.
5. It is felt that some action should be taken through E.A.T.S. Hq. Rome to discourage a recurrence of this practice.



D.G. REID F/O
Commanding
A.F.S.C. MILAN

See 41A

J.L.M.
13/8

18/8

10/8
753/PI

6696

39A

From: Air Forces Sub-Commission,
Allied Commission, ROME.
To: A.A.H.Q.I.
Date: 10th August, 1946.
Ref: AFSC/753/P.1.

IRREGULARITIES IN REPORTING AIRCRAFT MOVEMENTS.

Enclosed is a list of irregularities attributed to 663 A.O.P. Polish Squadron, Linate during the past two months.

2. It will be seen that much time has been wasted at Italian Aircraft Safety Centres in fruitless search for safely landed aircraft.

3. In the past F/Lt. Masterson, R.A.F. Liaison Officer at C.A.V. Milan remonstrated with the Polish C.O. but as this does not seem to have had any effect it is requested that strong measures be taken to prevent any recurrence of these practices.

4. If necessary a list of pilots concerned can be obtained but it seems that the whole squadron is implicated.

5. It is further requested that your Headquarters acknowledges receipt of this letter so that the Italian authorities concerned may be informed that action is being taken in this matter.

*Receipt verbally acknowledged by
A.A.H.Q. Italy Milan info by telephone*

R
12/11
F. REID,
Flight Lieutenant,
for Air Vice Marshal,
Director,
Air Forces Sub-Commission.

Copy to: O.C. A.F.S.C. MILAN.

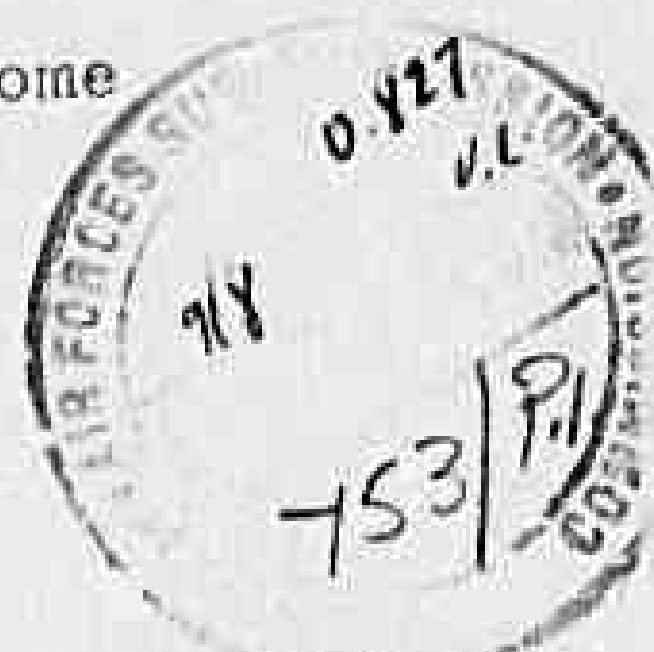
*A.E.M.
12/8*

6695

12/8

38A
CONFIDENTIAL

FROM : Air Forces Sub-Commission, A.C. Milan
 TO : Air Forces Sub-Commission, Hq. A.C. Rome
 DATE : 7 August 1946
 REF. : AFSC/M/22/Air



IRREGULAR FLYING = 663 AOP POLISH SQUADRON, LINATE

Frequent complaints have been received at this detachment from the Italian Flying Control about irregularities committed by the Polish Communications Flight stationed on Linate Airfield.

2. The matter has been taken up with the Polish C.O. who promised to improve discipline. This has not been done, and with the departure of F/Lt. Masterson it is no longer possible to keep adequate control over their activities. B

3. Enclosed herewith is a memorandum which gives some indication of the type of irregularity constantly being committed by this Unit.

4. It is alleged by the I.A.F. (and the charge appears to be justified) that Polish pilots have been deliberately mis-informing the Flying Control as to where they are going and where they have been.

5. Criticism has also been heard with regard to the real motive behind some of these flights, and it is not known by whose authority they have been made.

6. In view of the work caused to I.A.F. Flying Control by these irregularities and also having regard to para (5) above, it is felt that the matter should be referred to the appropriate authority and taken-up in a form that will bring about some measure of discipline.

Enclosure;
 Memo. re Polish Flight, Linate

D.G. REID
 Commanding
 A.F.S.C. MILAN



8870
 12/18

38B

IRREGULARITIES OF POLISH FLIGHT, LIMATE AIRFIELD

- 2/6/1946 = Polish Auster left Bologna at 17.55 hrs. giving destination Milan. Aircraft landed at Monza. Search for this a/c continued until 22.35 hrs.
- 9/6/1946 = 21.00 hrs. Two Austers landed without warning. One came from Verona, the other stated that it had taken off from Milan but refused to give information as to where it had been in the meantime.
- 11/6/1946 = Auster 205 left Milan for Jesi at 08.47 hrs. It did not land at Jesi. On 14/6/1946 it returned to Milan and stated that it had been at Bologna.
- 11/6/1946 = Aragus 565 left Udine on 31/5/1946 for Milan. Landed and took off without notification. Search for this a/c continued for about 24 hrs.
- 12/6/1946 = 13.10 hrs. Auster 205 took off at 08.47 hrs. for Jesi. Did not land at Jesi. Negative searches were carried out until 08.00 hrs. on 13.6/1946.
- 4/7/1946 = Auster 210 said to be bound for Florence (took off from Milan at 09.07 hrs.) did not land there. Auster 469 took off at 09.07 hrs. for Verona, Venezia. No notification of arrival given to Venezia and a/c left without warning for Jesi.
- 5/7/1946 = Auster 210, which left previous day for Florence, landed back at Milan at 08.00 hrs. without notification and no information is available as to where it stayed during the night. L 5 347 (took off at 09.05 hrs. on 4/7/1946 for Modena) did not land at Modena. Landed back at Milan at an unknown hour. Search for this a/c was protracted for over 24 hrs.
- 9/7/1946 = Auster 205 took off at 14.10 hrs. on 8/7/1946 for Udine. No notification given. Searches carried out until 21.00 hrs. This morning S.A.T.A. Milan was informed that it was making for Verona. No information given as to date of return.
- 12/7/1946 = Auster 359 took off at 10.40 for Verona ^{during} four hrs. of search for this aircraft ⁸⁶²⁸ information was received. Subsequently S.A.T.A. was

had taken off from Milan but no information as to where it had been in the meantime.

11/6/1946 = Auster 205 left Milan for Jesi at 08.47 hrs. It did not land at Jesi. On 14/6/1946 it returned to Milan and stated that it had been at Bologna.

11/6/1946 = Argus 565 left Udine on 31/5/1946 for Milan. Landed and took off without notification. Search for this a/c continued for about 24 hrs.

12/6/1946 = 13.10 hrs. Auster 205 took off at 08.47 hrs. for Jesi. Did not land at Jesi. Negative searches were carried out until 08.00 hrs. on 13.6/1946.

4/7/1946 = Auster 210 said to be bound for Florence (took off from Milan at 09.07 hrs.) did not land there. Auster 469 took off at 09.07 hrs. for Verona, Venezia. No notification of arrival given to Venezia and a/c left without warning for Jesi.

5/7/1946 = Auster 210, which left previous day for Florence, landed back at Milan at 08.00 hrs. without notification and no information is available as to where it stayed during the night. I 5 347 (took off at 09.05 hrs. on 4/7/1946 for Modena) did not land at Modena. Landed back at Milan at an unknown hour. Search for this a/c was protracted for over 24 hrs.

9/7/1946 = Auster 205 took off at 14.10 hrs. on 8/7/1946 for Udine. No notification given. Searches carried out until 21.00 hrs. This morning S.A.T.A. Milan was informed that it was making for Verona. No information given as to date of return.

12/7/1946 = Auster 359 took off at 10.40 for Verona ^{Tyroling} ~~6038~~ four hrs. of search for this aircraft No information was received. Subsequently S.A.T.A. was informed that the aircraft had gone to Monza.

5/8/1946 = Auster 469 took off from Bologna for Milan where it landed at 12.50. At Bologna it registered incorrectly as No. 460. In consequence search was carried out for five hours for the non-existent No. 460.

35A
37A

FROM : AIR FORCES SUB-COMMISSION, A.C. ROME
TO : F/L REID, AFSC MILAN DETACHMENT
DATE : 8TH AUGUST 1946
REF : AFSC/753/P1

INFRACTION OF SAFETY FLYING REGULATIONS

1. Please refer to attached correspondence relating to 1st Lt. George Tuszkowski, EATS Representative at Milan/Linate Airfield, allegedly violating safety flying regulations.
2. The pilots referred to in the last part of paragraph 9 in Major Hare's letter dated 2nd August, 1946, are unknown to this Sub-Commission. However, it is requested that positive action be taken to warn all Italian Air Force Pilots that infringement of flying safety regulations, especially unauthorized low flying, will not be tolerated and that report on all offenders be submitted to this Sub-Commission.

for

F. E. M.
FRANK E. MAREN,
Lt. Col., Air Corps,
AVM I. E. BRODIE,
Director, AFSC.

2 Incls:

Incl #1 - Ltr fr Major EW Hare, dated 2nd August 1946

Incl #2 - Ltr AFSC, file AFSC/753/P1, dated 8 August 1946

6692

*ack
19/8*

36A

AIR FORCES SUB-COMMISSION
ALLIED COMMISSION
APO 794

8 August 1946

Dear Major Hare:

I have been requested by the Director, Air Forces Sub-Commission, to acknowledge receipt and take necessary action on your letter dated 2nd August, 1946, in which you related the incident of dangerous low flying at Milan Airfield.

I wish to thank you for this report and to assure you that a copy of your letter has been forwarded to the proper American authorities with a request that an investigation be made of 1st Lt. George Flusowski's infringement of flying safety regulations and that final findings and decision be submitted to this Sub-Commission.

Upon receipt of these findings, a copy will be forwarded for your information.

Sincerely,

fr. m.
FRANK E. BAREK,
Lt. Col., Air Corps,
Deputy Director.

Major R. W. Hare,
Hq. Allied Commission,
Belzane, Italy.

Ref: AFSC/753/P1

6691

36 Feb
35AAIR FORCES SUB-COMMISSION
ALLIED COMMISSION
APO 794

3 August 1946

SUBJECT: Infraction of Safety Flying Regulations.

TO : Commanding Officer, Headquarters European Air Transport Service,
APO 633, U. S. Army.

1. Your attention is respectfully invited to attached communication in which Major Hare, Hq. Allied Commission, Bolzano, accuses 1st Lt. George Tuskenki, your representative at Milan/Linate Airfield, of low hazardous flying in the Milan area on 1st August, 1946.

2. No investigation has been made by this Sub-Commission to corroborate the facts listed in attached Report although it is believed that the offense allegedly committed is of a serious nature and warrants investigation by your command. It is also apparent from reading the attached letter that 1st Lt. George Tuskenki has in the past pursued the practice of flying at a dangerously low level despite the possibility that the alleged numerous complaints of his hazardous low flying should have reached him in an indirect manner.

3. With reference to the last part of paragraph 9 in attached report, it is not known what other pilots may be guilty of the same offense although it is submitted for your information that Milan/Linate Airfield is occupied by an Italian Air Force Unit and that most of the landings and take-offs are made by Italian Air Force pilots in executing flights for the Allied Commission Air Courier Service.

4. It would be appreciated if necessary action would be taken to curtail subject officers alleged hazardous flying and that this Sub-Commission be informed of your final findings and decision on the subject.

J. E. M.
FRANK E. MAREK,
Lt. Col., Air Corps,
Deputy Director.

1 Incl:

Ltr fr Maj F.R. Hare, Hq Aescn, Bolzano, Italy, dtd 2 Aug 46.

Info for: Air Forces Sub-Commission, Milan Detachment.

6690

Jared 11/28/78

ug 48

ALLIED COMMISSION
OFFICE OF CHIEF LIAISON OFFICER
BOLZANO

34A

REF: ACLO/BZ/

DATE: 2 Aug 1946.
WRH/ST.SUBJECT : Dangerous low flying
at Milan Airport.TO : The Director Air-Force Sub-Commission,
HQ Allied Commission Rome.
(through Col. S.W. Miller)

1. On the 1st Aug 1946 at about 15.15 hrs. I was proceeding along the road to the Milan Air-Port to catch the plane for Bolzano.

2. When I was about 1/4 of a mile from the entrance to the Air-Port I noticed a small cub type air-plane take off from the air-port.

3. Before gaining a great altitude the pilote threw the machine about in what I consider was a very dangerous manner over the road approaching the air-port which was packed with motor-car and cycle traffic. Much to my surprise he then passed of view for a few seconds having passed behind the car in which I was travelling. The next I saw of him was when he passed over the top of my car missing the roof by about 4 feet; over the top of an omnibus immediately in front of me full of people missing the roof by the matter of a foot and so on down to 2 feet over the road. Cyclists who were just ahead of the bus were scattered by the side of the road but as far as I know no one was hurt.-

4. On my arrival at the air-port I asked for the Commanding Officer who was unavailable but I spoke to an Italian Officer in the control tower.

5. This Officer spoke a very good English and he informed me that the pilote of the air-plane I have just mentioned was a Lt. George somebody, the surname the Italian Officer did not know. This Lt. George ? is an American Officer in charge of EATS Milan air-port.

6. Whilst talking to this Italian Officer in the control tower, the cub type air-craft repeated the manoeuvre I have already described. The Italian Officer in the control tower informed me that many complaints have been made about the dangerous flying of this American Officer but no action had so far been taken.

-2-

7. Under these circumstances I decided to wait for the cub type plane to land which it did at about 15.30 hrs.

8. I approached the plane and saw that there were two people in it. One a fair haired young man who, when he got out, I spoke to.

9. I said to him: "Are you the Commanding Officer of EATS of this air-port?" He replied: "Yes". I then said: "Were you the pilot of this plane whilst it was in the air a few minutes ago?" He replied: "Yes". I then said to him: "I am Major Hare of Allied Commission Bolzano and I am going to report you for dangerous low flying over the road leading to the air-port when a few minutes ago you almost took the roof off my car." The American Officer made no attempt to excuse himself but replied: "If you report me for this, I shall have to report every pilot who flies from this air-port."

10. I then asked the Officer for his name which he refused to give me.

11. I then left by plane for Bolzano.

12. Forwarded for information. -

W.R. Hare
W.R. HARE, Major.

J.H. 8/8
D.D. *Laquer*. a reminder that there is an armed discipline will do no harm. *8/8*
thru S.S.O. *I think we should take up this matter unless S/c*

German can foresee any snags. I don't believe S/c above though no doubt there are other bad mannered law breakers too.

2. Suggest copy of this, together with one to American authority, (from D.D), should go to Milan AFSC where our representation should want I.A.F. to stamp on any of their people who may equally be offending.

Copy to Col. S.W. MILLER. 3. We should also acknowledge this letter, thanking Major Hare & saying that action is being taken with the proper authorities.

4. If D.D. has alternative proposed action will be pleased come and speak with me.

18/8

From: Air Forces Sub-Commission, A.F., Rome.
To : C.O., Pisa Airport.
Date: 13th July 1946.
Ref : AFSC/753/P1.

LACK OF DISCIPLINE TO ALLIED PILOTS.

A report was sent to AFSC by Col. A.A.R.N. A Del Monte, Chief of Rescue Service at Cantonsite, stating that on 8th July 1946 at 21:00 hours, he contacted Pisa Airport trying to locate auster 210, flown by an Italian pilot, that was long overdue. On doing so, he talked with 1st Lt Schiel (American) who refused to give any information by saying he had finished his work for the day.

2. This incident surely showed poor discipline and negligence of duty. 1st. Lt. Schiel could at least have referred Col. Del Monte to the proper person, on duty, for information.

3. Request proper instructions be given to all personnel regarding their duties to avoid such incidents in the future.

for,

W.C. Reppinger
A. C. REPPINGER, MAJOR
AIR VICE MARSHAL,
DIRECTION,
AIR FORCES SUB-COMMISSION.

32A
(t)

FROM : THE RESCUE CENTRE GENTOCELLE
 TO : F/LT. REID (Liaison Officer with the A.F.S.C.)
 DATE : 5th July 1946
 REF : 369/C.7

LACK OF FLYING DISCIPLINE
ALLIED PILOTS



We inform you of the following:

Day 4/7/1946

- Auster 210 took off from Milan at 11,37 proceeding to Florence.
 It results that the a/c did not land at Florence. The a/c returned to Milan at 0800 hrs on the 5/7/1946 and the pilot did not say where he had been.
- L5 - 347 took off from Milan at 0905 proceeding to Modena.
 He did not land at Modena. He returned to Milan and did not communicate his arrival. It was found out that the a/c was in Milan only because he took off for an unknown destination on the 5/7/1946.

This lack of discipline by the Pilots have caused long and unnecessary investigations, at 21,00 hrs we asked information about the Auster 210 at the Pisa airport, and there Lt. 1st class SCHIEI (American) refused to give any informations by saying that he had finished his work for the day.

CHIEF OF THE RESCUE SERVICE
 (Col. A.A.R.N. A DEL MONTE)

Translated by Sgt. Albertini. M

6686

// Lt Masterson at C.O.V. Milan is informed on these incidents and his reports are awaited.

0310

Centocelle 11,5/7/46 **32A**

CENTRALE DI SOCCORSO
AEROPORTO CENTOCELLE

AL CAP.REID
Ufficiale di Collegamento con A.F.S.C

Prot.n°... **369/C2**

R O M A

Oggetto: Irregolarità di comportamento di piloti alleati.

Comunicasi quanto segue:

Giorno 4/7/46

- Auster 210 partito da Milano ore 11,37 diretto Firenze.
Risulta non atterrato a Firenze. E' rientrato a Milano alle ore 0800 del 5/7 e non ha detto dove è stato.
- L 5 - 347 partito da Milano ore 0905 diretto Modena.
Non ha atterrato a Modena. E' rientrato a Milano e non ha comunicato il suo arrivo. Si è saputo che era a Milano perché è ripartito per altra destinazione il giorno 5/7.

Queste irregolarità da parte dei piloti hanno provocato lunghe ed inutili ricerche, tra l'altro si è cercato l'Auster 210 all'Aeroporto di Pisa alle ore 21 ed ivi il Ten. 1^a Classe SCHLEI (americano) non ha voluto dare informazioni dicendo che per lui il lavoro del giorno era finito. Ciò non è stato simpatico.

6685

IL CAPO DEL SERVIZIO SOCCORSO
(Colonnello A. Arn. A. Del Monte)

col del Mo.

AIR FORCES SUB COMMISSION
HQ. ALLIED COMMISSION
APO 794

31 A.
M-2.
17 June 1946

Subject : Safe Flying Practices

To : E.A.T.S. Hqs. Capodichino, Italy.

Ref : AFSC/753/PI

From your information of unsafe flying practices by the Italian Fighter Pilots at Cappe, the following action has been taken.

2. Here after there will be an English speaking Italian Officer sent to the Control Tower when ever an Italian aircraft is in the vicinity and is to land at Capodichino Airfield.

3. All pilots will be briefed for flying Control and safety practices when flying from an American controlled Airfield.

for

PF.
PATT FAVANO 1st LT. A.C.
Air Vice Marshal
Director A.F.S.C.

6684

30 A

From : Air Forces Sub Commission, Milan
 To : Air Forces Sub Commission, Rome
 Date : 30th May 1946
 Ref. : AFSC/1/36/AIR

346
753/PIINFRACTIONS TO AIR TRAFFIC REGULATIONS - LINATE, MILAN

Reference is made to earlier correspondence on this subject dated 17th May, 14th May and 27th May 1946.

2. The undermentioned infractions of Air Traffic Regulations were reported from Linate Airfield on 29th May 1946:-

" At 12.15 hrs DAKOTA C 47 No. 517 landed unannounced on the airfield, failed to book in at Control Tower, and took off again at 1305 hrs without booking out at the Control Tower".

no action taken.
 letter sent to MAAC on
 a similar case on
 3 June 1946 - ref 753/PI.
 awaiting results of this
 letter. cf base
 mja



D.H.S. SMITH, S/Ldr,
 Commanding
 AFSC MILAN

Copy to :- Tenente Guerner, R.A. Linate Airfield, Milan

ADJUTANT :- Please instruct orderly room personnel that
 infraction of air traffic rules, which are **CG 68** of
 flying discipline, should be placed in 753/PI.
 cf base
 mja

29A
(c)

From : I.A.F. Stato Maggiore.

To : A.P.S.C., Rome.

Date : 3rd June, 1946.

Ref : 10257/cp17/c/2093/Coli.

BREACH OF DISCIPLINE ON BRINDISI AIRFIELD

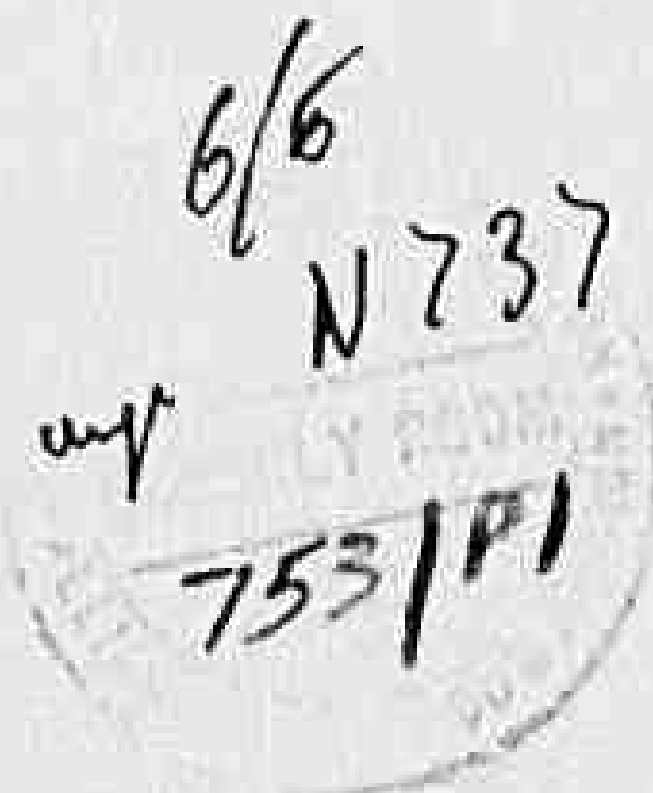
We inform you that further to the enquiry made on the facts which caused the breach of flying discipline on Brindisi airfield on the 25th and 28th January 1946, in consideration of the special technical flying conditions and of the special emergency necessities met by the Baltimore aircraft pilots, the following disciplinary measures have been taken against the same pilots :

Lt.Col. MOCI - Reproach to be written on the personal documents.

W/O. UCCI - Three days confined to camp.

The Chief of Staff.

translated by J. Bevaqua.



6682

V/v

STATO MAGGIORE R. AERONAUTICA

1° REPARIO

1° Sezione Operaz. e Addestramento

Roma li _____

3 GIU 1946

ALL' AIR FORCES SUB COMMISSION/ AC.

= R O M A =

Prot.n. 102574/26.14/c 209388.

OGGETTO: Indisciplina di volo Aeroporto di Brindisi.-

Si comunica che in seguito all'esame dei fatti che hanno condotto all'infrazione della disciplina di volo sull'aeroporto di Brindisi in data 25 e 28 gennaio u.s., tenuto conto delle parziali giustificanti dovute alle condizioni tecniche del volo ed alle particolari necessità di emergenza riscontrate dai piloti dei velivoli Baltimore, sono state prese a carico dei piloti stessi i seguenti provvedimenti disciplinari:

- T.Col. MOCI - Rimprovero da iscriversi sulle carte personali;
- Maresc. UCCI - 3 gg. di A.S.-

6681



IL CAPO DI STATO MAGGIORE

INDIRE

IL CAPO DI STATO MAGGIORE

DELLA R. AERONAUTICA

[Signature]

FROM : AIR FORCES SUB-COMMISSION, A.C. ROME

TO : AHQ ITALY, CMF.

DATE : 3 JUNE 1946

REF : AFSC753/ P1

BREACH OF FLYING REGULATIONS

Reference is made to your AHQI/202/1/AIR of 9 April 1946.

The inclosed report from the Italian Air Force Air Staff Section is forwarded for your information as to action taken, as requested on reference letter.

25A
E.J. SASS MAJOR A.C.
FOR AIR VICE-MARSHAL
DIRECTOR A.F.S.C.

Copy to : MAAC Secretariat, AHQ ITALY, CMF

66-0

FROM : AIR FORCES SUB-COMMISSION, A.C. ROMA.
TO : MAAC SECRETARIAT, AIR ITALY, COM.
DATE : 2 JUNE 1946
REF : AFSC/753/P1

INFRACTIONS OF AIR TRAFFIC REGULATIONS AT MILAN/
LINATE AIRFIELD *Sec 24A*

The undermentioned infractions of Air Traffic Regulations were reported from Milan / Linate Airfield.

2. At 0820 hours on May 27 1946, an RAF Dakota from Marcellise, callsign OFK, took off against two red flares. In addition, the pilot did not file either an arrival or clearance form with the Flying Control Office on the airfield.
3. At 1010 hours on May 27, 1946, an EATS C-47 from Udine, No. 723, took off against three red flares. This pilot also did not file an arrival or a clearance.
4. It is requested that all Allied Airfields be notified that the Italian Air Force has a Flying Control Office on all airfields to handle clearances and arrivals. Also that, even though the tower operator may not understand English, regular international signals are used with flares and aldis lamps to control traffic.
5. For the safety of our own personnel, it is only logical that Allied planes use the same precautions on IAF controlled airfields as they do on Allied airfields.

cy
E.F. GASS
MAJOR A.C.
FOR DIRECTOR
A.F.S.C.

COPY TO : AIR FORCE S/C, MILAN.

66.9

Copy in AFSC/48/2 AIR

1871

0317

Declassified E.O. 12356 Section 3.3/NND

No. 785017

MIKE V LINE NR 11
FROM USAF 210101Z
TO DIRECTOR AIR FORCES AND COMMISSION ALLIED COMMISSION ITALY
INFO CG DTS

CG 5TH AGC WING (COURTESY)
UNCL OR NO BT

UN-75141

THE OPERATION OF ITALIAN AIRCRAFT AT CARODICINO AIRFIELD IS INTER-
FERING WITH THE SAFE OPERATION OF OUR AIRCRAFT AT THE FIELD. ITALIAN
AIRCRAFT CONSIST MOSTLY OF FORMER UNITED STATES FIGHTER AIRCRAFT THAT
WERE SOLD TO THE ITALIAN GOVERNMENT. THE PILOTS OF THESE AIRCRAFT DO
NOT CONFORM TO STANDARD AIR TRAFFIC RULES AND DO NOT CONTACT THE CAR-
ODICINO TOWER FOR INSTRUCTIONS. FREQUENT RECKLESS MANEUVERS HAVE
BEEN NOTED WITHIN THE TRAFFIC PATTERN. IT IS REQUESTED THAT ACTION BE
INITIAL OR ITALIAN PILOTS CONFORM TO LOCAL TRAFFIC REGULATIONS AND
AWARE TO SAFE FLYING PRACTICES AT CARODICINO. IT IS RECOMMENDED THAT
AN ENGLISH SPEAKING ITALIAN BE PLACED ON DUTY IN THE CONTROL TOWER TO
PASS TRAFFIC INSTRUCTIONS TO ITALIAN PILOTS. THIS HEADQUARTERS BE
INFORMED OF ACTION TAKEN.

BT 21/1100Z

SENT OF ARO

RE NR 11 OR AT 0000

SP 76 PF. 8/6

N 35/0/661858

26A-11R



25A
(T)

From : I.A.F. Stato Maggiore.
To : Unita' Aerea Command, Bari.
and for information:
A.F.S.C., Rome.
Date : 28th May, 1946.
Ref : 102425/cp17/c/2050/Coll.

BREACH OF FLYING DISCIPLINE

22A + 23A

From the reports made by A.H.Q. Italy Communication Squadron R.A.F. C.M.F. and from the statement made by Capt. Caresio Manlio of the Baltimore Wing, it appears that this latter, inspite of the bad functioning of his under carriage, did not follow the rules laid down for landing procedure.

2. Therefore the pilot is punished with 5 days confined to camp, with the following motif :

"Pilot of a Baltimore, he infringed the rules on the flying discipline when landing on an airfield occupied by Allied Armed Forces."

The Chief of Staff.

translated by J. Devaquet.



Copy to A.H.Q. Italy

6617

Pa/v

UFFICIO MAGGIOR R. AERONAUTICA

1° REPARATO

1° Sezione Operativa e Addestramento

Roma - 1

AL COMANDO UNITA' AEREA = BARI =

e P.C.

AL RAGGRUPPAMENTO B.T. = GUIDONIA =

ALL'AIR FORCES SUB COMMISS

SION/ Allied Commission = ROMA =

Prot.n. 109425/Op. 17c / 2050 B.M.

OGGETTO: Indisciplina di volo.-

Dai rapporti pervenuti dall' A.H.Q.-Italy Communication Squadron R.A.F.-C.M.F. e dalla relazione compilata dal Cap. Caresio Manlio dello Stormo Baltimore, risulta che quest'ultime, malgrado una parte giustificante dovuta al non perfetto funzionamento del blocco carrello, non si atteneva alle norme emanate sulla procedura di atterraggio.-

Tortante s'infligge al pilota una punizione di gg.5 di A.R. con la seguente motivazione:

"Pilota di un velivolo Baltimore, evadeva in parte alle norme sulla disciplina di volo in manovra di atterraggio su un campo occupato da FF.AA. alleate".-

IL CAPO DI STATO MAGGIORE

PER COPIA CONFORME

26.6

Rb

OGGETTO: Indisciplina di volo.-

Del rapporto pervenuti dall' A.H.Q.--Italy Communicatien Squadron R.A.F.-C.M.F. e dalla relazione compilata dal Cap. Caresio Manlio dello Stormo Baltimore, risulta che quest'ultimo, malgrado una parte giustificante dovuta al non perfetto funzionamento del blocco carrello, non si atteneva alle norme emanate sulla procedura di atterraggio.-

Tertanto s'infligge al pilota una punizione di gg.5 di A.R. con la seguente motivazione:

"Pilota di un velivolo Baltimore, evadeva in parte alle norme sulla disciplina di volo in manovra di atterraggio su un campo occupato da FF.AA. alleate".-

IL CAPO DI STATO MAGGIORE

Volante

IL CAPO DI STATO MAGGIORE

R. (con rubriche e data)

PER COPIA CONFORME

IL CAPO DI STATO MAGGIORE

Manlio Caresio

Manlio Caresio



FROM :- Air Forces Sub-Commission,
Allied Commission, Milan.

TO :- Air Forces Sub-Commission,
H.Q. Allied Commission, Rome.

DATE :- 27th May 1946.

REF :- AFSC/M/30/AIR.

INFRACTIONS TO AIR TRAFFIC REGULATIONS - LIMATE, MILAN

Reference is made to earlier correspondence on this subject dated 17th May 1946 and 14th May 1946.

2. The undermentioned infractions of Air Traffic Regulations were reported from Limate Airfield on 27th May 1946 :-

- (a) 09.20 hrs RAF Dakota C 47 from Marchinese plane call sign OFV, took off against two reds. Crew did not book in or out at Control Tower.
- (b) 10.10 hrs. EAFS Dakota C 47 from Udine, Y8723, took off against three reds. Crew did not book in or out at Control Tower.

6615

28/5
Wp. N. 689
AIR FORCES SUB-COMMISSION
MILAN
D.H.G. SMITH S/LDR
Commanding

INFRACTIONS TO AIR TRAFFIC REGULATIONS - LINATE, MILAN

Reference is made to earlier correspondence on this subject dated 17th May 7846 and 14th May 1946.

2. The undermentioned infractions of Air Traffic Regulations were reported from Linate Airfield on 27th May 1946 :-

- (a) 09.20 hrs RAF Dakota C 47 from Marciniese plane call sign ORK, took off against two reds. Crew did not book in or out at Control Tower.
- (b) 10.10 hrs. RAF Dakota C 47 from Udine, No 723, took off against three reds. Crew did not book in or out at Control Tower.

66/5


D.H.G. SMITH S/LDR
Commanding
A.F.S.C. MILAN.

28/5
Rep. N. 589


Copy to :- Tenente Gneimer, R.A., Linate Airfield, Milan.

28/5

FROM : AIR FORCES SUB-COMMISSION, A.C. ROME
TO : I.A.F. STATO MAGGIORE
DATE : 12TH APRIL 1946
REF : AFSC/753/PI

BREACH OF FLYING DISCIPLINE

Inclosed is a report on a breach of flying discipline concerning a member of your Baltimore Wing stationed at Urbe Airfield.

2. It is requested that an investigation be made to determine the name of the pilot concerned and that this Sub-Commission be advised of the disciplinary action taken.

CJS
E.C. SASS, MAJOR AC
FOR AIR VICE-MARSHAL
DIRECTOR A.F.S.C.
A.C. C.M.F.

W4415/4

11/14/4
31/5
no action taken yet. awaiting
reply to a telephone report for immediate action.
6684

0 3 2 4

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

22 A

From:- Air Headquarters, R.A.F. Italy.
To :- Air Forces Sub - Commission, Rome.
Date:- 9th. April, 1946.
Ref :- AHQI/202/1/ATR.

BREACH OF FLYING REGULATIONS.

The attached reports received from Officer Commanding Air Headquarters, Italy Communication Squadron are forwarded to your Headquarters for any action you may deem necessary.

2. It would be appreciated if this Headquarters is informed of any action taken.

W A L Alexander
Squadron Leader,
for Senior Air Staff Officer.,
AIR HEADQUARTERS,
R.A.F. ITALY.



66.3

220

From: A.H.Q. Italy Communication Squadron, R.A.F., C.M.F.
To: Air Headquarters R.A.F. Italy, C.M.F.
Date: 4th. April, 1946
Ref: AHQI.CS./106/AIR

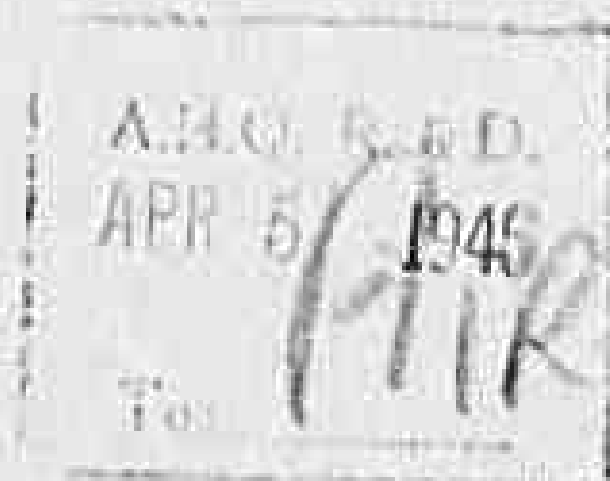
BREACH OF FLYING REGULATIONS BY BALTIMORE FW907 AT
MARCIANISE AIRFIELD ON 3rd. APRIL, 1946.

Attached herewith reports by the Duty Flying Control Officer and the Duty Airfield Controller regarding the above mentioned subject.

2. In view of the blatant breaches of flying discipline, especially in the circuit of this Airfield, carried out by this aircraft, it is considered that some disciplinary action should be taken against the pilot. The lack of an English speaking member in the crew of this aircraft made it difficult to get an explanation for the cause of its behaviour.

3. It is understood that the aircraft belongs to 28th. Baltimore Group stationed at Aeroporto Urbe, Rome.

C. Culkin
Wing Commander, Commanding
A.H.Q. Italy Communication Sqdn
R.A.F., C.M.F.



04/15/4

BEST COPY POSSIBLE

TO

COMMANDING OFFICER A.H.S. (ITALY) COMPT. SQN.,

FROM

1040499, W/O WILKINSON, H.

2DC

DATE

3rd APRIL 1946.

SUBJECT BREACH OF CIRCUIT REQUESTIONS

BY BALTIMORE (PW90Y).

Sir, I have the honour to report the receipt of
circuit's regulations by a Baltimore, of
at Italian Air Force.

I was on duty in the Control Tower
on 3rd April 1946 when this Baltimore
entered the circuit's low and fast.
It approached the Control Tower - arrived
it fairly steeply at about 500' later
the same to about 200'. I could not
get radio contact but gave numerous
press radio lamp signals but got no
acknowledgement. He appeared to be in
difficulty with his undercarriage as he
reared up, lowered it twice or three times.
On one other to some extent to

Sir, I have the honor to report, brief, of
circuit regulations by a Baltimore,
at Walter Co. force.

I was on duty in the Control Tower
on 3rd April 1940 when the Baltimore
entered the circuit low and fast.
It approached the Control Tower - advised
it shortly steeply at about 500' later
he came to about 200'. I could not
get radio contact but gave numerous
press radio lamp signals but got no
acknowledgement. He appeared to be in
difficulty with the undercarriage as he
remained at, lowered it two or three times.

At one stage he came down to
within 100' of the main road and also
cut across the path of an approaching
aircraft. The Baltimore finally made a
steep "figure" approach, landed.

I remain, Sir,
Your obedient servant,

H. D. Smith.

Certified True Copy ... *Sgt Johnson 5/4*
ADR ... AUSA:CS

22 D

To: Commanding Officer A.H.Q. Italy Comm. Sqdn., R.A.F., C.M.F.

From: 1040499 W/O. Wilkinson, H.

Date: 3rd. April, 1946

Subject: Breach of Circuit Regulations
by Baltimore (FW 907)

Sir,

I have the honour to report breach of circuit regulations by a Baltimore of the Italian Air Force.

I was on duty in the control tower on 3rd April 1946 when this Baltimore entered the circuit low and fast. It approached the Control Tower and circled it fairly steeply at about 500' later **he** came to about 200'. I could not get radio contact but gave numerous green aldis lamp signals but got no acknowledgement. He appeared to be in difficulty with his undercart as he raised it and lowered it two or three times.

At one stage he came down to within 100' of the main road and also cut across the path of an approaching aircraft. The Baltimore finally made a steep "fighter" approach and landed.

I remain, Sir,
Your Obedient Servant,
(Signed) **H. WILKINSON** W/O.

(2)

66.0

To: Commanding Officer, 1st Army, Camp. Spain, C.A.S.

From: Duty Flying Control Officer.

Date: 3rd ~~April~~ APRIL 1946.

Duty Description

Sir, I have the honour to report the following incident which took place at Marcanica airfield in the morning of 3rd ~~April~~ APRIL 1946.

In cloudless weather, a Spitfire, number FW 907 (British serial) or 16 (Italian serial) belonging to 28 Squadron Group stationed at Marcanica (the land), entered the circuit at a height of about 500', rapidly reducing height on entering to about 200' and flying very fast. The cameraman was unable to establish radio contact with this aircraft, and the pilot confirmed that they had no radio. The aircraft circled within the normal circuit, making very high turns at high speed and at an altitude not above 200'. Then dropped his undercarriage only to retract it and drop it again, from which it appeared there was some difficulty with it. With undercarriage retracted, the aircraft came down to approx. 100' over the main Naples-Caserta road, travelling in the direction of landing, then turned sharply, crossed the undercarriage, and cut across the path of another aircraft about to land. After so doing, he climbed up behind the aircraft. He had the appearance, an expedient, and made a "fighter" approach to land immediately after this expedient.

The presence of an English-speaking member of the expedition is difficult to get an explanation of why the pilot behaved in this manner and to ascertain whether he was aware of the presence of the aircraft in the vicinity of the airfield at the

Sir,

I have the honour to report the following incident which took place at Haslemere airfield in the morning of 3rd ~~APRIL~~ 1944.

In cloudless weather, a ~~German~~ ^{British} ~~FW 190~~ ^{FW 190} (serial) or 16 (Station Series) belonging to 28 Baltimore Group stationed at Duxford broke land, entered the circuit area at a height of about 500', rapidly reducing height as it entered the circuit, and flying very fast. The cameraman on the ground was unable to establish radio contact with this aircraft, and the pilot continued ^{to} fly. The aircraft entered within the normal circuit, making very high turns at high speed and at an altitude not above 200'. Then dropped his undercarriage only to retract it and drop it again, from which it appeared there was some difficulty with it. With undercarriage retracted, the aircraft came down to approx. 100' over the main poplar-crook road, travelling in the direction of landing then turned sharply, dropped the undercarriage, and cut across the path of another aircraft as it was to land. After so doing, he climbed up behind the aircraft he had ~~observed~~ ^{observed}, an expedition, and made a "higher" approach to land immediately after this expedition.

The presence of an English-speaking member of the crew made it difficult to get an explanation of why the pilot behaved in this manner and to ascertain whether he was aware of the presence of other aircraft in the vicinity of the airfield at the circuit.

I have the honour to be,
Sir,

your obedient servant,

R. L. Baker ^{of the}

Subsiding Control Officer

Certified True Copy *Johnson* *5/10*

To: Commanding Officer, A.H.Q. Italy Comm. Sqdn. CME

From: Duty Flying Control Officer.

Date: 3rd. ~~March~~ ^{APRIL} 1946Flying Discipline

Sir,

I have the honour to report the following incident which took place at Marcianise Airfield on the morning of 3rd ~~March~~, ^{APRIL} 1946.

In cloudless weather, a Baltimore, number PW907 (British Serial) or 16 (Italian Serial) belonging to 28 Baltimore Group stationed at Aeroporto Urbe, Rome, entered the circuit area at a height of about 500', rapidly reducing height on entering to about 200' and flying very fast. The tower operator was unable to establish radio contact ~~with this aircraft~~ with this aircraft, and the pilot confirmed later that they had no radio. The aircraft circled within the normal circuit, making very tight turns at high speed and at an altitude not above 200', then dropped his undercarriage only to retract it and drop it again, from which it appeared there was some difficulty with it. With undercarriage retracted, the aircraft came down to approx. 100' over the main Naples - Caserta road, travelling in the direction of landing, then turned steeply, dropped the undercarriage, and cut across the path of another aircraft about to land. After so doing, he climbed up behind the aircraft he had obstructed, an Expediter, and made a "fighter" approach to land immediately after this Expediter.

The absence of an English speaking member of the crew made it difficult to get an explanation of why the pilot behaved in this manner and to ascertain whether he was aware of the presence of other aircraft in the vicinity of the airfield or in the circuit.

I have the honour to be,

Sir,

Your Obedient Servant,

(Signed) A.G.R. BAKER F/L.

Duty Flying Control Officer.

6668

(21A)

FROM : AIR FORCES SUB COMMISSION, A.C. ROME.

TO : ITALIAN AIR MINISTRY.

DATE : 5th MARCH 1946

REF. : AFSC/753/P.I.

MAKING DISCIPLINE.

Attached herewith is copy of an order issued by the British Air Ministry relating to smoking in aircraft, which is forwarded to you for information as you may wish to issue an instruction of your own on the same lines.

R. Carter

R. CARTER P/O
AIR VICE MARSHAL
DIRECTOR
AIR FORCES SUB COMMISSION.

W 47/5/4

20 A

A.78 SMOKING IN AIRCRAFT
(A.570050/43/S.D.- 24-L-46)

1. The regulations governing smoking in aircraft have been amended. In future, commanders-in-chief may apply to the Air Ministry (D.C.A.S.) for authority to permit smoking in types of aircraft in which it is not already permitted by para.1093 of K.R. & A.C.I. The application is to state the type of aircraft concerned, the duties upon which it is employed, the reason why the commander-in-chief considers that smoking should be allowed and any other information which will support the request.

2. When the Air Ministry authority has been received commanders-in-chief may authorise smoking in the type of aircraft concerned, subject to the following conditions:-

(i) Permission to smoke must at all times be subject to the express approval of the captain of the aircraft.

(ii) Smoking is prohibited on the ground and during take-off and landing.

(iii) Smoking is to be prohibited during the whole process of refuelling.

(iv) Smoking is to be prohibited when oxygen is being used.

(v) The regulations governing smoking, including the compartments designate, are to be clearly posted in each aircraft in which smoking is permitted. All aircraft in which smoking is not allowed are to be clearly marked to that effect.

3. K.R. & A.C.I. will be amended in due course.

WAG 15/4

6666

File 17A

FROM: AIR FORCE COMMISSION, A.C. FOUR
 TO : ITALIAN AIR MINISTRY (STATE MAJOR)
 DATE : 15TH FEBRUARY 1948
 REF : AFAC/751/01

BREACHER OF MILITARY DISCIPLINE 18A

The attached copies of a report from P.A.F. Captain Brindisi are self-explanatory.
 It is requested that disciplinary action be taken and this Sub-Commission be advised of the outcome.

CJS
 S.A.C. MAJOR P.A.F.
 AIR VICE-MARSHAL
 DIRECTOR, A.F.C.
 A.C. C.F.P.

6665

From: Headquarters, R.A.F. Station BRINDISI, C.M.F.
To: Headquarters, Air Forces Sub-Commission, ROME.
Date: 6th February 1946.
Ref: BRIN/C. 3252/1/P. 1

ITALIAN PILOTS -
VIOLATIONS OF FLYING DISCIPLINE

The attached copies of reports from Senior Flying Control Officer, R.A.F. Station Brindisi and Chief Test Pilot, No. 392 Maintenance Unit R.A.F., are forwarded for your information and any action you deem necessary.

2. It is understood that the pilot of Baltimore No. 564 (Lt, MCCI) is a member of 28 Squadron and Warrant Officer UCCI is one of six pilots who were ferrying Baltimore aircraft from 357 M.U. IESI to this Station.

[Signature]
(F. HILLS)

Wing Commander, Commanding,
R.A.F. STATION BRINDISI.

M355
14/2/46
753/P1666

C O P Y

18B

From: C.T.P. 392 Maintenance Unit, R.A.F., C.M.F.

To: Senior Flying Control Officer.

Date: 29th January 1946.

Subject : - Flying.

On 28th January 1946, approximately 16.30 hours I was making a circuit to land Brindisi Aerodrome in Mosquito No. 1 and clear to land.

On my cross wing leg I saw a Baltimore FW455 with wheels down, flown by an Italian W/Officer Name of UCCI. I informed Flying Control and he was given red signals, but he still carried on made his approach and landed on another runway, after I had touched down.

I consider this to be poor airman ship as he landed against the wind TEE and also gross disobedience of flying regulations in so much as he landed against reds.

Will you please take action.

Signed F.H. JEFFERY F/LT.

6663

From:- Senior Flying Control Officer, R.A.F. Brindisi.
To:- Officer Commanding No. 392 F.U., R.A.F. Brindisi.
On:- 29th. January 1946.
Ref:- FC/34/A.

MESSAGE OF FLYING DISCIPLINE.

Enclosed herewith copy of letter dated 29th. January 1946, from C.T.F. 392 F.U., R.A.F., C.M.F. for your necessary action.

2. The facts of the matter as represented by the C.T.F. are substantiated in every detail by the Airfield Controller on duty at the time, who submitted a verbal report to me on the following day, and also made suitable entries in the Flying Control Log Book at the time.

3. Considerable trouble has been caused of late by the almost constant disregard of visiting Italian pilots here of the elements of Flying Discipline, and I consider it of the greatest importance, both for the safety of themselves, as well as other pilots using the Airfield, that drastic action should be taken to ensure that there are no repetitions of such incidents.

(Sd) A.W.N. Faulkner.

FLYING OFFICER.
Senior Flying Control Officer,
Royal Air Force Station,
Brindisi.

6662

COPY

18 D

Senior Flying Control Officer,
392 M.U.,
Royal Air Force,
Brindisi.

26th January 1946

Sir,

I have the honour to report that, on the afternoon of 25th January 1946, at 1348 hours, a Baltimore No. 564, flown by Lt Moci (Italian) stationed at Urbe, Rome, landed on runway Q.I.M. 140 at Brindisi airfield against two red Verrey signals fired by the Duty Control Officer- 1523927 Sgt Kird.

The excuse given by Lt. Moci for his action was lack of fuel. On his own showing, he had at least 20 gallons of fuel in his tanks after he had effected a landing here.

On the morning of 26th January 1946, Lt. Moci drove his transport down the runway in use, in order to reach the Control Tower. On a request for an explanation of his action, he replied that he was unfamiliar with this particular airfield. I then suggested that all airfields are similar in enforcing a prohibition to walk or to drive on the runway in use. Lt. Moci had nothing to say in reply.

I would suggest that use of any British Airfield by aircrew who behave in such a manner, constitutes a grave danger not only to themselves, but to other aircraft using the airfield.

I have the honour to be,
Sir,
Your obedient servant,

(Signed) A.W.M. FAULKNER
Flying Officer.

6661

Officer Commanding,
392 M.U. Brindisi,
Royal Air Force Station,
C.M.F.

17 A

FROM : AIR FORCES SUB COMMISSION, ALLIED COMMISSION, ROME.

TO : OC, AIR SAFETY CENTER, NORTHERN ITALY.

DATE : 6TH DECEMBER 1945.

REF : AFSC/^{753/P1}~~24/41r~~.

VIOLATION OF FLYING REGULATIONS

For your interest and perusal we enclose copies of recent correspondence which we think you will find self-explanatory. May we assure you that we rigidly enforce all flying regulations as respects air crewmen of the Italian Air Force and will be most appreciative to receive your cooperation reporting any such similar occurrences in the future to this office.

J. V. Gilday
J. V. GILDAY
MAJOR, AIR CORPS
AIR VICE MARSHALL
AIR OFFICER COMMANDING

2 enclosures

WAG 10/12

6669

16A
(H)

From : I.A.E. Stato Maggiore
To : A.P.S.G., A.C... Rome
Date : 27th Nov. 1945
Ref : 38158/Op11/4/5373/Col1.

DANGERS OF LOW FLYING 7 15A

With reference to your letter AF36/753/Pl dated 7th Nov. 1945, we inform you that the Captain of the crew was punished with 15 days confined to camp and grounded for 15 days.

J. W. G.
by order,
The Chief of Staff.

01/10/17

Attn

Please inform O.C. ASCNI of action
taken (so as to show people on the spot
that we take their matter up) & ask them
to report any recurrence of similar
incidents to us.

*see 17A
Jury*

M. B. 12



P/c



Roma " 27 NOV. 1945

STATO MAGGIORE R. AERONAUTICA

 Al AIR FORCES SUB COMMISSION /
 Allied Commission

1° Reparto

R O M A

Prot. N.

2878

Aleg.

Risp. al foglio N.

del

OGGETTO: Pericoli del volo a bassa quota.

e, per conoscenza:

 AL MINISTERO AERONAUTICA - Gabinetto del
 Ministro
R O M A

1. In riferimento al foglio AFSC/753/P1 del 7 novembre 1945, comunicasi che al Capo Equipaggio, per nota invrazione, sono stati inflitti 10 gg. A.R. e 15 gg. di sospensione dai voli.

C. C. C.

 IL CAPO DI STATO MAGGIORE
 IL SOTTOCAPO DI STATO MAGGIORE
 DELLA R. AERONAUTICA
[Signature]

6659

15A

FROM : AIR FORCES SUB - COMMISSION, A.C., ROME.
TO : "STATO MAGGIORE".
DATE : 7th NOVEMBER 1945
REF : AFSC/753/p1

DANGEROUS LOW ALTITUDE FLYING

We wish to advise you of a recent case of dangerous flying at Bologna Airfield by one of the Air Courier Pilots. On 1 November 45 one of the representatives of this Sub-Commission observed an SM 79 to dive on the airfield at Bologna, cross the field less than 20 meters above parked aircraft and a crowd of observers, and then pull up at a sharp angle. This observer, who holds an AAF pilot's rating, maintains that had there occurred a mechanical failure of any kind to the plane during this maneuver, it would unavoidably have crashed into the parked aircraft and the crowd of onlookers.

2. The Pilot's name is Captain Pogna, flying in plane 102-7 and he was carrying mail to the airport.

3. We respectfully suggest that immediate disciplinary action be taken in this matter and would appreciate your advising this sub-commission of the outcome.

Out 10/12

J.W.D.
J. W. GILDAY,
MAJOR, AIR CORPS,
AIR VICE MARSHAL
AIR OFFICER COMMANDING

SSO Gooding

6658

14A

From: Air Headquarters, ITALY.
 To : Air Forces Sub-Commission, ROME.
 Date: 30th October, 1945.
 Ref : AMQI/9/1/1/Air.

13A

AIRCRAFT MOVEMENTS - BREACH OF PROCEDURE

Your letter reference AFSC/753/P1 dated 23 October, 1945, and its enclosure - a copy of Italian Air Ministry's letter reference 40835/TEL/441-27 - have been forwarded to this Headquarters by the Allied Liaison Section, CASERTA.

2. It is noted that the Italian Air Ministry communicated direct with Aircraft Safety Centres under the command of this Headquarters on a matter of policy. It would be appreciated if the Italian Air Ministry were approached in order to ensure that such procedure does not re-occur.

12A

3. The contents of letter 40835/TEL/441-27 are, however, acceptable by this Headquarters.

*Italian Air Ministry
 notified that mail to
 above Liaison officers
 at the Aircraft Safety
 Centre should be marked
 specifically for the
 officer, not sent to A.S.C.
 1/11*

[Signature]

Air Commodore,
 Senior Air Staff Officer,
 Air Headquarters, ITALY.

10/12

185
 21/10/45.

753/P.1.

6657

FROM : AIR FORCE SUB-COMMISSION, A.C., ROMA.
TO : MEDITERRANEAN ALLIED AIR COMMITTEE SECRETARIAT.
DATE : 27RD OCTOBER 1945.
REF : AFAC/753/P1.

AIRCRAFT MOVEMENTS - BREACH OF PROCEDURE

Hq R.A.F. MEMO letter of 30 August 1945, reference number 9607/Air, refers.

2. An investigation has been made of the incident listed in reference letter and its inclosure.
3. It was found that the errors were due to lack of coordination between the Italian C.A.V.'s and the Aircraft Safety Centers. To correct this, Italian Air Force officers have been stationed at the C.A.V.'s at Bologna and Forlignano to keep the Aircraft Safety Centers informed of Italian movements.
4. Copies of the Italian Air Force orders pertaining to this are inclosed.

Inclosure:

gs
H. J. SANS,
MAJOR, AIR CORPS,
AIR VICE MARSHAL
AIR OFFICER COMMANDING

Hope someone can understand them!

23/10. 6656

12A
(21)

FROM : I.A.MINISTRY
TO : A/C SAFETY CENTER POMIGLIANO - BOLOGNA
DATE : 10/10/45
REF. : 40835/TEL/441-27

AND P.I. TO : I.A.F. STATO MAGGIORE
COMANDO UNITA AEREA BARI
COMANDO STORMO "T" GENTOCCELLE
SQUADRIGLIA AUTONOME ROMA
TUTTE SEZIONI 2.A.T.
TUTTE CENTRALI ASSISTENZA VOLO
TUTTI CENTRI R.T.

FLYING ASSISTANCE.

It has been notified that owing to the poor liaison between the Allies and the Italian Airports, it is not possible to transmit the outgoing signals (DEP) of the a/c which are moving from the a/m airports.

To avoid these inconveniences the following arrangements have been made with the A.F.S.C.

DEPARTING A/C FROM AIRPORT HERE EXCLUSIVE OF ALLIED UNITS AND DIRECT TO AIRPORT OF ITALIAN UNITS.

The Captain of the a/c before taking off has to report to the Allied Base operation office.
This office will forward to A/C Safety Center (Pomigliano or Bologna) the signal notifying the departure of the a/c. The A.S.C. notifies the Italian Liaison Officer of the receipt of the signal (DEP) and the It. Liaison Officer will forward the signal to the Italian radio station who through line 16 will notify the competent C.A.V. so that the Airport to which the a/c will arrive is notified.

The a/c after ^{departing} ~~the~~ landing, if fitted with radio, will send the departure telegram to the C.A.V. from which it depends.

If the a/c should deviate from its route to land in another airport, it should send if possible a signal mentioning the deviation (otherwise the signal must be sent from the Landing Field) ^(26th) ~~(26th)~~ the competent C.A.V. will send a second movement signal of the a/c (DEP) with reference to the first one to the airport to which the a/c is going to land and to the airport to which the a/c should have gone, and to the R.T. CENTER of Pomigliano or Bologna

FLYING ASSISTANCE.

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The a/c after ~~departing~~ ^{landing}, if fitted with radio, will send the departure telegram to the C.A.V. from which it depend.

If the a/c should deviate from its route to land in another airport, it should send if possible a signal mentioning the deviation (otherwise the signal must be sent from the Landing Field) ~~to the~~ competent C.A.V. will send a second movement signal of the a/c (DEP) with reference to the first one to the Airport to which the a/c is going to land and to the airport to which the a/c should have gone, and to the R.T. CENTER of Pomigliano or Bologna on line 16.

A/C IN DEPARTURE FROM ITALIAN AIRPORTS TO ALLIED AIRPORTS

The Italian Base will inform the CAV of the a/c departure the CAV on line 16 will inform the radio center (Pomigliano or Bologna) The Center will notify the Italian Liaison Officer with the A.S.C. who will notify to the Safety Center which will in turn notify the

the Allied Base of the landing. If radio equipped, the a/c, after taking off will send a signal to the CG.A.V.

If the a/c should alter the given course ^{to land} and ~~landing~~ in another airport he should ~~be~~ send a signal, if possible, mentioning the deviation (or send a signal when landing) and the CAV will send a second movement signal a/c (DEP) referring to the first one and will forward it on line 16 to the R.T. CENTER of Pomigliano or Bologna, *depending on which has jurisdiction.*

THE COMMUNICATIONS DIRECTOR

T.COL. DE VINCENTI

6654

Prt-40835/Te-
4+1-27

ROMA, 10 Ottobre 1945

MINISTERO DELL'AERONAUTICA
DIREZIONI COMUNICAZIONI
SEZIONE RADIO
Uff. Organizz. ed Esercizio

ALL'UFFICIALE DI COLLEGAMENTO PRESSO
L'AIRCRAFT SAFETY CENTER

POMIGLIANO D'ARCO
BOLOGNA

per conoscenza: ALLO STATO MAGGIORE DELLA R.A. Uff. S.A.T.A.

SEDE
AL COLANNO UNITA' AEREA BARI
AL COLANNO STORMO "T" CENTOCELLE
ALLA SQUADRIGLIA AUTONOMA PRESSO LA PRESIDENZA
DEL CONSIGLIO ROMA
A TUTTE LE SEZIONI COMUNICAZIONI DI Z.A.T. E
DI AERONAUTICA
A TUTTE LE CENTRALI ASSISTENZA DEL VOLO
A TUTTI I CENTRI R.T.

OGGETTO: Assistenza del volo.

E' stato rilevato come, per mancanza di collegamento, fra Aeroporti Alleati e Aeroporti Italiani non sia possibile trasmettere i telegramma di partenza (DEP) dei velivoli che si spostano fra le suddette Pasi.

Ad avviare tale inconveniente si è concretato con la A.P.S.C. quanto segue:

Velivolo in partenza da Aeroporto sede esclusiva di Reparti Alleati e diretto ad Aeroporti sedi di Reparti Italiani.

Il Capo Equipaggio si presenta prima di partire alla Base Operation Alleata. Questa inoltra il telegramma di partenza allo Aircraft Safety Center competente (Pomigliano o Bologna). Io A.P.S.C. avverte l'Ufficiale di collegamento italiano del telegramma di partenza (DEP) ricevuto e questi passa il telegramma alla stazione radio italiana che sul servizio 16 lo inoltra alla C.A. Il C.A. avverte affinché sia avvertito l'aeroporto di arrivo.

L'aeroplano per conto suo dopo il decollo, se munito di radio, dà il telegramma di partenza alla C.A.V. di giurisdizione.

Se il velivolo dovesse deviare dalla rotta prestabilita per atterrare in un altro Aeroporto è tenuto ad effettuare in volo, se possibile, il telegramma di deviazione (altrimenti lo deve fare l'aeroporto di arrivo) e la C.A.

per conoscenza:

ALLO STATO MAGGIORE DELLA R.A. Uff. S.A.T.A.

SEDE

AL COLANDO UNITA' AEREA

BARI

AL COLANDO STORNO "T"

CENTOCELLE

ALLA SQUADRIGLIA AUTONOMA PRESSO LA PRESIDENZA

DEL CONSIGLIO

ROMA

A TUTTE LE SEZIONI COMUNICAZIONI DI Z.A.T. E
DI AERONAUTICA

A TUTTE LE CENTRALI ASSISTENZA DEL VOLO

A TUTTI I CENTRI R.T.

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Velivolo in partenza da Aeroporto sede esclusiva di Reparti Alleati e diretto ad Aeroporti sede di Reparti Italiani.

Il Capo Equipaggio si presenta prima di partire alla Base Operation Alleata. Questa inoltra il telegramma di partenza allo Aircraft Safety Center competente (Pomigliano o Bologna). Io A.F.S.C. avverte l'Ufficiale di collegamento italiano del telegramma di partenza (DEP) ricevuto e questi passa il telegramma alla stazione radio italiana che sul servizio 16 lo inoltra alla C.A.V. contenente affinché sia avvertito l'Aeroporto di arrivo.

L'aeroplano per conto suo dopo il decollo, se munito di radio, dà il telegramma di partenza alla C.A.V. di giurisdizione.

Se il velivolo dovesse deviare dalla rotta prestabilita per atterrare in un altro Aeroporto è tenuto ad effettuare in volo, se possibile, il telegramma di deviazione (altrimenti lo deve fare l'Aeroporto di arrivo) e la C.A.V. è tenuta a compilare un secondo telegramma di movimento velivolo (DEP) facendo riferimento al telegramma precedente e lo inoltrerà a destinazione (Aeroporto cui è diretto il velivolo e Aeroporto a cui era diretto) e al Centro R.T. di Pomigliano o di Bologna sul servizio n. 16.

Velivolo in partenza da Aeroporti sede esclusiva di Reparti Italiani diretto ad Aeroporto sede di Reparti Alleati.

La Base Italiana avverte la C.A.V. di giurisdizione della partenza del velivolo, questa sul servizio 16 trasmette al Centro radio di Pomigliano o di Brindisi, a seconda della competenza, il telegramma di partenza (DEP). Detto Centro informa l'Ufficiale italiano di collegamento con l'A.S.C. e questi passerà il telegramma (Dep) a detto Centro di Salvataggio che provvede ad avvertire la Base Alleata dell'arrivo del velivolo.

L'aeroplano per conto suo dopo il decollo, se munito di radio, dà il telegramma di partenza alla C.A.V. di giurisdizione.

Se il velivolo dovesse deviare dalla totta prestabilita per atterrare in altro Aeroporto è tenuto ad effettuare in volo, se possibile, il telegramma di deviazione (altrimenti lo deve fare l'Aeroporto di arrivo) e la C.A.V. come referente compilerà un secondo telegramma di movimento velivolo (DEP) facendo riferimento al telegramma precedente e lo inoltrerà sul servizio N° 16 al Centro R.T. di Pomigliano o di Bologna, a seconda della competenza.



IL DIRETTORE DELLE COMUNICAZIONI
(Ten. Col. Pil. A. DE VINCENTI)

0032

TRANSLATION

From : I.A.F. "Stato Maggiore", ROMA.
To : A.F.S.C., A.C. ROME.
Date : 18th October, 1945.
Ref. : 27574/op.11/4/5633 Coll.

ITALIAN AIRCRAFT FLYING LOW

- We have made enquiries as requested in your AFSC/753/P.1.
2. The Baltimore aircraft was piloted by Lt. COLANTONIO, Giuseppe of Palermo.
 3. The A/C was forced to fly over part of the town's built up area as the direction of the wind forced it to land towards SE - N.W.
 4. The pilot did actually reduce a great deal the A/C's altitude in preparation to landing.
 5. We have taken necessary action.

(COL. REMONDINO) 6651

Translated by Sgt. Cumbo.

STATO MAGGIORE R AERONAUTICA

7° REPARIO

1° Sezione Operaz. e Addestramento

Roma li, 118 11. 11. 11

11A

ALL'AIR FORCES SUB COMMISSIONE

ALLIED COMMISSION

= R O M A =

Prot. n° 27574/ep 11 / 5683 111

Oggetto: Velivolo italiano in volo a bassa quota.-

- 1) - Sono state effettuate indagini come da voi richieste con foglio AFSC/753/PI.
- 2) - Il velivolo Baltimore era pilotato dal Tenente COLANTONIO Giuseppe proveniente da Palermo.
- 3) - Il velivolo ha dovuto sorvolare parte dell'abitato della città poichè la direzione del vento obbligava l'atterraggio in direzione SE - N.W.
- 4) - Effettivamente nella manovra per l'atterraggio il pilota ha ridotto eccessivamente la quota della planata.
- 5) - Sono stati presi provvedimenti adeguati alla mancanza riscontrata. =



d'ordine

IL CAPO DI STATO MAGGIORE

IL SOUS-CAPO DI STATO MAGGIORE

DELLA R AERONAUTICA

[Signature]

0050

FROM : I.A.F.STATO MAGGIORE
TO : A.F.S.C.
DATE : 13/10/45
REF. : 27521/OP 11/4/5615 COLL

MOVEMENT OF A/C - VIOLATION OF FLYING ORDERS.

With ref.to your letter AFSC/753/P.1 dated the 4th
Sept. 1945.

After having examined together with the Communication
Office of the Air Ministry, the violation of flying orders by
Italian a/c, we have come to the conclusion, that those violation
are caused by the poor liaison between the Aircraft Safety Center
North and South Italy and the R.A., CAV.

These liaisons already in effect from the 1st of Oct. '45
will be perfected in order to avoid in the future any breach
of regulations by Italian a/c.

Attached is copy of the latest flying orders which have
been issued in order to prevent that the a/m accidents will not
occur again.

IL CAPO DI STATO MAGGIORE
COL REMONDINO

T. by SGT. ALBERTINI

66-9

B/m.
STATO MAGGIORE P. AERONAUTICA
1° REPARTO
2ª Sezione Aerei Italiani Aereo

Roma li, 3 OTT. 1945

ALL'AIR FORCES SUB COMMISSION

ALLIED COMMISSION

= R O M A =

Prot. n° 27521 / 24 11 / 4 / 1945 *hell*

OGGETTO: Movimenti di aerei - Violazione del procedimento regolare.

Si risponde al foglio AFSC/753/P. 1, del 4 Settembre u.s. -

Esaminati con il Direttore dell'Amministrazione del Ministero dell'Aeronautica le deficienze di procedura accadute nei casi menzionati da codesta Commissione è stato rilevato come esse siano dovute alla mancanza di effettivi collegamenti fra gli ~~Aircraft~~ Safety Centers del Nord e Sud Italia e le Centrali Assistenza del volo della R.A. -

Tali collegamenti, già in atto dal 1° Ottobre 1945, saranno perfezionati alla luce dei disservizi sopra lamentati e saranno quindi evitati per il futuro infrazioni da parte dei velivoli Italiani. -

Si allega copia delle ultime disposizioni impartite per evitare gli inconvenienti di cui all'oggetto. =



d'ordine
CAPO DI STATO MAGGIORE
IL SOTTOCAPO DI STATO MAGGIORE
DELLA R. AERONAUTICA

66-18

= R O M A =

Prot. n°

27521 / 24.11/4 / 665 hll

OGGETTO: Movimenti di aerei - Violazione del procedimento regolare.

Si risponde al foglio AFSC/753/P. 1, del 4 Settembre u.s.-

Esaminati con il Direttore dell'Amministrazione del Ministero dell'Aeronautica le deficienze di procedura accadute nei casi menzionati da codesta Commissione è stato rilevato come esse siano dovute alla mancanza di effettivi collegamenti fra gli ~~Airport~~ Safety Centers del Nord e Sud Italia e le Centrali Assistenza del volo della R.A.-

Tali collegamenti, già in atto dal 1° Ottobre 1945, saranno perfezionati alla luce dei disservizi sopra lamentati e saranno quindi evitati per il futuro infrazioni da parte dei velivoli Italiani.-

Si allega copia delle ultime disposizioni impartite per evitare gli inconvenienti di cui all'oggetto.=



d'ordine

CAPO DI STATO MAGGIORE
IL SOLOCAPO DI STATO MAGGIORE

DELLA R. AERONAUTICA

6628

9A

FROM : AIR FORCES SUB COMMISSION A.C. ROME
TO : ITALIAN AIR MINISTRY
DATE : 17TH SEPTEMBER 1945
REF. : AFSC/753/P.1

LOW FLYING ITALIAN AIRCRAFT.

On 15th September 1945 at 1750 B, a Baltimore aircraft was observed flying at an altitude of approximately 400 feet in an easterly direction over the city of Rome, passing just north of Porta Pinciana.

2. Investigation revealed that the pilot of the Baltimore was Lt. Colantonio, of the 28th Squadron.

3. Request that this report be investigated by you and disciplinary action be taken if results of the investigation reveal such to be in order.

✓
WILLIAM L. LEE
Brigadier General USA
DEPUTY DIRECTOR

FROM : AIR FORCES SUB COMMISSION A.C. ROME
TO : I.A.F. STATO MAGGIORE
DATE : 4TH SEPTEMBER 1945
REF. : AFSC/753/P1

AIRCRAFT MOVEMENTS - BREACH OF PROCEDURE

The attached letter and report is sent for your information and action.

2. In addition to the two cases cited in this report, an SM 79, No.3, left Pisa at 1200 on 3 Sept., arrived at Littorio at 14.55 on 3 Sept. and apparently did not report his arrival. This plane was listed as missing by the Aircraft Safety Center at Pomigliano, until confirmation was received from this Sub Commission that the plane had arrived safely.

3. It is requested that an investigation of these incidents be made and a report forwarded to this Sub Commission.

4. It is further requested that adequate steps be taken to prevent similar occurrences in the future.

EJS
E.J.SASS
MAJOR AIR CORPS
AIR VICE MARSHAL
AIR OFFICER COMMANDING.

7A

From :- Headquarters, Royal Air Force, MEDME.
To :- Air Force Sub Commission, Allied Commission, ROE.
Date: :- 30th August, 1945.
Ref :- SMO7/Air.

Aircraft Movements - Breach of Procedure.

The attached report has been received from Headquarters Mediterranean Coastal Air Force and is forwarded for action.

2. Instances of this nature cause a considerable amount of unnecessary work in Aircraft Safety Centres and undermine the whole safety organisation by employing the limited forces available in tracing Aircraft already safely dispersed.

3. It is requested that the result of any investigation you may make as to these incidents be forwarded to this Headquarters in due course.

6602 3/4

753/PI

J. G. L. S. R.
Air Marshal.
Air Commander in Chief.
Headquarters, MEDME.

7B

REPORT ON THE MOVEMENTS OF ITALIAN AIR FORCE AIRCRAFT.

On the 12th August, 1945 Aircraft Safety Centre Northern Italy had considerable difficulty in tracing a Baltimore No f.a.420, pilot BALBOUS. This Aircraft left Villafranca for Milan and was eventually found at Litterio.

2. On the 18th August, the same aircraft, piloted by Captain TLAPINTZA left Milan for Villafranca and was again traced to Litterio.

3. It would appear that Italian Air Force pilots are not being briefed on the importance of filing clearances and reporting in at their destination. Litterio should have reported the non scheduled arrival but failed to do so in both cases.

6645

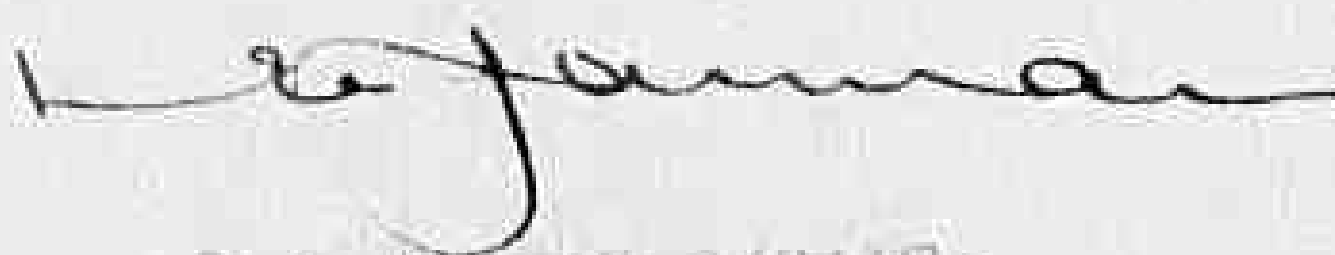
FROM : AIR FORCES SUB COMMISSION
ALLIED COMMISSION ROME
TO : ITALIAN AIR MINISTRY
DATE : 8th APRIL 1945
REF. : APSC/753/P.1

FLYING DISCIPLINE.

The United States Air Traffic Control at Palermo have complained of Italian Air Force aircraft failing to acknowledge and obey signals from the Control Tower.

2. May all pilots be informed that the standard control must be observed at all airfields at which allied aircrafts land.

A copy of K.A.T.S. letter is attached.


L.E. JAGMAN C/CAPT.
AIR VICE MARSHAL
AIR OFFICER COMMANDING.

6644

HEADQUARTERS
MEDITERRANEAN AIR TRANSPORT SERVICE
APO 528

T/ELK/pb

5A

2 April 1945

SUBJECT: Air Traffic Control, Bocca di Falco Airfield.

TO : Allied Commission, Air Section, APO , U. S. Army

1. It is reported that the Italian Air Force is operating aircraft which are failing to acknowledge tower control at Palermo. There have been several infractions reported which might have resulted in the destruction of aircraft and injury to Allied personnel. Captain Martinelli of the Italian Air Force is specifically mentioned for an incident of this sort which occurred 16 March 1945.

2. The airfield at Palermo was de-requisitioned by MAAF and turned over to the Italian Air Force. However, because of the U.S. Naval installations at the seaport, it has been necessary to continue to operate regular daily MATS schedules into this field. These flights are handled and serviced by a cooperative arrangement between USAAF, RAF Transport Command and U.S. Naval Forces. The signals and flares used by AACS are standard for air traffic control throughout the world.

3. It is the desire of this Headquarters that the matter of control be brought to the attention of the Italian Authorities concerned, so that Italian Pilots can be instructed to respond to the tower and/or watch for warning signals and flares.

FOR THE COMMANDING GENERAL:

Clifton B. Hinkel
CLIFTON B. HINKEL,
Major, Air Corps,
Actg Adj General.



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

To : H.Q. Unita Aerea, I.A.P., Bari.

Date : 29th March 1945.

Ref : AFSC/B/753/P1.

I.A.P. FLYING DISCIPLINE.

Herewith enclosed is a letter from the Operations Officer at Bari airport concerning breaches of flying discipline by Italian Air Force aircraft.

2. May the instances noted be looked into and the perpetrators of these offences dealt with as seen fit.
3. It is considered that a letter should also be sent to all pilots pointing out the seriousness of these infringements of flying discipline and warning them that future cases will be dealt with in the strictest possible manner.
4. May this Sub-Commission be informed of the action taken.

W.B. Royce
W.B. ROYCE W/COB.
for AIR VICE MARSHAL.
AIR OFFICER COMMANDING

Copy to : Air Forces Sub-Commission,
Allied Commission, Rome.



BARI AIRPORT
Office of the Operations Officer
U. S. ARMY

27 March 1945

W/C. ROYCE
Air Forces Sub Commission
Allied Commission Unit
Bari, Italy

1. Due to the arrival of better flying weather and the resulting heavy increase in volume of traffic, control of the Italian A/C (which have no radio) here at Bari has become a major problem. In view of this increasing summer traffic at Bari a serious accident is nearly inevitable if these conditions are not corrected.

2. Attached is a list of flying violations of Italian Air Force from 7 March 1945 to 26 March 1945 incl.

A. J. DEWEY,
Captain, AC,
Opn's Officer.

6642

VIOLATIONS, MONTH OF MARCH

<u>DATE</u>	<u>A/C NO.</u>	<u>TYPE A/C.</u>	<u>TIME</u>	<u>EXPLANATION</u>
7 Mar. 45	No number	SM-79	1015	A/C crossed runway in middle of runway and RAF landing A/C narrowly avoided collision with Italian plane.
14 Mar. 45	No number	SM-79	1048	A/C landed and stayed on runway for one minute and 50 seconds forcing C-47 A/C which was landing to pull up and go around.
14 Mar. 45	#241-1	SM-79	1232	A/C taxied onto runway against red light. C-47 A/C on final approach pulled up and went around again.
15 Mar. 45	#1-15	SM-82	1035	A/C taxied onto runway and held position for 2 minutes on runway before starting his takeoff roll. Airborne traffic forced to go around circuit again.
21 Mar. 45	#155	SA-202	0924	A/C circled 3 times over SE end of runway in path of outgoing A/C and then buzzed Italian Flight Section at 20 feet before leaving traffic pattern.
23 Mar. 45	No number	SIA-202	1018	Two red flares fired on runway by crash crew as SIA-202 was on final. A/C continued to land instead of going around. RAF A/C was at time on runway.
25 Mar. 45	#831	Macchi 202	1531	A/C buzzed east side of runway at 100' against traffic direction.
26 Mar. 45	No number	Macchi 202	0915	A/C buzzed runway against traffic direction at 25'.
26 Mar. 45	#102-7	SM-79	0914	A/C landed on runway under construction.
26 Mar. 45	No number	SA-202	1220	After landing A/C remained on runway 2 minutes.
26 Mar. 45	#241-8	SM-82	1334	A/C given permission for takeoff and lined up on runway and held position for 3 minutes before starting takeoff run. Airborne traffic held up.

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

To :- Headquarters, M.A.C.A.F.
Air Forces Sub-Commission,
Allied Commission, BARI.
Air Forces Sub-Commission,
Allied Commission, ROME.

Date:- 22nd March, 1945.

Ref :- AFSC/A/753/P1.

FLYING DISCIPLINE.

1. Reference AFSC/A/753/P1 dated 6th March, from Air Forces Sub-Commission, Bari, to above addressees, attached please find translation of letter, reference 00356/- BA dated 20th March, received from the Officer Commanding, Italian Air Force, Naples Area, together with translation of report of Officer Commanding the Italian Air Traffic Office, Pomigliano, referred to therein, regarding the call of an Italian piloted JK 87 at Pomigliano on the 1st February.



(W.L. Winter)
King Commander,
for Air Vice-Marshal,
AIR OFFICER COMMANDING.

6640

0 3 6 7

(Translation)

3B

Headquarters
ITALIAN AIR FORCE.

20th March, 1945.

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

Ref:- 00356/BA.

Subject:- JU 87.

C 2 A

Reference your AFSC/N/153/P1 dated 10th March, 1945, attached please find the statement of the Officer Commanding of the Air Traffic Office relating to the landing at Pomigliano of the above-mentioned aircraft.

It is notified that para. 4 of your above quoted letter has been brought to the attention of the Officer in charge of the Italian Control Room.

(Signed)

OFFICER COMMANDING
(Ten.Col.A.A.r.n.-L.DENTICE di ACCIAIA)
6639

BEST COPY POSSIBLE

(Translation)

AIR TRAFFIC OFFICE

- Pomigliano d'Arco -

Ref:- 043.

16th March, 1945.

To:- Headquarters,
Italian Air Force, NAPLES.

Subject:- JU 87.

Reference your letter requesting information relating to the landing at Pomigliano Airfield of a JU 87, it is notified:-

- 1) The JU 87 landed at Pomigliano at 1245 hrs on 1st February 1945 owing to damage to the left wheel and engine trouble. This aircraft, in service with the Comando Unita Aerea, Bari, arrived from Lecce-Bari and had to proceed to Rome.
- 2) The crew were the following:- 1) Pilot Officer V. LITAN Paolo - Captain -; 2) Cadet Officer VERONESI Guido - 3) Warrant Officer ZAPPALINO Adolfo - 4) Flight Sergeant SAVONETTI Dante.
- 3) The Captain, upon his arrival, reported to the Allied Control Base of the Airfield where he booked in his landing. Had he failed to comply with this, he could not have obtained the petrol that he wanted in order to proceed.
- 4) The aircraft stopped on the Pomigliano Airfield from the 1st until the 5th February, 1945, when it proceeded to Rome. Before taking-off the Captain was advised by Flight Sergeant LONGOARDI of the Air Traffic Office of Pomigliano to the Allied Control Base of the Airfield where he asked and obtained the authorization for taking off through the compilation of the relative form. After complying with these orders, the Captain took-off proceeding to Rome.

Subject:- JU 87.

Reference your letter requesting information relating to the landing at Pomigliano Airfield of a JU 87, it is notified:-

- 1) The JU 87 landed at Pomigliano at 1240 hrs on 1st February 1945 owing to damage to the left wheel and engine trouble. This aircraft, in service with the Comando Unita Aerea, Bari, arrived from Lecce-Bari and had to proceed to Rome.
- 2) The crew were the following:- 1) Pilot Officer VULCAN Paolo - Captain -; 2) Cadet Officer VERONESI Guido - 3) Warrant Officer CARPINO Adolfo - 4) Flight Sergeant SAVONETTI Dante.

3) The Captain, upon his arrival, reported to the Allied Control Base of the Airfield where he booked in his landing. Had he failed to comply with this, he could not have obtained the petrol that he wanted in order to proceed.

4) The aircraft stopped on the Pomigliano Airfield from the 1st until the 5th February, 1945, when it proceeded to Rome. Before taking-off the Captain was advised by Flight Sergeant LONGHARDI of the Air Traffic Office of Pomigliano to the Allied Control Base of the Airfield where he asked and obtained the authorization for taking off through the compilation of the relative form. After complying with these orders, the Captain took-off proceeding to Rome.

5) The JU 87 awaited the arrival from Lecce of the required materials, after which the engine was overhauled and the left wheel changed.

(Signed)

Officer Commanding,
Air Traffic Office,
P.O. D.C.A. - A. MARSECA.

Dalla:- Commissione Alleata,
Sotto-Commissione per l'Aeronautica, NAPOLI.

Alla :- Regia Aeronautica Italiana, NAPOLI.
(Per la Stazione Italiana di Controllo,
Aeroporto di Pomigliano).

Data:- 10 Marzo, 1945.

Rif :- AFSC/N/753/P1.



DISCIPLINA DI VOLO.

1. Ci è comunicato che il giorno 1 Febbraio alle 1245 un JU 87, con targa italiana, volava su Napoli ad una quota inferiore ai 1000 piedi ed atterrava a Pomigliano senza che questo volo fosse stato segnalato. Inoltre il Pilota mancava di registrare l'atterraggio alla Stazione di Controllo dell'Aeroporto.

2. Il Comando M.A.A.F. ha ordinato di svolgere un'inchiesta circa l'insosservanza alle norme vigenti per i voli compiuti su apparecchi di tipo nemico.

3. Questo è stato debitamente fatto dalla Sotto-Commissione Alleata per l'Aeronautica in Bari ed il Comando Unita Area di Bari afferma che il Pilota non ha mancato di presentarsi alla Stazione di Controllo dell'Aeroporto dopo il suo atterraggio e che il suo arrivo era atteso.

4. Si richiede che l'Ufficiale Comandante la Stazione Italiana di Controllo dell'Aeroporto di Pomigliano possa provare la dichiarazione del Pilota e sottometterci qualsiasi avvenimento degno di nota a questo riguardo.

(W.L. Minter)
Wing Commander,
per Air Vice-Marshal,
AIR OFFICER COMMANDING.

Copia:-

Air Forces Sub-Commission, ROME.

Air Forces Sub-Commission, BARI.

2A
(E)

6637

(Translation)

29

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

To :- Italian Air Force, NAPLES.
(For Italian Control, Pomigliano).

Date:- 10th March, 1945.

Ref :- AFSC/N/755/P1.

FLYING DISCIPLINE.

1. It is notified that on 1st February at 1245 a JU 87 with Italian markings flew over Naples below 1000 feet landing at Pomigliano and that no warning had been received of this flight and that the Pilot failed to book in with Airfield control.
2. Headquarters, M.A.A.F., ordered an enquiry to be made into this failure to comply with standing orders regarding flights of enemy type Aircraft.
3. This was duly done by A.F.S.C., Bari, and the Command Unit Area, Bari, state that the Pilot did report to the Italian Control Room upon landing at Pomigliano and that his arrival was expected.
4. It is requested that the Officer in charge of the Italian Control Room, Pomigliano, may substantiate the statement of the Pilot and submit to us any relevant facts regarding this matter.

See /A.

(W.L.Minter)
Wing Commander,
for Air Vice-Marshal,
AIR OFFICER COMMANDING.

6628

Copy to:-
Air Forces Sub-Commission, ROME.
Air Forces Sub-Commission, BARI.

1A.

From : Air Forces Sub Commission,
Allied Commission, Bari.

To : Headquarters, Mediterranean Allied Air Forces.

Copies to: Headquarters, M.A.C.A.F.

A.F.S.C., Allied Commission, Rome. —

A.F.S.C., Allied Commission, Naples.

Date : 6th March 1945.

Ref : AFSC/B/753/P1.

FLYING DISCIPLINE.

B

Attached herewith is the report called for in M.A.A.F signal BX 45100 dated 2nd February 1945 from which it appears that the arrival of the JUB7 referred to in that signal was expected by the Italian Control at POMIGLIANO, it is therefore requested that A.F.S.C., NAPLES check the action taken by the Italian Control.

2. This Sub-Commission is informed that no copies of AF/AF/7 are held by the Italian Air Force, and none are held at this office, copies have therefore been requested and will be promulgated as soon as they are received.



L. B. Royce

L. B. ROYCE, Wing Commander,
AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

6635

18

From : Fighter Group Command.
To : Command Unit Aerea, Bari.
Date : ---
Ref : 1467/Op.10.

FLYING DISCIPLINE.

On the 1st February 1945, a J987 piloted by S.Ten. Pilot VOLTAR Parla, was to go to ROMA for Service reasons, landing at POMIGLIANO for refueling. On nearing NAPLES, low clouds forced the pilot to take an Eastern direction. In fact he passed over the Island of ISCHIA and from there attempted to reach POMIGLIANO by surrounding the town from the north. Not being able to take this route, either, because of low clouds, he decided to take a Southern route thus managing to land at POMIGLIANO airfield.

2. At the Italian Control Room, where he reported, he was informed that his arrival was awaited and that they had already received his flight routing.

3. Before taking-off again for ROMA he went personally to the Allied Control (Flying Control) where he filled in the usual flight routing form thus obtaining authorization to proceed on his journey. In the latter office no enquiries were made regarding his mode of landing; so, presumably, it is thought that everything was fulfilled accordingly.

4. Re signals of the day, the pilot was duly acquainted.

signed. Ten. Col. PARALI.

6634

0375