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

ACC

10000/135/337

A/C ACCIDENTS
AUG. 1943; DEC. 19

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

10000/135/337

A/C ACCIDENTS & CASUALTIES TO FLYING PERSONNEL
AUG. 1943; DEC. 1944 – JULY 1946

Air II.

Ref. 8 [illegible].

It appears to me that the courage and technical ability of the pilot are counterbalanced by his taking off at 16.30 without knowing whether there was an airfield in Sicily open. And there not been he could'nt have returned to Intelligence in daylight. I hardly think he deserves a strawberry. do you?

11 Jan. 43. m. Eg.

W A Brooke Wk
S.S.O.

(4).

Adjutant See ref 100A

Please send original and copy of 99A to the Canadian Brandon AHQ as any court of Inquiry would be convened through them.

[illegible]
7/1/43

6921

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

Minute Sheet

1

C.I.O.

Ref. Encl. 3 & A. This A/c. (FA 619) has been struck off charge & taken off the Manifest. [illegible] A/c Capt.

21/7/45

Thanks [illegible] Min 2

[illegible] (1/6 (strength 880) wfj 1/9.

During a staff visit to Centocelle, advantage was taken of the opportunity to view the scene of the accident to Dakota FZ 100 7 involving K from Algiers on 15th Aug.

In my opinion the accident was not due as at first thought, to the failure of the undercarriage but to the error of judgement on the part of the pilot in landing on an upslope beyond the actual boundary of the airfield

The wreckage of the aircraft was still outside the airfield boundary.

16/8/45

[illegible] Ruffell F/Lt.

Rem 3.

6920

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

0380

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

Axis: Rome 11-2..

LGWC FLDIL NR 7 IMPORTANT
CVR 1 & 2
FROM AHQ ITALY COMM. SQDN.
TO (1) STORMO TRASPORTI, REGIA AERONAUTICA, AEROPORTO CENTOCELLE.
INFO (2) AIR FORCES SUB COMMISSION, ROME
CR---BT
A109 29.7.46 UNCLASSIFIED(.)
F.A.
(A) SAVOIA MARCHETTI S.79NO 103-10(.)
(B) STORMO TRASPORTI, R.A. AEROPORTO CENTOCELLE (.)
(C) MARCIANISE AIRFIELD 29.7.46 1251 HOURS DAY (.)
(D) NO CASUALTIES PILOT CAPITANO RIVR ROMANO STORMO TRASPORTI REGIA AERONAUTICE (.)
(E) MARCIANISE AIRFIEPD (.)
(F) N A (.)
(G) AIRCRAFT SWUNG ON LANDING RAN ONTO ROUGH GROUND 765C NO(.)
(H) REAR END OF FUSELAGE AND TAIL OLEO DAMAGES SALVAGE E// RELEASED (.) AIRCRAFT CAT AC ENGINE AE CAT. I (.)
(J) N A (.)
KXXX
(K) N A (.)
(M) N A (.)
(N) NEWSPAPERS 350 LBS (APPROX)(.)

ET
SENT BREN B K
INT WA TAIL IN (FXX (H)
L OLO // OLEO IMI OLEO
CK THEN INT DTG
NO DTG AT AL OM
RD RD RPB AT LGWC AT .....1930 K

31/7
F666
ORDERLY ROOM
WWA 1/4
IMPORTANT

69

III A
(L)

STATO MAGGIORE REGIA AERONAUTICA
SECRETARIAT

20TH JULY, 1946

TO : THE MINISTERS CABINET ROME

REF : 17502/s22

INFORMATION.

IN ORDER THAT NOTIFICATION MAY BE FORWARDED TO AIR VICE MARSHAL BRODIE AND TO THE ALLIED AIR AUTHORITIES, WE FORWARD YOU THE CONTENTS OF THE SIGNAL 2196/16 P OF THE BALTIMORE STORMO ADDRESSED TO THIS STATO MAGGIORE:

" " FAMILIES OF THE PERSONNEL KILLED ARE KINDLY THANKING AIR VICE MARSHAL BRODIE AND ALLIED AIR AUTHORITIES/./ COL. TEN. DE PORTO /./" "

CHIEF OF THE SECRETARIAT
TEN. COL. PIL. G. CALLIERI

LIASON OFFICE
REF No. 2599 Coll

ROME, 22- 7- 1946

TO : AIR FORCES SUB COMMISSION, ALLIED COMMISSION ROME

6918

CHIEF OF THE OFFICE
(TEN. COL. A.A.r.n. WALTER ANDROMEF

2/3 0.527

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

INFORMATION.

IN ORDER THAT NOTIFICATION MAY BE FORWARDED TO AIR VICE MARSHAL BRODIE AND TO THE ALLIED AIR AUTHORITIES, WE FORWARD YOU THE CONTENTS OF THE SIGNAL 2196/16 P OF THE BALTIMORE STORMO ADDRESSED TO THIS STATO MAGGIORE:

" " FAMILIES OF THE PERSONNEL KILLED ARE KINDLY THANKING AIR VICE MARSHAL BRODIE AND ALLIED AIR AUTHORITIES/./ COL. TEN. DE PORTO /./" "

CHIEF OF THE SECRETARIAT
TEN. COL. PIL. G. CALLIERI

LIASON OFFICE
REF No. 2599 Coll

ROME, 22- 7- 1946

TO : AIR FORCES SUB COMMISSION, ALLIED COMMISSION ROME

6918

CHIEF OF THE OFFICE
(TEN. COL. A.A.r.n. WALTER ANDRONER

2/5 0.527 U.L.

T54/PL

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

D/D
SSD
SID

111 A

20 LUG 1946

STATO MAGGIORE DELLA AER NAUTICA
Segreteria

AL GABINETTO DEL MINISTERO
Ufficio Collegamento
= R O M A =

Prot. n. 17502/322

OGGETTO : Comunicazione.

Perchè ne sia data partecipazione all'A.V.M. RHODIE ed alle Autorità Aeronautiche Alleate, si trascrive il contenuto del telegramma n. 2196/16 P dello Stormo Baltimore inoltrato a questo Stato Maggiore :

"" FAMIGLIE PERSONALE DECEDUTO EMIGRATIANO SETTIMANALMENTE A.V.M. PROCHE ET AUTORITA' AERONAUTICHE ALLEATE /./ TEN.COL. DE PORTO/./"

IL CAPO DELLA SEGRETERIA
F/to : T.Col.Pil. G. CALLIERI

6917

UFFICIO COLLEGAMENTO

Roma, 22/7/46

Prot. n. 2594 Coll

ALL'AIR FORCES SUB COMMISSION, A.C.
= R O M A =

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

OGGETTO : Comunicazione.

Perchè ne sia data partecipazione all'A.V.M. MEDDLE ed alle Autorità Aeronautiche Alleate, si trascrive il contenuto del telegramma n. 2196/16 P dello Stormo Baltimore indirizzato a questo Stato Maggiore :

"" VEICOLI PERSONALE DECEDUTO ET TRASPORTANO SPECIALMENTE A.V.M. MEDDLE ET AUTORITA' AERONAUTICHE ALLEATE /./ TEN.COL. DE PORTO/./""

IL CAPO DELLA SEGRETERIA
F/to : T.Col.Pil. G. CALDESI

6917

UFFICIO COLLEGAMENTO

Prot. n. 2599 Coll

Roma, 22/7/46

ALL'AIR FORCES SUB COMMISSION, A.C.

= R O M A =

MINISTERO DELL'AERONAUTICA - UFFICIO COLLEGAMENTO CON L'A.C. - GABINETTO DEL MINISTRO

p. il Capo Ufficio

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

0385

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

110A
(4)

SIGNAL

OQ FROM URBE 84 170 13 1125 - - -

STATAEREO ROME - UNITA' AEREA COMMAND BARI- COSTAEREO ROME- BOMBER AND TRANSPORT GROUP GUIDONIA- AND FOR INFORMATION TO THE AIR FORCES SUB COMMISSION,ROME-
001423/F AEROSTORMO BALTIMORE STOP INFORMING YOU THAT ON THE 13TH THIS MONTH AT ABOUT 08,10 HRS BALTIMORE A/C FW 496 (A/C ON THE RIGHT OF THE FORMATION) OF THE 28TH GROUP STOP STOP LEFT ENGINE NUMBER 42-119298/195541 COMMER RIGHT ENGINE NUMBER 42-47191/64924 WHILE TRYING TO GET NEAR TO THE LEADER OF THE FORMATION CRASHED INTO BALTIMORE A/C FW 747 (LEADER OF THE FORMATION) OF THE 28TH GROUP STOP STOP LEFT ENGINE NEMBER 42-148979/98376 RIGHT ENGINE NUMBER 42-148902/98299 AT A HIGHT OF 350 METERS STOP BOTH A/C's CRASHED TO THE GROUND AND FIRE STARTED A/C's COMPLETELY DESTROYED IN VICINITY KM 13 VIA CASSIA STOP CREW OF A/C FW 747 STOP STOP CAPTAIN PILOT COLANTONIO GIUSEPPE COMMER CAPTAIN OF A/C COMMER LT. NAVIGATOR D'AQUINO UMBERTO COMMER SGT W/OP MARIGLIANO SILVIO COMMER G.D. AIRMEN CASNA ENZIO STOP STOP CREW OF A/C FW 496 STOP STOP SGT MAJ PILOT BASSO LUCIANO CAPTAIN OF A/C COMMER L.A.C. W/OP DE FAZIO ATTILIO COMMER THEY COULD NOT MAKE USE OF THE PARACHUTE AND ALL OF THEM DEAD - - - TEN COL DE PORTO - - -

Translated by Sgt Albertini.M.

J.E.M. 22/7

Consulted with CAPS in day of accident for further action. 22/7

22/7

AIR FORCES SUB-COM... 2.597 18/7 ...EMERGENCY BOARD

0386

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

110 A

MODULARIO
A. - c. p. - 1252
Mod. A. R. S. M.

N. 1252 catalogo R.
(N. 758 vecchio)

Indicazioni eventuali abbreviate

Indicazioni d'urgenza	Urgente . . . . . oppure (D)	Far proseguire . . . oppure (PC)	Stazione Radio Telegrafica di
	M. C. O. collazionato . . . » (TC)	Da consegnarsi a mani proprie » (MP)	
	Avviso di ricevimento . . . » (CR)	Recapitabile aperto . . . . » (PC)	

Le ore si contano sul meridiano medio dell'Europa Centrale e di seguito da una mezzanotte all'altra

Ricevuto il 13/4 194 alle ore 13,15	Trasmesso il 194 alle ore
dalla Stazione Ricevente	alla Stazione Trasmittente

Quai	Parole	Gruppi	Data della presentazione (Giorno e mese / Ore e minuti)	Indicazioni eventuali di servizio

2542 Coll

==== CQ DA URDE 84 170 13 1125 ==
STATAEREO ROMA = COMANDO UNITA' AEREA BARI = COSTAEREO ROMA =
COMANDO RAGGRUPPAMENTO BT GUIDONIA ET PC COMMISSIONE ALLEATA AESC ROMA ==
001423/F AEROSTORMO BALTIMORE PUNTO COMUNICASI CHE GIORNO TREDICI CORRENTE
ORE 08,10 CIRCA VELIVOLO BALTIMORE FW 496 (REGARIO DESTRO) DEL 28' GRUPP
DUEPUNTI MATRICOLA MOTORE SINISTRO 42-119238/195541 VIRGOLA MATRICOLA MOTORE
DESTRO 42-47191/64924 DURANTE FASE AVVICINAMENTO AT CAPO FORMAZIONE INVESTI
VELIVOLO BALTIMORE FW 747 (CAPO PATTUGLIA) DEL 28' GRUPPO DUEPUNTI MATRIC
MOTORE SINISTRO 42-148979/98376 MATRICOLA MOTORE DESTRO 42-148902/98299 AT QU
350 METRI CIRCA PUNTO ENTRAMBI I VELIVOLI PRECIPITAVANO AL SUOLO INCENDIANDOSI
DISTRUGGENDOSI TOTALMENTE IN PROSSIMITA' KM. 13 VIA CASSIA PUNTO GLI EQUIPAGG
DEL VELIVOLO FW 747 DUEPUNTI CAPITANO PILOTA COLANTONIO GIUSEPPE VIRGOLA CAPO

0387

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

110 A

N. 1252 *catalogo R. A.*
(N. 758 vecchio)

MODULARIO
A. - e. p. - 1257

Min. A. X. B. M.

Indicazioni eventuali abbreviate

Indicazioni d'urgenza	Urgente . . . . . oppure (D)	Per prosciutto . . . . oppure (F)	Stazione Radio Telegrafica di
	Z. C. G. collazionato . . » (CC)	Da consegnarsi a mani proprie » (MP)	
	Avviso di ricevimento . . » (CR)	Recapitabile aperto . . . . » (PC)	

Le ore si contano sul meridiano medio dell'Europa Centrale e di seguito da una cerchietta all'altra

Ricevuto il 13/7 194 alle ore 13,15
dalla Stazione Ricevente

Trasmesso il 194 alle ore
alla Stazione Trasmittente

Quai	Parole	Gruppi	Data della presentazione Giorno e mese	Ore e minuti	Indicazioni eventuali di servizio

==== CQ DA URGE 84 170 13 1125 ==
STATAEREO ROMA = COMANDO UNITA' AEREA BARI = COSTAEREO ROMA =
COMANDO RAGGRUPPAMENTO BT GUIDONIA ET PC COMMISSIONE ALLEATA AFSC ROMA ==
DO1423/F AEROSTORMO BALTIMORE PUNTO COMUNICASI CHE GIORNO TREDICI CORRENTE AT
ORE 08,10 CIRCA VELIVOLO BALTIMORE FW 496 (GREGARIO DESTRO) DEL 28' GRUPPO
DUEPUNTI MATRICOLA MOTORE SINISTRO 42-112298/195541 VIRGOLA MATRICOLA MOTORE
DESTRO 42-47191/64934 DURANTE FASE AVVICINAMENTO AT CAPO FORMAZIONE INVESTIVA.
VELIVOLO BALTIMORE FW 747 (CAPO PATTUGLIA) DEL 28' GRUPPO DUEPUNTI MATRICOLA
MOTORE SINISTRO 42-148979/98376 MATRICOLA MOTORE DESTRO 42-148902/98299 AT QUOTA
50 METRI CIRCA PUNTO ENTRAMBI I VELIVOLI PRECIPITAVANO AL SUOLO INCENDIANDOSI ET
DISTRUGGENDOSI TOTALMENTE IN PROSSIMITA' KM. 13 VIA CASSIA PUNTO GLI EQUIPAGGI
DEL VELIVOLO FW 747 DUEPUNTI CAPITANO PILOTA COLANTONIO GIUSEPPE VIRGOLA CAPO

0388

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

EQUIPAGGIO VIRGOLA SOTTOTENENTE NAVIGATORE D'AQUINO UMBERTO VIRGOLA
SERGENTE MARCONISTA MARIGLIANO SILVIO VIRGOLA AVIERE GUVERNO CASNA ETZO
DUEFUNTI ET DEL VELIVOLO FW 496 DUEFUNTI SERGENTE MAGG PILOTA RASSO LUCIANO
CAPO EQUIPAGGIO VIRGOLA PRIMO AVIERE MARCONISTA DEFAZIO ATTILIO VIRGOLA NON AVENDO
POTUTO FAR USO DEL PARACADUTE ET SONO DECEDUTI PUNTO === TECOL DEPORTO ===

6915

109H

Fr :- Headquarters, R.A.F. MED/ME.

To:- See distribution list below.

Date:- 21st June, 1946.

Ref:- MEDME/C.206731/Air Accs.

TAXYING ACCIDENTS - PREVENTION.

The perusal of flying accident reports, received by this Headquarters, shows that many taxying accidents are caused by aircraft colliding with obstructions such as posts and fences near perimeter tracks and dispersals.

Many of the above obstructions although possibly being of use in the past are frequently serving no useful purpose at the time of the accident and should have been removed, as evidenced by Station Commanders remarks such as "the post has now been removed".

It is considered that many taxying accidents would be avoided were such obstructions removed, and it is requested that you instruct all Units under your control to make a periodic inspection of taxi tracks and dispersal and, as far as possible, remove all objects which might be the possible cause of a taxying accident. This will not in any way relieve the Flying Control Officer of his duty of carrying out a daily inspection of the airfield, but it is felt that many Flying Control Officers fail to realise the danger of such obstructions and therefore take no action to effect their removal.

W.G. MEW.
Wing Commander,
for Air Marshal,
Air Commander-in-Chief,
Royal Air Force, MED/ME.

6914

Distribution:-

A.H.Q. Italy
A.H.Q. Malta.
A.H.Q. Greece.
A.H.Q. East Africa.
H.Q. B.F. Aden.
H.Q. R.A.F. Austria.
M.M. Bulgaria.
R.A.F. Khartoum.

0389
Declassified E.O. 12356 Section 3.3/NND No. 785011

shows that many taxying accidents are caused by aircraft colliding with obstructions such as posts and fences near perimeter tracks and dispersals.

Many of the above obstructions although possibly being of use in the past are frequently serving no useful purpose at the time of the accident and should have been removed, as evidenced by Station Commanders remarks such as "the post has now been removed".

It is considered that many taxying accidents would be avoided were such obstructions removed, and it is requested that you instruct all Units under your control to make a periodic inspection of taxi tracks and dispersal and, as far as possible, remove all objects which might be the possible cause of a taxying accident. This will not in any way relieve the Flying Control Officer of his duty of carrying out a daily inspection of the airfield, but it is felt that many Flying Control Officers fail to realise the danger of such obstructions and therefore take no action to effect their removal.

W.G. NEW.
Wing Commander,
for Air Marshal,
Air Commander-in-Chief,
Royal Air Force, MED/ME.

6914

Distribution:-

A.H.Q. Italy
A.H.Q. Malta.
A.H.Q. Greece.
A.H.Q East Africa.
A.H.Q. Iraq.
A.H.Q. Levant
Desert Air Force.
H.Q. B.F. Aden.
H.Q. R.A.F. Austria.
M.M.Bulgaria.
R.A.F. Khartoum.
H.Q. 205 Group
H.Q. 216 Group.
H.Q 218 Group.
H.Q. 219 Group.

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

0391

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

108A
(+)

INCOMING MESSAGE

From: UPPER AIRFIELD
To : AIR FORCES GHQ COMMISSION, A.C., ROME
Date: 22/6/46
Sim.No 341.

1078

~~~~ C01359/T AEROSTORNO BALTIMORE ED FURTHER SIGNAL C01343/T DATED 15TH JUNE INFORM THAT FURTHER TO TECHNICAL AND DISCIPLINARY INVESTIGATION IT HAS BEEN AGREED THAT THE AFORSAID ACCIDENT WAS DUE TO THE PILOT BAD MANOEUVRE WITH OVING TO LACK OF SPEED INVOLVED IN LOSING HEIGHT AND IN CONSEQUENCE ENGINE RATING CHECKED THIS ACTIVITY BY RELATIVE DETAILS ON AFORSAID ACCIDENT WILL FOLLOW BY TECHCOL. DE PORTO ~~~~

24/6.
D.452 Ab
5-1/54/F.1

6913
~~~~

0392

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

8971

From : Mediterranean Allied Air Committee Secretariat.

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

Date : 16th February, 1946.

Ref : MAAC/4010/AFALS.

Lieut. Urbano Barnerini Colonna di Sciarra. 851

Reference is made to this Secretariat's letter of even number dated 21st January, 1946, and it would be appreciated if your reply could now be given.

Sec 88A reply.

(P.W. WALMSLEY)
SQUADRON LEADER,
for Wing Commander,
Secretary to The,
MEDITERRANEAN ALLIED AIR COMMITTEE.

INCOMING MESSAGE

1084 19/A/45

- CQ DA URBE 341 7E 22 15.45 ---

Originator's Reference:

Date/Time of Origin: Lgt 16 Ore

Message Centre No:

Date Time Rec'd:

Precedence:

FROM

TO · STATAEREO ROMA - COMANDO UNITA' AEREA BARI - COSTAEREO ROMA - COMANDO RAGGRUPPAMENTO BT GUIDONIA E P.C. COMMISSIONE ALLEATA A.F.S.C. ROMA --

· CC1355/F AEROSTORMO ALTIMORE PUNTO SEGUITO TELE CC1343/F DATATO 15 GIUGNO CORR. ANNO COMUNICASI CHE IN SEGUITO AT INCHIESTA TECNICA ET DISCIPLINARE EST STATO CONCLUSO CHE INCIDENTE DEVE ATTRIUIRSI AD ERRORE MANOVRA PILOTA CHE PER DEFICIENTE VELOCITA ABET PROVOCATO PERDITA QUOTA ET CONSEGUENTE ATTERRAGGIO FORTUNA FUORI CAMPO PUNTO SEGUIRANNO RELATIVE PRATICHE INCIDENTE VOLO PUNTO ---- TENCOL. DE PORTO ----------

AIR-FORCE

22 [illegible] 17.10

IL CAPITANO [illegible]

(Cassani)

6912

Declassified E.O. 12356 Section 3.3/NND No. 785011

0363

Date/Time of Origin: 15/16 Date Time Rec'd:

Precedence:

FROM:

TO: · STATAEREO ROMA - COMANDO UNITA' AEREA BARI - COSTAEREO ROMA - COMANDO RAGGRUPPAMENTO BT GUIDONIA E P.C. COMMISSIONE ALLEATA A.F.S.C. ROMA --

· OC1359/F AEROSTORMO ALTIMORE PUNTO SEGUITO TELE OC1343/F DATATO 15 GIUGNO CORR. ANNO COMUNICASI CHE IN SEGUITO AT INCHIESTA TECNICA ET DISCIPLINARE EST STATO CONCLUSO CHE INCIDENTE DEVE ATTRIUIRSI AD ERRORE MANOVRA PILOTA CHE PER DEFICIENTE VELOCITA ABET PROVOCATO PERDITA QUOTA ET CONSEGUENTE ATTERRAGGIO FORTUNA FUORI CAMPO PUNTO SEGUIRANNO RELATIVE PRATICHE INCIDENTE VOLO PUNTO ---- TENCOL. DE PORTO ----------

AIR-FORCE 2200 17.10

IL CAPITANO [illegible]
(Cargo)

6912

=== ZAVITTERI TR UNO AT AFSC/165022/=== RCV SOD MARTINO====

Declassified E.O. 12356 Section 3.3/NND No. 786017

0395

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

107A

(1)

INCOMING MESSAGE

FROM: URBE AIRFIELD

TO : STATO MAGGIORE, ROME - U.Q. UNITA' AEREA, BARI - DIRECTION OF CONSTRUCTION, ROME - BOMBER & TRANSPORT GROUP, GUIDONIA.

FOR INFORMATION: AIR FORCES SUB COMMISSION, A. C., ROME

DATE: 15TH JUNE, 1946 - TIME OF ORIGIN: 1500 HRS.

CO1343/F STORNO BALTIMORE FD INFORM THAT ON 15 INST. AT ABOUT 1110 HOURS BALTIMORE AIRCRAFT FA 420 OF THE 28TH SQUADRON STARBOARD ENGINE 33535/43-89485 AND PORT ENGINE 47321/42-65054 RETURNING FROM TRAINING FLIGHT OVER THE AIRPORT FOR REASONS TO BE ASCERTAINED FORCE-LANDED OUTSIDE THE CAMP IN COLLE LA CRESCENZA LOCALITY NORTH OF ROME CAUSING COMPLETE DETORIATION OF THE FUSE-LAGE CMA COMPLETE DESTRUCTION OF THE NOSE IN FURSTEK CMA DETACHMENT OF THE ENGINES AND DEFORMATION OF BOTH PROPELLERS FD PILOT SERGENTE MAGGIORE STRANO GIUSEPPE CMA NAVIGATOR 2ND LIEUT. MAGGI ORESTE CMA THE LATTER REPORTED LARGE WOUND ON LEFT LEG AND SLIGHT WOUNDS ON FACE AND VARIOUS PARTS OF HIS BODY FD. INVESTIGATIONS ARE BEING CARRIED OUT TO FIND OUT THE RESPONSIBILITY AND CAUSES OF THE ACCIDENT FD AIRCRAFT PRESUMPTIVELY DESTROYED FD LIEUT.COLONEL DEPORTO ---

N404
754/P11

6911

INCOMING MESSAGE

DA URBE 201 160 15 1500==N

Originator's Reference:

Date Time of Origin:

Message Centre No:

Date Time Rec'd:

Precedence:

FROM

TO . ET P.C. COMMISSIONE ALLEATA AFSC ROMA ==

== STATAEREO ROMA= COMANDO AERUNITA BARI COSTAEREO ROMA=

COMANDO RAGG. B.T. GUIDONIA=

===001343/F AEROSTORMO BALTIMORE PUNTO COMUNICASI CHE GIORNO 15 CORRENTE AT ORE 1110 CIRCA VELIVOLO BALTIMORE FA.420 DEL 28 GRUPPO MATRICOLA MOTORE DESTRO 33535/43-99465 ET MATRICOLA MOTORE SINISTRO 47321/42-65054 DI RIENTRO VOLO ADDESTRAMENTO SUL CAMPO PER CAUSE DA ACCERTARSI ATTERRAVA FUORI CAMPO IN LOCALITA COLLE LA CRESCENZA A KM. A NORD DI ROMA PROVOCANDO LA COMPLETA DEFORMAZIONE DELLA FUSOLIERA /,/ LA TOTALE DISTRUZIONE DEL MUSONE /,/ IN PLEXGAS/,/ IL DISTACCO DEI MOTORI E LA DEFORMAZIONE DI ENTRAMBE LE ELICHE /./ EQUIPAGGIO SERGENTE MAGGIORE PILOTA STRANO I+ GIUSEPPE /,/ SOTTOTENENTE NAVIGATORE MAGGI ORESTE /,/ QUEST'ULTIMO RIPORTAVA LARGA FERITA ALLA GAMBA SINISTRA E LEGGERE FERITE EL VISO ED IN VARIE PARTI DEL CORPO PUNTO IN CORSO INCHIESTA TECNICA PER ACCERTAMENTI RESPONSABILITA ET CAUSE DETERMINANTI INCIDENTE PUNTO APPARECCHIO PRESUMIBILMENTE FUORI USO PUNTO == TENCOL. DEPORTO ==

6910

15 OTT 1945 ore 1610

Declassified E.O. 12356 Section 3.3/NND No. 785011

Date/Time of Origin:

Date Time Rec'd:

Precedence:

FROM:

TO : * ET P,C. COMMISSIONE ALLEATA AFSC ROMA ==

N/3 3/15

== STATAEREO ROMA= COMANDO AERUNITA BARI COSTAEREO ROMA=
COMANDO RAGG. B.T. GUIDONIA=
===CC1343/F AEROSTORMO BALTIMORE PUNTO COMUNICASI CHE GIORNO
15 CORRENTE AT ORE 1110 CIRCA VELIVOLO BALTIMORE FA.420 DEL 28
GRUPPO MATRICOLA MOTORE DESTRO 33535/43-99485 ET MATRICOLA
MOTORE SINISTRO 47321/42-65054 DI RIENTRO VOLO ADDESTRAMENTO SUL
CAMPO PER CAUSE DA ACCERTARSI ATTERRAVA FUORI CAMPO IN LOCALITA
COLLE LA CRESCENZA A KM. A NORD DI ROMA PROVOCANDO LA COMPLETA
DEFORMAZIONE DELLA FUSOLIERA /,/ LA TOTALE DISTRUZIONE DEL
MUSONE /,/ IN PLEXGAS/,/ IL DISTACCO DEI MOTORI E LA DEFORMAZIONE
DI ENTRAMBE LE ELICHE /./ EQUIPAGGIO SERGENTE MAGGIORE PILOTA
STRANO I+ GIUSEPPE /,/ SOTTOTENENTE NAVIGATORE MAGGI ORESTE /./
QUEST'ULTIMO RIPORTAVA LARGA FERITA ALLA GAMBA SINISTRA E
LEGGERE FERITE EL VISO ED IN VARIE PARTI DEL CORPO PUNTO IN
CORSO INCHIESTA TECNICA PER ACCERTAMENTI RESPONSABILITA ET
CAUSE DETERMINANTI INCIDENTE PUNTO APPARECCHIO PRESUMIILMENTE
FUORI USO PUNTO == TENCOL. DEPORTO ==.

6910

15 Oct 1944 ore 1610

IL CAPITANO [illegible]

CST/N TRAS UNO AT 13451500
RC SOD VITTORI+

Declassified E.O. 12356 Section 3.3/NND No. 785011

106A

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

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

DATE :- 3rd June 1946.

REF :- AFSC/M/754/P1.

754/P1

REPORT OF FLYING ACCIDENT

102A

Reference is made to our letter of even reference dated 30th May 1946 reporting first information regarding the flying accident on Gardolo Airfield on 28th May 1946.

2. Enclosed herewith is the translation of a more detailed report on this accident received from Lt.Malfertainer, I.A.F. officer of the Sorveglianza Tecnica.

B

AIR FORCES SUB-COMMISSION - ALLIED SUB-COMMISSION - MILAN

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

6909

Enclosure (1) Translation of Report V/621 dated 29.5.46.

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

106B

FROM :- Aero-Caproni,Trento.

TO :- Air Forces Sub-Commission,Milan.

DATE :- 29th May 1946.

REF :-

REPORT ON FLYING ACCIDENT ON GARDOLO AIRFIELD ON 28TH MAY 1946.

Two CR 42 aircraft MM7020 and MM 8972, piloted by Lt.Col. MOLINARIS Battista and Capt.SCIAUDONE Domenico, coming from Treviso landed at 15.40 hrs.on 28th May 46.

Whilst the first aircraft made a normal landing the second CR 42 MM 8972 piloted by Capt.Sciaudone according to eye-witnesses and investigations on the spot instead of following the regular landing strip diverted completely to the right towards the far end of the field where Salvaged R.A. vehicles are dumped pending repairs.

The aircraft was about to fly over this vehicle obstacle when it hit a trailer and crashed to the ground after making a nearly complete circle. This occurred exactly on the area where overhauled a/c are tested. While the pilot was unhurt the aircraft sustained heavy damage as is shown hereunder.

If the aircraft had not hit the obstacle it would ha= ve certainly crashed to pieces against the shooting range, only a few metres away.

An immediate investigation on the spot revealed the following damages :-

6908

Structure :- u/s possible salvage of ailerons and fittings.

Undercarriage :- Right leg probably u/s -left leg possibly recoverable.

Tail wheel :- recoverable.

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

REPORT ON FLYING ACCIDENT ON GARDOLO AIRFIELD ON 28TH MAY 1946.

Two CR 42 aircraft MM7020 and MM 8972, piloted by Lt.Col. MOLINARIS Battista and Capt.SCIAUDONE Domenico, coming from Treviso landed at 15.40 hrs.on 28th May 46.

Whilst the first aircraft made a normal landing the second CR 42 MM 8972 piloted by Capt.Sciaudone according to eye-witnesses and investigations on the spot instead of following the regular landing strip diverted completely to the right towards the far end of the field where Salvaged R.A. vehicles are dumped pending repairs.

The aircraft was about to fly over this vehicle obstacle when it hit a trailer and crashed to the ground after making a nearly complete circle. This occurred exactly on the area where overhauled a/c are tested. While the pilot was unhurt the aircraft sustained heavy damage as is shown hereunder.

If the aircraft had not hit the obstacle it would ha= ve certainly crashed to pieces against the shooting range, only a few metres away.

An immediate investigation on the spot revealed the following damages :- 6908

Structure :- u/s possible salvage of ailerons and fittings.

Undercarriage :- Right leg probably u/s -left leg possibly recoverable.

Tail wheel :- recoverable.

Tail piece :- fixed plane and rudder (right part) u/s,remainder recoverable.

Fuselage :- Heavy repairs required to the body (very probable u/s).

Engine :- essential despatch to makers for accurate testing and eventual heavy repairs.

Propeller :- U/S.

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

Hood :- Heavy repairs and partly u/s.

Instruments :- recoverable after careful check.

Atmospheric conditions :- wind direction West-East.

Remarks :- It seems incomprehensible that the pilot with so much space at his disposal could not follow the normal landing strip. The heavy oil exhaust did not justify the landing direction chosen by the pilot. Admitting the poor visibility in front, the pilot from the air could, looking sidewise, clearly keep more the centre of the airfield and in any case avoid the obstacle.

For the above reasons the pilot is held reponsible, at least partly, for the accident.

Ten.Malfertainer.

Ault 20/6

6967

Declassified E.O. 12356 Section 3.3/NND No. 785011

FROM :- Aero-Caproni,Trento.

TO :- Air Forces Sub-Commission,Milan.

DATE :- 29th May 1946.

REF :-

REPORT ON FLYING ACCIDENT ON GARDOLO AIRFIELD ON 28TH MAY 1946.

Two CR 42 aircraft MM7020 and MM 8972, piloted by Lt.Col. MOLINARIS Battista and Capt.SCIAUDONE Domenico, coming from Treviso landed at 15.40 hrs.on 28th May 46.

Whilst the first aircraft made a normal landing the second CR 42 MM 8972 piloted by Capt.Sciaudone according to eye-witnesses and investigations on the spot instead of following the regular landing strip diverted completely to the right towards the far end of the field where Salvaged R.A. vehicles are dumped pending repairs.

The aircraft was about to fly over this vehicle obstacle when it hit a trailer and crashed to the ground after making a nearly complete circle. This occurred exactly on the area where overhauled a/c are tested. While the pilot was unhurt the aircraft sustained heavy damage as is shown hereunder.

If the aircraft had not hit the obstacle it would ha= ve certainly crashed to pieces against the shooting range, only a few metres away.

An immediate investigation on the spot revealed the following damages :-

Structure :- u/s possible salvage of ailerons and wings.

Undercarriage :- Right leg probably u/s -left leg possibly recoverable.

Tail wheel :- recoverable.

6946

0402

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

REPORT ON FLYING ACCIDENT ON GARDOLO AIRFIELD ON 28TH MAY 1946.

Two CR 42 aircraft MM7020 and MM 8972, piloted by Lt.Col. MOLINARIS Battista and Capt.SCIAUDONE Domenico, coming from Treviso landed at 15.40 hrs.on 28th May 46.

Whilst the first aircraft made a normal landing the second CR 42 MM 8972 piloted by Capt.Sciaudone according to eye-witnesses and investigations on the spot instead of following the regular landing strip diverted completely to the right towards the far end of the field where Salvaged R.A. vehicles are dumped pending repairs.

The aircraft was about to fly over this vehicle obstacle when it hit a trailer and crashed to the ground after making a nearly complete circle. This occurred exactly on the area where overhauled a/c are tested. While the pilot was unhurt the aircraft sustained heavy damage as is shown hereunder.

If the aircraft had not hit the obstacle it would ha= ve certainly crashed to pieces against the shooting range, only a few metres away.

An immediate investigation on the spot revealed the following damages :-

Structure :- u/s possible salvage of ailerons and wings. 6946

Undercarriage :- Right leg probably u/s -left leg possibly recoverable.

Tail wheel :- recoverable.

Tail piece :- fixed plane and rudder (right part) u/s,remainder recoverable.

Fuselage :- Heavy repairs required to the body (very probable u/s).

Engine :- essential despatch to makers for accurate testing and eventual heavy repairs.

Propeller :- U/S.

0403

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

ood :- Heavy repairs and partly u/s.

Instruments :- recoverable after careful check.

Atmospheric conditions :- wind direction West-East.

Remarks :- It seems incomprehensible that the pilot with so much space at his disposal could not follow the normal landing strip. The heavy oil exhaust did not justify the landing direction chosen by the pilot. Admitting the poor visibility in front, the pilot from the air could, looking sidewise, clearly keep more the centre of the airfield and in any case avoid the obstacle.

For the above reasons the pilot is held reponsible, at least partly, for the accident.

Ten. Malfertainer.

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

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

10kA

From : Mediterranean Allied Air Committee Secretariat.

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

Date : 3rd June, 1946.

Ref : MAAC/4230/AFAIS.

80 ft

Request for News re: Lt. Giordani Italo.

Reference is made to your letter AFS/754/P.1., dated 11th January, 1946.

2. Enquiries have been made, but it is regretted that no information is held by either H.Q. Medme or M.E.A.S.

3. It is, however, thought that Air Ministry may be able to help in this matter, and application has, therefore, been made to Historical Records Section for news of this casualty.

4. You will be informed of any further developements.

W/C
N707
754/P1

for (MARTIN FISHER)
Wing Commander,
Secretary to The,
MEDITERRANEAN ALLIED AIR COMMITTEE.

Need further

6905

0406

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

103A

From : Air Forces Sub Commission, Milan
To : Air Forces Sub Commission, Rome
Date : 30th May 1946
Ref. : AFSC/M/754/P1

REPORT OF FLYING ACCIDENT

Enclosed herewith for your information is the translation of a signal received from Trento, Tenente Halferteiner, IAF MT officer at Caproni Trento, describing an accident to a CR 42 aircraft MM 8972 on 28 May 1946 whilst landing at Trento airfield.

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

Enclosure (1) Copy of signal V/620.

N654
1/c 29.
ORDERLY ROOM
454/A

6904

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

1038.

DD MINISTERO AERONAUTICA GABINETTO DEL MINISTRO
ROMA STATOMAGGIORE R.A. ROMA
MINISTERO AERODIREZIONE COSTRUZIONI AERONAUTICA ROMA MINISTERO
DIREZIONE SERVIZI ROMA COMANDO 1 ZAT SEZIONE COSTRUZIONI MILANO
AEROSCUOLA LECCE AIR FORCES SUB COMMISSION ACMILANO

V/620 USTRA CAPRONI TRENTO (.) AT 15.40 HOURS ON 42 AIRCRAFT
MM6972 FIAT ENGINE A74 RC 38 MM355881 CAPT GOTAUDONE DOMENICO
PILOT WHILE LANDING, OWING TO BAD VISIBILITY CAUSED BY HEAVY
EXHAUST OF OIL, HIT OBSTACLE ON THE AIRFIELD DIVERTING ITS
DIRECTION (.) PILOT WEARING PARACHUTE UNHURT (.) A/C AND ENGINE
REPAIRABLE AT FIRM (.)

ZEN MALPENSA INTER

6903

0408

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

102A

From : Air Forces sub commission, A. C., Rome
To : Air Forces Sub Commission, A. C., Milan
Date: 23rd May, 1946
Ref : AFSC/754/P1

ACCIDENT TO AIRCRAFT CA.314 - MM 12186.

101A

Reference your AFSC/M/754/P1 dated 10th May, 1946 and enclosures. Your attention is drawn to C.T.O.'s report on visit to CAIRONI factory at MILAN and A.O.C.'s remarks under the same paragraph to the effect that this aircraft is to be scrapped

2. The above-mentioned report was forwarded to you under this headquarters' reference AFSC/1100/1/INT dated 18th May, 1945.

H Thompson Wg Cdr

H. THOMPSON WG/CDR.
for AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB COMMISSION.

6902

101A

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

TO :- Air Forces Sub-Commission,
H.Q. Allied Commission, Rome.
(attention W/Cdr Thompson).

DATE :- 10th May 1946.

REF :- AFSC/M/ 734/C1

FLYING ACCIDENT- AIRCRAFT CA 314 MM.12186

Enclosed herewith for your information is the report of an accident to the above-mentioned aircraft which occurred whilst landing at Borgo Panigale (Bologna) on 23rd March 1946.

AIR FORCES SUB-COMMISSION - ALLIED SUB-COMMISSION - MILAN

F6

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

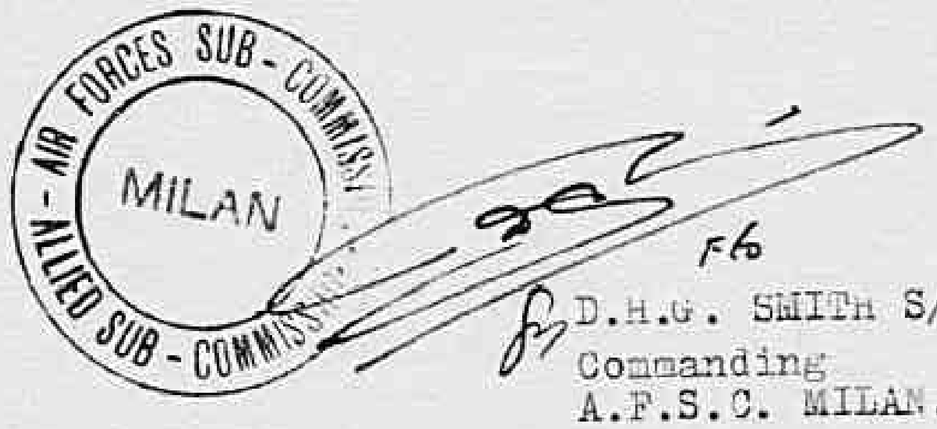
6901

Enclosure (1) Flying Accident Report.Prot.602-S/1-S.

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

FLYING ACCIDENT- AIRCRAFT SA 314 MM.12186

Enclosed herewith for your information is the report of an accident to the above-mentioned aircraft which occurred whilst landing at Borgo Panigale (Bologna) on 23rd March 1946.



F6

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

6901

Enclosure (1) Flying Accident Report.Prot.602-B/1-8.

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

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

UFFICIO [illegible] SORVEGLIANZA TECNICA
presso la Ditta AEROPLANI CAPRONI
TALIEDO (Milano)

/re

Milano, 9 MAG 1945

ALTO STAT. MAGGIORE R.A. - ROMA
GABINETTO DEL MINISTRO ROMA
ALLA DIREZ. COSTRUZ. GEN. ROMA
DIREZ. GEN. SERV. ROMA
AL COM. 1° C.A.T. MILANO
COM. UNITA'AEREA BARI
COM SQUADREG.AUT.4° C.A.T. BARI
SEZ. COSTRUZ. AR. BARI
TRONZERO CAPRONI MILANO
A.F.S.C. MILANO

PROT. N. 082-8/1-8

OGGETTO: Incidente di volo apparecchio Ca 314 MM. 12236

Si trasmette il verbale di inchiesta tecnica relativo al velivolo in oggetto incidentato all'Aerop. di Borgo Panigale (Bologna) il 23/3/45 pilotato dal Maresciallo Ruglioni Alberto.

Il Comando delle Squadriglie Autonome è pregato di rimviare al Tecnoaereo.

6949

6960

[illegible]

0412

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

Description of the accident.

The aircraft touched down only 200 metri from the end of the runway. to avoid overshooting the pilot tried to swing but the manoeuvre was too violent.

Condition of the aircraft parts

Wing – break of the spars at about 3½ metres of the wing tip.

Shock absorber legs :- both are bent in the direction of the axis ~~of~~ of the undercarriage.

Engines :

Right prop : blades are slightly deformed.

Conclusion & suggestions

The aircraft is repairable in loco : it has been salvaged and taken to the Caproni di Taliedo for eventual repair.

Main parts required

2. Shock absorber legs 6899
1. propeller. Alfa Romeo type –

UFFICIO DI SORVEGLIANZA TECNICA
presso la Ditta AEROPLANI CAPRONI
TALIEDO (Milano)

Descrizione dell'incidente .

Il velivolo ha atterrato "lungo", a circa 200 m. dalla fine della pista, per ovviare all'inconveniente il pilota ha tentat l'imbardata che è riuscita troppo violenta.

Condizioni delle parti velivolo.

Ala - rottura dei longheroni a circa mt. 3,50 dall'estremità d Gambe elastiche - entrambe piegate nel senso del piano dell'a dello spinotto attacco all'ala.

Motori .

Elica destra: lievi deformazioni delle palè

Conclusioni e proposte

Il velivolo è riparabile in Ditta,è stato ricuperato e trasport tato alla Caproni di Taliedo per le eventuali riparazioni.

Parti principali occorrenti.

N. 2 gambe elastiche

" 1 elica tipo Alfa Romeo.

L'UFFICIALE DI SORVEGLIANZA TECNICA
(Ten. C. A. r. a. [illegible] Meoni)

6897

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

0414

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

VERBALE DI INCHIESTA TECNICA

sull'incidente di volo avvenuto il 23/3/1946 sull'aeroporto di Borgo Panigale (Bologna)

Reparto ..... Squadriglia dell'Unità Aerea. Bggi 6/6

TIPO	MM.	Ditte costr.	Data Coll.	Ditta Ult. revis.	Data coll. ult.rev.	Ore tot.	Dal ult. rev.	Scad. Garan.
CA 314	2186	Caproni Taliedo	30/9/42	--	--	116-1/2	--	--
			MOTORI					
Delta RC.40 destro	1366	Isot.F.	--	--	--	3,30'		
Delta RC.40 sinistro	42460	Isott.F.	--	--	--	133,05'		

0 4 1 5

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

VERBALE DI INCHIESTA TECNICA

sull'incidente di volo avvenuto il 23/3/1946 sull'aeroporto di Borgo Panigale (Bologna)

Reparto ..... Squadriglia dell'Unità Aerea. Bari 6936

TIPO	MM.	Ditte contr.	Data Coll.	Ditte Ult. revis.	Data coll. ult.rev.	Ore tot.	Dal ult. rev.	Scad. Garan.	N O T E
I4	2186	Caproni Taliedo	30/9/42	--	--	116-1/2	--	--	--
			M O T O R I						
a RC.40 stro	1366	Isot.F.	--	--	--	5,50'			il motore di cui al primo colonna non si conoscono i precedenti essendo stato ricup.senza libretti identità
a RC.40 stro	42460	Isott.F.	--	--	--	133,05'			

0 4 1 6

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

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

TO- : AIR HEADQUARTERS R.A.F. ITALY.

DATE : 7th MAY, 1946.

REF. : AFSC/754/P.1.

REPORTS ON FLYING ACCIDENTS.

The attached report and translation received from the Isernia Tribunal relating to a crash of a Liberator aircraft from No 205 Group is forwarded for information in the event of an Investigation being conducted by your Headquarters.

R. CARTNER F/LT.
AIR VICE MARSHAL
DIRECTOR
AIR FORCES SUB COMMISSION.

From : Isernia Tribunal.

To : Allied Commission.

Date : 4th April, 1946.

Ref : 589/Corr.

754/R1

19A

(4)

REPORT ON R.A. F. 4 ENGINED AIRCRAFT

On the 2nd inst a 4 engined aircraft Liberator N 834 of the 205 R.A. F. Group, due to unknown reasons tried an emergency landing on the field between Carpinone and Sessano. It was flying first on the main road, then turned left in order to avoid an angle and a small hill, but was unable to do so and crashed against it.

The landing manoeuvre was unsuccessful because the aircraft lost a part of the right wing and one of the engines and crashed against the railway tracks near the railway hut N. 3 (Guado Morlungo, Sessano) and wreackage was found in a radius of 300 metres. No fire nor explosion took place.

As soon as we were informed of the accident, personnel from this office went to the spot together with S/Ldr. G.M. Rothwell of the R.A. F. at Pomigliano d'Arco. The local Command of the R.R. C. C. in the meantime put some guards near the passenger compartment wreackage.

It was ascertained that this aircraft was coming from Bari bound for Rome (landing at Ciampino). The crew was formed of 16 or 17 persons. Infact the passenger compartment was carrying 17 persons (according to the pilot who was only wounded) while, according to the other 4 wounded persons, the passengers were only 16, all military personnel.

Immediately after the accident 5 wounded persons and 9 corps were transported to the local civilian hospital. When we arrived to the spot the Lt. of R. R. C. C. informed us that amongst the dispersed and damaged luggage a leader bag had been found, which was showing to contain some dollars. Guards were put near the bag.

The above mentioned English Major was called and the bag opened, which apparently was containing only some clothing (two handcherciefs, one with the initial "F" and an other with the initial "D", and a film roll (negatives), but between the internal lining and the leader a big amount of dollars were concealed, covered also by a paper sticked as a cover of the internal side of the leader.

As the sum was very well concealed we think that it was dealing with a money contraband.

It was not possible to ascertain to whom the bag was belonging. The wounded persons amongst which a major, a captain and the pilot, were not able to give us any information concerning the owner of the bag, as they did'nt know it was on the aircraft.

The amount was counted and resulted to be 14.22o dollars

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

On the 2nd inst a 4 engined aircraft Liberator N 834 of the 205 R.A. F. Group, due to unknown reasons tried an emergency landing on the field between Carpinone and Sessano. It was flying first on the main road, then turned left in order to avoid an angle and a small hill, but was unable to do so and crashed against it.

The landing ma-noauvre was unsuccessful because the aircraft lost a part of the right wing and one of the engines and crashed against the railway tracks near the railway hut N. 3 (Guado Morlungo, Sessano) and wreackage was found in a radius of 300 metres.. No fire nor explosion took place.

As soon as we were informed of the accident, personnel from this office went to the spot together with S/Ldr. G.M. Rothwell of the R.A. F. at Pomigliano d'Arco. The local Command of the R.R. C. C. in the meantime put some guards near the passenger compartment wreackage.

It was ascertained that this aircraft was coming from Bari bound for Rome (landing at Ciampimo). The crew was formed of 16 or 17 persons. Infact the passenger compartment was carrying 17 persons (according to the pilot who was only wounded) while, according to the other 4 wounded persons, the passengers were only 16, all military personnel..

Immediately after the accident 5 wounded persons and 9 corps were transported to the local civilian hospital. When we arrived to the spot the Lt. of R. R. C. C. informed us that amongst the dispersed and damaged luggage a leader bag had been found, which was showing to contain some dollars.. Guards were put near the bag..

The above mentioned English Major was called and the bag opened, which apparently was containing only some clothing (two handcherciefs, one with the initial "F" and an other with the initial "D", and a film roll (negatives), but between the internal lining and the leader a big amount of dollars were concealed, covered also by a paper sticked as a cover of the internal side of the leader.

As the sum was very well concealed we think that it was dealing with a money contraband.

It was not possible to ascertain to whom the bag was belonging. The wounded persons amongst which a major, a captain and the pilot, were not able to give us any information concerning the owner of the bag, as they did'nt know it was on the aircraft.

The amount was counted and resulted to be 14.22o dollars and an Egyptian paper money.

The money was delivered together with other objects (watches, pocket books with relative documents and sums taken away from the corps) to the a/m English major who acknowledged receipt to this office. Copy of the receipt was given also to him.

The same officer will take care of the other operations, helped by the R. A.F. personnel of Pomigliano d'Arco, the R.R. C.C. , and the firemen.

Il Procuratore del
regno
(Sgd) Dr. N. Conti

translated by J,Bevacqua..

Original copy forwarded to AAI Branch with encl 100 A
for F/L
7/5

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

98A

(T)

FROM : STATO MAGGIORE, R. AIR FORCE

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

DATE : 15TH APRIL 1946

REF : 1018S2/sp20c/15020c11

ACCIDENT - S 62 AIRCRAFT - CATANIA

93A

Reference letter No. AFSC/754/P.I. dated 4th April 1946, we communicate the following:

1. All documents for technical evidence and consequent judgment have not been received yet.

2. As evidence proved, the engine trouble was caused by the break of the small tube for oil pressure to regulate the variable pitch of the propeller.

3. Said break is due to flutters.

4. The engine trouble occurred in the vicinity of the airfield did not allow the aircraft to circle the airfield prior to landing due to the low altitude.

5. This Stato Maggiore shall send all further information as soon as all required documents will be received.

THE CHIEF OF STATO MAGGIORE

6893

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

ACCIDENT - S 82 AIRCRAFT - CATANIA

93 A

Reference letter No. AM3O/754/P.I. dated 4th April 1946, we communicate the following:

1. All documents for technical evidence and consequent judgment have not been received yet.

2. As evidence proved, the engine trouble was caused by the break of the small tube for oil pressure to regulate the variable pitch of the propeller.

3. Said break is due to flutters.

4. The engine trouble occurred in the vicinity of the airfield did not allow the aircraft to circle the airfield prior to landing due to the low altitude.

5. This Stato Maggiore shall send all further information as soon as all required documents will be received.

THE CHIEF OF STATO MAGGIORE

6893

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

B/c

98A

Roma li 15.4.45

All'AIR FORCES SUB COMMISSION
Allied Commission

R O M A

e p.c. AL COMANDO UNITA' AEREA

B A R I

OGGETTO: Incidente velivolo S 82 a Catania.-

In riferimento al foglio A.F.S.C./754/P.I del 4 aprile c.a. si comunica:

1°- la pratica non é ancora completata di tutti gli elementi tecnici e di giudizio.

2°- dagli elementi apparsi l'avaria del motore é stata prodotta dalla rottura del Tubicino che porta l'olio sotto pressione per il comando del passo variabile dell'elica.

3°- tale rottura si attribuisce alle vibrazioni.

4°- il guasto avvenuto in vicinanza del campo non ha permesso compiere il giro campo onde effettuare l'atterraggio in pista per mancanza di quota.

5°- vi saranno comunicate ulteriori notizie non appena la pratica completata giungerà a questo Stato Maggiore.-

IL CAPO DI STATO MAGGIORE
IL SOTTOCAPO DI STATO MAGGIORE
DELLA R. AERONAUTICA
(Gen. Ed. A. Remondino)

6892

Declassified E.O. 12356 Section 3.3/NND No. 786017

0422

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

97 A

(7)

From : Italian Air Ministry.
To : A.F.S.C.
Date : 10th April, 1946.
Ref : 8998/1429/Coll.

Herewith for your information copy of letter received from the General Command R.R. Carabinieri.

SESSANO (Campobasso) AIRCRAFT ACCIDENT

At 19,30 on the 2nd inst. a kilometer west Sessano (Campobasso), the 4 engined Liberator nº 634 of the 205th Group, coming from Bari bound for Rome, carrying 17 persons between crew and passengers, while trying an emergency landing, crashed owing to engine troubles.

Until now six corpse have been found, amongst which a woman W/Op. and five wounded persons: a major, two captains, and two N.C.O's.

It is believed that the other passengers are under the aircraft remains.

The General Commanding.

translated by J. Bevacqua.

GP 12/4

AF 11/r 6891
N.504
454/P1

J.B.

COMANDO GENERALE DELL'ARMA DEI CARABINIERI REALI
Ufficio Servizio e Situazione

Roma, li 4 aprile 1946

Prot.n° 10/3-1

OGGETTO: Sessano (Campobasso) Incidente aviatorio

AL MINISTERO DELL'INTERNO
AL MINISTERO DELLA GUERRA
AL MINISTERO DELL'AERONAUTICA
AL SIG. SOTTOSEGRETARIO DI STATO PER L'INTERNO
AL CAPO DI STATO MAGGIORE DEL R.ESERCITO
e, per conoscenza:
AL SIG. PRESIDENTE DEL CONSIGLIO DEI MINISTRI
ALLA PRESIDENZA DEL CONSIGLIO DEI MINISTRI
R O M A

Alle ore 18,30 del 2 corrente, ad un chilometro ad Ovest dell'abitato di Sessano (Campobasso), il quadrimotore " LIBERATOR" n°834 del 205° Gruppo, proveniente da Bari e diretto a Roma con a bordo 17 persone fra equipaggio e passeggeri, mentre tentava un atterraggio di fortuna, per guasti ai motori, precipitò al suolo.

Recuperati finora 6 cadaveri, fra cui una donna marconista, e 5 feriti, dei quali un maggiore, due capitani e due sottufficiali.

Si presume chè il rimanente personale viaggiante sia sepolto sotto i resti dell'apparecchio.

IL GENERALE COMANDANTE
F/to: BRUNETTI Brunetto

MINISTERO DELL'AERONAUTICA
Gabinetto del Ministro
Segreteria

Prot.n° 6998 / 1429 Coll

Roma, li 10 APR 1946

AL'AIR FORCES SUB COMMISSION
(tramite Ufficio Collegamento)
R O M A

e p.c.
ALLO STATO MAGGIORE R.A.
S E D E

6890

..... per conoscenza.=

d'ordine
IL CAPO DI GABINETTO
(D'ALDOVICO)

Declassified E.O. 12356 Section 3.3/NND No. 785011

AL SIG. SOTTOSEGRETARIO DI STATO PER L'INTERNO
AL CAPO DI STATO MAGGIORE DEL R.ESERCITO
e, per conoscenza:
AL SIG. PRESIDENTE DEL CONSIGLIO DEI MINISTRI
ALLA PRESIDENZA DEL CONSIGLIO DEI MINISTRI
R O M A

Alle ore 19,30 del 2 corrente, ad un chilometro ad Ovest dell'abitato di Sessano (Campobasso), il quadrimotore " LIBERATOR" n°834 del 205° Gruppo, proveniente da Bari e diretto a Roma con a bordo 17 persone fra equipaggio e passeggeri, mentre tentava un atterraggio di fortuna, per guasti ai motori, precipitò al suolo.

Recuperati finora 6 cadaveri, fra cui una donna marconista, e 5 feriti, dei quali un maggiore, due capitani e due sottufficiali.

Si presume che il rimanente personale viaggiante sia sepolto sotto i resti dell'apparecchio.

IL GENERALE COMANDANTE
F/to: BRUNETTI Brunetto

-'-'-'

0425

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

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

TO : LOCAL GOVERNMENT SUB-COMMISSION
ALLIED COMMISSION APO 394

DATE ; 11TH APRIL 1946

REF : AFSC/754/PI

LETTER TO THE PREFECT OF CAMPOBASSO

Inclosed are 2 copies of a letter received by this Sub-Commission.

2. It is suggested that your Sub-Commission may wish to send a copy of this letter to the Italian Government branch concerned.

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

6889

AIR-FORCES

95A

HEADQUARTERS
NAPLES LIAISON GROUP
ALLIED COMMISSION
APO. 394.

Ref : NLG/173/180

4 April, 1946

SUBJECT : Aeroplane crash - Sessano.

TO : The Prefect of Campobasso.

1. I send this letter by Captain Gaziano one of the officers of the Allied Commission Staff, and wish to thank you for the care and personal attention you gave to the unfortunate victims of the aeroplane crash near Sessano on the 2nd April.

2. The immediate assistance given by the Prefect of the Province in person and his staff is very much appreciated.

J. A. C. PENNYCUICK
Colonel
Chief Liaison Officer
Naples Liaison Group
Allied Commission.

Sept 45

C/2363

Copy to:- A.C. HQ.

Air II 495

Please ascertain from Lt Gaziano
Sub Commission who the Prefect of C
in Rome became Executive Officer to
to pass a copy to the NNB.

TRADUZIONE

9/4 N448 6888

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

1. I send this letter by Captain Cuziano one of the officers of the Allied Commission Staff, and wish to thank you for the care and personal attention you gave to the unfortunate victims of the aeroplane crash near Sessano on the 2nd April.

2. The immediate assistance given by the Prefect of the Province in person and his staff is very much appreciated.

J. A. C. PENNYCUICK
Colonel
Chief Liaison Officer
Naples Liaison Group
Allied Commission.

C/2363

Copy to:- A.C. HQ.

Air II

Please ascertain from Local Command Sub Commission when the Prefect of C comes back in Rome because I can take action by Air Chief to pass a copy to him WAB 9/4

6888

TRADUZIONE

1. Invio questa lettera per il Capitano Cuziano uno degli ufficiali della Commissione Alleata, e desidero ringraziarvi per la vostra cura e personale attenzione mostrate per le vittime disgraziate del sinistro aereo presso Sessano avvenuto il 2 aprile.

2. La pronta assistenza data personalmente dal Prefetto della provincia e dal suo personale è altamente apprezzata.

550 2 copies sent to Local govt. Sub comm, who will take necessary action EJL 10/4

1405

Declassified E.O. 12356 Section 3.3/NND No. 785011

0428

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

C Q 94th

S I G N A L

FROM : THE PREFECT OF CAMPOBASSO

TO : A.F.H.Q., A.C., ROME. & HQ Caserta. Flat Teletype

DATE : 3/4/46.

LAST NIGHT I WAS INFORMED THAT AT 1,30 HOURS ONE KILOMETER FAR FROM SESSANO THIS PROVINCE, AN AMERICAN 4 ENGINED AIRCRAFT CRASHED. AS ASCERTAINED FROM THE STATEMENT OF THE SURVIVORS IT WAS A LIBERATOR R.X. NUMBER 834 OF THE 205 GROUP COMING FROM BARI BOUND FOR ROME /./ WHILE THE AUTHORITIES OF THIS COMMUNE AND THE CARABINIERI WERE TAKING CARE OF THE TRANSPORT OF SIX WOUNDED SURVIVORS TO THE CIVIL HOSPITAL AT ISERNIA I DISPATCHED A RESCUE SQUADRON AND WENT TO THE SPOT OF THE CRASH WITH THE COMMANDING OFFICER THE CARABINIERI GROUP AND THE PROVINCIAL DOCTOR /./ 5 CORPS WERE FOUND NEAR THE AIRCRAFT, WHICH WERE CARRIED TO THE MORTUARY CHAMBER IN THE CIVIL HOSPITAL VERY CAREFULLY : 6 OFFICERS AND A WOMAN W/OP; THE WOMAN DIED WHILE BEING TRANSPORTED TO ISERNIA /./ 5 SURVIVORS ALTHOUGH ALREADY HELPED AND ADMINISTERED THE FIRST AID BY THE HOSPITAL NURSES EXPRESSED THE WISH TO BE EXAMINED BY BRITISH DOCTORS /./ THE TOTAL NUMBER OF THE PASSENGERS WAS 17, SO THAT OTHER 6 CORPS SHOULD BE FOUND /./ GUARDS HAVE BEEN PLACED NEAR THE CRASHED AIRCRAFT, WAITING FOR THE ARRIVAL OF R.A.F. PERSONNEL /./ FIREMEN ARE ALSO ON DUTY NEAR THE AIRCRAFT /./

6887

THE PREFECT RIVELA

translated by J. Bevacqua.

11/4

ejb 9/4

e 993.

154 P

Mod 30 - Telegr. 1937-XV

INDICAZIONI DI UFFICIO 4161929 N SEI SUPERIORI FERIMI AT OSPEDALE CIVILE

essere completate dal mittente

Il destinatario è invitato a firmare la ricevuta presentata dal fattorino e a segnarvi la data e l'ora della consegna del telegramma. In mancanza di tali indicazioni il destinatario perde il diritto a reclamare in caso di ritardo della consegna.

Ricevuto il [illegible] ore [illegible]

Ricevente

Pel cursato N. 50

Le ore si contano sul meridiano corrispondente al tempo medio dell'Europa centrale, e pei telegrammi interni e coi vari paesi esteri di seguito da una mezzanotte all'altra.

Nei telegrammi impressi in caratteri romani, il primo numero dopo il nome del luogo d'origine rappresenta quello del telegramma, il secondo quello delle parole, gli altri la data, l'ora e i minuti della presentazione.

QUALIFICA	DESTINAZIONE	PROVENIENZA	NUM.	PAROLE	DATA DELLA PRESENTAZIONE	VIA E INDICAZIONI EVENTUALI D'UFFICIO
	ECCO CC FR	FR CAMPOBASSO	41	193	[illegible] 43 ORE 7:30	

3x25 (3.000.000)

: NR / 816 /42 GAB :IERSERA SEGNATOVI :CHE :CIRCA ORE 1º ET TRENTA AU UN CHILOMETRO DA :COMUNE SESSANO 8UESTA PROVINCI PRECIPITATO 8UADRIMOTORE AMERICANO POI ACCERTATO DA CHIARAZIONI SUPERESTITI LIBERATOR R K NUMER 834 DEL / 205 :GRUPPO PROVENIENTE :BARI DIRETTO ROMA ALT METRE AUTORITA DETTO COMUNE ET CARBINIERI PROVVEDEVANO TRASPORTO SEI SUPERSISTI FERITI AT OSPEDALE CIVILE :ISERNIA APPRONTA 8UADRA SOCCORSO ET RECALMI SUBITO POSTO SCIAGURA ALT :VI GIUNTI :CON 8UESTORE :COMANDANTE GRUPPO CARBINIERI :ET MEDICO PROVINCIALE RINTARCCIATI VICINANZE APPARECCHIO

FATEVI CORRENTISTI POSTALI. PAGAMENTI E RISCOSSIONI IN TUTTE LE LOCALITÀ DEL REGNO - FRA CORRENTISTI I PAGAMENTI E LE RISCOSSIONI MEDIANTE POSTAGIRO SONO ESEGUITI SENZA LIMITAZIONE DI SOMMA ED IN ESENZIONE DA QUALSIASI TASSA

Declassified E.O. 12356 Section 3.3/NND No. 785011

Mod. 30 Telegr. 1937-XV

INDICAZIONI DI URGENZA

Il Governo non assume alcuna responsabilità civile in conseguenza del servizio della telegrafia.
Le tasse riscosse in meno per errore od in seguito a rifiuto o irreperibilità del destinatario devono essere completate dal mittente.
Il destinatario è invitato a firmare la ricevuta presentata dal fattorino e a segnarvi la data e l'ora della consegna del telegramma. In mancanza di tali indicazioni il destinatario perde il diritto a reclamare in caso di ritardo della consegna.

BOLLO d'ufficio

Ricevuto il 193 ore

Ricevente

Pel circuito N.

Le ore si contano sul meridiano corrispondente al tempo medio dell'Europa centrale, e per telegrammi interni e con vari paesi esteri di seguito da una metrosillabe l'altra.
Nei telegrammi impressi in caratteri romani, il primo numero dopo il nome del luogo d'origine rappresenta quello del telegramma, il secondo quello delle parole, gli altri la data, l'ora e i minuti della presentazione.

QUALIFICA	DESTINAZIONI e PROVENIENZA	NUM.	PAROLE	DATA DELLA PRESENTAZIONE Giorno e mese	Ore e minuti	VIA E INDICAZIONI EVENTUALI D'UFFICIO
	CASERTA					

Ord. 4x1 - 3-3 1937 XV - I.R.F.S. Palermo - 25x21 (3.000.000)

CINQUE CADAVERI CHE CON MASSIME CURE FURONO TRASPORTATI
CAMERA MORTUARIA OSPEDALE DI SECONDO UFFICIALI ED UNA DONNA MARCONISTA
VIRGOLA QUESTA ULTIMA DECEDEVA DURANTE TRASPORTO ISERNIA ET COMPOSTA
SALMA QUELLO OSPEDALE ALT CINQUE SUPERISTITI SEBBENE GIA AMORVOLMENTE
ASSISTI ET SOCCORSI SANITARIE OSPEALE VIRGOLA DA MEI VSITATI VIRGOLA
HABET ESRS I DESIDERIO AVERE ANCHE QUALCHE SANITARIO BRITANNICO ALT
espuno
GIUNTO TOTALE VAIGGIATORE ERA DICIASSETTE PER CUI SOT APPARECCHIO
DOVREBBERO TRAVARSI ALTRI SEI CADAVERI DISPOSTO RIGOROSO PIANTNAMENTO
MEDIANTE POSTACRO SONO SEGUITI [illegible]

6885

49

Declassified E.O. 12356 Section 3.3/NND No. 780011

0431

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

Mod. 33 - Telegr. 1937-XV

INDICAZIONI DI URGENZA

Il Governo non assume alcuna responsabilità civile in conseguenza del servizio della telegrafia.
Le tasse riscosse in meno per errore od in seguito a rifiuto o irreperibilità del destinatario devono essere completate dal mittente.
Il destinatario è invitato a firmare la ricevuta presentata dal fattorino e a segnarvi la data e l'ora della consegna del telegramma. In mancanza di tali indicazioni il destinatario perde il diritto a reclamare in caso di ritardo della consegna.

BOLLO d'ufficio

Ricevuto il ... 193 ... ore ...
Ricevente

Pel circuito N.

Le ore si contano sul meridiano corrispondente al tempo medio dell'Europa centrale, e per telegrammi interni e con vari paesi esteri di seguito da una mezzanotte all'altra.
Nei telegrammi impressi in caratteri romani, il primo numero dopo il nome del luogo d'origine rappresenta quello del telegramma, il secondo quello delle parole, gli altri la data, l'ora e i minuti della presentazione.

QUALIFICA	DESTINAZIONI	PROVENIENZA	NUM.	PAROLE	DATA DELLA PRESENTAZIONE Giorno e mese	Ore e minuti	VIA E INDICAZIONI EVENTUALI D'UFFICIO

Ord. Art. - 1.1.1937-XV - I.P.E.S. Palermo - 23x21 (3.000.000)

CASERT.

RESTI AEREO ALT ATTESA DELLA R A F SONO ANCHE SUL POSTO SQUADRE VIGILI

FUOCO E PER LAVORI CHE AUTORITA STESSE VORRANNO DISPORRE ALT' I=

PREFETTO RIVELA

BINS QUANTE MTZ TROVI ET BIN KM DATO I.+ F

6884

Milano

FATEVI CORRENTISTI POSTALI. PAGAMENTI E RISCOSSIONI IN TUTTE LE LOCALITÀ DEL REGNO. FRA CORRENTISTI I PAGAMENTI E LE RISCOSSIONI MEDIANTE POSTAGIRO SONO ESEGUITI SENZA LIMITAZIONE DI SOMMA ED IN ESENZIONE DA QUALSIASI TASSA

0434

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

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

TO : ITALIAN AIR MINISTRY

DATE : 4TH APRIL 1946

REF : AFSC/754/P.I.

AIRCRAFT ACCIDENT AT CATANIA

Details are requested concerning the accident of an SM82, Number 88/9, flown by Lt. Derubeis Emanuele, which occurred at Catania on 2 April 1946.

6883

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

W4211/2

0433

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

DD. Guidonia da Roma AC. 2192 - 84 - 2/3/46 16 1°

92 A 8265/c

LRKB V LEXB NRX14/1[illegible] IMMEDIATE
T COLONEL DEVINCENTI , DIRECTOR OF TELECOM, ITALIAN AIR MINISTRY FOR
GUIDONIA

ALLIED FORCES SUB-COMMISSION 3/4. P96H 96 ORDERLY ROOM 750/F1 ALLIED COMMISSION

Aer Attaché S/C.

FROM CATANIA 021102Z
TO GUIDONIA - ASC S ITALY
INFO AC MALTA
GR --BT

AF703 2 APRIL UNCLASS.
SM82 88/9 PILOT LT DERUBEIS EMANUELE CRASHED DUE TO ENGINE FAILURE CATANIA 021250B NO CASUALTIES RUNWAY NOT (R) NOT OBSTRUCTED. NO DEPARTURE SIGNAL RECEIVED FROM GUIDONEA.
BT 021102Z
CCN ORIG NO AF703
SENT RB AR TKU
RD 021512 MEG

Aer II

Please obtain details from Guidonia

AF 28/2

6882 Foreign 4/4

RECIO UNO COARD

-- TR UNO AT RC.- AT ORE 16,40 DELFINO--

0434

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

91A

From : Latina
To : Italian Air Ministry for Allied Commission

0945 hours to-day locality Rio Molle Comune Gallinaro (Frosinone province) 4 engines US A/C crashed. Left 15 Miles 2W Foggia for France. Of 8 crew 7 uninjured and one missing at present. A/C after crash burnt out. Message ends.

(signed) Capt. Tassara

Transmitted by Benvenuti
Received by Marcella Vannutelli

To : Allied Commission

7 - 15
Following signal dated 22 eighth member of crew is also uninjured.

(signed) Tassara

Received 1040

Transmitted Base Ops (USA) 1050 in short
" " " " 1115 in full

No further action required.

6881

S. H. SMITH S/Ldr
Duty Officer
24/3/46

noted

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

From : Bettina

To : Italian Air Ministry for Allied Commission

0945 hours to-day locality Rio Molle Comune Gallinaro (Frosinone province) 4 engined US A/C crashed. Left 15 Miles SW Foggia for France. Of 8 crew 7 uninjured and one missing at present. A/C after crash burnt out. Message ends.

(signed) Capt. Tessaro

Transmitted by Danyemiti
Received by Marseille Vannutelli

6826

To : Allied Commission

7 - 15

Following signal dated 22 eight member of crew is also uninjured.

(signed) Tessaro

Received 1040

Transmitted Base Ops (USA) 1050 in short
" " " " 1115 in full

No further action required.

S. H. SMITH S/Ldr

Duty Officer

24/3/46

0430

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

90 A
(t)

FROM : BALTIMORE WING, UDEE AIRFIELD.

TO : A.F.S.C. ROME

DATE : 26TH FEBRUARY, 1946.

REF : 10/OSOF/714/COLL.

754/P.I.

YOU ARE INFORMED THAT ON THE 16TH INST AT 11.05 HOURS A BALTIMORE FW 419 AIRCRAFT OFTHE 132 GROUP, TRADE No OF ENGINE STARBOARD 109906/43-21456 AND TRADE No OF ENGINE PORT 169872/43-34122 RETURNING FROM A TRAINING FLIGHT IN FORMATION, AT END OF LANDING COMPLETELY DEFORMED THE FUSELAGE ON STRIKING THE GROUND WITH THE COMPLETE DESTRUCTION TO TH-E PERSPEX OF THE NOSE AND TH-E DEFORMATION OF BOTH THE AIRSCREWS. /./ CREW /./ W.O. THIRD CLASS PILOT TIRABELLA FRANCESCO /./ 2ND LT. NAVIGATOR PIROZZI LUIGI /./ AIRMAN W/OP FELETTA FRANCO /./ AIRMAN GUNNER TEBANO NICOLA /./ WITH PARACHUTES INTACT /./ SUSPECT PILOTING ERROR /. TECHNICAL DISCIPLINARY INQUEST TO FOLLOW /./ AIRCRAFT REPAIRABLE ON PROVISION OF FUSELAGE /./ LT.COL. ROVERA /./

6879

Jwtr 1c
21/2.
Herewith being returned as exhibit.
translated by J. Bevacqua.

MODULARIO A. - a. p. - 1252

Indicazioni d'urgenza

Indicazioni eventuali abbreviate

Urgenza . . . . . (U) oppure (ZU)
M. C. di collazione . . . . (TC)
Avviso di ricevimento . . . (CR)
Per proseguire . . . . oppure (PS)
Da consegnarsi a mani proprie . (MP)
Recapitabile aperto . . . . (RO)

Le ore si contano dal meridiano medio dell'Europa Centrale e di seguito da una mezzanotte all'altra

Stazione Radio Telegrafica di

N. 1252 *catalogo R. A.*

Ricevuto il _____ *194* __ *alle ore* _____ | *Trasmesso il* _____ *194* __ *alle ore* _____

+ CC FR ROMA URGE 104 X 16 1425 = STATMERGO ROMA COMANDO AVIA' AEREA BARI =
COSTAMERO ROMA COMANDO RAGGRUPPAMENTO B.T. GUIDONIA ST F.C. /:/ COMUNICA =
AERO ROMA === ==10/0005 POSTUMO DALL'AEROPORTO URBE ROMA PUNTO CENTRO
CH GIORNO 16 CORRENTE ALLE ORE 1115 CIRCA VOLO DALL'AEROPORTO FR. 419 DEL 132'
TRADE MK V ENGINE STARBOARD PROP MATRICOLA MOTORE DESTRO 169906/43-21456 ST MATRICOLA MOTORE SINISTRO 169572/43-21422
RETURNING TRAINING FLIGHT IN FORMATION, AT END OF LANDING
ON STRIKING THE GROUND
PERSONALE
NOSCENS /.I /:/ PILOTA TIRABELLA FRANCESCO /.I SOTTOT
NAVIGATORE FIDUZZI LUIGI /.I AVIERE RADIO MARCONISTA OPERATORE FOTOGRAFO /.I
MITR. Pedrazzini S. SPETT. Pilota
AVIERE SCELTO ARMIERE TEBANO NICOLA MONTI PARACADUTE INCOLUMI /.I
ERRORE INVECE
CAUSE MANOVRA' SEGUE INCHIESTA TECNICO DISCIPLINARE PUNTO APPARECCHIO RIPARABILE CON
RISERVA APPROVVIGIONAMENTO FUSOLIERA PUNTO , TEN. COL. NOVIDA +

Declassified E.O. 12356 Section 3.3/NND No. 785011

0438

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

88A

From : Air Forces Sub-Commission, A.C. ROME.

To : M.A.A.C. Secretariat.

Date : 15th February, 1946.

Ref. : AFSC/754/F.1.

85A

LT. URBANO BARBERINI COLONNA DI SCIARRA

Reference your letter MAAC/4010/AFALS, dated 21st January, 46.

2. The Italian Air Ministry have instituted further enquiries with the C.R.I. (Italian Red Cross) and no further information concerning the a/m officer is available other than he is officially reported missing and was last seen inflating his boat off Malta.

3. Any further news received from the Italian Air Ministry concerning this officer will be forwarded to your Headquarters.

A. G. SALTER, S/LDR.,
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

6877

87 A
1E)

From : Ministero Areonautica (Personnel Direction)

To : Liason Office with the A.C. (Minister Office Base)

Date : 8 February 1946

Ref : 2IL/A/0152/D.P.M.

Reply to letter 372 dated the 28/I/1946

TEN. PIL. BARBERINI SCIARRA COLONNA URBANO

In answer to letter 372 of the 28 January 1946 we notify you that the above mentioned Officer is reported missing.

At the time the C.R.I. took the matter up and was informed of all the matters in the corrisponding letter referred.

Any eventual informations which may reach us will be immediately forwarded to the above mentioned Officer relatives.

THE DIRECTOR
Gen. B.A. A. AGNESI

6876

LIASON OFFICE

ROME 12 February 1946

86 D

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

Date : 7 February 1946

Ref : 214/A/0152/D.P.M.

Reply to letter 372 dated the 28/I/1946

TEN. PIL. BARBERINI SCIARRA COLONNA URBANO

In answer to letter 372 of the 28 January 1946 we notify you that the above mentioned Officer is reported missing.

At the time the C.R.I. took the matter up and was informed of all the matters in the corrisponding letter referred.

Any eventual informations which may reach us will be immediately forwarded to the above mentioned Officer relatives.

THE DIRECTOR
Gen. B.A. A. AGNESI

6876

LIASON OFFICE

ROME 12 February 1946

86 A

To the Air Forces Sub Commission Rome

Reference to letter A.F.S.C./754.P.I. dated the 25 January 1946

14/2 mp. M 352

Ten. Col. Pil. Walter Andrower

Translated by Sgt. Albertini.M.

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

Roma 7 Febbraio 1946

87A

MINISTERO DELL'AERONAUTICA
Direzione Personale Militare e Scuole
Sez.9^ - Ufficio Notizie

ALL'UFFICIO COLLEGAMENTO
con l'A.C.

Gabinetto del Ministro

S E D E

Prot. 214/A/0152/D.P.M.
Risposta al foglio 372 del 28/1/1946

OGGETTO: Ten.Pilota BARBERINI SCIARRA COLONNA Urbano

Con riferimento al foglio sopradistinto si comunica che l'Ufficiale in oggetto risulta tuttora disperso.-

A suo tempo fu interessata la C.R.I. per le ricerche; detta C.R.I. fu informata di tutte quelle notizie riferite nel foglio cui si risponde.-

Eventuali informazioni che dovessere pervenire saranno sollecitamente trasmesse ai familiari del suddetto Ufficiale.-

IL DIRETTORE
F/to : Gen. B.A. - A. AGNESI)

UFFICIO COLLEGAMENTO

Roma 12 Febbraio 1946

Prot.llo 619 Coll.

ALL'AFSC/AC

R O M A

Rife foglio AFSC/754P1 del 25 Gennaio 1946.- 6875

IL CAPO UFFICIO

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

Con riferimento al foglio sopradistinto si comunica che l'Ufficiale in oggetto risulta tuttora disperso.-

A suo tempo fu interessata la C.R.I. per le ricerche; detta C.R.I. fu informata di tutte quelle notizie riferite nel foglio cui si risponde.-

Eventuali informazioni che dovessere pervenire saranno sollecitamente trasmesse ai familiari del suddetto Ufficiale.-

IL DIRETTORE
F/to : Gen. B.A. - A. AGNESI)

UFFICIO COLLEGAMENTO

Prot.llo 619 Coll.

Roma 12 Febbraio 1946

ALL'AFSC/AC

R O M A

Rife foglio AFSC/754F1 del 25 Gennaio 1946.-

6875

MINISTERO DELL'AERONAUTICA - GABINETTO DEL MINISTRO

UFFICIO

Declassified E.O. 12356 Section 3.3/NND No. 785011

0443

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

(86 R

From : Air Forces Sub-Commission, A.C. ROME.

To : Italian Air Ministry.

Date : 25th January, 1946.

Ref. : AFSC/754/P.I.

LIEUT. URBANO BARNERINI COLONNA DI SCIARRA

The following information is passed to you concerning the above named officer.

2. Maj. P. Sewell Moore of the Water Splash London Colney, a great personal friend of the above named has applied to the Air Ministry for information concerning Lieut. COLONNA di SCIARRA.

3. The only information the parents of this Italian officer have been able to obtain is that on 11th October, 1942 at about 1700 hrs. his aeroplane was shot down about 15 miles from MALTA, he was then seen in the sea inflating his head but no further news has ever been received.

4. It will be appreciated if you will cause inquiries to be made and any further information you can obtain in respect of the above-named officer please forward to this Headquarters.

A. G. SALTER, S/LDR.,
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

6874

0444

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

850

From : Mediterranean Allied Air Committee Secretariat.

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

Date : 21st January, 1946.

Ref : MAAC/4010/AFAIS.

Lieut. Urbano Bernerini Colonna di Sciarra.

The following information is passed to you and it will be appreciated if you will cause enquiries to be made with the Italian Air Ministry so that all available information can be given to the originator.

2. A Major P. Sewell Moore of The Water Splash London Colney, Herts, England has applied to the Imperial War Graves Commission, London, S.W.1. for information concerning the above-named.

3. A request has now been received from Air Ministry (D.A.F.L.) asking for any information that can be given. Air Ministry state they have no record of any grave being registered in the name of this person and presumably therefore, his body was not recovered from the sea.

4. The above-named, whose loss is being presumed, is said to be a great personal friend of Major P.Sewell Moore. The only information the parents of this Italian have been able to obtain is that on 11th October 1942 at about 1700 hours his aeroplane was shot down about 15 miles from Malta. He was seen in the sea inflating his boat but no further news ever received.

5. This enquiry is also being taken up with Air Headquarters, Malta and other avenues explored which may provide some information.

(MAXWELL FISHER)
Wing Commander.
Secretary to The
Mediterranean Allied Air Committee

ALLIED AIR FORCES SUB-COMMISSION ORDERLY ROOM 15A/P.1 COMMISSION

6873

0 4 4 5

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

8 H A
1-1

FROM : I.A.MINISTRY
TO : A.F.S.C.
DATE : 12/1/46
REF. : 140/COLL

INFORMATIONS REGARDING THE PLACE BURIAL CORPSE
S.T.PIL.GIORDANI ITALO OF ALFREDO BORN IN ROME
ON THE 31/7/20

1947

Following letter 56/COLL dated the 6/1/46 we forward you some more informations forwarded to us by the Minister's Secretary's Office.

2. Giordani left on a mission on the evening of the 19/12/1942 from Millis airport (Sardegna). He was shot down in the early hours of the 20/12/42 over Bone.

3. On the 6/1/43 at 1400 hrs, the Algiers radio announced that three specialists members of the aircraft were safe but the two pilots dead.

4. On the 26/2/43 the Swiss radio confirmed the death of Giordani.

5. We would like to know the place where the corpse has been buried/

c.699
15/1SH.
ORDERLY ROOM
754/P.1

IL CAPO UFFICIO
COL. ARMER

6872

Translated by SGT. ALBERTINI

Mod.139 E

Roma 12 / 1 / 1946 Anno

Ministero dell'Aeronautica
GABINETTO DEL MINISTRO
Ufficio Collegamento

Partenza
Prot. N° 140 Coll. Allegati

Risposta al Foglio del N°

All'A.F.S.C. / A.C.

- R O M A -

OGGETTO Richiesta luogo tumulazione salma S.Ten. Pil. GICRDANI Italo di Alfredo nato a Roma il 31/7/1920

e, per conoscenza:

- Alla SEGRETERIA PARTICOLARE DEL MINISTRO - S E D E -

1. A seguito del fo 56 Coll. datato 6/1/1946, si trascrivono altri dati forniti dalla Segreteria Particolare del Ministro.

2. Il GICRDANI, partito in volo per azione di guerra la sera del 19/12/1942 dall'aeroporto di Milis (Sardegna) veniva abbattuto sul porto di Bona alle prime ore del giorno 20.

3. Il 6/1/1943, alle ore 14, la radio di Algeri comunicava che tre specialisti dell'apparecchio erano salvi, mentre i due piloti erano deceduti.

4. Il 26/2/1943 la Radio Svizzera confermava la morte del GICRDANI.

5. Si desidera conoscere il luogo di tumulazione della salma.

IL CAPO UFFICIO
Col. pil. Walter [illegible]

6871

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

0447

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

file SEO 83 F (+)

CICUTA URBE.NC. 74 WORDS 105.
DAY 9-1-1946. TIME 10-25 Hrs.
STATAEREO ROME. UNITA AEREA COMMAND, BARI- COSTAEREA ROME,
BALTIMORE WING BALTIMORE GUIDONIA. FOR INFORMATION TO THE
A.C. A.F.S.C. ROME. REF. 000954/F. AEROSTORMO BALTIMORE, URBE
AIRPORT, ROME.
NOTIFY YOU THAT ON THE 6 JANUARY 1946 ABOUT 1330 HRS, BALTIMORE
A/C. F.A. 630 132 GROUP, RIGHT ENGINE NUMBER 51885/4129412,
LEFT ENGINE NUMBER 64889/42-Z- 41 56, RETURNING TO BASE, TOOK OFF
FROM LINATE AT ABOUT 13.15 HRS, OVER GENOA AT ABOUT 6.000 FEET,
OWING TO TROUBLE TO THE LEFT ENGINE EFFECTED LANDING AT PISA AIRPORT
WITH PROPELLER FEATHERED.

CREW.

PILOT. MAJ. MINNITI GIOVANNI
NAVIGATOR. W/O. PILOT.3 CLASS. OMODEO SALE PIERO
WIRELESS OPERATOR. SPATUZZI ARMANDO
CREW. ALL. SAFE. A/C SAFE
FOLLOWING THECNICAL CHECK IT WAS FOUND A DEPOSIT OF RED METAL
IN THE WELL, AND OIL FILTER, ALSO GENERAL OVERHEATING.
I HAVE SENT REPLACEMENT FOR LEFT ENGINE TODAY, TO PISA AIRPORT
SPECIALISTS AND MATERIAL, WILL FOLLOW.

FLYING ACCIDENT

SIGNED

TEN. COL. ROVEDA.

WAR DEPARTMENT
1569
14/1
RECEIVED
754/PE

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

83 A

CICUTA URBE No. 74 PAROLE 105 GIORNO 9-1-46 ORE 10.25.

STATAEREO ROMA . COMANDO UNITA' AEREA,BARI - COSTAEREA ROME , COMANDO REGG. BT GUIDONIA and for information: A.F.S.C., A.C. ROMA. Prot. 000954/F AEROSTORMO BALTIMORE, AEROPORTO URBE - ROMA.

COMUNICASI CHE GIORNO 6 CORR. ALLE ORE 13.30 CIRCA, VELIVOLO BALTIMORE FA 630 del 132 GRUPPO, MATRICOLA MOTORE DESTRO 51885/41-29412,MATRICOLA MOTORE SINISTRO 64889/42-74156 IN VOLO RIENTRO IN SEDE, PARTITO DA LINATE ALLE ORE 13.15 CIRCA, ALL'ALTEZZA DI GENOVA, QUOTA 6000 PIEDI CIRCA, SEGUITO AVARIA MOTORE SINISTRO EFFETTUAVA ATTERRAGGIO AEROPORTO PISA CON ELICA IN BANDIERA. EQUIPAGGIO:

PIL. MAGGIORE MINNITI GIOVANNI,
NAVIGATORE MARESCIALLO PIL. 3 CLASSE: OMODEO SALE' PIERO,
SGT. OPERATORE SPATUZZI ARMANDO INCOLUMI - VELIVOLO IDEM.

SEGUITO ACCERTAMENTO TECNICO RISCONTRAVASI RILEVANTE DEPOSITO METALLO ROSO NEL POZZETTO ET FILTRO OLIO, NONCHE' STATO GENERALE DI SURRISCALDAMENTO. IN DIPENDENZA NECESSITA' CAMBIO MOTORE SINISTRO ESTE SCALO PROVVEDUTO IN DATA ODIERNA INVIO AEROPORTO PISA. ALIQUOTA SPECIALISTI ET MATERIALE OCCORRENTE SEGUIRA' QUANTO PRIMA INVIO NORMALE INCIDENTE VOLO - FIRMATO TEN.COL. ROVEDA.

RECEIVED BY MARIA TERESA at 13.00 of the 10th-1-1946 - from I Av. PELLICELLI.

6861

0449

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

file

SEO

82A (1)

CICUTA URBE NO. 51.X.
DAY 7-1-1946 - 11.30 Hrs.
STATAEREO ROME - UNITA AEREA, BARI - COSTAEREA ROME -
BALTIMORE WING GUIDONIA. INFORMATION TO A.C. A.F.S.C. ROME.
REF. NO. 000941/F.AEROSTORMO BALTIMORE. URBE AIRPORT - ROME.

FOLLOWING TELE 002078/IV 4 JANUARY 1946, NOTIFY THAT FOLLOWING CHECK MADE BY THECNICAL OFFICER ON THE SPOT, BALTIMORE A/C F/W 761/16 HAS BEEN DECLARED UNSERVICEABLE ESCLUDING USABLE PARTS. SALVAGE WORK WILL BE CARRIED OUT WITH MIXED PERSONNEL FROM THE STORMO AND SALVAGE SECTION OF PALERMO.
TOMORROW THE 8 JANUARY 1946 ONOTHER A/C.BALTIMORE WILL LEAVE URBE AIRPORT, CARRYING THECNICAL SPECIALISTS OF THE STORMO, WITH ORDERS TO CARRY OUT THE ABOVE MENTIONED WORKS.
WHEN THE WORK WILL BE COMPLETED, AN S.82. A/C. WILL BE REQUESTED TO TRANSPORT THE USABLE PARTS TO BASE.
STATEMENTS REGARDING ACCIDENT WILL FOLLOW. SIGNED.

TEN. COL. ROVEDA.

TRANSLATED BY SGT. ALBERTINI.

L 670 Samuels 14/1

754/P1

eb 14/1
14/1
jwl 15/1

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

82 0

CICUTA URBE No. 51 PAROLE: X

GIORNO 7-1-46 - ORE 11.30

STATAEREO ROMA - COMANDO UNITA' AEREA, BARI - COSTAEREA ROMA - COMANDO RAGGRUPPAMENTO BT. GUIDONIA e per conoscenza, A.C. A.F.S.C. ROMA, PROT. 000941/F AEROSTORMO BALTIMORE - AEROPORTO URBE - ROMA.

SEGUITO TELE 0020478/IV. CORRENTE 4, COMUNICASI CHE DA ACCERTAMENTI EFFETTUATI SUL POSTO DA UFFICIALE TECNICO, VELIVOLO BALTIMORE FW/761/16 ESTE STATO DICHIARATO F.U. CON RICUPERO PARTI RICAMBIO UTILIZZABILI. MOTORI RICUPERATI VERRANNO SOTTOPOSTI A REVISIONE PER ESAME POSSIBILITA' UTILIZZAZIONE. LAVORI RICUPERO VERRANNO EFFETTUATI CON SQUADRA MISTA PERSONALE STORMO ET PERSONALE NUCLEO RICUPERI PALERMO. DOMANI 8 CORRENTE PARTIRA' DA URBE ALTRO VELIVOLO BALTIMORE PER TRASPORTO SPECIALISTI SERVIZI TECNICI STORMO, INCARICATI LAVORI ANTIDETTI. A RICUPERO EFFETTUATO VERRA' RICHIESTO VELIVOLO S82 PER TRASPORTI IN SEDE MATERIALI UTILIZZABILI RICUPERATI. SEGUIRANNO QUANTO PRIMA PRESCRITTE RELAZIONI ET VERBALE RELATIVO INCIDENTE VOLO - FIRMATO: TEN.COL. ROVEDA.

RECEIVED FROM MARIA TERESA at 13.00 of the 10th January, 1946 from I Av. PELLICELLI

6867

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

81/A

HEADQUARTERS ALLIED COMMISSION
APO 394
CAPTURED ENEMY MATERIALS BRANCH

754/P1

ADM/36/51 8 January 1946

SUBJECT : Report on Plane Crash, Palermo, 3 Jan 46.

TO : Air Forces Sub-Commission
H.Q., A.C.

B

1. The attached report regarding the crash of a Baltimore Plane at Palermo is forwarded.

2. It will be seen from the report that it was due entirely to the Pilot and his crew that none of the personnel travelling in the plane were hurt and that a very bad crash was avoided.

3. It is requested that you take the necessary action to inform the Commanding Officer of the Squadron or Wing to which the Pilot belongs of the cool and efficient manner in which the Pilot carried out his duty under terrifying conditions.

4. I have taken the opportunity offered by A.C. letter AC/394/MS dated 29 Dec 45 to put forward the Pilot's name for some appropriate award.

J.A.CAMPBELL
Lieut-Colonel
Director
CEM Branch.

Initialled by Lt/Col Campbell.

ALLIED AIR FORCES SUB-COMMISSION
L. 58/
Date 9/1
SECRET
756/P1

no action gs 12/1

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

81B

HEADQUARTERS ALLIED COMMISSION
AFO 394
CAPTURED ENEMY MATERIALS BRANCH

7 January 1946

SUBJECT: Report on Plane Crash. Palermo. 5 January 1946.

TO : Director of C.E.M. Branch A.C. RCME.

Following written orders from Lt. Col. Mac Callum, the Allied Liaison Officer at Palermo (copy enclosed) it was arranged that the plane should leave Pantelleria not later than 16.30 hrs. It was not possible to depart earlier since Lt. Col. Mac Callum had only sent the plane at 13.30 hrs and, according to the enclosed orders, my original intention of departing at 12.00 hrs was prevented since he stated that the UNRRA Official had 4 hrs. work. However, on the local advice of the Sindaco (ex- naval Major) and a Sicilian Air Force Officer, Lt. RODI, who was flying in the plane, it was decided that 16.30 hrs be the latest hour of departure since the information given by Lt. Rodi was that the field at Palermo closed at 1700 hrs and the light at Palermo lasted until 1800 hrs. Therefore, since the normal flying time was 19 minutes it was thought by all that 1630 hrs, gave ample time for a safe landing.

The plane left the ground in perfect weather conditions precisely at 1630 hrs. At 1640 hrs. the radio failed and since there was no communication whatsoever between Pantelleria and the Mainland we had no indication of the weather conditions and could not return to Pantelleria since our absence from Palermo would have caused a state of alarm , as the plane was expected there that evening and lack of communication between Pantelleria and Sicily would have prevented any message being sent.

At 1645 hrs., within sight of the Sicilian coast, our right engine failed and we could not gain height. Soon after the hatch of the "avigator blew open. Therefore it was decided to land at Trapani. On arriving at Trapani, the field was covered with cloud and in view of the proximity of Palermo and the re-activity of the right engine, it was decided to reach Palermo.

Having made a long detour of the coast and, after circling round Trapani, the arrival at Palermo was made at dusk at 1720 hrs. but, due to a tempest covering the whole of Sicily, it was very hard to see anything at all. The pilot circled round for 15 minutes in the hopes of the ground staff putting out lights to guide us in before trying to land:

The pilot then entered safely a most difficult approach between mountains, manoeuvred his plane so that he hit the runway but, 6265 the exceptionally heavy weather conditions of hard rain and high wind,

0453

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

could not brake the plane sufficiently to a standstill. Seeing the wall approach, he checked his speed by turning, pulled up his undercarriage and turned off his engines thus making a safe landing in the road south of the airfield.

The calm, calculating action of the pilot and his outstanding courage and technical ability in almost terrifying conditions saved the crew and passengers without injury and only damaged the craft in a place where, a month previously under similar condition an American piloted Douglas DC 3 was burned with the whole of its complement of 24 killed.

Such skill and presence of mind should ensure at least compensation for the pilot in the form of promotion. I have perfect faith in the pilot, Sottotenente Elio D'Aprile and would prefer him to pilot me in all my future missions.

T.I. ROWORTH. D.S.O.
Major, RE.
C.E.M. Branch
Allied Commission.

0454

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

81 C

COPY.

APPENDIX "A"

TO : Major Roworth.

FROM: ACLO Sicily.

It would appear that you may not be able to satisfy the Italian Officers in the short time at your disposal by leaving at noon.

Dr. Mac Donald will need 4 hours or so.

The Italian Officers will need about the same.

The Airforce officer and the Naval Officer can stay on the island until the arrival of the Naval boat for Wilkie later in the week.

Dr. Mac Donald and the two Army officers will come off today with you.

I am telephoning to Lt. Col..Campbell that you will NOT be arriving until early tomorrow morning in Rome.

You will be staying with us tonight.

/s/ J Mac Callum
Lt. Col.

0455

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

(80A)

From : Air Forces Sub-Commission, A.C. ROME.

To : AHQ - ITALY -

Date : 11th January, 1946.

Ref. : AFSC/754/P.I.

REQUEST FOR NEWS RE LT. GIORDANI ITALO

The enclosed copy letter has been received from the Italian Air Ministry, and your assistance in tracing any news is requested.

2. The writer was stationed there in the beginning of 1943, and it is recalled that 322 Wing were there under O/C Rugo, and controlled by 242 Group, and possibly the records of these units might give some indication of the news required.

F. L. BRADSHAW, S/LDR.,
FOR AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

Copy to: IAM for info.(56 Coll.
(6th Jan.refers).

6862

0456

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

19 A
(e)

FROM : ITALIAN AIR MINISTRY
(Liaison Section).

TO : A.F.S.C., AC. ROME.

DATE : 6th January, 1946.

REF. : 56 Coll.

REQUEST OF NEWS OF S.TEN. PILOT GIORDANI ITALO DI ALFREDO, BORN IN ROME 31ST JULY - 1920

1) The Officer in subject went in action from the airport of MILIS (SARDEGNA) on the 19th December, 1942, and did not return to base, as he was brought down over the haurbour of BONA.

2) It is thought the Lt. GIORDANI died.

3) It is begged to verify the news, and if it is true of his death, communicate the place where the remains are to be found.

IL CAPO UFFICIO
WALTER ?

Translated by Sgt. SUBUTTIL

ALLIED ACCESS SUB-COMMISSION L 604 10/1 754/P/1

Mod 139 E

1911

Roma, 6 gennaio XX 45 Anno

Ministero dell'Aeronautica

UFFICIO COLLEGAMENTO

Al l' A.F.S.C., A.C.

- R o m a -

Divisione

Prot. N.° 56 C.C. Allegati Rispettasi f.° del N.°

OGGETTO : Richiesta notizie S.Ten.Pilota GIORDANI Italo, di Alfredo, nato a Roma il 31 luglio 1920.-

e, per conoscenza:

SEGRETERIA PARTICOLARE DEL MINISTRO - S E D E -

1. L'Ufficiale in argomento, partito in azione di combattimento dall'aeroporto di Milis (Sardegna), il 19 dicembre 1942, non faceva ritorno alla base, perchè abbattuto sul porto di Bona.

2. Sembra che il Giordani sia morto.

3. Si prega controllare se tale notizia è vera, ed in caso di decesso comunicare il luogo di tumulazione della salma.

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

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

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N 37/23

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M GNR UQWE OP OP A/MEOJ

FROM AFSC LECCE 2211/// 221915 A

TO AFSC ROME

L

LQ82 (.) U/C (.) F A (.) (A) AIRCOBRA 443063 ALLISON ENGINE A 842573 (B) 12 SP"" // SQUADRON I A F (C) LECCE AIRFIELD 1225 HRS DAY (D) LT SPINELLI BARROL// BARRILLE GUISSEPPE UNINJURED (E) LECCE (G) CRASH LANDED ON AIRFIELD UNDER CARRIAGE RETRACTED OWING TO UNDERCARRIAGE MECHANISM FAILURE (H) PROPELLOR U S AIRFRAME CAT AC ENGINE CAT 1 SUBJECT TO TEST (K) K I N N O T

BT 222010

SENT NR 125 2225 KJ B 1 K

RD NR 125 2230 WFL KKK PSE KK

754/PR16859

SIGNAL

FROM URBE AIRPORT /./ No. 176 /./ 66 WORDS /./ 18 -12 - 45 /./
TIME 09.20 /./ TO PERSAEREO 1ST 2ND 9TH SECTION ROME /./
COSTAEREO ROME /./ LIAISON SECTION A.C. (AFSC A.C. ROME) /./
URBE AIRPORT COMMAND /./ REF. 000 900/F /./ AEREO STORMO
BALTIMORE /./ URBE AIRPORT ON 17TH INSTANT BALTIMORE A/C FW 767
CRASHED 16 KILOMETRES ON THE CASILINA ROAD /./ CAUSES OF CRASH
UNKNOWN ././ CREW (COMPOSED OF LT. (PILOT) BASTOGI VITTORIO, 2ND
LT. MALIGATORE LEUZZI GIOVANNI, AIRMAN W/OPERATOR MACLIOLO NICOLA)
WAS KILLED /./ FURTHER DETAILS WILL BE FORWARDED /./

(Lt. Col. ROVEDA).

Translated by Sgt. CUMBO.

6858

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

BALTIMORE /./ URBE AIRPORT ON 17TH INSTANT BALTIMORE A/C FW 767 CRASHED 16 KILOMETRES ON THE CASILINA ROAD /./ CAUSES OF CRASH UNKNOWN ././ CREW (COMPOSED OF LT. (PILOT) BASTOGI VITTORIO, 2ND LT. MALIGATORE LEUZZI GIOVANNI, AIRMAN W/OPERATOR MACLIOLO NICOLA) WAS KILLED /./ FURTHER DETAILS WILL BE FORWARDED /./

(Lt. Col. ROVEDA).

Translated by Sgt. CUMBO.

6956

C.215 18/12 754/P.1

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

0461

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

76A

FROM URBE AIRPORT - SIGNAL No. 143 - 14 - 1540 HRS TO STATOAERO ROME

COMANDO UNITA' AEREA BARI - CASTOEREO ROME - BOMBER AND TRANSPORT WING COMAND GUIDONIA, FOR INFORMATION TO A.F.S.C., A.C., ROME AND AIRPORT HEADQUARTERS, ROME /./ REF. 000897/7- BALTIMORE WING, ROME AIRPORT - ON THE 14TH INSTANT AT APPROXIMATELY 14.45 HRS, BALTIMORE A/C S.A. 575 OF THE 28TH SQUADRON, RIGHT ENGINE NO. 39931/4153403, AND LEFT ENGINE NO. 119096/43 - 195339, ON A TRAINING FLIGHT, DUAL CONTROL, OVERTURNED /./ CAUSES OF ACCIDENT UNKNOWN /./ INSTRUCTOR, CAPT. PILOT SAN SEVERINO VITTORIO WAS SLIGHTLY WOUNDED; PILOT, W/O VANNOCCI TORQUATO AND W/OPERATOR AIRMAN DI CARLUCCIO PASQUALE, UNHURT /./ A/C UNSERVICEABLE /./ SPARE PARTS WILL BE SALVAGED /./

Lt. Col. ROVEDA

F. to Tm.
17/12

gs 17/12
gs 17/12

Duly 18/12

C.I.P.S. C.185 ORDERLY ROOM 754/R1.

6857

0462

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

C

75A

From : Air Forces Sub Commission, Rome
To : I.A.F., Stato Maggiore
Date : 8th December 1945
Ref : AFSC/754/P1

AIRCRAFT ACCIDENT

With reference to the last paragraph of 131301/5-1/6474/Coll., dated 2nd December 1945, the accident is known to have resulted when the aircraft overshot on landing.

2. Detailed results of an investigating board would not be made known for several months, and these findings would not normally be placed at the disposal of the A.F.S.C.

B.M. SANSING,
Major, Air Corps,
Air Vice-Marshal,
Air Officer Commanding.

6856

0465

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

74 A
(1)

From : I.A.F. Stato Maggiore
To : A.F.S.C., Rome
Date : 2nd December 1945
Ref : 131301/5-1/6474/Coll.

FLIGHT ACCIDENT AIRCRAFT DOUGLAS "DAKOTA"
Capt.Pil. R.Guze and Lt.Vitucci.

With reference to your letter A.F.S.C./754/Pl dated 20th Nov.45.

2. Further to the flight accident occurred to the a/c Douglas "Dekota" on El Adem Airfield the 14th November 1945, in which Cap. Pil. Guze Rodolfo and 2nd Lt. Vitucci were involved, it was necessary to make up a legalized medical statement on the wounds suffered by the two officers, during their service.

3. We ask your Sub Commission to forward to our Secretariate a detailed report of the causes which determined the accident.

Col. Remondino.

translated by J. Bevacqua.

6855

I.964

SUBSIDIARY HQ

754/Pl

COMM

74 A

STATO MAGGIORE R. AERONAUTICA

li 4 DIC. 1945 194

Prot. N. 6130/Uff/6474 Coll. Alleg. Risposta al foglio N. del

OGGETTO: Incidente di volo apparecchio Douglas "Dakota" - Capitano pilota GUZA Rodolfo e S.Tenente VITUCCI.=

Al A.C./A.r.S.I.= = R O M A =
tramite ufficio di Collegamento-

1.- Riferimento alla comunicazione AFSC/754/P.1 in data 20 novembre 1945

2.- A seguito dell'incidente di volo occorso al velivolo Douglas"Dakota" sull'Aeroporto di El Adem il giorno 14 Nov.1945, che coinvolgeva il Capitano Pilota GUZA Rodolfo e S.Tenente VITUCCI, si e' reso necessario istruire la pratica medico-legale per il riconoscimento delle lesioni riportate dai due Ufficiali in parola, dipendenti da causa di servizio e contratte in servizio.-

3.- Si prega la cortesia di codesta A.F.S.C. di voler far pervenire, alla Segreteria di questo Stato Maggiore, una relazione dettagliata delle cause che hanno determinato l'incidente stesso.= 6831

IL SOTTOCAPO DI STATO MAGGIORE

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

OGGETTO: Incidente di volo apparecchio Douglas "Dakota" - Capitano pilota CUZA Rodolfo e S.Tenente VITUCCI.=

Al A.C./A.E.S.I.= = R O M A =
tramite ufficio di Collegamento-

1.- Riferimento alla comunicazione AFSC/754/P.1 in data 20 novembre 1945

2.- A seguito dell'incidente di volo occorso al velivolo Douglas"Dakota" sull'Aeroporto di El Adem il giorno 14 Nov.1945, che coinvolgeva il Capitano Pilota CUZA Rodolfo e S.Tenente VITUCCI, si e' reso necessario istruire la pratica medico-legale per il riconoscimento delle lesioni riportate dai due Ufficiali in parola, dipendenti da causa di servizio e contratte in servizio.-

3.- Si prega la cortesia di codesta A.F.S.C. di volersi far pervenire, alla Segreteria di questo Stato Maggiore, una relazione dettagliata delle cause che hanno determinato l'incidente stesso.=

6857

IL SOTTOCAPO DI STATO MAGGIORE

Remondino

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

0466

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

73A

OUTGOING MESSAGE

FROM : AIR FORCES SUB COMMISSION, ROME

TO : ~~H.Q. R.A.F. MEDME~~
H.Q. R.A.F. MEDME (R) AHQ, ITALY

UNCLASSIFIED 0.945 T.O.O. 211200 NOVEMBER 1945 (.)
REFERENCE AIRCRAFT ACCIDENT INVOLVING TWO ITALIAN AIR FORCE OFFICERS RETURNING FROM FLYING CONTROL COURSE AT CAIRO WHICH OCCURRED AT EL ADEM ON 14 NOVEMBER (.) REQUEST ESTIMATED DATE OF RECOVERY AND RETURN IN ADDITION TO ANY FURTHER INFORMATION ON CONDITION OF THESE OFFICERS (.)

PRIOROTY : IMPORTANT

F.L. BRADSHAW, S/LDR,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

6853

72A

Roma, 21 novembre 1945 Anno

Ministero dell'Aeronautica

UFFICIO COLLEGAMENTO

(W/C B.i.S.u)

All'U.S.A.A.F., A.C.

- Roma -

URGENTE

Divisione
Sez. 7ª 6250 bis

Allegati

Risposta al foglio
Div. Sez. N.

OGGETTO : Incidente Cap. A. GUZA e Ten. VITUCCI.-

Con riferimento alla vostra nota A330/754/P.1 del 20 novembre 1945 si prega vivamente richiedere con cortese urgenza ai competenti Enti Alleati dettagli sul lo stato di salute del Cap. GUZA e del Tenente VITUCCI e la data presumibile del loro rientro.

MINISTERO DELL'AERONAUTICA GABINETTO DEL MINISTRO

IL CAPO UFFICIO
f.to G. Marin

6852

With reference to your letter A330/754/P.1 dated 20 november 1945 it is requested that you kindly contact the appropriate Allied Authorities so as to inform us with the amplest details on the conditions of Capt. GUZA and Lt. VITUCCI.
May please your urgent attention be given to this

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

UFFICIO COLLEGAMENTO

URGENTE

Partenza
R.T.T. 6350 Gab. Allegati

Risposta al foglio
Del [illegible] N.

OGGETTO : Incidente Cap. R. GUZA e Ten. VITUCCI.-

Con riferimento alla vostra nota AMSC/754/P.1 del 20 novembre 1945 si prega vivamente richiedere con cortese urgenza ai competenti Enti Alleati dettagli sul lo stato di salute del Cap. GUZA e del Tenente VITUCCI e la data presumibile del loro rientro.

MINISTERO DELL'AERONAUTICA - GABINETTO DEL MINISTRO

IL CAPO UFFICIO
[illegible] f.to G. Marin.

6352

With reference to your letter AMSC/754/P.1 dated 20 november 1945 it is requested that you kindly contact the appropriate Allied Authorities so as to inform us with the amplest details on the conditions of Capt. GUZA and Lt. VITUCCI.
May please your urgent attention be given to this matter.

Actioned

754/[illegible]

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

0469

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

8168

Passed Copy to Col Adkins. 20/11 WNB.

ALLIED FORCES SUB-COMM. C.2 20/11 SECRETARIAT ORDERLY ROOM 754/P1

6851

LEOF V LDIL NR 46 T 42/19 ROUTINE
QVR
FROM A.H.Q. ITALY
TO AIR SECTION. A.F.S.C. ROME
GR ---- ET
P.491 19 NOV.
INFORMATION RECEIVED THAT FOLLOWING PERSONNEL OF ITALIAN AIR FORCE INVOLVED FLYING ACCIDENT DAKOTA AT EL ADEM AIRFIELD 14 NOV. STOP REQUEST YOU NOTIFY ITALIAN AUTHORITIES STOP CAPT. R. GUZA ITALIAN AIR FORCE ITULIAN AIR MINISTRY STOP SLIGHTLY INJURED SCALP WOUND STOP ADMITTED S.S.Q. ONLY STOP LT. V. VITUCCI ITALIAN AIR FORCE STOP INJURED STOP BURNS AND LACERATIONS SCALP AND FAVE STOP
ET
191015A
SENT RL AR K TKS

RA 1530

6/6/45 - S.79 M.M. 22499 - Stormo Trasporti;
incidentato a VENOSA - Palazzo S. Gervasio;
in riparazione alla S.R.A. di Lecce;
cause incidente: imbardava in atterraggio perchè costretto ad atterrare per avaria ad un motore;
danni riportati: rottura longherone e carrello;
ore preventivate per la lavorazione di rimessa in efficienza: 2000 - 2500.

10/7/45 - S.79 M.M. 23971 - Stormo Trasporti;
incidentato a Sesto Calende;
in riparazione presso la Ditta S.I.A.I.;
cause incidente: a causa del cattivo funzionamento delle alette ipersostentatrici l'apparecchio atterrava a velocità elevata e precarie condizioni dei freni ne determinavano l'imbardata;
danni riportati: rottura semicarrello sinistro - rottura estremità ala sinistra - deformazione elica sinistra;
ore preventivate per la lavorazione di rimessa in efficienza: 2000 - 2500.

1/8/45 - S.79 M.M. 25373 (e non 25383) - Stormo Trasporti;
incidentato a Palermo;
in riparazione presso la S.R.A. di Boccadifalco;
cause incidente: per l'azione del vento violento di fianco l'apparecchio imbardava in atterraggio;
danni riportati: semiala sinistra rotta a circa 4 metri dall'estremità - elica sinistra R.D. - trapezio d'attacco per carrello F.U. - aletta sinistra R.D. - castello motore sinistro R.D. - elettone sinistro R.D. - semicarrello sinistro F.U. - serbatoio benzina ausiliario R.D.;
ore preventivate per la lavorazione di rimessa in efficienza: 3000.

16/8/45 - S.79 M.M. 21803 (e non 31803) - Aer. Sardegna (e non Stormo T.)
incidentato a Fertilia;
in riparazione presso la S.R.A. di Monserrato;
cause incidente: imbarduva in atterraggio per l'azione violenta del vento di fianco;
danni riportati: rottura dell'estremità dell'ala destra per mt. 2,50 - rottura semicarrello destro - rottura elica (una).
ore preventivate per la lavorazione di rimessa in efficienza: 2000 - 2500.

6950

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

da: 2000 - 2500.

10/7/45 - S.79 M.M. 23971 - Stormo Trasporti;
incidentato a Sesto Calende;
in riparazione presso la Ditta S.I.A.I.;
cause incidente: a causa del cattivo funzionamento delle alette ipersostentatrici l'apparecchio atterrava a velocità elevata e precarie condizioni dei freni ne determinavano l'imbardata;
danni riportati: rottura semicarrello sinistro - rottura estremità ala sinistra - deformazione elica sinistra;
ore preventivate per la lavorazione di rimessa in efficienza: 2000 - 2500.

1/9/45 - S.79 M.M. 25373 (e non 25583) - Stormo Trasporti;
incidentato a Palermo;
in riparazione presso la S.R.A. di Boccadifalco;
cause incidente: per l'azione del vento violento di fianco l'apparecchio imbardava in atterraggio;
danni riportati: semiala sinistra rotta a circa 4 metri dall'estremità - elica sinistra R.D. - trapezio d'attacco per carrello F.U. - aletta sinistra R.D. - castello motore sinistro R.D. - alettone sinistro R.D. - semicarrello sinistro F.U. - serbatoio benzina ausiliario R.D.;
ore preventivate per la lavorazione di rimessa in efficienza: 2000.

16/8/45 - S.79 M.M. 21803 (e non 31803) - Aer. Sardegna(e non Stormo T.)
incidentato a Fertilia;
in riparazione presso la S.R.A. di Monserrato;
cause incidente: imbardava in atterraggio per l'azione violenta del vento di fianco;
danni riportati: rottura dell'estremità dell'ala destra per mt. 2,50 - rottura semicarrello destro - rottura elica (una).
ore preventivate per la lavorazione di rimessa in efficienza: 2000 - 2500.

6850

Nota: nei sopracitati incidenti nessun danno è stato riportato dal personale e dalle merci trasportate.-

0471
Declassified E.O. 12356 Section 3.3/NND No. 785017

6/A

I N C I D E N T I D I V O L O

DALLA DATA DELL'8 MAGGIO 1945 IN POI

Data	Località	Velivolo		Reparto	Danni
		Tipo	MM		
12/5	Leverano	CA 164	51071	Aeroscuola	Elica f.u. mot.rip. veliv. prob. f.u.
14/5	Frosinone	P.39	428284	"	F.u.
29/5	"	M. 187	FA 472	"	Vel. Rip. SRA (ruote-coda)
4/6	Centocelle	CZ IOO7/B	25433	St. Nott.	Rip. SRA
6/6		S. 79	24499	Stormo T.	
15/6	Leverano	MC.202	9008	Aeroscuola	Vel.r.Sq. elica R.D. mot. rip. O.R.M.
2/6	Frosinone	P. 39	428286	"	Vel. f.u. mot. eff.
13/6	"	M. 187	FA 503	"	Mot. S. f.u. vel.rip.SRA
16/6	Leverano	MC 200	-	"	F.u.
20/6	Frosinone	M. 187	FA 432	"	rip.SRA-mot.eff.eliche f.u.
5/7	Lecce	MC 205	9384		F.u.
10/7	Sesto Cal.	S. 79	23971	Stormo T.	Rip. SRA
20/7	Palermo	S. 79	24220	S.Aut.Pr.Cons.	Rep. SRA
20/7	Roma	S. 79	22176	S. M.	
21/7	Lecce	P. 39	443020	C.T. 13^ Sq.	App. e mot. A.B.T.
25/7	Frosinone	M. 187	FA 507	Aeroscuola	Vel. f.u. mot. eff.
28/7	Monserrato	S.84Bis	22517	SRA Monserr.	riparabile
1/8	Palermo	S. 79	25383	Stormo T.	riparabile
1/8	Leverano	MC 200	6816	Aeroscuola	riparabile Sq.
18/8	Urbe	S. 79	22117	S.A.Pres.Cons	Riparabile SRA
15/8	Centocelle	CZ IOO7/B	23403	St.Notturno	Riparabile SRA
16/8	Fertilia	S. 79	31803	Stormo T.	Riparabile SRA
25/8	Lecce	CZ IOO7/B	25433	St.Notturno	Riparabile SRA
25/8	"	M. 187	FA 619		
1/9	Leverano	CA 164	51832	Aeroscuola	Riparabile SRA
15/9	F. Noce	Saiman 202	51497	Aer.Sard.	eff. (legg. avarie)
15/9	Urbe	M. 187	FW 700	St.Baltimore	Riparabile S.R.A.
24/9	Peretola	M. 187	FW 821	" "	F.u.
2/10	Leverano	MC 205	37697	Aeroscuola	rip. SRA
6/10	Lecce	P. 39	443130	St. C.T.	Vel.f.u.-elica mot.r.d.
12/10	Urbe	M. 187	FW 712	St.Baltimore	F.u.
23/10	Palese	RE 2001	99019	S.A. Un.A.	da revis. mot. vel. eff.
18/10	Linate	CZ 1007/B	24248	St.Notturno	Riparabile Ditta
20/10	Lecce	P. 39	218286	Raggr. C.T.	Vel.eff. elica riparabile
23/10	Lecce	P. 39	43139	Aeroscuola	Riparabile Ditta

6449

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

From:- H.Q. No. 2 Base Area, R.A.F., C.M.F.

To:- 3 G.S.T.S.
14 Signals Centre
Air Forces Sub Commission ✓
RAF. Public Relations (O) Unit.
A.O.P. Training Flight.

Date:- 31st. October, 1945.

Ref:- 2BA/1512/P.1.

68A

I 184

754/P.1

REPORTING OF FLYING ACCIDENTS
SPECIALIST OFFICERS REMARKS OR EVIDENCE.

Appended herewith, please find copy of Air Ministry letter G.100061/44/PAI. dated 8th inst, forwarded for information and future reference.

Flying Officer,
for Group Captain, Commanding,
Headquarters, No. 2 Base Area, R.A.F.

COPY.

G. 100061/44/P.A.I.

AIR MINISTRY,
LONDON, W.C.2.
8th October, 1945.

REPORTING OF FLYING ACCIDENTS ; SPECIALIST OFFICERS REMARKS OR EVIDENCE.

Sir,

1. I am directed to refer to A.M.O. A.1348/43, paragraph 32, and ▬ to state that it is essential that reports and investigations into flying accidents include evidence by the Specialist Officer of each branch concerned. Many instances occur wherein information has been omitted, that is necessary be fore remedial action can be taken by the Air Ministry, and there is a consequent loss of time in referring the matter back to the unit concerned.

2. This not only concerns Courts of Inquiry or Investigation enclosed with Form 412, but also reports on Flying Accidents submitted on Form 765(C). In the latter cases para.11 of Form 765(C) should include statements by all relevant Specialist Officers.

3. The above applies particularly to cases in which the Flying Control Organisation is involved. Therefore, whenever a Flying Accident occurs involving Flying Control, para. 11 of the Form 765(C) is to include statements by:-

(a) The Duty Flying Control Officer at the Airfield concerned.
(b) The Senior Flying Control Officer of the Airfield concerned.
and where applicable
(c) The Duty Watchkeeping Officer at the appropriate Air Traffic Control Centre.

If a Court of Inquiry or an Investigation is held subsequently, paragraphs 32, 33, and 34 of A.M.O. A. 1348/43 are to be adhered to rigidly.

4. This procedure will obviate the possibility of the Flying Control Organisation being criticised adversely without being afforded an opportunity to state a case, and should any faults in the organisation be brought to light it will aid the Air Ministry in taking remedial action.

5. Although the Flying Control aspect has been dealt with in detail above, it is essential that cases involving other Specialist branches, such as Signals, Navigation, armament, etc, should be treated in a similar fashion when a Flying Accident involving those branches occurs.

Declassified E.O. 12356 Section 3.3/NND No. 785011

for Group Captain, O.C.,
Headquarters, No. 2 Base Area, R.A.F.

COPY.

G. 100061/44/P.A.I.

AIR MINISTRY,
LONDON, W.C.2.
8th October, 1945.

REPORTING OF FLYING ACCIDENTS; SPECIALIST OFFICERS REMARKS OR EVIDENCE.

Sir,

1. I am directed to refer to A.M.O. A.1348/43, paragraph 32, and to state that it is essential that reports and investigations into flying accidents include evidence by the Specialist Officer of each branch concerned. Many instances occur wherein information has been omitted, that is necessary be fore remedial action can be taken by the Air Ministry, and there is a consequent loss of time in referring the matter back to the unit concerned.

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and where applicable
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If a Court of Inquiry or an Investigation is held subsequently, paragraphs 32, 33, and 34 of A.M.O. A. 1348/43 are to be adhered to rigidly.

4. This procedure will obviate the possibility of the Flying Control Organisation being criticised adversely without being afforded an opportunity to state a case, and should any faults in the organisation be brought to light it will aid the Air Ministry in taking remedial action.

5. Although the Flying Control aspect has been dealt with in detail above, it is essential that cases involving other Specialist branches, such as Signals, Navigation, armament, etc, should be treated in a similar fashion when a Flying Accident involving these branches occurs.

6. I am to request therefore, that the contents of this letter be brought to the attention of all Units under your Command.

I am, Sir
Your Obedient Servant,

(Signed) G.H. JAQUES G.CAPT.
for Air Commodore,
Director of Accident Prevention.

Declassified E.O. 12356 Section 3.3/NND No. 785011

047

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

To AFSC Rem. Rel ELO. 85/25

(NB. ENEMY ROOM TELEPHONED NO RESPONCE RETURNED) 67A

[redacted] IMMEDIATE

[redacted]

IMMEDIATE

FROM AIR FORCE SUB COMMISSION LECCE 241430A/25

TO AIR FORCE SUB COMMISSION ROME

INFO AIR FORCE SUB COMMISSION BARI

CONFIDENTIAL BT.

L052 OCT. 24 CONFIDENTIAL.

A FA A AIROCOBRA 44313? ELLISON ENGINE V1710/A039 836

B SCHOOL UNIT IAF LECCE C LECCE AIRFIELD 1537 HRS OCT 23RD/45

D LT COSANI ARISTIDE UNINJURED E LECCE C CRASH LANDED SW OF RUNWAY

WITH UNDERCARRIDGE RETRACTED OWING TO COMPRESSOR FAN FAILURE

H AIR FRAME CAT AC ENGINE CAT 2 K KINNOT.

BT 241430A/25

GJ D1 K

~~I S FA A AND IEY OK IN FIRST ONE OR ?~~

FA A AIROCOBRA 44313? ELLISON ENGINE V1710/A03+ A039

OK ? IS IEY OK AFTER A039 ? NO OM 336 336 SRI

RD NR 2 2230 S V HAMMOND AR K

ALLIED AIR FORCES SUB-COMMISSION
836
ORDERLY ROOM
754/P1

6047

0476

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

66 A.

From:- A.F.S.C. Det. Dell'Urbe

To:- C.T.O. A.F.S.C. ROME

Date:- I6th Oct. I945

REPORT ON ACCIDENT TO AIRCRAFT BALTIMORE F.W.712

OF 28° GRUPPO

This aircraft was being piloted by S/Mag. Molinaro on his second solo flight since he left the Flying Training School.

On starting his take off run the aircraft swung right, the pilot tried to correct the swing by engine power, finding this was impossible, he applied his brakes.

Causing the aircraft to turn on its back.

Hours flown: A/F 332.55

Port Engine: N°. 99043/42 - I50176

Starb Engine: N°. I95952/43 - II9709

diframe bat E.1. to be reduced to stores & produce.
Engines bat E.2. to be returned to an M.U. for overhaul

.....
(F. Sgt. Wade)

AFSC Det. Dell'Urbe

J.W. Thomas Flt 19/10.

F/Lt Turner Reg'mental Covering F/623

Sqdn Ldr 19/10.

Enclosure No 65-A 66 9.

0 4 7 1

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

65A.

From: A.E.S.C. Det. FROSINONE

To: C.T.O. A.F.S.C. ROME

Date: I6/I0/45

REPORT ON ACCIDENT TO AIRCRAFT BALTIMORE F.A. 472

This aircraft was piloted by Ten. Renato Reggiami and after making a normal landing continued to lose its speed.

A harsh application of the brakes caused the aircraft to turn on its back.

Hours flown Airframe: I87.20

" " Port Engine: 2I3.50

" " Starb " : 269.05

Port Engine N°. 50480/42 - 47305

Starb Engine N°. 64599/42 - 46956

Airframe Bal e.l. to be reduced to stores & produce.

Engines Bal. A. 2. to be returned to a.m.u for overhaul.

6845

Fit Lieut FLt 19/10

.....

(F/Sgt. Wade)

A.F.S.C. Det. Dell'Urbe

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

64 A (c)

FROM: TEN. COL. ROVEDA - DELL'URBE AIRPORT
TO: AFSC, AC Rome (R) UNITA' AEREA -BARI - (R) GUIDONIA AIRPORT
DATE: 12/10/45
Ref: Signal No 000726/F/5578 CaCl.

ALLIED AIR FORCES HEADQUARTERS MISSION
15/10 H.749
754 P.I.

AIRCRAFT ACCIDENT

IT IS INFORMED THAT ON THE 12/10/45 AT ABOUT 09.15 HRS. BALTIMORE AIRCRAFT FW.712 - RIGHT ENGINE No. 195952/43W-119709, LEFT ENGINE 99043/42-15176 - PILOT ONLY ABOARD SGT MOLINARI RENATO - DURING TAKE-OFF FOR TRAINING FLIGHT PRANGED MEETING OBSTACLES ON THE WAY WHICH DETERMINED COMPLETE CAPSIZAL OF THE AIRCRAFT AIRCRAFT DESTROYED, SALVAGE of SPARES [redacted] SAFE.

16/10.

0479

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

MODULARIO
A. - e. p. - 1272

Mod. A. R. B. M.

N. 1252 *catalogo L. A.*

Indicazioni eventuali abbreviate

Indicazioni d'urgenza			Stazione Radio Telegrafica di
	Urgente . . . . . oppure (D)	*Far proseguire . . . . oppure (PS)*	
	*M. C. O. collazionato . . * (TC)*	*Da consegnarsi a mani proprie * (MP)*	
	*Avviso di ricevimento . . * (CR)*	*Recapitabile aperto . . . . * (RO)*	

Le ore si contano sul meridiano medio dell'Europa Centrale e di seguito da una mezzanotte all'altra

Ricevuto il 12/10 *194* *alle ore* 2-25 *Trasmesso il* ____ *194* *alle ore* ____

dalla Stazione Urbe *Ricevente* ____ *alla Stazione* ____ *Trasmittente* ____

Qualifica	Parole	Gruppi	Data della presentazione: Giorno e mese	Data della presentazione: Ore e minuti	Indicazioni eventuali di servizio
--- CO DA URBE 52 69 12/10 1125 -					

- STUAEREO ROMA COMANDO UNITA' AEREA RAFI GUSTAEREO ROMA COMANDO RAGGRUPPAMENTO ET AEROPORTO GUIDONIA COMMISSIONE ALLEATA (A.S.C.) - COMMISSIONE ALLEATA (A.S.C.) ROMA

-- 00072 6/ 5528 Rab.

-- AEROSTORMO BALTIMORE AEROPORTO DELL'URBE PUNTO COMUNICASI CHE GIORNO CORRENTE AT ORE 02.15 CIRCA VELIVOLO BALTIMORE FV.712 / MOTORE DESTRO 1.5992/43-11,709 ET MOTORE SINISTRO 9043/42-19 176 PILOTATO DEL SERGENTE [illegible] RIENTRAVA INCONTRANDO OSTACOLI DEL PERCORSO CHE DETERMINAVANO IL COMPLETO CAPOTTAMENTO DEL VELIVOLO PUNTO VELIVOLO E U CON RICUPERO PARTI PUNTO PILOTA DOTATO DI PARACADUTE INDOLUME PUNTO -- TENDOL. ROVEDA ------

Uff. 410 - [illegible]

Just Fie 12/10

0480

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

N. 1252 *catalogo* I. A.

MODULARIO
A. p. - 1252

A. R. B. M.

Indicazioni d'urgenza

Indicazioni eventuali abbreviate

Urgente . . . . . oppure (D)
M. C. O. collazionato . . » (TC)
Avviso di ricevimento . . » (CR)

Far proseguire . . . oppure (PS)
Da consegnarsi a mani proprie » (MP)
Recapitabile aperto . . . . » (RO)

Le ore si contano sul meridiano medio dell'Europa Centrale e di seguito da una mezzanotte all'altra

Stazione Radio Telegrafica di

Ricevuto il 12/10 *194* *alle ore* 2.25
dalla Stazione Urbe *Ricevente* R

Trasmesso il _____ *194* *alle ore* _____
alla Stazione _____ *Trasmittente* _____

Qualifica	Parole	Gruppi	Data della presentazione: Giorno e mese	Ore e minuti	Indicazioni eventuali di servizio
--					

QQ DA URLE 52 67 12/10 1125 -
STOTAEREO ROMA COMANDO UNITA' AEREA BARI COSTAEREO ROMA
COMANDO RAGGRUPPAMENTO ET AEROPORTO GUIDONIA COMUNICANO RELEATA (.....) -
RISPETTIVAMENTE VELIVOLO (...) ROMA
/5528 Ref
0007267/ PERVENUTOMI VALTIMORE AEROPORTO DELL'URBE PUNTO COMUNICASI CHE GIORNO 12
CORRENTE AT ORE 02.15 CIRCA VELIVOLO BALTIMORE FR.712 M/ISTRUTTORE DESTRO
0282/43 -1570U ET AL. SOTTUFFICIALE PILOTA 02043/42-15 176 PILOTATO DAL SERGENTE
AL. ALLIEVI RENTRATO SOLO A BORDO IN VOLO DI ADDESTRAMENTO IN BASE REGOLARE
SVOLGEVA INCONTRANDO OSTACOLI DEL TERRENO CHE DETERMINAVANO IL CAPOVOLTO
CAPOTTAMENTO DEL VELIVOLO PUNTO VELIVOLO F.U CON RICUPERO PARTI PUNTO MOLTO
MUNITO DI PARACADUTE INCOLUME PUNTO -- TENCOL. ROVEDA ------

Uff. 410 - 20-1196 AA - (R.S. Stabil. Tipolitografico - Ariccia)

Jwl FIR 1810

0481

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

Airforces Sub Commission Rome

ELO 63A 8410

~~CYPHER~~ V LGFV NR 1/542/10 ROUTINE QVR1

FROM AIR FORCES SUB-COMMISSION LECCE 081201A

TO AIR FORCES SUB-COMMISSION ROME

INFO AIR FORCES S[redacted]// SUB-COMMISSION BARI

~~CONFIDENTIAL~~ [redacted] CONFIDENTIAL BT

LQ 43 8 OCTOBER.CONFIDENTIAL. FA.

(A) AIRACOBRA 442130 ALLISON V 1710/042453

(B) 10TH. SQUADRON 1 A F

(C) LECCE AIRFIELD. 0930 HRS OCTOBER 7/45

(D) SGT/MAG BUTTAZZI PIETRO. SLIGHTLY INJURED.

(E) LECCE.

(G) CRASH LANDED OFF RUNWAY WITH UNDERCARRIAGE SEMI-RETRACTED OWING TO LACK OF FUEL.

(H) AIRFRAME CAT E1 ENGINE CAT 2 (SUBJECT TO TEXT)

(K) KINNOT.

BT ~~[redacted]~~A GR1201A

6842

SENT JHM AR

RD NR 1/542/10 1920 S V HAMMOND AR

0 4 8 2

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

(62A)

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

To : Italian Air Ministry.

Date : 26th September, 1945.

Ref. : AFSC/754/P.1.

COL.PIL. MARIO ARAMU

In reply to your letter 24632/4651 Cell of the 20th August, information has been received from the Controller of POW Information Bureau, Middle East; no record exists of the above-named as being a P.O.W. or deceased.

6842

F. L. BRADSHAW, S/LDR.,
For AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

0485

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

61A

From:- Allied Liaison Section, Headquarters AFHQ, Caserta.

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

Date:- 24th September, 1945.

Ref :- AMAS/1210/155.

54A

Del. Sgt. MARIO ARIAN

Reference your letter AFSC/754/P.1. dated 22nd August, 1945;

2. Information has been received from the Controller of Prisoners of War Information Bureau, Middle East, that no record exists in PWIB/ME of the above-named as being a P.O.W. or deceased.

AIR FORCES SUB-COMMISSION
ALLIED COMMISSION
754/P1

25E
H233 2

PW ahmedgh

(P. WARDLEY)
Squadron Leader,
for Air Vice-Marshal,
Chief of Staff, RAF/AFHQ.

68-20

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

From: A.F.S.C. AC Rome.

To: A.H.Q Italy (R) MED/ME Cairo.

Date: 18. 12. 45.

Confidential — TOO 181400 Dec.

"F. A."

A. Baltimore ~~V~~ IV F.A. 575 TWO weight bycles Engines
Part. 195 339/43. S/board 195 384/43.

B. Littoria Fairfield 1. A.F

C. Littoria Fairfield 15. 12. 45

D. Both. Pilot San Severino Vittoria slightly injured.

E. W/O Vannocci Torquato a terrain di Barluccio Pasquale unhurt.

F. On landing Pilot under instruction applied brakes to ~~pro~~ violently causing aeroplane to turn on its back.

H.

6939

0485

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

60A

OUTGOING MESSAGE

FROM : AIR FORCE SUB COMM. (ROME)
TO : HQ.R.A.F. MED/ME (R) MED/ME (REAR) (R) A.F.S.C.NAPLES

CONFIDENTIAL 694 A /./ TOO 181000 A SEPT././

"F.A."
A. BALTIMORE V FW 700 TWO WRIGHT CYCLONE ENGINES PORT 195849/43
S/BOARD 99100/42 /./
B. LITTORIO AIRFIELD I.A.F.
C. LITTORIO AIRFIELD 15/9/45
D. NO CASUALTIES
E. UNHURT CAPT. PALOMBA
G. CRASH CAUSED BY PILOT FAILING TO CHECK VICLENT SWING ON TAKE OFF CAUSING S/BOARD U/C LEG TO COLLAPSE CAT A.C. /./
H. AIRFRAME CAT. A.C.
STARBOARD ENGINE NEEDS SHOCK LOAD TEST /./
K. KINNOL /./

PRIORITY : ROUTINE

J.W.TURNER F/LT
AIR VICE MARSHAL
AIR OFFICER COMMANDING.

6838

0486

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

FROM : A.F.S.C. DET. DELL'URBE ROME.
TO : C.T.O. A.F.S.C. ROME.
DATE : 17.9. 45.

Report on A/C accident : Baltimore FW 700 MKV of 28 Gruppo

This A/C was piloted by Capt. Palomba on the morning of the 15th Sept. leaving the dispersal area at 11.35 hrs. The pilot taxied to the north end of the runway and opened up the engines for take off, the A/C swung to the left, the pilot endeavoured to correct the swing but in doing so sheared the starboared undercarriage.

Airframe : No. W535 Ac 31320
Engine : No 195849/43 119606 PORT.
" : No 99100/42 150233 STARBOARD
Hour flown Airframe : 143 . 02 HRS.

Sgt. [signature] Doole

A.F.S.T. Det. Dell' Urbe.
ROME

Genl. File 1819
Combat Legend card 1819.

6837

0487

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

AFSC Rome

56/15 58A

[redacted] IMMEDIATE

[redacted]

FROM AIR FORCES SUB COMM LECCE 151400B

TO AIR FORCES SUB COMM ROME

[redacted] CONFIDENTIAL BT

LE 27 15/9/45 MESSAGE F.A. CONFIDENTIAL .

(A) P39 424837 TYPE M. ENGINE NO ALLISON 4297507 (.)

(B) FIGHTER REFRSHER SCHOOL LECCE (.)

(C) 1605 HOURS 14/9/45 (.)

(D) NA (.)

(E) MARESCIALLO [redacted] SANFERI SALVATORE KILLED (.) CAPITANO GASPERONI INJURED (.)

(G) A/C SWUNG ON TAKE OFF CAT E STRUCK PERSONNEL MENTIONED UNDER E (.)

(K) KINNOT (.)

BT 151400B

SENT JHL (AR) KKK

RD NR2 DGC 151608B AR K+

8/11/9

B-512 11/9

754/11 6836

0486

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

57A

FROM : AIR FORCES SUB COMMISSION. A.C. ROME.
TO : AIRCRAFT SAFETY CENTRE (POMIGLIANO).

UNCLASSIFIED ./. A. 627 ./. 31 AUGUST 45 ./.

FOLLOWING SIGNAL HAS BEEN PASSED BY ITALIAN AIR MINISTRY ./. QUOTE ./. 22.30 HRS 23 AUG. ONE A/C IDENTIFICATION MARKINGS UNKNOWN. ABOUT 6 KLM. FROM COAST DIRECTION AMENDOLA (COSENZA) RAILWAY YARDS. SEEN TO CRASH IN SEA ./. INTERMITENT SIGNAL LIGHTS SEEN FOR ABOUT 10 MINUTES ./. FIRST RESCUE ORGANIZED WITH MOTOR FISHING BOAT FROM TREBISACCE SEA RESCUE WORK UNSUCCESSFUL ./. COMMUNICATE WITH TENENTE LA ROSA. CASTROVILLARI ./. UNQUOTE ./.

W. M. BISDEE W/CDR.
AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

Priority : IMPORTANT
T.O.O. : 31/1005

6935

0489

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

Air Force
N 138/30
5.6 A

(O

FROM: AIR FORCES SUB-COMMISSION LYCEE, BERLIN

TO: AIR FORCES SUB-COMMISSION ZONE (S) AIR FORCES SUB-COMMISSION, BERLIN

INFO: HEADQUARTERS, RCAF.

FOR

A HEADQUARTERS [illegible]

B SCHOOL UNIT, I & T

C VEHICLE UNITS BASE WORKSHOP, TEMPELHOF

D TECHNICAL CADRES, PARTY HEADED SCHOOL UNIT

E N/A

F OPERATIONAL AIRCRAFT ATTACHED TO STALL AT BASE ET AND W/T LEVEL OUT TO

CONTROL

G WHITE CEC AIRCRAFT CAT B2 ENGINE CAT A

H [illegible]

OF THE [illegible]

SENT [illegible]

R [illegible]

Aerial for Restricted Area
19.

5343 3/6 2

TH/P1 6834

Ltr

0490

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

55A

INCOMING SIGNAL.

ROME CASTROVILLARI 64 66 24 20.30 Hrs.
ITALIAN AIR MINISTRY. ROME.

15/8 CONFIDENTIAL. 22.30 HRS. 23 AUG. 45. ONE A/C IDENTIFICATION MARKINGS UNKNOWN, ABOUT 6 KMS. FROM COAST DIRECTION OF AMENDOLARA (COSENZA) RAILWAY YARDS, SEEN TO CRASH IN SEA /./ INTERMITTENT SIGNAL LIGHTS SEEN FOR ABOUT 10 MINUTES /./ FIRST RESCUE ORGANIZED WITH MOTOR FISHING BOAT FROM TREBISACCE, SEA-RESCUE WORK UNSUCCESSFUL /./ COMMUNICATE WITH TENENTE LA ROSA, CASTROVILLARI /./

From :- Italian Air Ministry,
Cabinet of H.E. The Minister.
Secretary.

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

Date :- Rome, 29th. August 1945.

Ref. :- 25594/4018 Coll.

??????????
d'ordine

(SGD) IL CAPO DI GABINETTO.

(T. by S.t. Tremona)
30/8

1360

754/P1

6833

TELEGRAMMA IN ARRIVO

ROMA CASTROVILLARI 64 66 24 20/30

MINISTERO AERONAUTICA ROMA

15/8 RIS CRE 22/30 23 AGOSTO 1945 VELIVOLO NAZIONALITA' IMPRECISATA AT CIRCA SEI KM. DALLA COSTA DIREZIONE SCALO FERROVIARIO AMENDOLARA (COSENZA) FU NOTATO PRECIPITARE IN MARE INARISSANTOSI PUNTO SUCCESSIVAMENTE NOTATE SEGNALAZIONI LUCE INTERMITTENTI PER CIRCA 10 MINUTI PUNTO ORGANIZZATO PRIMO SOCCORSO CON MOTO PESCHERECCIO IN TRENTSAOUE RICERCHE NAUFRAGHI INFRUOTTUOSE PUNTO IGNORASI ROTTA E CONTRASSEGNI VELIVOLO PUNTO COMD CARB CASTROVILLARI TENENTE LA ROSA =

.=.=.=

0 4 9 2

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

547

From : Air Forces Sub Commission, Rome
To : H.Q. R.A.F. MED/MX C.M.F. (A.L.S.)
Date : 22nd August 1945
Ref : A750/754/P1

COL. FIL. MARIO APAMU

Several enquiries have been received from the Italian Air Ministry during the past few months regarding the fate of the above-named Officer of the I.A.F.

2. These have not been forwarded, owing to insufficient details being given, but now these have been supplied and a copy of them is attached.

3. It would be appreciated if any news could be traced of this Officer.

F.L. BRADSHAW, S/Ldr,
Air Vice-Marshal,
Air Officer Commanding.

6831

534
(t)

FROM : [illegible] AIR MINISTRY, WHITEHALL, S.W.1.

TO : AIR OFFICER i/c ADMINISTRATION ... [illegible].

DATE : 20th . . 45.

REF. : A.654/651 Gen1.

628 28

754/P.1.

GEN. [illegible] Maria ARAUJO.

28A

Ref. your A.830/75/P.1, dated 15th June 1945.

Further to enquiries made by this Office, arising out of the loss of the above mentioned officer, we have been able to collect the following information :

(a) [illegible] 79 of the 8th Base Bomber Group, piloted by Gen1. Araujo Maria, took off at 1400 hrs on the 17th December 1944 from [illegible] airport (North Africa), on a bombing mission in the area of Sidi Omar and Bona Aerodrome.

(b) Shortly before reaching the target, Gen1. Araujo's aircraft (formation leader), as well as the other 5 aircraft of the same wing, which took off also in the same mission, were attacked by about 20 Hurricanes.

(c) None of the 6 A/C did not return to base, including Gen1. Araujo's.

(d) The three aircraft shooting were seen going down in flames.

(e) Other names of officers concerned in the same action are :

- Lt. Col. [illegible] MARTINGHAM,
- Captain [illegible] MICHELI,
- 2nd Lieut. [illegible] MARCELLA,
- 2nd Lieut. [illegible] SCHAFFER.

together with 2 N.C.O's and 5 men in the crews.

6930

I would be very grateful to have all [illegible] in the light of this fresh information, make further enquiries so as to have news of the above mentioned senior officer.

(s) [illegible]
Col. Air Ja Bonn.

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

FROM : ITALIAN AIR MINISTRY. MINISTER's CABINET.

T O : AIR FORCES SUB COMMISSION? A.C. ROME.

DATE ; 20 . 8 . 45.

REF. : 24632/4651 Coll.

COL. PIL. Mario ARAMU.

Ref. your AFSC/754/P 1, dated 19th June 1945.

Further to enquiries made by this Office, regarding the loss of the above mentioned officer, we have been able to collect the following information :

(a) The SM. 79 of the 9th Land Bomber Group, piloted by Col. ARAMU Mario, took off at 1440 hrs on the 17th December 1940 from Benina airport (North Africa), on a bombing mission in the area of Sidi Omar and Sabr Abu Fayres.

(b) Shortly before reaching the target, Col. Aramu's aircraft (formation leader), as well as the other 5 aircraft of the same wing, which took off with him on the same mission, were attacked by about 20 Hurricanes.

(c) Three of the SM. 79s did not return to base, including Col; Aramu's.

(d) The three aircraft missing were seen going down in flames.

(e) Other names of missing personnel in the same action are :

- Lt. Col. Pil. GRANDYAQUET,
- Captain Pil. GIROLAMI,
- 2nd Lieut. TONATELLA,
- 2nd Lieut. SCIAVERTINI.

together with 2 N.C.O's and 9 men in the ranks.

We would be very grateful to your Sub Commission if you could, in the light of this fresh information, make further enquiries so as to have news of the above mentioned senior officer.

(s) CHIEF OF CABINET.
Col. Mario Porru.

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

Pag. 1(2)

5310

Roma, 20 AGO. 1945 - XXIII Anno

Ministero dell'Aeronautica
GABINETTO DEL MINISTRO
Segreteria

Divisione
Sez.
Fasc. N° 24632 Allegati 4651 Coll

Alla SOTTOCOMMISSIONE ALLEATA
PER L'AERONAUTICA - A.C. -
(tramite Ufficio Collegamento)
R O M A

Risposta al Foglio del
Div. Sez. N°

OGGETTO Colonnello Pilota Mario ARAMU.-

Si fa riferimento al foglio AFHQ/754/T1 del 13 giugno 1945.
Da ulteriori indagini è stato possibile raccogliere in merito alla dispersione dell'ufficiale in oggetto i seguenti altri elementi:

a) l'apparecchio S.79 del 9° Stormo Bombardamento Terrestre in cui trovavasi il Colonnello pilota ARAMU Mario partì alle ore 14,40' del giorno 17 dicembre 1940 dall'Aeroporto di Tenina (Africa Settentrionale) per effettuare azione di bombardamento in zona Sidi Omar e Cabr Abu Fayres;

b) poco prima di raggiungere l'obiettivo tanto l'apparecchio del Colonnello ARAMU (capo formazione) come gli altri 5 apparecchi dello stesso Stormo, partiti con lui per effettuare l'azione collettivamente, furono attaccati da circa 20 caccia del tipo Hurricane;

c) in tale azione tre dei detti S.79 non rientrarono alla base, fra cui quello del Colonnello Aramu;

d) tutti e tre gli apparecchi mancanti furono visti precipitare in fiamme;

e) altri nomi di dispersi in detta azione sono:
- Ten.Col.Pilota GRANDVAL
- Capitano " GIROLAMI
- S.Tenente TONARELLI
- S.Tenente SCIAVENATI
oltre a n.2 sottufficiali e 9 specialisti di truppa.

Si sarà vivamente grati a codesta AFHQ, con le segnalazioni di tali nuovi elementi vorrà proseguire gli accertamenti onde avere notizie della sorte dell'ufficiale superiore in argomento.-

6928

l'ordine

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

Segreteria

(Tramite Ufficio Collegamento)

ROMA

Partenza Sez. 4651bis

Sez. N. 24632 /Allegati

Risposta al Foglio del

Div. Sez. N.

OGGETTO Colonnello Pilota Mario ARAMU.-

Si fa riferimento al foglio 1/22/Ris/Pz del 10 giugno 1941.

Da ulteriori indagini è stato possibile raccogliere in merito alla dispersione dell'ufficiale in oggetto i seguenti altri elementi:

a) l'apparecchio S.79 del 9° Stormo Bombardamento Terrestre in cui trovavasi il Colonnello pilota ARAMU Mario partì alle ore 14,40' del giorno 17 dicembre 1940 dall'Aeroporto di Benina (Africa Settentrionale) per effettuare azione di bombardamento in zona Gidi Omar e Sabr Abu Fayres;

b) poco prima di raggiungere l'obiettivo tutto l'apparecchio del Colonnello ARAMU (capo formazione) come gli altri 5 apparecchi dello stesso Stormo, partiti con lui per effettuare l'azione collettivamente, furono attaccati da circa 20 caccia del tipo Hurricane;

c) in tale azione tre dei detti S.79 non rientrarono alla base, fra cui quello del Colonnello Aramu;

d) tutti e tre gli apparecchi mancanti furono visti precipitare in fiamme;

e) altri nomi di dispersi in detta azione sono:
- Ten.Col.Pilota GRANDVAL Jean
- Capitano " GIROLAMI
- S.Tenente TOMATELLA
- S.Tenente SCIAVICCHI

oltre a n.2 sottufficiali e 9 specialisti di truppa.

Si sarà vivamente grati a codesta Aeron. se con la scorta di tali nuovi elementi vorrà proseguire gli accertamenti onde avere notizie della sorte dell'ufficiale superiore in argomento.-

6928

d'ordine
IL CAPO DI GABINETTO

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

0497

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

52A

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

TO : ITALIAN AIR MINISTRY.

DATE: 10th August, 1945.

REF : AFSC/754/P1.

MAJOR PILOT MARIOTTI LUIGI.

744A

With further reference to this Headquarters letter AFSC/754/P1 dated 31st July, 1945, I attach a copy of a letter from RAF/MEDME which gives the latest available information from the British Embassy, Belgrade.

2. There are difficulties experienced in obtaining any news, but enquiries will be continued to determine the fate of Major Mariotti.

L. E. JARMAN, G/Capt.
SENIOR STAFF OFFICER.

6827

0498

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

51A

From:- Allied Liaison Section, Headquarters, R.A.F. MEDME.

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

Date:- 7th. August. 1945.

Ref:- MEDLE/4210/ALS.

MAJOR MARIOTTI LUIGI - I. A.F.

47A

Further to this Headquarters signal U565, dated 3rd August 1945. A reply has been received from the British Embassy Belgrade, to the effect that, so far no information is available regarding the present whereabouts of Major MARIOTTI, and that it is doubtful if any information will be forthcoming from the Jugoslav General Staff.

2. The British Embassy adds that at the present time, considerable difficulty is being experienced as regards a visit to the area where the Major was shot down.

3. This Headquarters has requested the British Embassy to make every effort to continue investigation.

for

(C. CONROY.)
Squadron Leader,
Air Vice-Marshal.
Chief of Staff/RAF/MEDME.

FG16 8/8/45

754/P1

6826

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

OUTGOING SIGNAL.

FROM: A.F.SUB COMM(ROME)

TO : H . RAF LEDDAE (R) MEDME (REAR) (R) A.F.SUB COMM(NAILES)

CONFIDENTIAL (.) A 555 TOO. 0716 GB AUGUST

"F.A."

A. BALTIMORE V - F.A. 462, TWO WRIGHT CYCLONE ENGINES R2600-13 PORT NO.42-119660

S/BOARD NO. 43 - 119370 (.)

B. I.A.F. SCHOOL (.)

C. ENGINE(S) AIRFIELD ON THE 4TH AUGUST (.)

D. NO CASUALTIES (.)

E. URGENT TECHNICAL ASSISTANT (.)

F. CRASH CAUSED BY PORT TYRE BURSTING ON TAKE OFF (.) CANCCONT S.1. (.)

H. AIRFRAME CAT 2. (.)
ENGINES CAT 2.

K. NIHOT (.)

6826

PRIORITY - ROUTINE.

AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

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

494

From:- Allied Liaison Section. Headquarters. RAF/MEDME.

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

Date:- 3rd August. 1945.

Ref:- MEDME/4210/ALS.

MAJOR MARIOTTI LUIGI. - I.A.F.

HSA

With reference to your AFSC/754/P1 dated 31st July 1945.

2. No information has yet been received from Air Attache; Belgrade, to this Headquarters letter of even reference dated 4th July 1945.

3. Hastening action has been taken, and you will be informed of any reply received.

for

(F. W. E. WARD.)
Squadron Leader,
Air Vice-Marshal.
Chief of Staff/RAF/MEDME.

F815 5/8/45 8224

754/P1

0501

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

484

TELEPHONE MESSAGE_ IN.
666

1620HRS 4/AUGUST 1945.

CRASH OF BALTIMORE A/C F.A. 462.

(A) F.A. 462.II TWO RIHHT CYCLONE ENGINES. PORT No 42-149660
STARBOARD No 43-II9370.

(B) I.A.F. SCHOOL.

(C) FROSINONE AIRFIELD.
(D) NO CASUALTIES.
(E)UNHURT. TENETTE PARIEIANI.

(C) CRASH CAUSED BY PORT TYRE BURSTING ON TAKE OFF.
CATEGORY E.I. (COMPLETE WRITE OFF).

Sender Sgt Swithin
Recd AM cL Whyte.

Crash report sent. 4/8

Posted 7/8

6823

0502

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

TELEPHONE MESSAGE IN.
566

TGEORE 4/AUGUST 1945.

CRASH OF BALTIMORE a/C F.A. 462.

(A) F.A. 462.II TWO RIGHT CYCLONE ENGINES. PORT No 42-149660
STARBOARD No 43-119370.
(B) I.A.F. SCHOOL.
(C) PROSPECT AIRFIELD.
(D) NO CASUALTIES.
(E) UNHURT. TENENTE PARIGIANI.
(C) CRASH CAUSED BY PORT TYRE BURSTING ON TAKE OFF.
CATEGORY E.I. (COMPLETE WRITE OFF).

Sender Sgt Swithin
Recd AM CL Whyte.

0503

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

Air Attaché N 22/04 117A

826 LRMB V MMDC NR 1 .ROUTINE
QW 2
031230B
TO AIR ATTACHE. BELGRADE. (REPEAT) AIR FORCES SUB. COMMISSION) ROME)
FROM HEADQUARTERS ~~MEDME~~ MEDME.
GR -- PI
U565 UNCLASSIFIED ROUTINE
1. SUBJECT IS MAJOR MARRIOTTI ITALIAN AIR FORCE(.)
2. REQUEST INFORMATION ON PRESENT ~~POSN~~ POSITION AS TO ~~WHEREA~~
WHEREABOUTS(.)
LETTER MAAF/4210/ALS DATED 4TH JULY 1945. REFERS(.)
DT 031230B
SENT AM 1 RMM AR WK

R-0123B--"JOE"--"AR"TKJ

B156 4/8/45

754/PI.

6822

0504

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

Air forces

N 120/04

LCMM V

2ØØ2 LCMM V MMD2 NR 1 ROUTINE /UNCLASSIFIED

TO-- RVR 2

FROM--- MR MEDME ---Ø312ØØD

TO-- AIR ATTACHE.BELGRADE . (REPEAT) AIR FORCES

SUP - COMMISSION) (ROME)

GR ---- DT REF U.565. UNCLASSIFIED- ROUTINE

1. XXX SUBJECT IS MAJOR MXX MADRIOTTI ITALIAN AIR FORCE.(.)

2. REQUEST XXXXX INFORMATION OR XXXXXXX PRESENT POSITION AS TO WHEREABOUTS(.) LETTER MAAF/XXXX 4210/ ALS DATED 4TH. JL//JULY 1947

FX///REVERS (.)

DT ---Ø312ØØE

SENT ''' ARMY'' AR AR

RCD 1235 DCM

2nd Copy

Bisb

S&A/PI.

108241

0505

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

HAIR S/C HA

0361

LECH V FCXH MP 1

I ACOM 90 OP OP OP

QNL

N 111/01

FROM MATS FIELD REP-UYCC 0111222

TO HQ MATS ATTN TRAFFIC SECTION WDAC

MATS FIELD REP LECH

MATS FLD REP AND HQ ALLIED COMMISSION ATTN LT COL EGGSTAFF MBSK

QNM AT 60 HT

RESTRICTED ITALIAN AIRCRAFT NUMBER ONE ZERO TWO SLASH QNL ON SPECIAL

MISSION NUMBER SEVEN NINE PILOT CAPT GRAZIANI HAD LANDING ACCIDENT

AT ROCCA DI PAPA AT ONE ONE ONE FIVE HOURS ON ONE AUGUST CMA

LEFT GEAR COLLAPSED ON LANDING CAUSING GROUND LOOP CMA DAMAGE TO LEFT

WING TIP LEFT GEAR AND LEFT PROPELLER CMA SEVEN PASSENGERS ABOARD NO

INJURIES

DT 0111522

AR

Rec'd 2/8

B119 2/8/45

754/PI 6820

SENT AR 1 1A212 CH AR MK

TO AT 1 FTG AT 1A212 AR TUC

0/1730B

0506

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

458

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

TO : M.A.A.F., A.I.S.

DATE: 31st July, 1945.

REF : AFSC/754/P1.

MAJOR MARIOTTI LUIGI. - I.A.F.

With reference to our letter AFSC/754/P1 dated 30th June, 1945, the I.A.F. are again making urgent enquiries and it is requested that any information from Belgrade on the fate of Major Mariotti be communicated to this Headquarters without delay.

L. E. JAMESON, C/CAPT.
SENIOR STAFF OFFICER.

6819

0507

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

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

TO : ITALIAN AIR MINISTRY.

DATE: 31st July, 1945.

REF : AFSC/754/P1.

MAJOR PILOT MARIOTTI LUIGI.

With reference to your letter 22547/4226/Col dated 28th July, 1945, I attach a copy of a letter forwarded to you from this Sub Commission on 30th June, 1945, and another from M.A.A.F. to the Air Attache, Belgrade.

2. As you can see we have taken action on the question of the possibility of Major Mariotti still being alive, and regret that the original letters forwarded do not seem to have been received by you.

I am again writing to M.A.A.F. asking for any further news from Belgrade.

L.E. JAIGHAN, G/CAPT.
SENIOR STAFF OFFICER.

6818

0509

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

43 A
(I)

From : Italian Air Ministry

To : Air Forces Sub Commission, Rome

Date : 28th July 1945

Ref : 22547/4226/Coll

MAJ. PIL. MARIOTTI LUIGI

36 A

We ask your Sub Commission to give a kind reply to our letter 18937 dated 25th ~~July~~ June 1945.

2. We inform your Sub Commission that, owing to the heroic behaviour of the said Officer, any action taken and enquiries made in order to ascertain the truth of the relation that his wife referred, will be worth while due to the high moral repercussions it will cause.

E 581 20/7/45

by order,
The Chief of Cabinet.

754/P1.

translated by J. Bevacqua.

6817

0509

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

43A

MINISTERO AERONAUTICA
GABINETTO DEL MINISTRO

Segreteria

Prot. N. 22547 / 4126 Ris.

Roma, 28 LUG. 1945

ALLA SOTTOCOMMISSIONE AERONAUTICA - A. C.
(tramite Uff.Collegamento)

OGGETTO: Maggiore Pilota MARIOTTI Luigi.

Si prega codesta Sottocommissione di voler dare cortese riscontro al foglio n.18937 in data 25 giugno c.a.-

2. Si segnala a codesta Sottocommissione che, dati i precedenti e l'eroico comportamento dell'Ufficiale in oggetto, le relative ricerche e qualunque azione svolta al fine di accertare la veridicità del racconto di cui la moglie é stata **latrice**, risulterebbero motivati dai migliori valori morali.

d'ordine

IL CAPO DI GABINETTO

6816

0510

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

424

OUTGOING SIGNAL.

FROM: A.F.SUB COMM(ROME)

TO : M.A.A.F. CASERTA (R) M.A.A.F. ALGIERS.

CONFIDENTIAL(.) A 506 TOO. ~~301502~~ 310900B. JULY

"F.A."

A. BALTIMORE V FA 507 360.11 HRS
PORT - WRIGHT CYCLONE R 2600-13 64673 42-46940
II STBD - WRIGHT CYCLONE R 2600-13 133647 43-39886
B. ITALIAN AIR FORCE SCHOOL.
C. FROSINONE AIRFIELD 0945 hrs.
D. NO CASUALTIES.
E. UNHURT STEN BELMORE, PAOLO.
G. CRASH LANDING CAUSED BY PORT TYRE BURSTING ON LANDING(.) PILOT ATTEMPTED TO CONTROL AIRCRAFT SWING WHEN THE STARBOARD TYRE BURST(.) THE PORT WING FOULED THE GROUND (AND THE AIRCRAFT TURNED COMPLETELY OVER ONTO ITS BACK(.)
H. ENGINES - PORT CAT 2
STBD. CAT 2
AIRFRAME - CAT E.1.
K. NIL(.)

PRIORITY - ~~ROUTINE~~

J.W.TURNER, F/LT.
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

6815

4 I A
(E)

COPY OF SIGNALS.

LEGIONE TERRITORIALE DEI CARABINIERI REALI DI NAPOLI
TENENZA DI TORRE DEL GRECO.
ITALIAN ROYAL CARABINIERI NAPLES
TORRE DEL GRECO SECTION.

Ref. No.25/28=2 div.III^. 12th. July 1945.

Subject. CRASH OF AMERICAN A/C AT RESINA.

At 01.40 12th inst., twin-engine American A/C crashed on west side of "Mount Vesuvius" and caught fire.

Resina Italian Police (Naples) informed, by phone the British Police at Royal Palace, Portici, and together went to place of disaster for necessary investigation.

A/C type not possible to ascertain due to lack of technical knowledge, found ablaze and in pieces due to impact of crash. No trace of crew, who are believed to have been burnt. British Police informed Allied Commands concerned.

Wrecked A/C guarded by Resina Italian Police.

(SGD) COSTANTINO ANELLA. P/O.
OFFICER COMMANDING.

---

idem.

Ref. No.25/28=3. 13th. July 1945.

With reference to our signal 25/28=2 dated 12th inst.

Late in the afternoon 12th inst. about 500 metres from place of crash, Vesuvius Italian Guards (Naples) found unidentified corpse which was taken to Naples by British Military Personnel.

(SGD) COSTANTINO ANELLA P/O.
OFFICER COMMANDING.

Ref. No.25/28=4 div.III^. 14th Jul 1945.

With reference to our signal 25/28/3 dated 13th July 1945.

On the afternoon 13th inst. British Red Cross extracted 6 completely burned bodies from under debris of A/C and took them to Naples.

6814

(SGD) COSTANTINO ANELLA P/O.
OFFICER COMMANDING.

Ministero dell'Aeronautica
Gabinetto del Ministro.
Segreteria.

For Information
to A.F.S.C. A.C. ROME
& Stato Maggiore R.A.

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

Police at Royal Palace, Portici, and together went to place of disaster for necessary investigation.

A/C type not possible to ascertain due to lack of technical knowledge, found ablaze and in pieces due to impact of crash. No trace of crew, who are believed to have been burnt. British Police informed Allied Commands concerned.

Wrecked A/C guarded by Resina Italian Police.

(SGD) COSTANTINO ANELLA. P/O.
OFFICER COMMANDING.

Idem.

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OFFICER COMMANDING.

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6914

(SGD) COSTANTINO ANELLA P/C.
OFFICER COMMANDING.

Ministero dell'Aeronautica
Gabinetto del Ministro.
Segreteria.

For Information
to A.F.S.C. A.C. ROME
& Stato Maggiore R.A.

Ref. No. 21628/4151 Coll.

(SGD) ??????????????
d'ordine
Il Capo Di Gabinetto.

(T. by Sgt. Cremona. 25/7)

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

COPIA 417

LEGIONE TERRITORIALE DEI CARABINIERI REALI DI NAPOLI
TENENZA DI TORRE DEL GRECO

N. 25/28=2 di prot. div.III^ li 12 luglio 1945

OGGETTO: Disastro aviatorio avvenuto in Resina.-Segnalazione.=

INDIRIZZI

Ore 1,48 notte 11-12 corrente aereo americano bimotore precipitava falde versante occidentale "Monte Vesuvio" et infiammavasi suolo.
Arma Resina (Napoli) telefonicamente informava subito polizia inglese Palazzo Reale Portici et insieme recavasi posto per necessarie constatazioni.
Apparecchio suddetto, tipo non potuto accertare per incompetenza tecnica veniva trovato preda fiamme et frazionato varie parti per dissolvimento seguito violento urto durante caduta. Nessuna traccia piloti che presumonsi letteralmente carbonizzati. Polizia suddetta provveduto segnalazioni competenti comandi alleati.
Resti apparecchio piantonati Arma attesa organi competenti ulteriori constatazioni.

IL S.TENENTE COMANDANTE
F/to: Costantino Anella

---

idem

N.25/28=3 di prot. li 13 luglio 1945

A seguito segnalazione n.25/28-2 del 12 corrente.
Tardo pomeriggio 12 corrente circa cinquecento metri distanza dal luogo dove precipitò apparecchio americano bimotore Arma Osservatorio Vesuviano (Napoli) rinveniva cadavere non identificato che subito veniva regolarmente rimosso et trasportato Napoli da militari inglesi.

IL S.TENENTE COMANDANTE
F/to: Costantino Anella

---

idem

n. 25/28=4 di prot.div.III^ li 14 luglio 1945

Fa seguito segnalazione n.25/28=3 del 13 corrente.
Pomeriggio 13 corrente Croce Rossa Inglese rinveniva sotto rottami aereo americano bimotore precipitato falde "Vesuvio" n. 6 cadaveri carbonizzati che venivano trasportati subito Napoli punto

IL S.TENENTE COMANDANTE
F/to: Costantino Anella

=.=.=.

statazioni.

Apparecchio suddetto, tipo non potuto accertare per incompetenza tecnica veniva trovato preda fiamme et frazionato varie parti per dissolvimento seguito violento urto durante caduta. Nessuna traccia piloti che presumonsi letteralmente carbonizzati. Polizia suddetta provveduto segnalazioni competenti comandi alleati.

Resti apparecchio piantonati Arma attesa organi competenti ulteriori constatazioni.

IL S.TENENTE COMANDANTE
F/to: Costantino Anella

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idem

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IL S.TENENTE COMANDANTE
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IL S.TENENTE COMANDANTE
F/to: Costantino Anella

=.=

mc

MINISTERO DELL'AERONAUTICA
Gabinetto del Ministro
Segreteria

Roma,li 24 LUG 1945

Alla SOTTOCOMMISSIONE AERONAUTICA - A.C.
(Tramite Uff.Collegamento) - ROMA

Allo STATO MAGGIORE R.AERONAUTICA = SEDE

Prot. N° 21628/4151 Rgt.

..... per conoscenza.=

d'ordine
IL CAPO DI GABINETTO

Declassified E.O. 12356 Section 3.3/NND No. 786017

0515

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

A.R.S.
N108/22 404
F-814

LRKH V LGJP NR89/22 IMMEDIATE

(I -

FROM: AIR FORCES SUB COMMISSION LECCE RAF NY 221300B

TO: HQ AIR FORCES SUB COMMISSION ROME RAF

GR--- BT

CONFIDENTIAL ENG/1 MESSAGE F.A.

A. P38 MARK G NUMBER A43820- ENGINE H - ALLISON A-3605135

B. 12CT 30DN IAF

C. AT LECCE AF 07:0

D. SGT PILOT SOMERS S. EVALIAN NO CASUALTY

E. LECCE

G. SUPERCHARGER FAILURE

H. PORT WING AND FUSELAGE BADLY DAMAGED AIR FRAME CAT P.C.

ENGINE CAT S.

K. RESPOS

L. NIL

M. NIL

N. NIL

GT 221300B

SECT HQC AR "K"

IAS

B.36
KRD 15/1
25/2/51

6812

Aug 26/7

221930B

LRCD 25/1736 B AAA AR

To: CTO AIR FORCES SUB COMMISSION. 39A

FROM - No. I. STORMO BALTIMORE.

DATE. JULY 12th 1945.

BALTIMORE AIRCRAFT FA 619.
ENGINES WRIGHT CYCHONE 2600-13

Sir,

The above mentioned aircraft was proceeding from Bitonto to the aerodrome of della Motte with 281 flight of 132 squadron on May 28th. The pilot being Ten Amanato, whilst in the circuit of this aerodrome he selected the landing gear to the "down" position & it failed to function. The emergency system was applied but due to a severed main feed line it was not possible to get the landing gear in the fully locked "down" position.

From authority received from the flying control of the airfield, the pilot crash landed at Lentocelli aerodrome.

Airframe total flying hours 380.25

Engine nos. Port 195408 | 43 119165.
Stard 141491 | 43 25242.

The aircraft was classified as beyond economical repair & has been stripped of all the serviceable items which are being 6811 by this unit, to service the other 8 Baltimore IV's held on charge at present.

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

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Airframe total flying hours 380.25

Engine nos. Port 195408 | 43 119165.

Stab 141791 | 43 25242.

The aircraft was classified as beyond economical repair & has been stripped of all the serviceable items which are being fitted by this unit, to service the other 8 Baltimore IV's held on charge at present.

L. Wade. Sgt.
A.F.S.C.
Littorio.

E278 24/7/44

667/EQ

26/7

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

0518

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

38A

From:- Allied Liaison Section, Headquarters M.A.A.F., C.M.F.

To :- Air Attache, BELGRADE
(copies to :- Air Forces Sub-Commission, Rome
Headquarters Balkan Air Force)

Date:- 4th July, 1945.

Ref :- MAAF/4210/ALS.

MAJOR MARRIOTTI, Italian Air Force

The enclosed correspondence has been received from the Air Forces Sub-Commission, relating to the possibilities of the above-named officer being alive, after being reported missing from operations on December 27th, 1944.

2. Major Marriotti was shot down approximately 5 kilometres EAST of MOJKOVAC Jugoslavia (8 miles North of MOJKOVAC in Montenegro) in fighting the common enemy in Yugoslavia.

3. This Italian was one of the best officers working under Balkan Air Force and at the personal request of the A.O.C., Balkan Air Force, as well as this Headquarters, it is considered that everything possible must be done to ascertain his whereabouts, ensure the best possible treatment and earliest evacuation if he is alive.

4. It would be appreciated if you will initiate a thorough investigation throughout the area.

D.754
Mar. 17
754/P.1.

(H. McLaren Reid)
Group Captain,
for Air Vice-Marshal,
Chief of Staff/RAF, MedMF.

6810

0519

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

Air Forces S/C
N85/03
E/7895
37A

LINK V LCJF NR 32/03 ROUTING T- AFSC ROME

FROM HQ BALKAN AIR FORCE

TO HQ MAAF (R) AFSC ROME

GSN/SZ 3 JULY CONFIDENTIAL

FAO ATTENTION GROUP CAPTAIN MCLAREN - REID FROM A C C .

1. ON 27 DECEMBER 1944 J// MAJOR MARRICOTTI I.A.F.
WAS SHOT DOWN IN A P38 APPROXIMATELY FIVE KILOS EAST OF MOJKOVAC
YUGOSLAVIA BELIEVED TO HAVE BEEN KILLED .

2. YESTERDAY COLONEL FAMALO WHO WAS C.C. ITALIAN FIGHTER STORMO
AT THE TIME REPORTED THAT RECENTLY AN ITALIAN SOLDIER WHO HAD
WALKED OUT OF YUGOSLAVIA SAID THAT WHILE PASSING NEAR
MOJKOVAC LOCAL PEASANTS ASKED HIM TO IDENTIFY AN ITALIAN OFFICER .
THE OFFICER WAS VERY SICK AND DELIRIOUS BUT REPEATEDLY MENTIONED
THE NAME OF LILLINA IN A STRONG PIEDMONTESE ACCENT .
LILLINA WAS THE NAME OF MARCHIOTTIS WIFE AND HE WAS A PIEDMONTESE .
THE PEASANTS SPOKE OF HIM AS AN ITALIAN AIR FORCE COMMANDER
WHO HAD BEEN SHOT DOWN .

3. MOJKOVAC IS EIGHT MILES NORTH OF NIKSICH IN MONTENEGRO .

4. MARRICOTTI WAS A VERY GOOD TYPE MOJKOVAC WORKING UNDER BALKAN
AIR FORCE WHEN SHOT DOWN AND I CONSIDER WE MUST DO EVERYTHING
POSSIBLE TO SUCCOUR HIM .

5. SUGGEST THEREFORE THAT YOU IMMEDIATELY
PASS ALL INFORMATION TO A.A. DELGRADE WITH INSTRUCTIONS
TO MAKE FULL ENQUIRIES AND ENSURE BEST TREATMENT AND EARLIEST
POSSIBLE EVACUATION IF HE IS STILL ALIVE .

ET TOO 031130Z

SENT S V HAMMOND AR
R AT 1400 HAD AR TWO

A/7/45
A890
754/P1

0520

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

36A
(T)

TRANSLATION

From : Italian Air Ministry
To : AFSC (through Liaison Office)
Date : 25th June 1945
Ref. : 18937/3597 Coll.

MAJOR PILOT MARIOTTI LUIGI

According to a statement made by Mrs Mariotti, wife of Major Pilot Mariotti Luigi, a soldier of the Alpine troops returning from the Balkans, saw during the month of February 1945, an Italian Officer sheltered in a hut on a mountain in the area were this Pilot Officer was shot down during a straffing mission by German anti-aircraft fire.

2. According to the information given by the soldier, the Officer was not in conditions to move or speak. The only word he repeatedly mentioned was his wife's name. The local peasants confirmed the date and the locality where Major Mariotti aircraft was shot down, adding that the accident occurred before the "New Year festivities".

3. Major Pilot Mariotti Luigi was the Commanding Officer of the 4th Fighter Stormo and in this capacity he superbly collaborated with the I.A.F. activities in the Balkans, and was shot down on the 27th of December 1944 during a straffing mission on German vehicles on the road which links Kisiliche with Mojkovac, approx. 10 miles from Kisiliche. According to a statement made by a Pilot flying in the same formation, of which Mariotti was the formation leader, the a/c is supposed to have crash-landed leaving a trail of smoke, 5 kilometersNorth West of the road in question.

4. We shall be very grateful if you will kindly allow an officer of the I.A.F. to proceed to that zone in order to make the necessary enquiries.

6908

CHIEF OF CABINET

translated by Sgt.Cumbo

DS96 39/45
754/P1

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

ED A

MINISTERO AERONAUTICA
GABINETTO DEL MINISTRO

Segreteria

Prot. N. 18937/3592 Ball.

Roma, 25 [illegible] 1945

ALLA SOTTOCOMMISSIONE AERONAUTICA
A. C.
(tramite Ufficio Collegamento)
R O M A

OGGETTO: Maggiore Pilota MARIOTTI Luigi

Secondo dichiarazione della Signora MARIOTTI, moglie del Maggiore Pilota MARIOTTI Luigi, un Alpino reduce dalla Balcania ha visto, nel mese di febbraio u.s., un ufficiale italiano ricoverato in un casolare di montagna nella zona in cui cadde il suddetto Ufficiale pilota, abbattuto dal tiro contraereo tedesco durante un'azione di mitragliamento.

2. Secondo tale segnalazione, l'ufficiale era in condizioni di non potersi muovere, nè di poter parlare: l'unica parola che pronunciasse insistentemente era il nome della moglie. I contadini del luogo confermano la data e la località della caduta dello aeroplano del Maggiore Mariotti, dicendo che l'incidente è avvenuto pochi giorni prima delle feste di capo d'anno.

3. Il Maggiore Pilota MARIOTTI Luigi era comandante del 4° Stormo Caccia ed in tale qualità collaborò in modo veramente superbo all'attività della R.Aeronau-

6907

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

tica nella Balcania, venendo abbattuto in data 27 dicembre 1944 durante un'azione di mitragliamento contro automezzi tedeschi sulla strada che unisce Kisiliche con Mojkovac, a circa 10 chilometri da Kisiliche. Secondo dichiarazione di un gregario della stessa formazione di cui l'ufficiale era capo, l'apparecchio avrebbe toccato terra, lasciando una densa scia di fumo, a circa 5 km. a nord-ovest della detta strada.

4.- Si prega vivamente codesta Sottocommissione di voler consentire che un'ufficiale R.A. si rechi nella zona in questione per effettuare le necessarie ricerche.

d'ordine
IL CAPO DI GABINETTO

0523

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

3-A

FROM : AIR FORCES SUB COMMISSION A.C. ROME

TO : HQ. M.A.A.F. ALS

DATE : 30th JUNE 1945

REF. : AFSC/754/P.1

MAJOR MARIOTTI - I.A.F.

The above named Officer Commanding No.24 Italian (P.39) Fighter Squadron, was reported missing from operation on Dec. 27th 1944.

2. The attached letters one from F/O Rovira, Liaison Officer with the Fighter Wing, one from Signora Mariotti and a narrative of the operation on 27th Dec. give a picture of the events, that have lead to a request, from the wife, for an investigation into the fate of her husband.

3. It is thought that your Section is the correct one to deal with this enquiry and it is requested that we are notified of the action taken in order that Signora Mariotti may be relieved of as much anxiety as possible.

L.E.JARMAN G/CPT
AIR VICE MARSHAL
AIR OFFICER COMMANDING.

Copy to : ITALIAN AIR MINISTRY

From : F/O J.J.Rovira A.F.S.C. Canne L/G
To : Officer Commanding (M.C. Unit) A.F.S.C. Rome
Date : June 25th. 1945
Subject : MAJOR MARIOTTI (I.A.F.)

34A

D541 29/6/45
754 PI

Sir,

With reference to our telephonic conversation of this morning herewith all the relevant data concerning the above missing Italian Fighter Pilot.

I have seen Mrs Mariotti here in Bari, and although we are presented with a 1000 to 1 chance, it must be admitted that there is a possibility of this Officer being alive.

Colonel Fanali and I have both gone into the attached statement made by Mrs. Mariotti and we come to the conclusion that the details given by this Italian soldier are very strong indeed.
Here are some of the outstanding points.

(1) Ferrero's (the returning Alpine soldier) knowledge of the area.
(2) The party of 5 soldiers splitting up into 2 parties at the X roads at Kisilici.
Ferrero eventually had to go all the way back to Kisilici by way of Kolasin - Matesvo and Andrijevica.
(3) The peasants' invitation to visit a sick Italian "Komandir aviascka Italiana" who had crashed a few days prior to New year's day.
(4) The sick man's burbling of the name Lilina repeatedly whilst in a coma.
This was Major Mariotti's pet name for his wife.
(5) Last but not least is the fact that the sick man spoke in a Piedmonte dialect - which could obviously be easily detected by a fellow Piedmontese.

Major Mariotti's prowess as a fighter pilot and an officer is well known to anyone attached to the Italian Air Force, and Roma Italian Air Ministry are being requested to contact you - hence my phone call to you this morning. 6665

I have already told them that the possibility of being able to send an Italian pilot who knows the area is very slim indeed, but I have been out of touch with the outside world lately so would ratehr leave that side of the matter to you.

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

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If you require any further information, I will be only too pleased to help.

I am, Sir;

Your obedient servant,

J.J.ROVIRA. F/O

Enclosures:
Sheet No; 120 J/G 100.000
statement by Mrs.Mariotti

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

MAJOR MARIOTTI L.

Hereunder a little narrative relative to his last Operation.

On December 27th.1944 Major Mariotti led a formation of 4 P.39's on an offensive patrol from Matisvo - Kolasin - Mojkovac - Kisilici to Bijevo Polje and return.
I am attaching sheet No. 129 of Jugoslavia,- and would ask you to take my word for it that my pencilled line is indeed a road.
We had previously been puzzled by the many sightings of Hun M/T all travelling North from Kolasin to .....where ?
As this was ~~xxx~~ against all accepted Hun psychology, especially as he needed every bit of transport for his quick retreat to the North, we intensified our recces in that area and were eventually rewarded by the fact that this map is wrong and that a fairly good and serviceable military road really does exist from Kolasin to Kisilici.
Hence the reason for this operation,- during which many M/T were sighted and attacked. The flak was very intense and accurate and Mariotti's a/c was hit and seen to smoke (white at first which then became black). All the other a/c were rather busy with the flak at this moment, but all saw Mariotti's a/C fly into the sun gaining height all the time - as if he was going to bale out.
At no time was a parachute seen to open and when the other a/c had the opportunity of scouting around , they saw what appeared to be the smoking remains of an a/c crash.
This was easily discernible in the snow and was subsequently confirmed by other sections over that area on the following 2 days.
The pin-point of the crash has been established as being at 678205.
The time would be between 10.30 and 10.50 hours on the 27th.December 1944 and the missing pilot was flying an Airacobra (P.39)

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

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J.J.ROVIRA. F/O

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

348(1-)

The undersigned Elena Mariotti and would like to make the following statement:-

On the 10th of May 1945, near our house in S.Martino di Gar-signans, while looking after tired and hungry soldiers, one of them Carlo Ferrero (of the Alpine troops) told us that he had returned from Greece. He talked about his adventurous journey on foot from Greece to Italy. He belonged to a Unit in Greece, and on the 8th of September he was with his Unit near Agrignon.

A few days after this date the Germans attacked this small isolated nucleus, who were deprived of all logistical assistance and had no means of communications, thus forcing them to run away and disperse. From then onwards every one was forced to live alone and make the best of it. Ferrero was sheltered by a kind peas-sant family. He helped them in the fields and he was fed in return. Later on he felt very homesick and decided to travel North with the hope to reach Italy. It is useless to mention his hardships, danger of being captured by the Germans and by groups of pro-german feelers. Providence helped him to reach Italy and we were very lucky to meet him. Ferrero narrated the following:-

He arrived at Berano with a group of four or five soldiers. They intended to proceed Northward, but when they reached Kisilici, were uncertain which direction to take. The group was divided in two, and while some of them went towards the North, Ferrero and an other soldier made for Majcovac.

They started very slowly as they had to stop several times and help the peasants in order to be fed in exchange. The ground was difficult, but the people they met were kind and communicative. It was during this period that Ferrero frequently heard the name of "Komandir aviascka Italiano", whose a/c was apparently shot down "before the New-Year festivities", between Kisilici and Majcko-vac. He was interested in this tale which increased his curiosity and pity. He carried on with his journey, and one morning when he arrived near Tara, he found shlter in a peasant's house. This house was one of twelve other houses which formed a tiny village. He does not know the name of the village. He had been there a short while when a local inhabitant asked him to follow him in order to find 6903 out if Ferrero knew the "Komandir aviascka Italiano". He was accompanied to a place where two barracks had been transformed into a small field hospital and where he found five or six men wounded or seriously ill. The locals were deprived of all medical supplies.

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

A few days after this date the Germans attacked this small isolated nucleus, who were deprived of all logistical assistance and had no means of communications, thus forcing them to run away and disperse. From then onwards every one was forced to live alone and make the best of it. Ferrero was sheltered by a kind peasant family. He helped them in the fields and he was fed in return. Later on he felt very homesick and decided to travel North with the hope to reach Italy. It is useless to mention his hardships, danger of being captured by the Germans and by groups of pro-german feelers. Providence helped him to reach Italy and we were very lucky to meet him. Ferrero narrated the following:-

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They started very slowly as they had to stop several times and help the peasants in order to be fed in exchange. The ground was difficult, but the people they met were kind and communicative. It was during this period that Ferrero frequently heard the name of "Komandir aviasecka Italiano", whose a/c was apparently shot down "before the New-Year festivities", between Kisilici and Majckovac. He was interested in this tale which increased his curiosity and pity. He carried on with his journey, and one morning when he arrived near Tara, he found shlter in a peasant's house. This house was one of twelve other houses which formed a tiny village. He does not know the name of the village. He had been there a short while when a local inhabitant asked him to follow him in order to find out if Ferrero knew the "Komandir aviasecka Italiano". He was accompanied to a place where two barracks had been transformed into a small field hospital and where he found five or six men wounded or seriously ill. The locals were deprived of all medical supplies. He was shown to a camp-bed were an unconscious person was lying and mumbling a woman's name, "Lilina, and sentences in Piemontese dialect. Ferrero was with this wounded man up to the end of February 1945.

I am now sure that the wounded person was my husband, because he was shot down in the area between Kisilici and Maickovac on the 27th December 1944, therefore, before the "New Year festivities", and the name "Lilina" which was mentioned by the wounded man is the one my husband used to call me. No other "Comandante di Aviazione Italiane", referred to by the peasant so very frequently, was shot down during that period and in that area. My husband is Piemontese

0303

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

and therefore the phrases mumbled in this dialect by the wounded man confirm my certainty that the man is my husband.

This story told by Ferrero assures me that my husband was still alive two months after he was shot down and everything points to the fact that he is still alive at present. He probably requires medical attention and assistance. I beg you to have that area searched.

Ferrero is convinced that all the peasants will be able to state were the "Comandante di Aviazione Italiena" shot down before the "New Year festivities", is to be found.

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

BEST COPY POSSIBLE

348

Noi sottoscritte Elena MARIOTTI e dichiariamo quanto segue:

Il giorno 10/5/1945 nei pressi della nostra abitazione di S.Martino di Garsigmana mentre stavamo rifocillando dei soldati che davano evidenti segni di stanchezza uno di questi, l'alpino Carlo FERRERO ci disse di essere rientrato dalla Grecia. Egli ci raccontò l'avventuroso viaggio, compiuto tutto a piedi che lo condusse dalla Grecia all'Italia. Faceva parte di un Reparto colà sbandato. All'8 Settembre era con questo ~~sbandato~~ nei pressi di Agrignon.

Dopo pochi giorni i tedeschi iniziarono azioni di guerra contro tali nuclei isolati, ai quali, privi di collegamento e di assistenza logistica cercarono scampo nella fuga e si sbandarono. Da quel momento ognuno visse isolatamente come poteva. Il Ferrero trovò prima rifugio presso una famiglia di buoni contadini. Egli gli aiutava nei lavori dei campi ed essi lo ricompensavano dandogli da mangiare. Successivamente la nostalgia della casa lo vinse e si incamminò verso nord nella speranza di arrivare in Italia. Inutile narrare gli stenti, i pericoli di cattura da parte dei tedeschi e dei gruppi politici ad essi fedeli. La provvidenza l'aiutò ed egli ebbe la possibilità di rientrare in Italia, e noi quella di poterla incontrare quanto segue:

il Ferrero giunse a Berane con un gruppetto di quanntre cinque commilitoni.

Era loro intenzione di proseguire verso nord, senonchè, giunti che furono a Kisilici ebbero dei dubbi circa la direzione da prendere: il gruppo si divise; una parte proseguì verso nord, il Ferrero ed un altro deviarono verso Mojcevac.

Essi procedevano lentamente costretti come erano a fare soste per offrire i loro servizi agli indigeni i quali in compenso davano loro da mangiare. Il terreno era orrido, la gente buona, espansiva e comunicativa. Fu in questo periodo che il Ferrero sentì fare frequenti allusioni ad un "Komandir aviaskca Italiana" il quale avrebbe avuto il suo apparecchio colpito e sarebbe caduto "prima delle feste di Capodanno " nel tratto fra Kisilici e Maickevac. Egli s'interessava a tali racconti che destavano la sua curiosità e la sua pena. Proseguendo ancora il cammino, giunto nei pressi del Tara , una mattina chiede ospitalità in una casa di contadini. Essa faceva parte di un villaggio, costituito da circa 12 abitazioni. Egli non ne conosce il nome. Era da poco giunto , quando un abitante lo pregò di seguirlo per fargli vedere, e sapere se lo conosceva, il "Komandir aviaskca italiano". Fu così condotto in un luogo dove in due baracche era approntata una specie di ospedaletto da campo, il quale trovava la giustificazione dal nome nel fatto che lì erano riuniti 5 o 6 feriti e malati gravi. Gli indigeni ~~non~~ possedevano niente o quasi per curare i degenti. In una branda li indicarono una persona, la quale era fuori conoscenza, che mormorava un nome di donna "Lilina" e frasi in dialetto piemontese. Il Ferrero avvedutosi tale ferito alla fine del Febbraio 1945.

Ora io sono sicura che il ferito era mio marito, perchè egli è caduto ne.

0532
Declassified E.O. 12356 Section 3.3/NND No. 780011

Noi sottoscritte Elena MARIOTTI e dichiariamo quanto segue:

Il giorno 10/5/1945 nei pressi della nostra abitazione di S.Martino di Garsignana mentre stavamo rifocillando dei soldati che davano evidenti segni di stanchezza uno di questi, l'alpino Carlo FERRERO ci disse di essere rientrato dalla Grecia. Egli ci raccondò l'avventuroso viaggio, cimpiuto tutto a piedi che lo condusse dalla Grecia all'Italia. Faceva parte di un Reparto colà sciolto.All'8 Settembre era con questo ~~xxxxxxx~~ nei pressi di Agrignon.

Dopo pochi giorni i tedeschi iniziarono azioni di guerra contro tali nuclei isolati, ai quali, privi di collegamento e di assistenza logistica cercarono scampo nella fuga e si sbandarono. Da quel momento ognuno visse isolatamente come poteva. Il Ferrero trovò prima rifugio presso una famiglia di buoni contadini. Egli gli aiutava nei lavori dei campi ed essi lo ricompensavano dandogli da mangiare. Successivamente la nostalgia della casa lo vinse e si incamminò verso nord nella speranza di arrivare in Italia. Inutile narrare gli stenti, i pericoli di cattura da parte dei tedeschi e dei gruppi politici ad essi fedeli. La provvidenza l'aiutò ed egli ebbe la possibilità di rientrare in Italia, e noi quella di poterla incontrare quanto segue:

il Ferrero giunse a Berane con un gruppetto di quanntro cinque commilitoni.

Era loro intenzione di proseguire verso nord,senonchè, giunti che furono a Kisilici ebbero dei dubbi circa la direzione da prendere: il gruppo si divise; una parte proseguì verso nord, il Ferrero ed un altro deviarono verso Mojcovac.

Essi procedevano lentamente costretti come erano a fare soste per offrire i loro servizi agli indigeni i quali in compenso davano loro da mangiare. Il terreno era orrido, la gente buona, espansiva e comunicativa. Fu in questo periodo che il Ferrero sentì fare frequenti allusioni ad un "Komandir aviaskoe Italiama" il quale avrebbe avuto il suo apparecchio colpito e sarebbe caduto "prima delle feste di Capodanno " nel tratto fra Kisilici e Maickovac. Egli s'interessava a tali racconti che destavano la sua curiosità e la sua pena. Proseguendo ancora il cammino, giunto nei pressi del Tara , una mattina chiede ospitalità in una casa di contadini. Essa faceva parte di un villaggio,costituito da circa 12 abitazioni. Egli non ne conosce il nome.Era da poco giunto ,quando un abitante lo pregò di seguirlo per fargli vedere, e sapere se lo conosceva,il "Komandir aviaskoa italiano".Fu così condotto in un luogo dove in due baracche era approntato una specie di ospedaletto da campo, il quale trovava la giustificazione dal nome nel fatto che lì erano riuniti 5 o 6 feriti e malati gravi.Gli indigeni ~~nonxpossedevano~~ possedevano niente o quasi per curare i degenti. In una branda li indicarono una persona, la quale era fuori conoscenza, che mormorava un nome di donna "Lilina" e frasi in dialetto piemontese.Il Ferrero avvedutosi tale ferito alla fine del Febbraio 1945.

Ora io sono sicura che il ferito era mio marito, perchè egli è caduto nella zona fra Kisidici e Majkovac, il 27 Dicembre 1944, quindi prima delle "feste di Capodanno", il nome "Lilina " pronunziato dal ferito e quello col quale mio marito usa chiamarmi, e nessun altro "Comandante di Aviazione Italiana" del quale gli indigeni parlano con tanta frequenza e cadute in quei giorni ed in quella

./.

0533
Declassified E.O. 12356 Section 3.3/NND No. 780011

0534

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

mio marito è piemontese e quindi anche le frasi in dialetto pronunziat del ferito confermano la mia accertezza.

Il racconde del Ferrero da la sicurezza che due mesi;dopo il suo abbatt: mento mio marito era vivo, tutto fa supporre che lo sia ancora. Ma avrà bi: gno di cure e di assistenza. Io prego di fare le ricerche nella zona.

Il Ferrero è convinto che tutti gli indigeni sapranno rispondere dove s: qualora li vengano richieste notizie "del Comandante di Aviazione Italiana caduto prima delle feste di Capodanno"

0534

0535

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

RESTRICTED

Air Force
33A

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ROUTINE

FREEDOM CITE FHQMG SIGNED ALEXANDER

GREEKMIL INFO ALCOM RCHE

RESTRICTED.

VITTORI MARELLI Italian Flight Sergeant Major reported missing 2 August 1943 on ATHENS LECCE flight presumably landing in ARGIROCASTRO JANINA KORITZA and CASTORIA area then occupied by Greek patriots. Request any available information.

DIST

INFO-ACTION: P.Safety S/C
INFO: Chief Commissioner
CA Sec
Air Forces S/C
File 2
Float

HEADQUARTERS
27 JUN 1945

154/21
24/6/xs
A838

Information only

6799

RESTRICTED

0536

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

FROM: OC Frosinone Detachment
TO: Air Forces Sub-Loc mission Rome
DATE: 20/6/45
Subject: Crash of Baltimore FA.432

A. Baltimore V FA.432 HR NO. 279
II PORT Wright Cyclone R.2100-13. 6450. 42-46768 8115 hrs
STBD Wright Cyclone R.2600-13. 195336. 43-119093 76.55 hrs

B Italian Air Force School.

C Frosinone Airfield

D No casualties.

E Frosinone Airfield Undert. MAR. Maggiori Ospiviero

G Crash caused by machine developing a swing to starboard at the commencement of the take off. Pilot attempted to correct but swing was too great so that the machine ran off the runway into the adjacent field. The machine turned completely round and the undercarriage legs were ripped off.

ENGINE(S) PORT: Cat 2 } Requires shock load test
STBD: Cat 2 } and new propellors

AIR FRAME CAT B2 Both landing gear structures port main plane structures damaged between station 368 & 305 wrinkled skin & displaced rivets. Starboard side of fuselage by pilots cockpit wrinkled skin & displaced rivets between stations 151½ and 274½. Belly of aircraft damaged front nose leg to rear gun position.

23/6/45
V369

K. Kirkwall 754/P.1.

R. Hamilton Sgt
FOR O.C. M.A.F. Detachment
A.F.S.C. A.C. Frosinone

0537

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

3/A

From : Air Forces Sub Commission, Rome

To : Italian Air Ministry,
. Directorate of Personnel

Date : 21st June 1945

Ref : AFSC/754/P1

MICHELONI MARIO

Herewith enclosed are copies of letters received which gi give information on the death of the above mentioned pilot.

F.L. BRADSHAW, S/Ldr.
Air Vice-Marshal,
Air Officer Commanding.

6798

0538

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

307

From:- Headquarters, Balkan Air Force, C.M.F.

To :- Air Forces Sub Commission, Rome.

Date:- 16 June 1945.

Ref :- BAF/3570/1/P.1.

Confidential

PARTICULARS OF CRASHED AIRMAN. B

Enclosed herewith please find copy letter dated 27th May 1945 which has been received from the British Military Mission, Zagreb, together with enclosures referred to.

2. In view of the fact that the pilot concerned was apparently an Italian, the papers are passed to you for such action as you may consider necessary.

D249 2/6/45

754/P.1

for C. H. Russon/for

(C. H. Russon.) F/Lt.
Air Vice Marshal,
Air Officer Commanding,
BALKAN AIR FORCE.

0530

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

(COPY)

301

To: the Commandant Balkan Air Force C.M.F.

From: the Officer Commanding British Military Mission, Zagreb.

Subject: Crashed allied aircraft in Croatia.

The enclosed are details of crashed airmen notified to us by units under the Croatian Command of the Yugoslav Army.

I much regret that it is impossible for us, with our limited staff, to make a personal investigation in every case. All we can do at the moment is to translate the details as we receive them from the Yugoslav Army and send them to you as they stand. I hope they will give you some help in checking the details already in your possession.

Zagreb, May 27th, 1945.

(Signed)
Owen Reed, Major.
British Military Mission,
Zagreb.

Enclosures.

6797

0540

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

Yugoslav Army
Rear Headquarters
Croatian Command.

No.192

Anwered 9.V.1945.

To the
British Military Mission
at the Croatian Command.

Particulars about a crashed airman.

With reference to our file No.9o of April 13th 1945., we beg to inform you, that we have, with regard to the crashed airman MICHELONI MARIO, received further details, which we are submitting you hereunder at your request:

"Accoording to details received from the Command of the South Dalmatian District, it was not possible to establish wehtehr the aircraft had crashed owing to an engine defect or whether it had been shot down, for the aircraft had been found in a completely demolished state.

The aircraft crashed down on April 2nd, 1945. at 1.3o p.m. Number of aircraft is 218.334. The body of the deceased airman-pilot was found on the same day, therefore in a fresh state. Hands and legs were broken.

The deceased airman was buried on the same day, that is to say, on April 2nd, 1945. at the cemetery of Imotski. So much is known.

For the Commander, Major:

Signature illegible.

6796

192

9.V. 5

Podaci o palom avijaticaru.

VOJNOJ MISIJI VELIKE BRITANIJE PRI
GLAVNOM STABU HRVATSKE

U vezi našeg akta br.90 od 13.IV.1945.. javljamo Vam, da smo glede palog avijatičara Micheloni Maria primili daljnje podatke koje Vam na Vaše traženje dostavljamo:

" Prema dobivenim podacima od Komande Južno Dalmatinskog Područja nije bilo moguće ustanoviti, da li je avion pao uslijed toga što mu je bio defekt ili uslijed toga što je bio negdje pogodjen, jer je avion kad je nadjen bio u sasvim poluparom stanju, tako da se isto nije moglo ustanoviti.

Srušio se je dana 2.IV.1945. godine u 13,30 sati. Aviona broj je 218.3?4. Tijelo mrtvog avijatičara-pilota pronadjeno je istog dana, prema to u svježem stanju. Noge i ruke bile su polomljene.

Istog dana poginuli avijatičar sahranjen je t.j. 2.IV.45. na grobilju u Imotskome. Toliko nam je poznato. "

6795

Smrt fašizmu - Sloboda narodu !

Zastupa komandanta, major:

Rade M. Konjević

Declassified E.O. 12356 Section 3.3/NND No. 785011

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

239

From:- O.C. R.A.F. Detachment, Air Forces Sub-Commission, Allied Commission, FROSINONE.

To:- Air Forces Sub-Commission, Allied Commission. ROME. (Att: W/Cdr. J.H.GLADSTONE or W/Cdr. A.H.KNOWLES).

Date:- 13th:June:1945.

Ref:- FIRE TO BALTIMORE FA503.

A (i) Baltimore IV FA 503. Airframe Hours: 211:35.
(ii) Port: Wright Cyclone R.2600/13 No:64605-43-46872. 211:35 Hours.
Stbd: WrightCyclone R.2600/13 No:64599-43-46856. 211:35 Hours.

B. Italian Air Force Flying Training School, FROSINONE.

C. Frosinone Airfield.

D. No Casualties.

E. Frosinone Airfield. Unhurt. Instructor: Mar. ROSSI.
Pupil: Ten. De TELLA.

F. Whilst in flight the Pilot noticed smoke and flames coming from the Port engine. On being told by the Instructor, the Pupil took the necessary action and set the Port engine fire extinguisher off. As the Aircraft was on Circuits and Landings and therefore close to the Airfield a normal single engine landing was carried out. On completion of the landing run, the fire was extinguished by the Fire Engine crew. The cause of the fire has not been established yet.

Airframe: Cat.B2. Front spar behind Port engine badly burned.

Engines: Port: Cat.3.
Stbd: Cat.1. (Undamaged).

K. NIL.

D214 18/6/45

W/Cdr.
O.C. R.A.E. Detachment,
A.F.S.C. A.C. FROSINONE.

0543

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

78A

From : Air Forces Sub Commission, Rome
To : Italian Air Ministry
Date : 19th June 1945
Ref : AFSC/754/P1

217

COL. MARIO ARAMU

Your letter 17699/3475 of the 16th June is coknowledged.

These cases are most difficult to trace, especially when the event took place early in the campaign, but it is requested that when information of this kind is requested, only the fullest details are of use.

2. Such a phrase, as " Col. Pil. Mario Aramu left an airfield in N. Africa" is of little help. Please name this, the type of aircraft he was flying, approximate times etc.

There must be Italian Pilots of his Wing who must know some details, and it is suggested that some of these be traced.

3. On our part, we will make every endeavour to help, but it is quite useless to try without complete detatils.

6793

F.L. BRADSHAW, S/Ldr,
Air Vice-Marshal,
Air Officer Commanding.

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

274
(E)

From : I.A. Ministry

To : Air Forces Sub-Commission (through Liaison Office), Rome.

Date : 16th June 1945

Ref. : 17699/347s

REQUEST FOR NEWS - Col. A.A.r;n; Pilot MARIO ARAMU

Col. Pilot Mario Aramu left on 15th December 1940 an airfield in Northern Africa, for a battle action, commanding his Wing, but he did not come back to the base.

2. The information we received was that his aircraft was shot down in flames in the Mermarica, as hit by the Allied fighter aircraft.

3. The family of the a/m Senior Officer applied again to our Ministry in order to get any possible news about their relation.

4. We would be very grateful to you if you could collect any useful information of the above mentioned officer.

ALLIED FORCES SUB-COMMISSION (ITALY) ORDERLY ROOM FLORENCE
0210 18/6
754/P.I.

By order of the Capo
Gabinetto 6792
Col. Mario Porru

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

279

ED

MINISTERO AERONAUTICA
GABINETTO DEL MINISTRO
Segreteria

Roma, 16 GIU. 1945 1945

AIR FORCES SUB COMMISSION
(tramite Ufficio Collegamento)
R O M A

Prot. N. 17699/3473 Coll.

(Oggetto) Ricerca notizie - Col. A.A.r.n. Pilota Mario ARAMU

Il Colonnello Pilota Mario ARAMU il 16/Dicembre 1940, partito da un campo dell'Africa Settentrionale, per un'azione di guerra, alla testa del suo Stormo, non faceva più ritorno alla base.

2. Di lui si seppe che l'apparecchio su cui aveva preso posto era stato visto precipitare in fiamme nella Marmarica, perchè colpito dalla caccia Alleata.

3. La famiglia del predetto Ufficiale Superiore si è ora nuovamente rivolta a questo Ministero per ottenere ogni possibile notizia circa la sorte del suo congiunto.

4. Si sarebbe vivamente grati a codesta Sottocommissione se potesse, in qualche modo, raccogliere dati utili allo scopo predetto.=

d'ordine 6791

IL CAPO DI GABINETTO
Col Ranisbona

0546

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

File. 754/P.I. 269

OUTGOING MESSAGE.

From: A. F. SUB COMM (ROME)

To: A. F. SUB COMM (BARI)

Q. 219 6/MAY.

RESTRICTED (.) HEREWITH DETAILS OF CRASH OF AIRACOBRA NO. 42-83286 (.)

A. AIRACOBRA I. NO. 42-83286 593.55 hours.
II. ALLISON 1710-85 NO. 4299716 9.30 hours.

B. ITALIAN AIR FORCE SCHOOL.

C. FROSINONE AIRFIELD.

D. NO CASUALTIES.

F. UNHURT SGT. TEN. RIFANELLI , FIERO.

G. CRASH LANDING CAUSED BY COLLAPSE OF STARBOARD LEG AT SPINDLE JUNCTION(.) SPINDLE FOUND TO HAVE AN OLD INTERNAL FRACTURE IN THE METAL(.) ENGINE: NO DAMAGE(.) AIRFRAME: BADLY DAMAGED STARBOARD MAIN PLANE(.) TAIL PLANE DAMAGED AT STARBOARD LEADING EDGE, TIP AND PLATING BUCKLED(.) LOWER PORTION OF RUDDER DAMAGED(.) FIN PLATING AND FORMERS IN CENTRAL PORTION DAMAGED(.) WILL ADVISE DAMAGE CATEGORY WHEN KNOWN(.)

K. KINNCT(.)

TOO. 061710/B

A.H.KNOWLES
Wing Commander.
489061 RM 265.

IMPORTANT.

6790

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

BEST COPY POSSIBLE

75A

From:- Air Forces Sub-Commission,
Allied Commission,
c/o Allied Military Government,
NAPLES Commune, A.F.O.154.

To :- Headquarters,
No. 214 Group, R.A.F., C.M.F.

Date:- 30th May, 1945.

Ref :- AFSC/N/655/SU.

CRASHED AIRCRAFT.

1. The following two crashed aircraft now at Frosinone Airfield are awaiting clearance, and it will be appreciated if authority may be given for 159 M.U. and 110 M.U. to collect :-

M.U. concerned.	Baltimore	No.	Casualty signal:	Category
159 M.U.	MK IV.	FA.651	Air Forces Sub-Commission, Bari BT.167. 15/5/45.	EI.
110 M.U.	Spitfire	No.	Casualty signal:	Category
	MK Vc.	JK.675	Air Forces Sub-Commission, Bari BT.165. 25/4/45.	EI.

C.770/16. 754/P1

L.G.Watkins 6759
L.G.Watkins F/Lt.
Wing Commander, Commanding
Air Forces Sub-Commission
Naples Detachment.

Copy to:-

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

Ref :- AFSC/N/655/EQ.

CRASHED AIRCRAFT.

1. The following two crashed aircraft now at Frosinone Airfield are awaiting clearance, and it will be appreciated if authority may be given for 159 M.U. and 110 M.U. to collect :-

M.U. concerned.	Baltimore	No.	Casualty signal:	Category
159 M.U.	MK IV.	FA.651	Air Forces Sub-Commission, Bari BT.187. 19/5/45.	E1.
110 M.U.	Spitfire	No.	Casualty signal:	Category
	MK Vc.	JK.575	Air Forces Sub-Commission, Bari BT.165. 25/4/45.	E1.

C.770 XXV 1/6.
754/P1

L.G.Watkins 6755

L.G.Watkins F/Lt.
Wing Commander, Commanding
Air Forces Sub-Commission
Naples Detachment.

Copy to:-

110 Maintenance Unit, RAF, CMF.

159 Maintenance Unit, RAF, CMF.

Air Forces Sub-Commission Detch,
Hotel Bellavista, FROSINONE.

Air Forces Sub-Commission,
Allied Commission, ROME.

Air Forces Sub-Commission,
Allied Commission, BARI.

3d 1/6

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

0550

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

From:- O.C. R.A.F. Detachment, Air Forces Sub-Commission, Allied Commission. FROSINONE.

To:- Air Forces Sub-Commission, Allied Commission. ROME. (att: W/Cdr.J.H.Gladstone).

Date:- 29th:May:1945. (Solo Aircraft).

Ref:- CRASH OF BALTIMORE.IV. FA.462.

A. Baltimore IV. FA 472. Airframe Hours:105:05.
(ii) Wright Cyclone. Port:No:41/43638-21822. Hours: 59:10.
(R.2600-13)Starboard:No:42/47305-50480. Hours:103:35.

B. Italian Air Force Training School, Frosinone.

C. Frosinone Airfield. 0830Hours. Daylight. 29th:May:1945.

D. No Casualties.

E. Unhurt. Ten: A.ETTORE.

G. On take-off the Aircraft started swinging to Port,this was corrected with throttle and brake,then a slight starboard swing developed and was corrected. At approx; 50mph and 150yds. down the runway,a Port swing developed again,at this point the Pilot decided to throttle back and return for another take-off,but the Aircraft continued swinging Port and completed two turns. When coming to a standstill the Aircraft ran backwards three to four feet,violently twisting the Tailwheel and therefore fracturing the Tail Oleo Strut. The sternframe is badly damaged around the Tailwheel housing between stations 541 and 428 1/16.

This was this pilots first take-off of the day but he has already completed Three hours solo.

K. Kinnot. Airframe: Cat.AC.
Engines: Cat.1;

C709 38 S/Rs
75W/R1

W/Cdr.
O.C. R.A.F. Detach;
A.F.S.C. A.C.Frosinone.

0551

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

Cypher Message 444/25

To- Fighter Wing Section (A) 254 Wing
AFSC Foggia AFSC Lecce Units Area
AFSC Rome

FROM- A.F.S.C. Bari

BA 193 May 25th Secret

Request all future casualty signals in respect Italian Squadrons be repeated to last addressee for information of Engineer Officer

TOO 252007B
TOR 252240B
TOO 252330B

A613

754/R1.

Routine

Dist- AFSC. Rome

6787

0552

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

22 H
(t)

T R A N S L A T I O N

IE SIGNAL

FROM : 2ND TERRITORIAL COMPANY, ROYAL CARABINIERS

TO : ITALIAN AIR MINISTRY

DATE : 19/5/45

468/1/, TIME 12.45, 19TH INSTANT AT MONTE MIGLIORE(DIVINO AMORE) L CALITY, A FOUR ENGINE AMERICAN B.24 A/C Nº 357 COMING FROM CERIGNOLA AIRFIELD (FOGGIA) CAUGHT FIRE AND CRASHED /./ OUT OF A CREW OF 17, 7 PERSONS ONLY WERE FOUND AND TRANSPORTED BY THE ALLIES TO A PLACE NEAR CIAMPINO AIRFIELD, WHILE SEARCHES ARE STILL BEING MADE TO TRACE THE REMAINING PERSONNEL /./ NO REMAINS OF BODIES WERE FOUND NEAR THE CRASHED A/C /./ AN ALLIED AMBULANCE ARRIVED ON THE SPOT /./ CAPT. FIENGA

FROM : ITALIAN AIR MINISTRY

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

DATE : 23RD MAY 1945

REF : 14997/3140/COLL

translated by Cpl. Cumbo

C555

754/R1.

6786

22A

TELEGRAMMA IN ARRIVO

Provenienza: dalla II COMPAGNIA ESTERNA TERR. CC.RR.

Destinatario: MINISTERO AERONAUTICA - Gabinetto -

Data: 19/5/1945 - 369

468/I ORE 12.45 19 CORRENTE LOCALITA' MONTE MIGLIORE (DIVINO AMORE QUADRIMOTORE AMERICANO B.24 LIBERATOR N.357 PROVENIENTE CAMPO CERIGNOLA (FOGGIA) SEGUITO INCENDIO EST PRECIPITATO SUOLO ANDANDO COMPLETAMENTE DISTRUTTO /./ EQUIPAGGIO COMPOSTO 17 PERSONE 7 SONO STATE RINTRACCIATE ET CONDOTTE CON AUTOMEZZI ALLEATI VICINO CAMPO CIANFINO MENTRE SEGUONO RICERCHE PER RIMANENTE EQUIPAGGIO /./ SUL POSTO DELL'INCIDENTE NON SONO STATI RINVENUTI RESTI UMANI /./ PERVENUTA AUTORITA' ALLEATA CON AUTOAMBULANZA /./ CAPITANO FIENGA

= =

MINISTERO AERONAUTICA
Gabinetto del Ministro
- Segreteria -

Roma, lì 23 MAG 1945

Prot.N° 14997 3/40 Sel.

ALL'AIR FORCES SUB COMMISSION A.C.
(tramite Ufficio Collegamento)
= S E D E =

ALLO STATO MAGGIORE R.A.
= S E D E =

. . . . . per conoscenza.-

6785

d'ordine
IL CAPO DI GABINETTO

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

0554

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

21A

SECRET

Typed message

31E/15

To:- HQ MAAF CDIF

Repeated:- HQ MAAF Algiers - HQ 21st Group - Air Force Det Communication Room

From:- A.F. Sub Comm Bari BL/187 15th May

Secret F.A.

A.551 1130 17/5

754/101

(A) Baltimore IV F.A. 651 WRIGHT CYCLONE

Port 64538 Starboard 64642.

(B) Italian Air Force Flying School

(C) Frosinone Airfield 1030 Day

(D) No repeat no casualty Lt. Rocco Italian Pilot

(E) Frosinone Airfield

(F) No repeat no 0

(G) Aircraft swung on take off

(H) Airframe Category E 1 Engines Category 12.

(J to N) N/A

17/5

W678/1

Dist:- AFSC Rome

Adjutant Sgt

TOO 151700B
TOR 152312B
TOD 160255A

0555

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

20 A.

From: Air Forces Sub-Commission, Rome

To: Italian Air Ministry

Date: 13th May, 1945

Ref.: AFSC/754/P1

REQUEST FOR NEWS OF P.O.Ws.

19 A

In reply to your letter 13290/2951 Coll, we regret to inform you that no trace of any of the names mentioned are on the P.O.W. lists at A.F.H.Q. according to enquiries made at W.M.D. and P.O.W. Sub-Commission.

F.L. BRADSHAW, S/LDR
AIR VICE MARSHAL
AIR OFFICER COMMANDING

0556

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

19A(E)

47A

ou.
901/2/P4.

FROM : ITALIAN AIR MINISTRY
TO : A.P.S.C.
DATE : 10/5/45
REF. : 13290/2951 COLL

C241

754/P.1

REQUEST FOR NEWS

The mother of the Coastguard observer KRAUS ALESSANDRO, and the wife of the 1st Pilot Officer Fiorillo Amedeo have again reported to this cabinet in order to have news of their relatives, ~~they have~~ who did not come back from an air reconnaissance made on the 10/5/43 near the east coast of Sicily. We informed you with letter ref.1422?/S dated 28/11/44.

2. ~~The news then arrived pointed out~~ It is to be confirmed that the aircraft (type Cant. Z.506) was attacked and shot down, with two other aircraft of the same type, ~~from~~ by the R.A.F. near Taormina. It ~~would be~~ is understood that the shipwrecked men were saved by Allied naval ships. ~~When~~ ~~the Italian boats~~ when Italian boats arrived there, they found only the remains of the aircraft and an empty life boat.

3. The personnel of the air-crew are the following;

CAPT.PIL.	BIENGINI	ANTONIO
TEN.VASCELLO OSS.	CARONI	NICOLO'
S.TEN.PIL.	GAY	LUIGI
S.TEN.PIL.	FIORILLO	AMEDEO
GUARDIAMARINA OSS.	KRAUS	ALESSANDRO
MARESCIALLO PIL.	VINCENZETTO	GIUSEPPE
SERG.MAG.PIL.	RESIDORI	SERGIO
SERG.PIL.	BERGAMI	ANTONIO
AV.SC.MOTORISTA	ROSSANO	PASQUALE
AV.SC.MARCONISTA	MULA'	ANGELO
AV.SC.AIUTO ARMIERE	LANNA	ANGELO

6782

4. Your S/Comm.is kindly requested to give all possible information.

IL CAPO DI GABINETTO
COL.M.PORRU

Translated by E.Gasparini

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

19A

MINISTERO AERONAUTICA
GABINETTO DEL MINISTRO
Segreteria

Prot. N. 13290/1951 f.ll.

Roma, 10 MAG 1945 1945

ALLA SOTTOCOMMISSIONE ARMONAT-
TICA - A.C.
(tramite Ufficio Collegamento)
= R C I A =

OGGETTO: Richiesta notizie.=

Si sono nuovamente rivolte a questo Gabinetto per avere notizie dei loro cari, non tornati da una azione di ricognizione aerea effettuata il 10 maggio 1943 al largo della costa orientale della Sicilia, di cui al foglio 14229/3 in data 28 novembre 1944 di questo Gabinetto, la madre del Guardiamarina osservatore KRAUS Alessandro e la moglie del Sottotenente pilota FIORILLO Amedeo.-

2. Le notizie pervenute allora specificavano che l'aereo (tipo Cant.Z.506) fu attaccato ed abbattuto, unitamente ad altri 2 aerei dello stesso tipo, dalla R.A.F. al largo di Taormina.-

Risulterebbe che i naufraghi siano stati salvati da unità navali alleate. I mezzi di soccorso della marina italiana quando giunsero sul posto trovarono i resti degli aerei ed un battellino di salvataggio vuoto.

3. I componenti dei tre equipaggi sono i seguenti:

Capitano Pilota	GEMMAINI	Antonio
Ten.di Vascello Oss.	CAPPONI	Nicolò
S.Ten.pilota	GAY	Luigi
S.Ten.pilota	FIORILLO	Amedeo
Guardiamarina Osser.	KRAUS	Alessandro
Maresciallo pilota	VINCENZETTO	Giuseppe
Serg.Magg.Pilota	RESIDORI	Sergio

6781

./.

0558

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

18 A

From: Air Forces Sub-Commission, Rome

To: Sr. Dante Calajori
Via Acaia 50, Rome

Date: 11th May, 1945

Ref.: AFSC/754/P.1

11 A

Further to our letter AFSC/754/P1 of the 25th April, 1945, the following report has been received from A.F.H.Q., which is the only report which may apply.

" At 0808 hours on 24th July 1943 a Baltimore sighted an Italian seaplane, reported as a Cant 506B, 18 miles West of Monticristo flying at 50 feet. Attack was made at Alistro and after third attack enemy aircraft was seen to strike the sea and bounce in a series of hops finally coming to rest in Alistro harbour. Many strikes were seen on the aircraft".

BY COMMAND OF FIELD MARSHAL ALEXANDER

for

F.L. BRADSHAW S/LDR.
AIR VICE MARSHAL,
AIR OFFICER COMMANDING

6780

0559

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

17H

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

To:- United Nations, Bari.

Date:- 5th. May, 1945.

Ref:- AFSC/A/754/A.1.

C. 133
HQ 8/5.
754/P1.

FLYING ACCIDENTS.

It has been noted on several occasions, notably the case on 29th. April, 1945, when F/O. Tomasini took off from VIP in course pilot had wrote off a Spitfire landing previously written off another aircraft on 25th. April, that apparently no action is taken against the pilot although he may be entirely to blame.

2. It is requested that information may be given concerning the disciplinary action taken against pilots, by whose careless or thoughtless flying damage to aircraft results.

W.B. PEACH. S/LDR.
for AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

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

- 3 9/5

6779

0560

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

RESTRICTED

JC/wfb

AIR 5/c

ALLIED FORCE HEADQUARTERS
APO 512

AG 360.33/173 - O

6 May 1945

SUBJECT: Inquiry re Italian Civil Aircraft

TO: Chief Commissioner
Allied Commission
APO 394

1. Reference is made to the attached translation of a letter from Mr. Dante Calajori dated 4 April 1945.

2. It is requested that you inform the writer that the following is the only report which may apply:

"At 0808 hours on 24 July 1943 a Baltimore sighted an Italian sea-plane, reported as a Cant 506B 18 miles west of Monticristo flying at 50 feet. Attack was made off Alistro and after third attack enemy aircraft was seen to strike the sea and bounce in a series of hops finally coming to rest in Alistro harbour. Many strikes were seen on the aircraft".

BY COMMAND OF FIELD MARSHAL ALEXANDER:

Jack Carter.
JACK CARTER
Captain, AGD
Asst Adjutant General

1 Incl
Translation of letter
from Mr. Dante Calajori
dated 4 April 1945.

C. 126 8/5
7541/P.1.
6778

RESTRICTED

0561

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

RESTRICTED

JC/wfb

ALLIED FORCE HEADQUARTERS
APO 512

AG 360.33/173 - C 6 May 1945

SUBJECT: Inquiry re Italian Civil Aircraft

TO: Chief Commissioner
Allied Commission
APO 394

1. Reference is made to the attached translation of a letter from Mr. Dante Calajori dated 4 April 1945.

2. It is requested that you inform the writer that the following is the only report which may apply:

"At 0608 hours on 24 July 1943 a Baltimore sighted an Italian sea-plane, reported as a Cant 506B 18 miles west of Monticristo flying at 50 feet. Attack was made off Alistro and after third attack enemy aircraft was seen to strike the sea and bounce in a series of hops finally coming to rest in Alistro harbour. Many strikes were seen on the aircraft".

BY COMMAND OF FIELD MARSHAL ALEXANDER:

1 Incl
Translation of letter
from Mr. Dante Calajori
dated 4 April 1945.

JACK CARTER
Captain, AGD
Asst Adjutant General

6777

RESTRICTED

0562

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

TRANSLATION

To : the ALLIED AVIATION SUB-COMMISSION

A. C.

A.P.O. 394

To : A. F. H. Q.

CASERTA

On July 24, 1943, at 7 hrs., the civil seaplane I-DIGO left from Olbia (Sardinia) on a flight to Ostia (Rome), and aboard as a passenger was the accountant ANGELO MARCHETTI of Vincenzo, born in 1910, Rome. The ship never reached its destination and nothing was heard of the passengers fate; the only declaration was that of the late Italian Authorities that the passengers were all lost.

Without ever reaching any exact conlusion, all possible researches were made.

From received information the seaplane, supposedly, was attacked by Allied planes.

We beg this Hon. Command to let us have some accurate news regarding the outcome of the ship.

From your records of missions, is it possible to trace whether the seaplane has been shot down or forced to an Allied port, and if it has been noted catching fire or if they saw any survivors at sea?

The undersigned is the brother-in-law of the above mentioned Angelo Marchetti.

Due to the fact that the lost person has left two children of very young age, it is evident the reason of this request.

With the hope of receiving soon any exact information, I thank you.

Rome, April 4, 1945.

Yours respectfully

/S/ Dante Calajori
Via Acaia, N. 50 - ROME

6776

Inc #1

15A

g

RAAF ACCIDENT REPORT.
MARCH, 1945.

1. INTRODUCTION.

There were 46 reported accidents in March, 1945 during 11,396 hours of flying by squadrons and Non Operational Units under R.A.A.F. including the A.P.H.U. Squadrons. This gives an average of 247.8 hours flown per accident.

2. The totals are broken down between the Services as under.

	Accidents.	Hours flown per accident.
RAF and Dominion Squadrons.	10.	207.28
RAF Non Operational Units.	16.	241.19
T.A.F.	7.	281.57
U.S.A.A.F.	2.	345.00
I.A.F.	Nil.	- * (130.78)
	46.	276.5

D 959

754/P1.

* Total hours flown.

3. As will be seen from Table 2, a slight decrease is shown in the accident rate due to "Pilot Error". In February, 1 of the 34 accidents were attributed to this cause, the figure for the current month is 20 of a total of 42, or 54% for February, 1945 and 40.5% for March. A slight improvement.

4. During March, 4265 or 37% more hours were flown than in the previous month, but accidents increased by 70%. Non Operational flying was responsible for over 65% of the total.

5. The accident trend has shown no signs of improvement compared with the previous month, the hours flown per accident have decreased. The figures for the past quarter are as follows:-

	January.	February.	March.
Hours flown per accident.	307.	313.	247.8

6. The improvement in February and March is partly due to the advent of more favourable weather conditions. There is thus no [illegible] reason why it is borne in mind that

67.75

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

	Accidents.	Hours flown per accident.
R.A.F. and Overseas Squadrons.	1.	267.0
R.A.F. (on Operational duty).	10.	281.1
F.A.A.	7.	211.8
U.S.A.A.F.	2.	443.0
I.A.F.	Nil.	- * (130.75)
	48.	276.3

* Total hours flown.

5. As will be seen from Table 2, a slight decrease is shown in the accident rate due to "Pilot Error". In February, 1 of the 34 accidents were attributed to this cause, the figure for the current month is 20 of a total of 48, or 14% for February, 1945 and 41.6% for March. A slight improvement.

6. During March, 40% or 870 more hours were flown than in the previous month, but accidents increased by 70%. Non-Operational flying was responsible for over 60% of the total.

7. The accident trend has shown no signs of improvement compared with the previous month, the hours flown per accident have decreased. The figures for the past quarter are as follows:-

	January.	February.	March.
Hours flown per accident.	307.	310.	276.3

8. The improvement in February and March is partly due to the advent of more favourable weather conditions. There is thus no great reason for complacency. Less so when it is borne in mind that the 2 R.A.A.F. squadrons whose hours flown per accident have reached the high total of 1501, have contributed largely to maintaining this Command's rate at the unsatisfactory total of 276 hours per accident.

9. The S.A.A. Wing's achievement is commendable and proves conclusively that the target figure of 300 hours per accident can be attained. With the coming of the summer months this should be the goal to aim at. But success will be the reward only of untiring effort, the taking of all possible precautions, and the exercise of strict discipline on the part of all concerned.

Page 2.

B 959
754/P.1.

Declassified E.O. 12356 Section 3.3/NND No. 785011

67.75

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

SECRET.

MAGGOT ACCIDENT REPORT - MARCH, 1945.

SQUADRON	AIRCRAFT NO. & TYPE.	HOURS FLOWN. OPERN'L.	NON-OP.	TOTAL	NO. OF ACCTS.	REMARKS.	C
2/6 FAF.	F.8. 4. 44.32466.	745.25	308.50	1052.75	3	1. Whilst airborne on operations, engine cut, owing to failure in feeding pipes, and aircraft crashed.	Cal Not ave
	F.39. 8. 44.3929.					2. Returning from night flying practice, pilot misjudged landing, and landed 300 yards off the runway.	Cau fur
	F.39. 9. 44.32252.					3. Whilst on operations, pilot experienced engine failure, and baled out, aircraft completely destroyed.	Cau bal fur ave
2/9 FAF.	F.39. 9. 44.3118.	185.75	78.25	264.00	1	Returning from operations, pilot in landing, overshot runway, resulting in damage to aircraft.	Cau fur ave
3/6 FAF	F.47. D30. 44.20918.	473.50	10.25	483.75	1	On landing, pilot only half lowered undercarriage and failed to see red flare fired from control tower. Realising his mistake too late, he retracted undercarriage and performed a belly landing.	Cau Fau awa arr
4S. FAF.	WALRUS.IF. 2078.	106.25	46.50	152.75	2	1. Swing developed on landing, pupil pilot unable to correct, aircraft ran off runway into trench and undercarriage collapsed.	Ca pe fl br by
	WALRUS.II. 1815.					2. Aircraft flew into high ground, burnt out on impact and crew killed.	Ca Ju

F.2.19

0560

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

MAC/07 ACCIDENT REPORT - MARCH, 1942.

Hours Flown. Pilot.	Hours Flown. TOTAL	No. of Accts.	REMARKS.	CAUSE AND ACTION TAKEN.
E 305.50	1052.75	3	1. Whilst airborne on operations, engine cut, owing to failure in feeding pipes, and aircraft crashed.	Cause : Engine Failure. No further particulars available.
			2. Returning from night flying practice, pilot misjudged landing, and landed 200 yards off the runway.	Cause : Pilot Error. No further details available.
			3. Whilst on operations, pilot experienced engine failure, and baled out, aircraft completely destroyed.	Cause : Engine Failure. As pilot is still missing, no further particulars are available.
B 78.25	230.00	1	Returning from operations, pilot in landing, overshot runway, resulting in damage to aircraft.	Cause : Pilot Error. No further particulars available.
D 10.35	283.75	1	On landing, pilot only half lowered undercarriage and failed to see red flare fired from control tower. Realising his mistake too late, he retracted undercarriage and performed a belly landing.	Cause : Pilot Error. Faulty Cockpit drill. Awarded 10 days of close arrest.
46.50	152.75	2	1. Swing developed on landing, pupil pilot unable to correct, aircraft ran off runway into trench and undercarriage collapsed.	Cause : Pilot Error. Inexperience of pilot. (first flight since 1940) Walrus brakes cannot be applied by instructor.
			2. Aircraft flew into high ground, burnt out on impact and crew killed.	Cause : Pilot's Error of Judgement. No further particulars yet to hand.

S.2.43

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

SECRET.

MACAF ACCIDENT REPORT - MARCH, 1945.

SQUADRON	AIRCRAFT. NO. & TYPE	HOURS FLOWN. OPER'L	NON-OPER.	TOTAL.	NO. OF ACC'TS.	REMARKS.	CAU
28 RAF.	WELLINGTON XIV. NC.644.	516.00	135.75	651.75	2	1. On normal approach with undercarriage lowered, and green lights showing, horn did not sound. After approximately 150 yards run, starboard undercarriage collapsed, pilot held aircraft until starboard wing touched the ground.	Can Due ret fli com to
	WELLINGTON XIV. NB.982.					2. Following completion of compass swing, aircraft was towed back to dispersal by tractor, and brakes applied. Owing to state of ground, it was decided to move aircraft. Tractor driver hearing "brakes off" and thinking call came from inside aircraft, commenced towing, causing damage to tail wheel of aircraft.	Can inc ver cau to W/C
237 R.A.F.	SPITFIRE IX. PT.423.	594.00	57.25	652.25	3	1. Pilot had commenced his take-off run on scramble when he received instructions not to take off; he was unable to stop aircraft before reaching rough ground at end of runway and aircraft tilted on its' nose.	Can C au on t the Cau sle r/u Ins air run dis but air
	SPITFIRE IX. PT.460.					2. Starboard tyre burst on landing, despite engine and brake, resulting swing could not be controlled. Aircraft ran off runway and was damaged.	Caus comp 1022 ette

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

RAAF ACCIDENT REPORT - MARCH, 1945.

SECURS FLOWN. TOTAL.	SECURS FLOWN. TOTAL.	NO. OF ACCTS.	REMARKS.	CAUSE AND ACTION TAKEN.
0	135.75	651.75	2	1. On normal approach with undercarriage lowered, and green lights showing, horn did not sound. After approximately 150 yards run, starboard undercarriage collapsed, pilot held aircraft until starboard wing touched the ground.	Cause : Structural Failure. Due to possible premature retraction on a previous flight, and fracture of components. No blame attached to pilot. F.1022 action taken.
			2. Following completion of compass swing, aircraft was towed back to dispersal by tractor, and brakes applied. Owing to state of ground, it was decided to move aircraft. Tractor driver hearing "brakes off" and thinking call came from inside aircraft, commenced towing, causing damage to tail wheel of aircraft.	Cause : Other personnel Error. Incorrect interpretation of verbal order. Contributory cause - safety device on towing arm had been rendered U/S.
CC	57.25	652.25	3	1. Pilot had commenced his take-off run on scramble when he received instructions not to take off; he was unable to stop aircraft before reaching rough ground at end of runway and aircraft tilted on its' nose.	Cause : Other personnel Error. Court of Inquiry assessed order not to take off was given at the last possible moment. Contributory Cause - Pilot's slow reaction to order & the rough nature of ground. Instructions issued that once aircraft has started take off run, Flying Control is not to distract pilot's attention, but wait until aircraft is airborne.
			2. Starboard tyre burst on landing, despite engine and brake, resulting swing could not be controlled. Aircraft ran off runway and was damaged.	Cause : Burst tyre. Having completed 14 landings. Form 1022 action taken. No blame attached to pilot.

6743

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

SECRET.

RACAF ACCIDENT REPORT - MARCH, 1945.

SQUADRON.	AIRCRAFT NO. & TYPE	HOURS FLOWN. CURR'L MON-CY.	HOURS FLOWN. TOTAL	NO. OF ACC'TS	REMARKS.	CAU
	SPITFIRE IX. MK.478.				3. Returning from operations approximately 2,000 feet, pilot noticed white and black smoke emitting from exhaust and cowlings, and engine cut completely. Pilot made successful glide landing without further damage to aircraft.	Cause other cocle 1022 attac
272 MU.	BEAUFIGHTER X. NE.7[illegible].	224.40	137.75	362.25	2	1. On taking off, port tyre burst as aircraft became airborne, presumably striking sharp object on metal runway. Pilot made successful stalled landing.	Caus ette cur
	BEAUFIGHTER VI. KV.922.					2. Violent Starboard swing developed on landing, and undercarriage collapsed. Pilot states similar swing occurred on previous landing of the aircraft.	C t
284 MU	WARWICK.IC. BV.247.	9.00	57.00	66.00	1	Returning from A.S.R. search, pilot noticed hydraulic fluid was low but carried out landing and on touchdown aircraft burst into flames, pilot turned of runway and stopped. Aircraft completely burnt.	C - f w b c
293 M.F.	WELLS. I. X.9506.	235.50	103.25	338.75	2	1. On approach, aircraft appeared to vibrate, and engines to cough, when throttles were closed engine cut out completely and fire occurred in air intake, aircraft landed without further damage, and fire extinguished. It was noticed on previous landing that oil was being thrown over tail surface but aircraft was considered fit for flight by ground crew.	

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RACAF ACCIDENT REPORT - MARCH, 1945.

HOURS FLOWN. L'L	NON-OP.	TOTAL	NO. OF ACC'TS	REMARKS.	CAUSE AND ACTION TAKEN.
				3. Returning from operations approximately 2,000 feet, pilot noticed white and black smoke emitting from exhaust and cowlings, and engine cut completely. Pilot made successful glide landing without further damage to aircraft.	Cause : Mechanical Failure - Other. Glycol leak from inter-cooler to Supercharger. Form 1022 action taken. No blame attached to pilot.
224.40	137.75	362.25	2	1. On taking off, port tyre burst as aircraft became airborne, presumably striking sharp object on metal runway. Pilot made successful belly landing.	Cause : Burst Tyre. No blame attached to pilot who acted correctly under the circumstances.
				2. Violent Starboard swing developed on landing, and undercarriage collapsed. Pilot states similar swing occurred on previous landing of the aircraft.	Cause : Pilot Error. No technical default. Log book endorsed.
.00	87.00	66.00	1	Returning from A.S.R. search, pilot noticed hydraulic fluid was low but carried out landing and on touchdown aircraft burst into flames, pilot turned of runway and stopped. Aircraft completely burnt.	Cause : Mechanical Failure - Other. Fire presumably from fuel leak, which ignited when engines were throttled back. Court of Inquiry ordered.
.50	103.25	328.75	2	1. On approach, aircraft commenced to vibrate, and engines to cough, when throttles were closed engine cut out completely and fire occurred in air intake, aircraft landed without further damage, and fire extinguished. It was noticed on previous landing that oil was being thrown over tail surface but aircraft was considered fit for flight by ground crew.	Cause : Engine Failure. Due to No.1 Cylinder becoming detached from Crankcase; Contributory Cause - Ground Crew's wrong diagnosis, and pilot's failure to call in expert opinion on oil leak.

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R.A.C.F. ACCIDENT REPORT - MARCH, 1945.

SQUADRON.	AIRCRAFT NO. & TYPE	HOURS FLOWN. CHEK'D	NON-CI	TOTAL	NO. OF ACC'TS.	REMARKS.	C.U
	WARWICK.IC. BV.521.					2. Aircraft had been airborne for 3½ hours when crew heard loud bang followed by tail end of the nacelle becoming detached. Inspection showed a burst starboard tyre, pilot executed a successful belly landing.	Caus dama acti that be r over
617 USAAF.	BEAUFIGHTER VI. IW.191.	151.75	202.50	354.25	2	1. Engine cut completely on take off for operational mission. Aircraft crash landed, and was destroyed.	Caus deta
	BEAUFIGHTER VI. T.3227.					2. Port Tyre burst on landing. Aircraft crashed and was destroyed.	Cause detai
624 RAF.	WALRUS.I. W.2820.	148.75	102.00	250.75	1	Landing in slight crosswind aircraft swung to port, pilot unable to correct, swing developed rapidly, aircraft left runway, hit a concrete gutter, ran onto rough ground and was damaged.	C h
682 RAF.	SPITFIRE XI. MB.780.	400.00	65.75	465.75	2	1. Whilst on I.R. at 25,000 feet engine developed roughness. Pilot throttled back and glided to nearest aerodrome, making a successful forced landing without further damage to aircraft.	C S c
	SPITFIRE XI. MB.771.					2. Whilst over target at 24,000 feet, engine cut and brown smoke issued from exhaust. Pilot turned for nearest 'drome, losing height at 1,000 feet per minute with no power from engine, and making excellent forced landing.	C h a

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

MACAF ACCIDENT REPORT - MARCH, 1945.

HOURS FLOWN. W'T HOURS-CT	TOTAL	NO. OF ACC'TS.	REMARKS.	CAUSE AND ACTION TAKEN.
			2. Aircraft had been airborne for 3½ hours when crew heard loud bang followed by tail end of the nacelle becoming detached. Inspection showed a burst starboard tyre, pilot executed a successful belly landing.	Cause : Burst Tyre. Tyre probably damaged on take off. Form 1022 action taken. Instructions issued that tyres on this type aircraft be removed for inspection after every four landings.
1.75	202.50	354.25 2	1. Engine cut completely on take off for operational mission. Aircraft crash landed, and was destroyed.	Cause : Burst Tyre. No further details available.
			2. Port Tyre burst on landing. Aircraft crashed and was destroyed.	Cause : Burst Tyre . No further details available.
1.75	102.00	250.75 1	Landing in slight crosswind aircraft swung to port, Pilot unable to correct, swing developed rapidly, aircraft left runway, hit a concrete gutter, ran onto rough ground and was damaged.	Cause : Pilot Error. Inexperience, following only 6 hours 15 minutes solo. Recommended further training.
0.00	65.75	465.75 2	1. Whilst on I.R. at 21,000 feet engine developed roughness. Pilot throttled back and glided to nearest aerodrome, making a successful forced landing without further damage to aircraft.	Cause : Engine Failure. Suspected failure of engine component (No.2B piston).
			2. Whilst over target at 24,000 feet, engine cut and thick smoke issued from exhaust. Pilot turned for nearest drome, losing height at 1,000 feet per minute with no power from engine, and making excellent forced landing.	Cause : Engine Failure. Due to breaking down of "B" camshaft and complete failure of all "B" cylinders. Form 1022 action taken. Pilot recommended for green endorsement for good airmanship.

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MACAF ACCIDENT REPORT - MARCH, 1945.

SQUADRON	AIRCRAFT NO. & TYPE	HOURS FLOWN. OPER'L	NON-OP	TOTAL	NO. OF ACC'TS	REMARKS	CAUSE
683. RAF	SPITFIRE XIX NH.641.	496.00	23.75	519.75	1	Starboard swing developed on take-off, pilot unable to correct, aircraft ran off runway. Pilot succeeded in hauling aircraft into the air but unable to continue flight, throttled back and crashed.	Cause throttl inexp aircra
1435 RAF.	SPITFIRE IX. JL.136.	354.00	46.75	400.75	4	1. Pilot stating he had no oil pressure was given immediate landing priority and came in with smoke streaming from engine. Complete failure of engine caused him to overshoot, whilst attempting wheels down landing in small field near aerodrome. Aircraft struck tree. Pilot died from injuries.	Cause failur Court error utery taker
	SPITFIRE IX. JL.138.					2. Landing down wind, pilot realising he was overshooting, retracted under-carriage.	Cause sho leing wind spit
	SPITFIRE IX. NH.280.					3. When climbing through cloud, pilot lost contact with section; when above cloud at 10,000 feet, he was told to return and orbit base at 1,000 feet. No further R/T contact was received. Fisherman reported aircraft flying at approx. 150 feet in shallow dive, landed on water and sank in 5 seconds.	Cause investi due to on inst

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RAAF ACCIDENT REPORT - MARCH, 1945.

HOURS FLOWN. NIGHT	HOURS FLOWN. TOTAL	NO. OF ACC'TS	REMARKS	CAUSE AND ACTION TAKEN.
00	23.75	519.75	1	Starboard swing developed on take-off, pilot unable to correct, aircraft ran off runway. Pilot succeeded in hauling aircraft into the air but unable to continue flight, throttled back and crashed.	Cause : Pilot Error. Opening of throttle too quickly, due to inexperience on this new type aircraft.
00	46.75	420.75	4	1. Pilot stating he had no oil pressure was given immediate landing priority and came in with smoke streaming from engine. Complete failure of engine caused him to overshoot, whilst attempting wheels down landing in small field near aerodrome. Aircraft struck tree. Pilot died from injuries.	Cause : Engine Failure. Presumably failure of oil supply to this eng. Court of Inquiry assessed Pilot's error of judgement as contributory cause. Para 1022 action taken.
				2. Landing down wind, pilot realising he was overshooting, retracted under-carriage.	Cause : Pilot's Error in overshooting. Further investigation being made as to strength of wind, and limiting W/V for Spitfires landing downwind.
				3. When climbing through cloud, pilot lost contact with section; when above cloud at 10,000 feet, he was told to return and orbit base at 1,000 feet. No further R/T contact was received. Fishermen reported aircraft flying at approx. 100 feet in shallow dive, landed on water and sank in 5 seconds.	Cause : Pilot Error. Formal investigation assessed accident due to pilot's inability to fly on instruments.

O.L.S.

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RACAF ACCIDENT REPORT - MARCH, 1943.

SQUADRON	AIRCRAFT NO. & TYPE	HOURS FLOWN. CIVIL	NON-CI	TOTAL.	NO. OF ACCTS	REMARKS.
	SPITFIRE IX. MA.790.					4. On take off for operational mission, tyre burst, aircraft swung off runway and overturned. Motor broke away from airframe, both bursting into flames. Pilot rescued by fire crew.
RCAF COMM FLIGHT	BALTIMORE IV. FA.473.	-	422.75	422.75	2	1. On landing, port undercarriage was lowered but port leg would not lock down, pilot used every possible emergency aids including bumping aircraft on runway, without success. Made good belly landing on crash strip at side of runway.
	ANSON. I. MG.969.					2. On take off, pilot noticed A.S.I. was not registering, aircraft became airborne, and pilot attempted to stop aircraft but overrunning runway, lifted aircraft over a ditch and made forced landing in nearly field.
MEDME COMM. SQUADRON.	HUDSON III. FH,400.	-	1225.75	1225.75	2	1. On take off tail would not rise and aircraft swung to port. Swing could not be controlled by rudder and aircraft continued run at an angle of 20 degs. to the runway. Ober ler broke on rough ground causing ground loop.
	BALTIMORE. FW.327.					2. Tyre burst on take off run. Pilot retracted undercarriage and belly landed to avoid parked aircraft on side of runway.

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

RAAF ACCIDENT REPORT - MARCH, 1945.

HOURS FLOWN. DETAIL	NON-OPL	TOTAL.	NO. OF ACCTS	REMARKS.	CAUSE AND ACTION TAKEN.
				4. On take off for operational mission, tyre burst, aircraft swung off runway and overturned. Motor broke away from airframe, both bursting into flames. Pilot rescued by fire crew.	Cause : Burst Tyre. A fuller and detailed report of accident demanded from squadron.
-	422.75	422.75	2	1. On landing, port undercarriage was lowered but port leg would not lock down, pilot used every possible emergency aids including bunting aircraft on runway, without success. Made good belly landing on crash strip at side of runway.	Cause : Structural Failure. No definite cause of failure can be determined owing to damage to undercarriage on landing. No blame attached to pilot.
				2. On take off, pilot noticed A.S.I. was not registering, aircraft became airborne, and pilot attempted to stop aircraft but overrunning runway, lifted aircraft over a ditch and made forced landing in nearby field.	Cause : Pilot Error. Should have completed circuit and not used Flying Control of his predicament. Contributary Cause - U/S air speed indicator. Further report to be rendered.
-	1225.75	1225.75	2	1. On take off tail would not rise and aircraft swung to port. Swing could not be controlled by rudder and aircraft continued run at an angle of 20 degs. to the runway. Over lor broke on rough ground causing ground loop.	Cause : Pilot Error. Swing possible aggravated by tail wheel not being locked and mal-distribution of load. The unit Commander's report is awaited.
				2. Tyre burst on take off run. Pilot retracted undercarriage and belly landed to avoid parked aircraft on side of runway.	Cause: Burst Tyre. No blame attached to pilot.

C.S.C.

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MACAF ACCIDENT REPORT - MARCH, 1945.

SQUADRON	AIRCRAFT NO. & TYPE	CREW	HOURS FLOWN. DUAL	DUAL	TOTAL	NO. OF ACC'TS	REMARKS.	CAUSE
23 AACU.	VERGEANCE IV. (TT). HL.480.	-		200.00	200.00	1	Whilst taxying for take off, pilot stopped aircraft to allow trucks to move. Permission received for take off, pilot turned aircraft to starboard to clear his path to runway, and hit a stationary truck.	Cause : Fi Carelessne Flying Con Inquiry co
4 PARACHUTE TRAINING SCHOOL.	HUDSON V. AM.817.	-		102.00	102.00	1	Whilst engaged in practice parachute dropping, aircraft appeared to turn very slowly in a large radius, stalled and crashed to the ground. 1c persons killed.	Cause : Court cl ident du whilst f Still co pilot's tracted. engaged should b accident
5 R.F.U.	SPITFIRE IX. MA.884.	-		1587.00	1587.00	10	1. A fitter was running up engine under instructions of a corporal, when aircraft tipped on its' nose and fell back on the tail.	Cause : ot Discipline
	SPITFIRE IX. MH.951.						2. Returning from practice flight, pilot under the impression under-carriage was locked, and presuming warning system to be at fault, landed undercarriage retracted, and did not see very light from control tower.	Cause : Fi shows pilo lowered un Summary of lock under
	MUSTANG.III. KH.296.						3. Fort swing developed on take off, pilot unable to correct, aircraft with flaps down swung off runway and undercarriage collapsed.	Cause : R pit drill this type taken.

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£ s d FLOWN. NON-OP	NO. OF TOTAL ACCTS	REMARKS.	CAUSE AND ACTION TAKEN.
200.00	200.00	1 Whilst taxying for take off, pilot stopped aircraft to allow trucks to move. Permission received for take off, pilot turned aircraft to starboard to clear his path to runway, and hit a stationary truck.	Cause : Pilot Error. Plus Carelessness on part of Flying Control. Court of Inquiry convened.
162.00	162.00	1 Whilst engaged in practice parachute dropping, aircraft appeared to turn very slowly in a large radius, stalled and crashed to the ground. 10 persons killed.	Cause : Presumably Pilot Error. Court of Inquiry assessed accident due to stalling of aircraft whilst flying at low airspeed. Stall could have been caused by pilot's attention being distracted. Attention of all pilots engaged on parachute dropping should be drawn to this fatal accident.
1287.00	1287.00	10 1. A fitter was running up engine under instructions of a corporal, when aircraft tipped on its' nose and fell back on the tail.	Cause : Other Personnel Error. Disciplinary action being taken.
		2. Returning from practice flight, pilot under the impression undercarriage was locked, and presuming warning system to be at fault, landed undercarriage retracted, and did not see very light from control tower.	Cause : Pilot Error. Examination shows pilot realising his mistake lowered undercarriage too late. Summary of Evidence taken. Log book endorsed.
		3. Port swing developed on take off, pilot unable to correct, aircraft with flaps down, swung off runway and undercarriage collapsed.	Cause : Pilot Error. Faulty cockpit drill. Pilot's first solo on this type. Summary of Evidence taken.

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ACCIDENTS NOT - BATTLE.

AIRCRAFT	HOURS FLOWN.	NO. OF ACCTS	REMARKS.	CAUSE (
Under	C. & Tire. Cumul.	Not-Cf TOTAL		
KITTIHAWK IV FT.851.			4. Landing on stony runway, en in slight crossing, starboard tyre burst, and despite use of engine and rudder, resulting starboard swing tho'nt crippled. aircraft swung off runway into a ditch.	Cause : complet to runw pilot n
SPITFIRE I.X. MS.559.			5. On landing, pilot had difficulty in lowering undercarriage & he used CO2 bottle system of lowering. White smoke was seen issuing from engine and pilot made hurried landing whilst still in slight turn. Aircraft touched down & undercarriage collapsed.	Cause : ience a Investi
SPITFIRE IX. EN.519.			6. Whilst airborne, engine developed internal glycol leak, pilot white smoke & aircraft began to lose height. Owing to unsuitability of terrain for forced landing, pilot bailed out. Aircraft burnt out on impact with ground.	Cause : fail t a stri
SPITFIRE IX. EN.150.			7. Whilst on dive bombing practice, aircraft flew into the ground on the slope of a hill (Approx. 400 feet). Burnt out on impact. Pilot killed.	Cause : Failure Investi

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...C.T ACCIDENT CHART - MARCH 1945.			
...E TYPE. NO. OF NOT-OF TOTAL ACCTS.		REMARKS.	CAUSE AND ACTION TAKEN.
		4. Landing on Stony runway, engine in slight cross-wind, swung and tyre burst, and despite use of engine and rudder, resulting starboard swing was not corrected. Aircraft swung off runway into ditch.	Cause : Burst Tyre, having completed 20 landings. Improvements to runway are being effected. Pilot not considered to blame.
		5. On landing, pilot had difficulty in lowering undercarriage and used CO2 bottle system of lowering. While same was seen issuing from engine and pilot made hurried landing whilst still in slight turn. Aircraft touched down and undercarriage collapsed.	Cause : Pilot Error due to inexperience and panic with unfortunate cause. Investigation held.
		6. Whilst in turn, engine developed internal flying leak, power which caused aircraft to lose height. Owing to unsuitability of terrain for forced landing, pilot baled out. Aircraft burnt out on impact with ground.	Cause : Mechanical Failure - Other. Pilot in no way considered to blame. A strip examination report requested.
		7. Whilst on dive bombing practice, aircraft flew into the ground on the slope of a hill (Approx. 400 feet). Burnt out on impact. Pilot killed.	Cause : Presumably Pilot Error. Failure to pull out of dive in time. Investigation ordered.

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A.C.I. ACCIDENT FLIGHT - MARCH, 1945.

SQUADRON	AIRCRAFT NO. & TYPE.	TOTAL HOURS. CIVIL'L	NON-CI	TOTAL	NO. OF ACC'TS	REMARKS.	CAUS
	KITTYHAWK IV. FX.672.					8. Flying in battle formation, pilot noticed rev. counter fluctuating, on verbal instructions following leader (on his starboard) on 20 degs. bank to port, collided with FX.835 resulting in complete loss of A.S.I. With leader's help, attempted flapless landing, owing to excess speed, overshot runway and retracted undercarriage.	Cause failin whilst C unt
					(1 accident)		
	KITTYHAWK IV. FX.852.					Pilot was executing cross over turn when FX.672 collided with his tail unit. Aircraft spun to ground out of control, pilot successfully baling out. Aircraft burnt out.	
	SPITFIRE IX. MJ.485 .					9. Whilst airborne, engine cut and pilot noted fuel gauges showed tanks empty, and made successful forced landing in large field.	Cause failur prievi Cause Form 7 errins
	SPITFIRE IX. EN.261.					10. On taking off, pilot raised undercarriage before aircraft was airborne. Aircraft skidded to stop with undercarriage fully retracted.	Cause enco

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R.A.F. ACCIDENT RECORD - MARCH, 1945.

TOTAL HOURS. ALL NON-CI	NO. OF TOTAL ACCTS	REMARKS.	CAUSE AND ACTION TAKEN.
		8. Flying in battle formation, pilot noticed rev. counter fluctuating, on verbal instructions following leader (on his starboard) on 20 degs. bank to port, collided with PK.835 resulting in complete loss of A.S.I. With leader's help, attempted flapless landing. owing to excess speed, overshot runway and retracted undercarriage.	Cause : Pilot Error. Both pilots failing to keep proper look outs whilst executing cross over turn. Court of Inquiry convened.
	(1 Accident)	Pilot was executing cross over turn when PK.672 collided with his trial unit. Aircraft spun to ground out of control, pilot successfully baling out. Aircraft burnt out.	
		9. Whilst airborne, engine cut and pilot noted fuel gauges showed tanks empty, and made successful forced landing in large field.	Cause : Other personnel Error. Failure to refuel aircraft following previous sortie. Contributory Cause - Pilot's failure to check Form 700. Disciplinary action taken against those concerned.
		10. On taking off, pilot raised undercarriage before aircraft was airborne. Aircraft skidded to stop with undercarriage fully retracted.	Cause : Pilot Error. Log book endorsed.

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MAJOR ACCIDENT RECORD - MARCH, 1945.
STANDING OF UNITS IN TOTAL HOURS FLOWN PER ACCIDENT.

UNIT	TYPE OF AIRCRAFT	TOTAL NO. OF ACCIDENTS	TOTAL HOURS FLOWN	HOURS FLOWN PER ACCIDENT	SQUADRON MONTHLY RATING
A50 R.A.A.F.	WILLINGTON	-	630.75	-	-
60 (F.R.) SQN.	MOSQUITO	-	369.75	-	-
1st R.D. USAAF.	CATALINA	-	331.75	-	-
255 R.A.F.	MOSQUITO	-	315.75	-	-
600 HQT (F.R) RAF	MOSQUITO	-	171.50	-	-
8S. R.A.F.	LANCASTER	-	331.75	-	-
82.83.84.85. TAF,	CURTIS. NO.14.	-	158.75	-	-
605 (F.R) R.A.F.	SPITFIRE	1	519.75	519.75	1
3/6 F...F.	P.47	1	485.75	485.75	2
2/6 F...F.	P.39	3	1052.75	350.92	3
5[illegible]	WELLINGTON	2	651.75	325.37	4
62[illegible].F.	WALRUS	1	250.75	250.75	5
4/9 F...F.	P.39	1	234.00	234.00	6
602 (F.R) R.A.F.	SPITFIRE	2	465.75	232.87	7
7 R...F.	SPITFIRE	3	652.25	217.42	8
278 R...F.	HEADLIGHTER	2	362.25	181.12	9
417 USAAF	HEADLIGHTER	2	354.25	172.12	10
29[illegible] RAF.	WARWICK.WALRUS.	2	330.75	165.37	11
1455 R.A.F.	SPITFIRE	4	400.75	100.14	12
48. R...F.	WALRUS	2	152.75	71.37	13
20[illegible] R...F.	WARWICK	1	66.00	66.00	14
[illegible] CONTL. [illegible]	VARIOUS	2	1225.75	612.82	-
25 [illegible].	VARIOUS	1	260.00	260.00	-
[illegible] COMM. [illegible],	VARIOUS	2	422.75	211.37	-
5 R.A.F.	VARIOUS	10	1507.00	150.70	-
4 PARACHUTE [illegible]	VARIOUS.	1	102.00	102.00	-
[illegible]. SCHOOL.					
257 [illegible].	VARIOUS	-	9.75	-	-
323 [illegible]	VARIOUS	-	55.50	-	-
333 [illegible].	VARIOUS	-	-	-	-
336 [illegible].	VARIOUS.	-	153.75	-	-
338 [illegible].	VARIOUS.	-	8.50	-	-
340 [illegible]	VARIOUS.	-	14.50	-	-
166 R.A.F.	VARIOUS	-	17.00	-	-
116 R.A.F.	VARIOUS.	-	-	-	-
111 R.A.F.	VARIOUS.	-	15.50	-	-
TOTAL	-	43	11,8[illegible]9.75	276.51	-

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[illegible]	[illegible]	-	215.75	-	-
2[illegible]	[illegible]	-	171.50	-	-
6[illegible]	[illegible]	-	331.75	-	-
38. [illegible]	[illegible]	-	150.75	-	-
83.85.86.85. [illegible]	[illegible]	-	519.75	519.75	1
6[illegible]	[illegible]	1	483.75	483.75	2
376 [illegible]	[illegible]	1	1052.75	350.92	3
276 [illegible]	[illegible]	3	651.75	325.37	4
[illegible]	[illegible]	2	250.75	250.75	5
[illegible]	[illegible]	1	234.00	234.00	6
[illegible]	[illegible]	1	465.75	232.87	7
[illegible]	[illegible]	2	652.25	217.42	8
[illegible]	[illegible]	3	302.25	161.12	9
[illegible]	[illegible]	2	354.45	172.12	10
[illegible]	[illegible]	2	338.75	169.37	11
[illegible]	[illegible]	4	400.75	100.14	12
[illegible]	[illegible]	2	158.75	71.37	13
[illegible]	[illegible]	1	66.00	66.00	14
[illegible]	[illegible]				
[illegible]	VARIOUS	2	1225.75	612.62	-
[illegible]	VARIOUS	1	260.00	260.00	-
[illegible]	VARIOUS	2	422.75	211.37	-
[illegible]	VARIOUS	10	1507.00	150.70	-
[illegible]	VARIOUS.	1	102.00	102.00	-
[illegible]					
[illegible]	VARIOUS	-	9.75	-	-
[illegible]	VARIOUS	-	55.50	-	-
[illegible]	VARIOUS	-	-	-	-
[illegible]	VARIOUS.	-	155.75	-	-
[illegible]	VARIOUS.	-	6.50	-	-
[illegible]	VARIOUS.	-	14.50	-	-
[illegible]	VARIOUS	-	17.00	-	-
[illegible]	VARIOUS.	-	-	-	-
[illegible]	VARIOUS.	-	15.50	-	-
TOTAL	-	43	11,8[illegible].75	276.51	-

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NINTH ARMY ARMY GROUP - MARCH, 1945.
CLASSIFICATION OF INCIDENTS BY CAUSE.

CAUSE.	Stationary		Moving		Take-off		Airborne		Landing	
	Day	Dark	Day	Dark	Day	Dark	Day	Dark	Day	Dark
MECHANICAL FAILURE - ENGINE.	-	-	-	-	-	1	6	-	-	-
MECHANICAL FAILURE - OTHER.	-	-	-	-	-	-	2	-	1	-
STRUCTURAL FAILURE.	-	-	-	-	-	-	-	-	2	-
ICING.	-	-	-	-	3	-	1	-	3	-
LANDING GROUND CONDITIONS	-	-	-	-	-	-	-	-	-	-
PILOT ERROR.	-	-	1	-	4	-	5	-	6	2
[illegible].	-	-	-	-	-	-	-	-	-	-
[illegible].	-	-	-	-	-	-	-	-	-	-
OTHER OR UNKNOWN ERROR.	1	-	1	-	1	-	1	-	-	-
TOTALS.	1	-	2	-	8	1	15	-	14	2

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TICKET.

TABLE.

[illegible] ACCIDENT REPORT - [illegible], 1945.
CLASSIFICATION OF ACCIDENTS BY CAUSE.

	Stationary		Moving		Pedestrian		Airborne		Landing		Total	
	Day.	Dark.	Day.	Dark.	Day.	Dark.	Day.	Dark.	Day.	Dark.	Accidents.	Percent.
	-	-	-	-	-	1	6	-	-	-	7	16.28
	-	-	-	-	-	-	2	-	1	-	3	6.98
	-	-	-	-	-	-	-	-	2	-	2	4.69
	-	-	-	-	3	-	1	-	3	-	7	16.28
	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	1	-	4	-	5	-	8	2	20	46.51
	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-
	1	-	1	-	1	-	1	-	-	-	4	9.30
	1	-	2	-	8	1	15	-	14	2	43	100.00%

67033

0581

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

SECRET.

MAW-F ACCIDENT REPORT - MARCH, 1945.

CLASSIFICATION OF ACCIDENTS BY SQUADRONS.

	2/6 FAF	2/9 FAF	3/6 FAF	4.5 FAF	30	257	272	284	323	147 USAAF	421	432	433	1435	MAW-F CONT FLIGHT	MEDAC CONT SQDN
STAGE OF FLIGHT.																
STATIONARY.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TAXYING.	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-
TAKE OFF.	-	-	-	-	-	1	1	-	-	1	-	-	1	1	1	2
AIRBORNE.	2	-	-	1	-	1	-	-	-	-	-	2	-	2	-	-
LANDING.	1	1	1	1	1	1	1	1	2	1	1	-	-	1	1	-
TOTALS.	3	1	1	2	2	3	2	1	2	2	1	2	1	4	2	2
ENGN FAILURE-MECH.	2	-	-	-	-	-	-	-	1	1	-	2	-	1	-	-
ENGN. FAILURE-OTHER.	-	-	-	-	-	1	-	1	-	-	-	-	-	-	-	-
STRUCTURL FAILURE.	-	-	-	-	1	-	-	-	-	-	-	-	-	-	1	-
TYRES.	-	-	-	-	-	1	1	-	1	1	-	-	-	1	-	1
LANDING GOND U/S.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PILOT ERROR.	1	1	1	2	-	-	1	-	-	-	1	-	1	2	1	1
OTHER PERSONNEL ERROR.	-	-	-	-	1	1	-	-	-	-	-	-	-	-	-	-
FOREIGN OBJECT.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WEATHER.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
UNKNOWN.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTALS.	3	1	1	2	2	3	2	1	2	2	1	2	1	4	2	2
MISSION.																
OPERATIONAL.	2	1	-	1	-	3	-	1	1	1	-	2	1	2	-	-
NON-OPERATIONAL	1	-	1	1	2	-	2	-	1	1	1	-	-	2	2	2
TOTAL.	3	1	1	2	2	3	2	1	2	2	1	2	1	4	2	2
LIGHT.																
DAY.	2	1	1	2	2	3	2	1	2	1	1	2	1	3	2	2
DARK.	1	-	-	-	-	-	-	-	-	1	-	-	-	1@	-	-
TOTALS.	3	1	1	2	2	3	2	1	2	2	1	2	1	4	2	2
PERSONNEL CASUALTIES.																
KILLED.	-	-	-		-	-	-	-	-	-	-	-	-	1	-	-
INJURED.	-	-	-		-	-	-	5	-	-	-	-	1	1	-	-
MISSING.	1	-	-		-	1	-	-	-	-	-	-	-	1.	-	-
TOTALS.	1	-	-		-	1	-	5	-	-	-	-	1	3	-	-

97 63

Note: @ Dusk Landing.

0584

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

SECRET.

TABLE 3.

NAVAL ACCIDENT REPORT - MARCH, 1945.

CLASSIFICATION OF ACCIDENTS BY SQUADRONS.

2/3 FAF	5/6 FAF	4.5 FAF	30	237	272	204	253	417 USAAF	624	632	633	1435	16.C.A.F CONS FLIGHT	TRIBES COMB SQDN	23 M.C.U	4 PTS	5 RNU	TOTAL	%
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	2.33
-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1	-	-	2	4.65
-	-	-	-	1	1	-	-	1	-	-	1	1	1	2	-	-	2	10	23.30
-	-	1	-	1	-	-	-	-	-	2	-	2	-	-	-	1	4	13	30.23
1	1	1	1	1	1	1	2	1	1	-	-	1	1	-	-	-	3	17	39.49
1	1	2	2	2	2	1	2	2	1	2	1	4	2	2	1	1	10	43	100.00%
1	1	2	2	2	2	1	2	2	1	2	1	4	2	2	1	1	10	43	100.00%
-	-	-	-	-	-	-	1	1	-	2	-	1	-	-	-	-	-	7	16.28
-	-	-	-	1	-	1	-	-	-	-	-	-	-	-	-	-	1	3	6.98
-	-	-	1	-	-	-	-	-	-	-	-	-	1	-	-	-	-	2	4.65
-	-	-	-	1	1	-	1	1	-	-	-	1	-	1	-	-	1	7	16.28
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	1	2	-	-	1	-	-	-	1	-	1	2	1	1	1	1	6	20	46.51
-	-	-	1	1	-	-	-	-	-	-	-	-	-	-	-	-	2	4	9.30
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	1	2	2	3	2	1	2	2	1	2	1	4	2	2	1	1	10	43	100.00%
1	-	1	-	3	-	1	1	1	-	2	1	2	-	-	-	-	-	15	34.88
-	1	1	2	-	2	-	1	1	1	-	-	2	2	2	1	1	10	28	65.12
1	1	2	2	3	2	1	2	2	1	2	1	4	2	2	1	1	10	43	100.00%
1	1	2	2	3	2	1	2	1	1	2	1	3	2	2	1	1	10	40	93.02
-	-	-	-	-	-	-	-	1	-	-	-	1	-	-	-	-	-	3	6.98
1	1	2	2	3	2	1	2	2	1	2	1	4	2	2	1	1	10	43	100.00%
-	-	6	-	-	-	-	-	-	-	-	-	1	-	-	-	13	1	19	63.34
-	-	3	-	-	-	5	-	-	-	-	1	1	-	-	-	-	-	7	23.33
-	-	4	-	1	-	-	-	-	-	-	-	1	-	-	-	-	1	4	13.33
-	-	13	-	1	-	5	-	-	-	-	1	3	-	-	-	13	2	30	100.00%

NOTE: ⑥ Dunk Landing.

0589

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SECRET.

M.A.F ACCIDENT REPORT - MARCH, 1945.

THREE MONTH CUMULATIVE RECORD OF OPERATIONAL AND NON-OPERATIONAL ACCIDENTS BY CA

	OPERATIONAL.				NON-OPERATIONAL.				
	1st JAN to 28th FEB, 1945.		1st MAR to 31st MAR, 1945		1st JAN to 28th FEB, 1945		1st MAR to 31st MAR, 1945		1st 20
CAUSE.	ACC'TS	HOURS PER ACC'TS	ACC'TS	HOURS PER ACC'TS	ACC'TS	HOURS PER ACC'TS	ACC'TS	HOURS PER ACC'TS	ACC
MECH. FAILURE - ENGINE.	3	2,068	7	850	5	1,512	-	-	
MECH. FAILURE - OTHER.	-	-	2	2,975	3	2,520	1	5,946	
STRUCTURAL FAILURE.	1	6,204	-	-	2	3,778	2	2,973	
TYRES.	1	6,204	2	2,975	2	3,778	5	1,189	
LANDING GROUND CONDITIONS.	-	-	-	-	3	2,520	-	-	
PILOT ERROR.	13	477	3	1,983	13	581	17	349	2
OTHER PERSONNEL ERROR.	-	-	1	5,950	1	7,559	3	1,982	
LACK OF FUEL.	-	-	-	-	-	-	-	-	
WEATHER.	-	-	-	-	-	-	-	-	
UNKNOWN.	2	3,102	-	-	5	1,512	-	-	
TOTALS.	20	310	15	397	34	222	28	212	5

TOTAL OPERATIONAL HOURS.		TOTAL NON-OPERATIONAL HOURS.		
1st JAN - 28th FEB, 1945.	6,204.	1st JAN - 28th FEB.	7,559.	1st JAN
1st MAR - 31st MAR, 1945.	5,950.	1st MAR - 31st MAR.	5,946.	1st MAR
TOTAL.	12,154.	TOTAL.	13,505.	

5362

0590

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SECRET.

TABLE 4.

REAF ACCIDENT REPORT - MARCH,1945.

THREE MONTH CUMULATIVE RECORD OF OPERATIONAL AND NON-OPERATIONAL ACCIDENTS BY CAUSE.

OPERATIONAL				NON-OPERATIONAL				TOTAL			
1st JAN to 28th FEB,1945.		1st MAR to 31st MAR,1945		1st JAN to 28th FEB,1945		1st MAR to 31st MAR,1945		1st JAN to 28th FEB,1945		1st MAR to 31st MAR,1945.	
ACC'TS	HOURS PER ACC'TS	ACC'TS	HOURS PER ACC'TS	ACC'TS	HOURS PER ACC'TS	ACC'TS	HOURS PER ACC'TS	ACC'TS	HOURS PER ACC'TS	ACC'TS	HOURS PER ACC'TS.
4	2,068	7	350	5	1,512	-	-	8	1,720	7	1,633
-	-	2	2,975	3	2,520	1	5,946	3	4,588	3	3,992
1	6,204	-	-	2	3,778	2	2,973	3	4,588	2	5,945
1	6,204	2	2,975	2	3,778	5	1,189	3	4,588	7	1,633
-	-	-	-	3	2,520	-	-	3	4,588	-	-
3	477	3	1,983	13	581	17	349	26	529	20	595
-	-	1	5,350	1	7,559	3	1,982	1	13,763	4	2,974
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-
2	3,102	-	-	5	1,512	-	-	7	1,966	-	-
20	310	15	397	34	722	28	212	54	255	43	276

TOTAL OPERATIONAL HOURS.

6,204.
5,950.

12,154.

TOTAL NON-OPERATIONAL HOURS

1st JAN - 28th FEB. 7,559.
1st MAR - 31st MAR. 5,946.

TOTAL. 13,505.

TOTAL HOURS.

1st JAN - 28th FEB. 13,763.
1st MAR - 31st MAR. 11,896.

TOTAL. 25,659.

2313

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SECRET.

MACAF ACCIDENT REPORT - MARCH, 1945.
CAUSES OF ACCIDENTS BY TYPE OF AIRCRAFT.

	P.32	P.47	B24	SPIT	WAR	WAR	BELL	JASO	B25	HU
Accidents due to Personnel Error.										
ing Taking Off.	-	-	-	4	-	-	-	-	-	
ing Landing.	-	-	1	-	2	-	-	-	-	
alled on landing.	-	-	-	-	-	-	-	-	-	
ershot.	1	-	-	1	-	-	-	1	-	
d Landing.	1	-	-	1	-	-	-	-	-	
ilty Cockpit Drill.	-	1	-	2	-	-	-	-	-	
ollision - Ground.	-	-	-	-	-	-	-	-	-	
llision - Air.	-	-	-	-	-	-	-	-	-	
xying.	-	-	-	-	-	-	1	-	-	
ame on Fire on Run up.	-	-	-	-	-	-	-	-	-	
t obstacle while airborne.	-	-	-	2	1	-	-	-	-	
d not pull out of dive.	-	-	-	-	-	-	-	-	-	
scellaneous.	-	-	-	3	-	-	-	-	-	
S.	2	1	1	10	3	-	1	1	-	
Accidents due to Mechanical & Nat'l Failure.										
ine.	2	-	1	3	1	-	-	-	-	
ntrol.	-	-	-	-	-	-	-	-	-	
rcarriage.	-	-	-	-	-	-	1	-	1	
ng.	-	-	2	3	-	1	-	-	1	
ruc.	-	-	-	-	-	-	-	-	-	
raulic System.	-	-	-	-	-	-	-	-	-	
scellaneous.	-	-	-	2	-	1	-	-	-	
TAL.	2	-	3	8	1	2	1	-	2	
Accidents due other Causes.										
ther.	-	-	-	-	-	-	-	-	-	
ding Ground Conditions.	-	-	-	-	-	-	-	-	-	
own.	-	-	-	-	-	-	-	-	-	
AL.	-	-	-	-	-	-	-	-	-	
TOTALS (1), (2), & (3).	4	1	4	18	4	2	2	1	2	

19,691

0592

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SECRET.

TABLE 5.

FLIGHT ACCIDENT REPORT - MARCH, 1945.
CAUSES OF ACCIDENTS BY TYPE OF AIRCRAFT.

	P-39	P-47	B-24	B-25	B-26	B-29	C-46	C-47	C-54	PBY	C-45	L-5	VENG	TOTAL
	-	-	-	4	-	-	-	-	-	1	-	1	-	5
	-	-	1	-	2	-	-	-	-	-	-	-	-	3
	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	1	-	-	1	-	-	-	1	-	-	-	-	-	3
	1	-	-	1	-	-	-	-	-	-	-	-	-	2
	-	1	-	2	-	-	-	-	-	-	-	-	-	3
	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	1	-	-	1
	-	-	-	-	-	-	1	-	-	-	-	-	1	2
	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	2	1	-	-	-	-	-	-	-	-	3
	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	3	-	-	-	-	-	1	-	-	-	4
	2	1	1	10	3	-	1	1	-	2	1	1	1	24
Failure.														
	2	-	1	3	1	-	-	-	-	-	-	-	-	7
	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	1	-	1	-	-	-	-	2
	-	-	2	3	-	1	-	-	1	-	-	-	-	7
	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	2	-	1	-	-	-	-	-	-	-	3
	2	-	3	8	1	2	1	-	2	-	-	-	-	19
	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	4	1	4	18	4	2	2	1	2	2	1	1	1	43

9461

0593

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

D 5856 N93/2 1400

FROM H.Q. 254 WING. R.A.F. C.M.F. 261450

TO ALLIED AIR FORCES SUB-COMMISSION ROME.

H.Q. M.A.A.F. R.A.F. P.M.F. (ADV) : H.Q. U.S.A.A.F. T.A.F.

C.M.F. (REAR) : H.Q. BALKAN AIR FORCE.

INFO 152 I.A.F. SQUADRON I.A.F. : C.T.O. 254 WING (BY D.R.)

CMM SR --- EF

D. C. DIST
ACT. AIR S/C

DES C O N F I D E N T I A L

"I.M."

1. (I) BALTIMORE MK V FW794

XXX (II) WRIGHT CYCLONE 2600-29 PORT 119691/43 - 195974

STBD 119698/43 - 195941

2. NO 152 SQUADRON I.A.F.

3. RESUME L.G. DAY. 11.45 HOURS 24TH APRIL 1945

4. CAPT BALDONI (PILOT) FULL ITALIAN CREW

5. REFUEL

6. NO

7. ON LANDING AIRCRAFT SWUNG OFF RUNWAY, RUN ONTO SOFT SAND AND NOSED OVER.

7560 YES.

8. AIRCRAFT CAT AC. ENGINES POST CAT 2. STBD CAT 2.

9. N/A.

10. NIHMOT.

11. AIRFIELD YES. THIRD PARTY NO.

12. N/A.

13. N/A.

ALLIED FORCES SUB-COMMISSION AGIL POST SECRET ROOM 754/R.I. 6760

DE 254450Z

GRPS H.R.J. 31...DE...M.

DTG 27/11[illegible] N/A 25A AC XXX

1300

D 18855
N94/57 13 Fr

FROM H.Q. 254 WING. R.A.F. C.M.F. 261712B

TO ALLIED AIR FORCES SUB-COMMISSION ROME.

H.Q. N.A.A.F. R.A.F. C.M.F. (ADV)

H.Q. N.A.A.F. R.A.F. C.M.F. (REAR)

H.Q. BALKAN AIR FORCE R.A.F. C.M.F.

INFO 20 SQUADRON I.A.F. : C.T.C. 254 WING (BY R.P.)

QWEX

CMK GE --- SI

RC DIST
A.C.T - AIR S/L

PAS C O N F I D E N T I A L.

"T.D."

A. (I) BALTIMORE MK V FW688

(II) WRIGHT CYCLONE 2600-29 PORT 93435/42 - 149886

STBD 93164/42 - 148787

B. 20 SQUADRON I.A.F.

C. BIFERNO L.G. DAY. 11.15 HRES HOURS 25TH APRIL 1945

D.

LT GEOGE J. (PILOT) AND FULL ITALIAN CREW - ALL UNINJURED

E. BIFURNO L.G.

F. NO.

G. AIRCRAFT DAMAGED BY ENEMY ACTION WAS SEEN TO BE ON FIRE DURING LANDING.

TSDC NO. 6759

H. AIRCRAFT CAT E TWO BURNT. ENGINES PORT CAT. 2. STBD CAT 1.

J. NK N/A.

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

FROM:

GRN RE --- BT

ACT - AIR S/C

P46 C O N F I D E N T I A L

"E.E."

A. (I) BALTIMORE MK V FW688

(II) WRIGHT CYCLONE 2600-29 POINT 95435/42 - 145855

STBD 95434/42 - 145787

B. 28 SQUADRON I.A.F.

C. BIFERNO L.G. DAY. 11.15 HRS HOURS 25TH APRIL 1945

D.

LT CIOCE J. (PILOT) AND FULL ITALIAN CREW - ALL UNINJURED

E. BIFERNO L.G.

F. NO.

G. AIRCRAFT DAMAGED BY ENEMY ACTION WAS SEEN TO BE ON FIRE DURING LANDING.

7850 NO.

6759

H. AIRCRAFT CAT 2 TWO BURNT. ENGINES PORT CAT. 2. STBD CAT 1.

I

J. NK N/K.

K. KINNOT.

L. AIRFIELD YES. THIRD PARTY NO.

M. N/K.

N. N/K.

DT 2615102

SENT M.E.J. (AD) K.

ROU 27/1142Z HRS AR

1300

ALLIED MILITARY GOVERNMENT WAR CRIMES SUB-COMMISSION (MEDITERRANEAN THEATRE) A413 ADJUTANT GENERAL'S BRANCH 754/P1.

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

0546

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

Ex Hastings

HQ MAAF (A) Hyères Plages - HQ 5 U.S.A.F. -
HQ 64 W.G. - HQ Delta Sub Command, Nice.

From H.Q. 7 Sub Command, Base.

BT 165 April 25 1800B

Secret

Flying Accident (A) Spitfire IX JK675
Interim 46 43m/Su 086°

(B) Italian Air Force Flying School

(C) Decimomannu Airfield 340 Kts Day.
(D) No Casualty Captain Mascagni Chief Italian pilot

(E) Decimomannu Airfield (F) No

(G) Crash landing flaps and undercarriage retracted. Pilot escaped. Airfield boundary runs adjacent to landing ground. 765 Yds Say E.N.E.

(H) Damaged port and wing tanks, port and outer slat, flap, fuel strut, fuselage and tailplane fairings, propeller and spinner, port wheel tyre, tube Cat. E.2 Engine Cat. 2.

(J) NO M.U. (K) Nil

(L) (M) and (N) Not applicable

R.A.F. · AIR FORCES SUB-COMMAND · ALLIED
R. 402
HAW 27/4.
675
752/Ad.

A.V. Knightley Sqt. A.F. Sub Commander

0591

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

11 A

From : Air Forces Sub Commission,AC. Rome.

To : Mr Dante Colaioni,Via Acaia 50 Rome.

Date : 25th April 1945

Ref. : AFSC/754/P.1.

10 F

In reply to your letter of the 4th April,it is felt that the Italian Air Ministry should be first approached.

Whilst fully sympathising with your predicament,it must be pointed out,in all fairness,that in July 1943 the Allies would have no knowledge of the result of such events as described,and the possibility of tracing it is almost nil.

We advise,therefore,that you contact the Italian Air Ministry.

F.L.BRADSHAW S/LDR
AIR VICE MARSHAL
AIR OFFICER COMMANDING

6757

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

10 H
(1)

TO : A.F.S.C. ROME

: QUARTIER GENERALE ALLEATO DEL MEDITTERRANEO

DATE : 4/4/45

On the 24th July 1943 at 7 o'clock the civilian seaplane I-DIGO left Olbia (Sardinia) for Ostia (Roma) with many passengers among which there was Rag. Angelo Marchetti of Vincenzo born in Rome in 1910. The aircraft never arrived and we never received any news of the fate of the passengers. At that time the Italian Authorities consiuered them as missing.

All possible inquiries were made but with no results.

From informations received we thought that the seaplane had been attacked by Allied aircraft on operations.

The Allied Authorities are kindly requested to furnish us all the informations on the fate of the aircraft and its passengers.

It would not be difficult to helps us as, it is possible to trace the pilots who were on operations on that day and on that spot and to know if the a/m plane was shot down or forced down in an Allied port. In the first case we would like to know if any bodies were found or whether the a/c caught fire and dived into the sea.

The undersigned is the brother in law of the a/m Rag.Angelo Marchetti.

The object of this request is evident since the above mentioned Rag.A.Marchetti has left two young children.

Hoping to receive as soon as possible exact information we would like to thank you very much.

DARIO COLAJORI
Via Acacia 50 Roma

Translated by E.Casparini

754/P1

6756

101

Alla SOTTOCOMMISSIONE ALLEATA
PER L'AERONAUTICA
A.C. A.P.O. 304
Al QUARTIER GENERALE ALLEATO
DEL MEDITERRANEO
CASERTA

Il 24 luglio 1943, alle ore 7, partiva da Olbia (Sardegna) diretto ad Ostia (Roma) l'idrovolante civile I-DIGO con a bordo numerosi passeggeri fra cui il Rag. ANGELO MARCHETTI di Vincenzo, nato a Roma nel 1910.- L'apparecchio non giunse a destinazione ne si ebbe mai notizia della fine dei passeggeri tranne la dichiarazione, delle Autorita italiane del tempo, di dispersi.-

Sono state fatte tutte le ricerche possibili senza, per altro, poter appurare la verita.-

Da informazioni ricevute si suppone che l'idrovolante fosse stato attaccato da apparecchi alleati in azione bellica.-

Si rivolge viva preghiera a Codesti Onorevoli Enti Alleati, affinchè si possa avere cognizione esatta sulla fine dell'apparecchio e dei suoi passeggeri.-

La cosa non dovrebbe essere di grande difficolta poichè sara facile rintracciare i piloti che effettuarono azioni belliche in quel giorno e in quel tratto di mare, e conoscere se l'apparecchio venne abbattuto o dirottato verso un porto alleato e, nel primo caso, se si notarono naufraghi oppure l'apparecchio cadde in fiamme nel mare.-

Lo scrivente è il cognato del suddetto Rag. ANGELO MARCHETTI.- 6755

Lo scopo della richiesta è evidente se si tiene conto che lo scomparso ha lasciato due bambini di tenerissima eta.-

Con la speranza di poter ricevere presto una qualsia si esatta notizia, si ringrazia anticipatamente.-

Con osservanza.-

Rubolini

Declassified E.O. 12356 Section 3.3/NND No. 785011

DEL MEDITERRANEO

CASERTA

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Con la speranza di poter ricevere presto una qualsia si esatta notizia, si ringrazia anticipatamente.-

Con osservanza.-

Roma, 4 aprile 1945

(DANTE COLAJORI)
Via Acaia, 50 - Roma -

Declassified E.O. 12356 Section 3.3/NND No. 786011

0601

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

ARMY FORM O 9156 (Small) **MESSAGE FORM** Register No. 9A

Call	Srl. No.	Priority	Transmission Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM (A) Originator — Date-Time of Origin — OFFICE DATE STAMP

Lt Leonard Cooke — 181505A

For Action

TO RFSC Yorks

(W) For information (INFO)

6A 7A 8A.

— Message Instructions — — OR —

Originator's No.

Send repeated Lone Star VIS numbers 16/810A, 16/815A and 16/820A as enrouted and that action be taken on the correct interval. Also information is wanted for rebriefing notes that Intruder had been detached to RFSC Yorks by Flt Cmdr.

P.S.I./B.T.S. Form 1 (Rev. 1-43)

THIS MESSAGE MAY BE SENT AS WRITTEN BY ANY MEANS EXCEPT WIRELESS

IF LIABLE TO BE INTERCEPTED OR TO FALL INTO ENEMY HANDS, THIS MESSAGE MUST BE SENT IN CIPHER

ORIGINATOR'S INSTRUCTIONS DEGREE OF PRIORITY

Immediate

Signature

Time THI or TOR 0754

Time cleared

System

Op.

R.A.F. AIR FORCES SUBSISTENCE DEPOT OFFICIAL ROOM B.578 1944 75 P.I.

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

322/17 8/7

Cypher Message

TO. RPD RAF BONAF – H/Q MAAF – H/Q MTOUSAF Rear (R) HQ MAAF Caserta – H/Q BAF – AFSC FLS Comms – AFSC Bari – 281 Wing – 214 Group – 110 Mkt – 20 Glider Regt.

FROM RAF VIS A.771 16/4 Recvd.

FB. (A) SPIT V.J.K. 205 Merlin 46-79627/314938
(B) 20 Glider Regt.
(C) RAF VIS Aircraft of DORO J 16/4/45 1050 hrs Day Shipping Mission.
(D) Nil casualty – Lt O. DONINO MARIO Glider Pilot – 20 Glider Regt.
(E) RAF VIS (F) Nil.
(G) Aircraft damaged by Enemy action – 765 C No.
(H) Fuselage skin and frame one damaged Wing Riveted aerofoil Category B2 Engine Cat. One salvage NO Control sheets.
(J) 110 Mk. II. (K) Wrecked (L) NO (M) NA
(N) NA.

A342 16/4 754/P.I.

IMMEDIATE

TOO 1618/0H
TOR 1712/0753
TOO 1719/35H.

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

0403

326/17 TP

Cypher Message

TO B.A.F.O. RAF BNAF - H.Q. MAAF CMF - HQ MAAF (R.A.F.)
(R) HQ MAAF Algiers - H.Q. BAF - AFSC FLS CANNE
- AFSC BARI - 254 Wing - 214 Group - 110 Mx Sq. -
28 Italian Squadron.

FROM RAF VIS A.-769 16/4 Secret

F.B. (A) SALDANHA (1) 4 FA 420(425) Sunlight
Cyclone 2600 - 13 Point 42 - 47321/65054 Starboard
99485/33535.

(B) 28 Italian Aqdn.
(C) RAF VIS Railway on right of NOVA GRADISKA
16/4/45 1245 hours Gun Bombing Mission.
(D) No casualty - H/O. MENOZZI Italian Pilot.
28 Italian Aqdn.

A 347 18/4

(E) RAF VIS (F) NO 754/P.1.

(G) Aircraft damaged by enemy action. - 765 C
NO.

(H) Starboard elevator main spar damaged
- miscellaneous holes in aircraft due to
flak - starboard engine cowlings, harness
fuselage, fin, rear cab. H.E. - Starboard engine
Cab. 2 Port Engine Bel. One - Salvage No.
- cannon shells of.

6752

(J) III M.U (K) Kinnor (L) N/A(1) (M) N A (N) N/A.

TOO 161820A
TOR 171245A
TOD 171955A.

IMMEDIATE

Sq Wyong
X+1

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

0604

C

Hyphen Message

D 327/17 6/9

To RPO BAAF - MHNF BASE - MHNF Base (R) MHNF Algiers
- BAF - HFSC F L S CANNE — HFSC Base - 32 Wing
— 214 Sqdn — 110 Sq (L — 20 Italian Sqdn.

FROM R A F. VIS T. 770. 16/4 Recd.

F.B. (A) Spitfire 5 20 Italian Sqdn Sq 1 Section
46 - 79659/3149/54
(B) 20 Italian Sqdn
(C) RHF VIS Nil Sqdn Sq 16 April 1515 Hrs
Day Reconnaissance Mission.
(D) Nil casualty — 1/0 TONITHMSINI Italian Pilot
20 Italian Sqdn.
(E) RHF VIS (F) NO
(G) Aircraft damaged by enemy action 765C
NO
(H) Attributed Main plane holed in Nil area of
Airframe category A C engine cat. One damage
NO Cannon shells fd.
(J) 110 Sq L
(K) Nil
(L) NO. (M) N/A (N) N/A.

754/P1

IMMEDIATE

Too 1616154
Tor 1716458
6751
Too 1719452

Scrutinised
Air Min 52

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

5H

Cypher Message 76/04

1 To - A M Kingsway Allied Central CMF

From - 5 BPO

M 709 April 3rd Confidential

754/P1

F B

(A) Liberator V 1710? 7710 1750 Ajeeng

(B) 12 Italian Squadron.

(C) Approx Amah Rdg XR 3879 1070 1300 hours 2nd April Day Bombing Mission

(D) 1 Sgt Mech com Pilot Italian (ii) Missing

(iii) not known

(E) Aircraft damaged by 50 M M Flak Pilot stated he would try to reach the coast and crash land. No further message received.

165 C No

(F) Kimnat.

Request 2nd addressee take all action.

TOC 0750 B
TOR 041530B
TOD 041550B

IMMEDIATE

Dust. AFSC HE.

SECRET.

MACAF ACCIDENT REPORT. FEBRUARY, 1945.

INTRODUCTION.

A total of 24 accidents was recorded in February, 1945 for MACAF operational squadrons and non-operational units with aircraft on charge. This is a reduction of 6 compared with the previous month. Owing to improved weather, flying hours increased in total to 7531, which gave a better average of 314 hours flown per Accident in February. This is broken down between the Services as follows :-

FEBRUARY, 1945.	MACAF ACCIDENTS.	OPERATIONAL AND NON-OPERATIONAL.	
		Hours Flown	Hours per Accident.
R.A.F. Squadrons.	5.	1090	378
R.A.F. and Dominion Squadrons and Non-Operational Units...	17.	4942	291
U.S.A.A.F. Squadrons. ...	2.	554	277
I.A.F.	-	143	-
	24.	7531	314
R.A.F. and Dominion Squadrons...	14.	2943	210
R.A.F. Non-Operational Units....	3.	2001	667

2. The above figures indicate a noticeable improvement over those for January, although the average hours flown per accident is still far short of the target figure of 500 hours.

3. Details of the February accidents are given in brief on the attached main Report, sheets 1 to 4, and the standing of units for the month is shown on Table No.1. There were 9 MACAF controlled squadrons and 11 other units without accidents recorded as such, and 2 rated squadrons plus 3 other units showing an average of hours per accident higher than the over-all average of 314 hours.

6749

4. Causes are set out in varying ways on Tables 2, 3 and 5 attached. It will be seen from Table 2 that the cause known as "pilot Error" again headed the list, with 13 accidents or 54% of the total for the month. This is unfortunately a higher proportion than that recorded for several months past. Altogether 9 of these 13 occurred during landings, 3 on take-off, and 1 whilst airborne. A further breakdown of these is set out in Table 5 under heading "Accidents due

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

follows :-

FEBRUARY, 1945.	MAAF ACCIDENTS.	GRAND AND NON-OPERL.	
		Hours Flown	Hours per Accident.
R.A.F. Squadrons.	5.	1690	378
+ R.A.F. and Dominion Squadrons and Non-Operational Units...	17.	4944	291
U.S.A.A.F. Squadrons. ...	2.	554	277
I.A.F.	-	143	-
	24.	7551	314
+ R.A.F. and Dominion Squadrons...	14.	2943	210
R.A.F. Non-Operational Units....	3.	2001	667

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67-49

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AIR FORCES SUB-COMMISSION · ALLIED COMMISSION ·
A241 9/4
ORDERLY ROOM
734/P.I.

for Air Vice Marshal,
Air Officer Commanding,
Mediterranean Allied Coastal Air Force.

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R.A.F.A. ACCIDENT REPORT - FEBRUARY, 1942.

SQUADRON	AIRCRAFT NO. AND TYPE	HOURS FLOWN: OPERATIONAL	NON-OPERL.	TOTAL	NO. OF A/C'S	REMARKS
8/G R.A.F.	P.39. Q. W.-32665	667.50	110.25	777.75	3	Whilst on bombing mission, engine caught fire, following reduction of oil pressure. Pilot baled out over enemy territory.
	P.39. Q. W.-3029.					Pilot returning from operations, made heavy landing on rough surface of runway; causing landing gear to collapse.
	P.39. Q. W.-3904.					Taking off for offensive mission, pilot left runway too soon, causing engine to stall & aircraft crashed.
3/G R.A.F.	P.47. D.30. W.26-311.	728.50	121.75	850.25	2	Whilst on practice flight, aircraft crashed and was completely destroyed.
	P.47. D.30. W.26-675					Whilst airborne, aircraft developed engine trouble, crash landed and was badly damaged.
30 R.A.F.	WELLINGTON XIV. HE.819.	100.00	301.25	401.25	3	Whilst taking flying boat on hydraulic system, the aircraft was taxied over rough ground to dispersal. Steering trouble was then found to be damaged.
	WELLINGTON XIV. HE.637.					During landing run, port tyre burst and aircraft swung to port, causing it to leave runway approx. 30 feet, and its port wing hit ditch. (11.4.42) resulting in ground looping to port. Wellington caught fire.

67 & 68

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HOURS FLOWN ACTUAL	NON-OPERA.	TOTAL	NO. OF ACCTS	REMARKS	CAUSE AND ACTION TAKEN
7.50	110.35	717.75	3	Whilst on bombing mission, engine caught fire, following reduction of oil pressure. Pilot baled out over enemy territory.	Cause - Engine Failure due to reduction of oil pressure
				Pilot returning from operations, made heavy landing on rough surface of runway; causing landing gear to collapse.	Cause - Pilot Error
				Taking off for offensive mission, pilot left engine running too soon, causing engine to stall & aircraft crashed.	Cause - Pilot Error, presumably error of judgement.
.30	121.75	843.25	2	Fitter on practice flight, aircraft crashed and was completely destroyed.	Cause - Unknown. Details incomplete.
				Whilst airborne, aircraft developed engine trouble, crash landed and was badly damaged	Cause - Engine Failure. No further particulars available
.40	351.25	481.25	3	Pilot on Flapless landing after leak in hydraulic system, the aircraft was tracked over rough ground to disperal. Starboard wing was then found to be damaged.	Cause - Landing Ground conditions, but possibly heavy tail wheel landing.
				During landing run, port tyre burst and aircraft swung to port, causing it to leave landing square. 50 feet, and its port wing hit a building (Hangar) resulting in ground looping to port. Wellington caught fire.	Cause - Burst Tyre. Contributary cause - Aircraft parked near runway. Court of Inquiry recommended: Aircraft should not be parked near runway, and that separate accomodation be provided for visiting aircraft.

67-45

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	AIRCRAFT &. AIR TYPE	HOURS FLOWN OPERATIONAL NON-OPERATIONAL TOTAL	NO. OF ASCENTS	REMARKS.
50 R.A.F.	[illegible] XIV. M.282			Main airborne, port tyre burst, pressure when undercarriage was retracted; on landing pilot managed to keep aircraft straight for 600 yds before it lurched [illegible] W/T. A/C ground looped, undercarriage col
257 R.A.F.	SPITFIRE IX. M.142	260.50 75.00	335.50 2	When nearing base, pilot found fuel shortage and then had difficulty in lowering undercarriage lever during first dusk landing. Lever finally forced down, aircraft had just touched down with undercarriage not locked.
	SPITFIRE IX. M.656			Landing from operations, pilot had cl undercarriage position but failed to check that it was down, and taxied to unser
255 R.A.F.	MOSQUITO VI W.4082.	93.75 307.00	390.75 4	While taxying, tail wheel dug into soft ground, causing damage to airscrews.
	MOSQUITO VI W.4082.			Returning from operations, aircraft developed engine trouble, due to fracture of pipe to automatic boost control, the pilot has direct control of carburettor butterflies giving him abnormally high boost and consequent difficult handling of one engine. As a result, in carrying out dusk single engine landing at night, pilot overshot.

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					SECT. 2.	
DATE 1944 OPERATIONAL NON-OPERATIONAL	HOURS	NO. OF ACCTNS	INCIDENTS.		CAUSE AND ACTION TAKEN	
				When airborne, port tyre burst, presumably by undercarriage was retracted; on landing pilot managed to keep aircraft straight for 600 yds before it left the runway. 2/O proceeded, undercarriage collapsed.	Cause - burst tyre, having completed only 2 landings, over 10hr action taken. No blame attached to pilot.	
	200.50	11.00	251.50	2	When retiring gear, pilot found short stroke and that had partially in lowering undercarriage lever during first dusk 2 attempt lever finally forced down, aircraft has just touched down with undercarriage not locked.	Cause - pilot Error. Incorrect use; contributory Cause - sticking of undercarriage lever. Fatality of Pilot to be investigated.
				Landing from operations, pilot selected U/C "Down" and proceeded to land. Aircraft crashed.	Cause - pilot Error. On took off checked manual "Undercarriage Locking" but failed to check position of U/C lever.	pilot receiving further dual check 2 weeks prior to. S/ldr
	313.75	307.00	394.75	4	While landing, tail wheel ran into soft ground, causing damage to aircraft.	Cause - Faulty ground conditions - Squadron have already taken steps to improve landing ground.
				Landing at Bermuda, aircraft developed engine trouble, due to failure of pipe to automatic boost control, the pilot had direct control of carburettor throttle, thus causing excessive boost and consequent difficult handling of aircraft. As a result, in carrying out single engine landing at night, pilot overshot.	Cause - Structural failure. Some pilot error before. ..... Modification forecast to some extent.	

67-47

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SQUADRON	AIRCRAFT NO. AND TYPE	HOURS FLOWN OPERATIONAL	NON-OPER'L	TOTAL	NO. OF A/C'TS	REMARKS.	CAUSE &
	MOSQUITO XII. W.A.G2.					Both developed engine fire, pilot corrected by 1-2-3, abandoned A/C & plane landing gear and crashed. Damage	Primary Secondary Accident in proc
	MOSQUITO XII. W.A.58					While instructor was giving dual instruction, port wing developed an take off at ramp only 15 feet wide, pilot overcorrected; aircraft ground looped and undercarriage collapsed.	Cause - Crane - Faulty a responsi investi the mai or mate
272	BEAUFIGHTER X. W.A.55.	227.00	40.75	267.75	1	Whilst airborne starboard engine failed and propeller could not feather. Pilot ground loops mid runway from pilot's view and although pilot performed fact he could not maintain height, crashed on edge of runway.	Cause - attach Pilot's operati
247	BEAUFIGHTER VI. J.A.G6	191.25	92.50	283.75	2	Pilot taken ill, aircraft crashed and two completely destroyed.	Cause - pertinen
	HARRICANE VI. V.A.G6.					Pilot made heavy landing at night, undercarriage & petrol interception, causing starboard undercarriage to collapse.	Cause -
458	MOSQUITO XIV. HK.A62	256.00	295.50	551.50	1	While carrying out 'dining' low level attack on towed target at night, aircraft hit water and crashed. Previous pilot had warned pilot that this aircraft was nose heavy.	Cause - Pilot's Survivo available

67.46

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				While developing on take off, pilot overcorrected too late, aircraft hit a stone breaking tyre and causing damage.	Primary Cause - Pilot Error. Secondary Cause - Earth. Ground conditions. Repairs as necessary in progress.
				While instructor was flying dual instruction, port wing developed on take off on runway only 50 feet wide, pilot overcorrected; aircraft ground looped and undercarriage collapsed.	Cause - Pilot Error. Contributory Cause - narrowness of runway. Earth sides to runway now being repaired. Accident being further investigated for a solution to the swing developing on this type of aircraft.
7.00	0.75	307.75	1	Whilst airborne starboard engine failed and propeller would not feather. Pilot crash landed on runway from pilot's view and although pilot jettisoned fuel he could not maintain height, crashed on edge of runway.	Cause - Engine Failure. No blame attached to pilot. Engine has been returned to M.U. for strip examination.
1.25	9.50	200.75	2	Whilst taking off, aircraft swerved and was completely destroyed.	Cause - unknown. No further particulars available.
				Pilot made heavy landing at night, following a practice interception, causing starboard undercarriage to collapse.	Cause - Pilot Error.
6.00	235.50	551.50	1	While carrying out 'dummy' fire attack on towed target at night, aircraft hit water and crashed. Previous crew had warned pilot that this aircraft was nose heavy.	Cause - pilot's Error of Judgement. Radio Altimeter not used because aerodrome is undulating & they not available.

9-79

0614

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AIRCRAFT TYPE	AIRCRAFT NO. AND TYPE	HOURS FLOWN DUAL	HOURS FLOWN NON-DUAL	HOURS FLOWN TOTAL	NO. OF FLIGHTS	REMARKS	CAUSE
Oxf. T.I.T.	W.L.W.S.I. L.2201.	12.75	30.75	43.50	1	Whilst engine failed, leading to heavy landing with u/c. Aircraft swung and ran off the runway coming to rest in ditch. Intercepted by flight commander, informed him of the bent engine rod, and on "Mayday" landing in a cross wind caused the further damage.	Pilot's error in that he did not carry out a proper circuit and landing.
Hawker Hurricane I.	SPITFIRE IX. P.7749 SPITFIRE IX. P.8596	208.25	171.70	380.00	2	On landing, pilot badly overshot runway and ran out and tore starboard and rudder. Pilot landing at excessive speed, overshot end of runway, ground slipping into soft ground and nosed over on its back.	Pilot's error. Pilot's error.
Hawker Hurricane.	HURRICANE IV. P.8399.	--	295.75	295.75	1	Pilot experienced at excessive speed undercarriage, touched down too far down runway, overshot and retracted undercarriage.	Pilot's error.
Spitfire VIII.	SPITFIRE. V. AB.502	--	819.00	819.00	1	On landing, front lift ground "dug" and "bags" spun, pilot opened throttle and took off again. Unable to lower undercarriage or subsequent landing. Belly landing.	Pilot's error in that he did not carry out a proper circuit and landing.
S.E.A.C.	HURRICANE IIC BE.251.	--	338.00	338.00	1	Port wheel developed on landing in 20 m.p.h. cross wind. Pilot unable to correct. Starboard wing dug in and ran broke off.	Cause unknown. Pilot not to blame.

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[illegible]	NO. OF [illegible]	[illegible]	[illegible]	[illegible]	[illegible]
13.75	30.75	17.50	1	Tried to fly [illegible] in [illegible] flight, [illegible] on [illegible] [illegible] [illegible] by flight Commander, [illegible] with best [illegible], [illegible] landing [illegible] [illegible] [illegible].	Cause - Other Personnel Error. Court of Inquiry [illegible]: Error of judgment by Flight Commander in allowing aircraft to take off without adequate [illegible] not employed at [illegible] airfield.
206.25	171.75	380.00	2	on landing, pilot badly overshot runway and ran off and into [illegible] and rocks.	Cause - pilots Errors. Log book endorsed "Overlocsevere Landing".
				pilot landing at excessive speed, overshot it and on taxiing, was [illegible] into [illegible] and [illegible] [illegible] on the nose.	C.o.w - Pilots' Error of judgement. Landing ground at fit for [illegible] operation.
--	295.75	295.75	1	pilot overshot at excessive speed and it [illegible] [illegible]. Tailskid [illegible] for [illegible], overshot and [illegible] [illegible].	Cause - pilot Error. Log book endorsed "Overlocsevere Landing".
--	319.00	319.00	1	On landing, [illegible] "on" and "off" [illegible], pilot opened throttle and took off again. Unable to [illegible] gear on subsequent circuits. Made belly landing.	Cause - pilot Error. Undercarriage system incorrectly operated. Investigation ordered.
--	331.00	331.00	1	Port [illegible] developed on landing in [illegible]. pilot unable to correct. Starboard [illegible] collapsed and [illegible].	Cause - pilot Error. No disciplinary action taken on account of pilot's [illegible] injury. Procedure to fly pilot [illegible] aircraft in future.

C7.19

SECRET. TABLE 1.

M O F ACCIDENT RECORD - FEBRUARY, 1945.
SQUADRONS OR UNITS IN TOTAL HOURS FLOWN PER ACCIDENT.

UNIT	TYPE OF A/C.	TOTAL NUMBER OF ACCIDENTS	TOTAL HOURS FLOWN	HOURS FLOWN PER ACCIDENT	SQUADRON MONTHLY RATING.
293 R.A.F.	(Warwick. (Walrus.	-	276.00	-	-
1st SRS. USAAF	R. Catalina.	-	270.50	-	-
4.S. R.A.F.	Walrus.	-	227.25	-	-
82.83.84.85 I.A.F.	(Oxfords. (RS.14.	-	143.25	-	-
256 R.A.F.	Mosquito.	-	119.25.	-	-
25. R.A.F.	Hurricane.	-	101.50	-	-
456 R.A.F.	Wellington.	1.	591.50	591.50	1
3/6 R.A.F.	P.47.	2.	843.25	421.63	2
272 R.A.F.	Beaufighter.	1.	307.75	307.75	3
3/6 R.A.F.	P.39.	3.	717.75	239.25.	4
1435 R.A.F.	Spitfire.	2.	380.00	190.00	5
137 R.A.F.	Spitfire.	2.	353.50	176.75	6
38 R.A.F.	Wellington.	3.	481.25	160.42	7.
417 R.C.A.F.	Beaufighter.	2.	283.75	141.87	8
255 R.A.F.	(Beaufighter. (Mosquito.	4.	390.75	97.69	9
614 R.A.F.	Walrus.	1.	43.50	43.50	10.
[illegible] CONV. SQN.	Various.	1.	819.00	819.00	-
[illegible] CONV. WING.	Various.	1.	295.75	295.75	-
S.ATH. W.A.F.	Various.	1.	338.00	338.00	-
21 Feb. only.					
23 R.A.A.C.F.	(Vengeance. (Hurricane.	-	194.00	-	-
[illegible] CONV. WING.	Various.	-	169.50	-	-
4 P.R. UNITS	Various.	-	74.75	-	-
[illegible] SQUADRON.					
255 SQDN. [illegible] WING.	Mosquito.	-	90.00	-	-
287 [illegible] R.A.F.	Various.	-	13.50	-	-
323 [illegible] R.A.F.	Various.	-	38.25	-	-
			4.25	-	-

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		(Warwick.				
293	R. . .P.	(Walrus.	-	276.00	-	-
1st	SRS. US	F. Catalina.	-	270.50	-	-
4.S.	S. . .P.	Walrus.	-	227.25	-	-
82.83.84.85		(Ants.				
I. . .S.		(RS.14.	-	143.25	-	-
256	A. . .F.	Mosquito.	-	119.25.	-	-
29.	F. . .P.	Interceore.	-	101.50	-	-
456	R. . .F.	Wellington.	1.	591.50	591.50	1
3/6	R. . .F.	F.47.	2.	843.25	421.63	2
192	R. . .F.	Beaufighter.	1.	307.75	307.75	3
3/6	F. . .F.	P.39.	3.	717.75	239.25.	4
1435	R. . .F.	Spitfire.	2.	300.00	150.00	5
537	R. . .F.	Spitfire.	2.	353.50	176.75	6
38	R. . .F.	Wellington.	3.	481.25	160.42	7.
417	R.S. . . .F.	Beaufighter.	2.	283.75	141.87	8
255	R. . .F.	(Beaufighter.	4.	390.75	97.69	9
		(Mosquito.				
614	R. . .F.	Walrus.	1.	43.50	43.50	10.
	CONV.SQN.	Various.	1.	819.00	819.00	-
	CONV.FLT.	Various.	1.	295.75	295.75	-
S.RPO.	.e.f.	Various.	1.	338.00	338.00	-
21 Feb.	code.					
23	...C.U.	(Vengeance.	-	194.00	-	-
		(Hurricane.				
SL.X	CONV.FLT.	Various.	-	169.50	-	-
4 P	CHUTE	Various.	-	74.75	-	-
1R	FW'G SCHOOL.					
956	CONV.	Mosquito.	-	20.00	-	-
	IN'G FLIGHT.					
287	ING R.P.	Various.	-	12.50	-	-
3/3	ING R.P.	Various.	-	33.25	-	-
335	ING R.P.	Various.	-	4.25	-	-
33F	ING R.P.	Various.	-	7.25	-	-
340	ING R.P.	Various.	-	12.00	-	-
1CS	A.S.U.R.P.	Various.	-	4.00	-	-
111	R.A. . .P.	Various.	-	14.50	-	-
TOTAL.		-	24.	7531.00	313.79	-

N.B. In addition to the above, 1 Walrus I and 1 Warwick IC of 293 Squadron damaged by a Baltimore of another Command swinging on landing - collided with stationary aircraft in dispersal. Not debited to No.293 Squadron.

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FLIGHT ACCIDENT RECORD - FEBRUARY, 1945.
CLASSIFICATION OF ACCIDENTS BY CAUSE.

CAUSE	Stationary Day	Stationary Dark	Taxying Day	Taxying Dark	Take-off Day	Take-off Dark	Airborne Day	Airborne Dark	Landings Day	Landings Dark
MECHANICAL FAILURE - ENGINE.	-	-	-	-	-	-	2	1	-	-
MECHANICAL FAILURE - OTHER.	-	-	-	-	-	-	-	-	-	-
STRUCTURAL FAILURE.	-	-	-	-	-	-	-	-	-	1
TYRES.	-	-	-	-	-	-	-	-	4	1
LANDING GEAR DEFECTIONS.	-	-	2	-	-	-	-	-	-	-
PILOT ERROR.	-	-	-	-	3	-	-	1	7	2
OTHER PERSONNEL ERROR.	-	-	-	-	-	-	-	-	1	-
BY FRIENDLY AIRCRAFT.	-	-	-	-	-	-	-	-	-	-
WEATHER.	-	-	-	-	-	-	-	-	-	-
UNKNOWN.	-	-	-	-	-	1	1	-	-	-
TOTAL	-	-	2	-	3	1	3	2	9	4

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TABLE 2.

ARMY ACCIDENT REPORT - FEBRUARY, 1945.
CLASSIFICATION OF ACCIDENTS BY CAUSE.

Taxiing Day	Taxiing Dark	Taking-off Day	Taking-off Dark	Air-borne Day	Air-borne Dark	Landing Day	Landing Dark	Total Accidents	Percent
-	-	-	-	2	1	-	-	3	12.51
-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	1	1	4.17
-	-	-	-	-	-	1	1	2	8.33
-	2	-	-	-	-	-	-	2	8.33
-	-	-	3	-	-	1	7	2	13	54.16
-	-	-	-	-	-	-	1	-	1	4.17
-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	1	1	-	-	-	2	8.33
-	2	-	3	1	3	2	9	4	24	100.00%

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MACAF ACCIDENT REPORT - FEBRUARY, 1945.
CLASSIFICATIONS OF ACCIDENTS BY SQUADRONS.

STAGE OF FLIGHT.	2/6 F.A.F.	3/6 F.A.F.	38	237	255	272	417 USAAF	458	624	1435	MACAF COM.FLT OCEN.30
STATIONARY	-	-	-	-	-	-	-	-	-	-	-
TAXYING	-	-	1	-	1	-	-	-	-	-	-
TAKE-OFF	-	-	-	-	2	-	1	-	-	-	-
AIRBORNE.	1	-	-	-	-	1	-	1	-	-	-
LANDING.	1	2	-	-	-	-	-	-	-	-	-
	1	-	2	2	1	-	1	-	1	2	1
TOTAL	3	2	3	2	4	1	2	1	1	2	1
CAUSE											
MECHANICAL FAILURE - ENGINE	1	1	-	-	-	1	-	-	-	-	-
MECH.FAILURE.OTHER.	-	-	-	-	-	-	-	-	-	-	-
STRUCTURAL FAILURE.	-	-	-	-	1	-	-	-	-	-	-
TYRES.	-	-	2	-	-	-	-	-	-	-	-
LANDING GRD CONDNS.	-	-	1	-	1	-	-	-	-	-	-
PILOT ERROR.	2	-	-	2	2	-	1	1	-	2	1
OTHER PERSONNEL ERROR	-	-	-	-	-	-	-	-	1	-	-
FRIENDLY AIRCRAFT.	-	-	-	-	-	-	-	-	-	-	-
WEATHER.	-	-	-	-	-	-	-	-	-	-	-
UNKNOWN.	-	1	-	-	-	-	1	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-
TOTAL	3	2	3	2	4	1	2	1	1	2	1
MISSIONS.											
OPERATIONAL.	3	-	1	2	1	1	-	-	-	1	-
NON-OPERATIONAL	-	2	2	-	3	-	2	1	1	1	1
TOTAL	3	2	3	2	4	1	2	1	1	2	1
LIGHT.											
AIR.	3	2	2	1	3	-	-	-	1	2	1
SEA.	-	-	1	1	1	1	2	1	-	-	-
TOTAL	3	2	3	2	4	1	2	1	1	2	1
PERSONNEL CASUALTIES.											
KILLED.	-	-	-	-	-	-	-	1	-	-	-
INJURED.	-	1	1	-	2	-	-	2	-	-	-
MISSING.	1	-	-	-	-	-	-	3	-	-	-
TOTAL	1	1	1	-	2	-	-	6	-	-	-

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TABLE 3.

MACAF ACCIDENT REPORT - FEBRUARY, 1945.
CLASSIFICATIONS OF ACCIDENTS BY SQUADRONS.

38	237	255	272	417 USAAF	458	624	1435	MACAF COM.FIT	MIDDLE COM.SQD	5 R.F.U.	TOTAL	PER CENT.
-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	2	8.33
1	-	1	-	-	-	-	-	-	-	-	4	16.67
-	-	2	-	1	-	-	-	-	-	-	5	20.83
-	-	-	1	-	1	-	-	-	-	-	13	54.17
2	2	1	-	1	-	1	2	1	1	1	24	100.00
3	2	4	1	2	1	1	2	1	1	1		
-	-	-	1	-	-	-	-	-	-	-	3	12.51
-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	1	4.17
-	-	1	-	-	-	-	-	-	-	-	2	8.33
2	-	-	-	-	-	-	-	-	-	-	2	8.33
1	-	1	-	-	-	-	2	1	1	1	13	54.16
-	2	2	-	1	1	-	-	-	-	-	1	4.17
-	-	-	-	-	-	1	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	2	8.33
-	-	-	-	1	-	-	-	-	-	-		
3	2	4	1	2	1	1	2	1	1	1	24	100.00
1	2	1	1	-	-	-	1	-	-	-	9	37.50
2	-	3	-	2	1	1	1	1	1	1	15	62.50
3	2	4	1	2	1	1	2	1	1	1	24	100.00
2	1	3	-	-	-	1	2	1	1	1	17	70.85
1	1	1	1	2	1	-	-	-	-	-	7	29.17
3	2	4	1	2	1	1	2	1	1	1	24	100.00
-	-	-	-	-	1	-	-	-	-	-	1	9.09
1	-	2	-	-	2	-	-	-	-	-	6	55.55
-	-	-	-	-	3	-	-	-	-	-	4	35.36
1	-	2	-	-	6	-	-	-	-	-	11	100.00

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MACAF ACCIDENT REPORT

THREE MONTH CUMULATIVE RECORD OF OPERATIONAL AND NON-OPERATIONAL ACCIDENTS EX

CAUSE.	OPERATIONAL				NON-OPERATIONAL				
	1st December, 1944 to 31st January, 1945		1st February, 1945 to 28th February, 1945		1st December, 1944 to 31st January, 1945		1st February, 1945 to 28th February, 1945		1s 31
	ACCDTS	HRS PER ACCDTS.	ACCDTS	HRS PER ACCDTS.	ACCDTS	HOURS PER ACCDTS	ACCDTS	HRS PER ACCDTS.	A
MECHANICAL FAILURE-ENGINE.	3	2045	2	1761	6	1142	1	4009	
MECHANICAL FAILURE-OTHER,	-	-	-	-	4	1714	-	-	
STRUCTURAL FAILURE.	-	-	1	3522	3	2282	-	-	
TIRES.	-	-	1	3522	1	6853	1	4009	
LANDING GROUND CONDITIONS.	1	6135	-	-	2	3426	2	2004	
PILOT ERROR.	11	558	5	704	7	979	8	501	
OTHER PERSONNEL ERROR.	-	-	-	-	-	-	1	4009	
COLLISION WITH FRIENDLY A/C.	-	-	-	-	-	-	-	-	
ENEMY ACK-ACK.	-	-	-	-	-	-	-	-	
WEATHER.	-	-	-	-	4	1714	-	-	
UNKNOWN.	5	1225	-	-	4	1714	2	2004	
TOTAL	20	307	9	391	31	221	15	267	

OPERATIONAL

1st Dec. 1944 to 31st Jan. 1945. - 6135.
1st Feb. 1945 to 28th Feb. 1945. - 3522.
TOTAL 9657.

67 1

NON-OPERATIONAL

1st Dec. 1944 to 31st Jan. 1945. - 6853.
1st Feb. 1945 to 28th Feb. 1945. - 4009.
TOTAL 10862.

TO
1st Dec. 19
1st Feb. 19
TOTAL

0623

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TABLE 4.

RAAF ACCIDENT REPORT

THREE MONTH CUMULATIVE RECORD OF OPERATIONAL AND NON-OPERATIONAL ACCIDENTS BY CAUSE.

OPERATIONAL			NON-OPERATIONAL				TOTAL			
ember, 1944 to nuary, 1945		1st February, 1945 to 28th February, 1945	1st December, 1944 to 31st January, 1945		1st February, 1945 to 28th February, 1945		1st December, 1944 to 31st January, 1945		to 1st February, 1945 28th February, 1945	
HRS PER ACCDTS.	ACCDTS	HRS PER ACCDTS.	ACCDTS	HOURS PER ACCDTS	ACCDTS	HRS PER ACCDTS.	ACCDTS	HRS PER ACCDTS.	ACCDTS	HOURS PER ACCDTS.
2045	2	1761	6	1142	1	4009	9	1143	3	2510
-	-	-	4	1714	-	-	4	3247	-	-
-	1	3522	3	2262	-	-	3	4329	1	7531
-	1	3522	1	6853	1	4009	1	12988	2	3765
6135	-	-	2	3426	2	2004	3	4329	2	3765
558	5	704	7	979	8	501	16	722	13	579
-	-	-	-	-	1	4009	-	-	1	7531
-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-
-	-	-	4	1714	-	-	4	3247	-	-
1225	-	-	4	1714	2	2004	9	1143	2	3765
307	9	391	31	221	15	267	51	255	24	313

135.
522.
657.

NON-OPERATIONAL
1st Dec. 1944 to 31st Jan. 1945. - 6853.
1st Feb. 1945 to 28th Feb. 1945. - 4009.
TOTAL 10862.

TOTAL
1st Dec. 1944 to 31st Jan. 1945. - 12988.
1st Feb. 1945 to 28th Feb. 1945. - 7531.
TOTAL 20519.

0024

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M.C.I.F ACCIDENT REPORT - FEBRUARY, 1945.
CAUSES OF ACCIDENTS BY TYPE OF AIRCRAFT.

	BEAU	180SQ	SPIT	P.39	P.47	WAIR	WELL	BADF	HA
I. ACCIDS DUE TO PERS'L ERROR									
SWING TAKING OFF.	-	2	-	-	-	-	-	-	
SWING LANDING.	-	-	-	-	-	-	-	-	
SKIDDED ON LANDING.	-	-	-	-	-	-	-	-	
OVERSHOT.	-	-	2	-	-	-	-	1	
BAD LANDING.	1	-	-	1	-	-	-	-	
FAILED TO COCKPIT DRILL.	-	-	2	-	-	-	-	-	
COLLISION - GROUND.	-	-	-	-	-	-	-	-	
COLLISION - AIR.	-	-	-	-	-	-	-	-	
TAXYING.	-	-	-	-	-	-	-	-	
ENGINE ON FIRE ON WARM-UP.	-	-	-	-	-	-	-	-	
HIT OBSTACLE WHILE AIRBORNE.	-	-	-	-	-	-	1	-	
DID NOT BAIL OUT OF DIVE.	-	-	-	-	-	-	-	-	
MISCELLANEOUS.	-	-	-	1	-	1	-	-	
(I) TOTAL.	1	2	4	2	-	1	1	1	
II. ACCIDS DUE TECH & MATL FAIL.									
ENGINE.	1	-	-	1	1	-	-	-	
PROPELLOR.	-	-	-	-	-	-	-	-	
UNDERCARRIAGE.	-	-	-	-	-	-	-	-	
TYRES.	-	-	-	-	-	-	2	-	
AIRFRAME.	-	-	-	-	-	-	-	-	
HYDRAULIC SYSTEM.	-	-	-	-	-	-	-	-	
MISCELLANEOUS.	1	-	-	-	-	-	-	-	
(II) TOTAL	2	-	-	1	1	-	2	-	
(III) ACCIDENTS DUE OTHER CAUSES.									
WEATHER.	-	-	-	-	-	-	-	-	
LANDING GROUND CONDITIONS.	1	-	-	-	-	-	1	-	
UNKNOWN.	1	-	-	-	1	-	-	-	
(III) TOTAL.	2	-	-	-	1	-	1	-	
GRAND TOTAL. (I) (II) (III)	5	2	4	3	2	1	4	1	

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NAVY ACCIDENT REPORT - FEBRUARY, 1945.
CAUSES OF ACCIDENTS BY TYPE OF AIRCRAFT.

PAGE 9.

	HELL	MOSQ	SPIT	P.39	P.47	WILD	WELL	BAIT	HARV	HUDSON	TOTAL
OR											
	-	2	-	-	-	-	-	-	-	-	2
	-	-	-	-	-	-	-	-	1	-	1
	-	-	-	-	-	-	-	-	-	-	-
	-	-	2	-	-	-	-	1	-	-	3
	1	-	-	1	-	-	-	-	-	-	2
	-	-	2	-	-	-	-	-	-	1	3
	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	1	-	-	-	-	1
	-	-	-	1	-	1	-	-	-	-	2
	1	2	4	2	-	1	1	1	1	1	14
ARY.											
	1	-	-	1	1	-	-	-	-	-	3
	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	2	-	-	-	2
	-	-	-	-	-	-	-	-	-	-	-
	1	-	-	-	-	-	-	-	-	-	-
	2	-	-	1	1	-	2	-	-	-	6
RUSES.											
	-	-	-	-	-	-	-	-	-	-	-
	1	-	-	-	-	1	-	-	-	-	2
	1	-	-	-	1	-	-	-	-	-	2
	2	-	-	-	1	-	1	-	-	-	4
	5	2	4	3	2	1	4	1	1	1	24

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D/5848 3A

N131/23

LKKB V LGJP NR 140/23 IMMEDIATE

T A F S/C ROME

T R F U

TO HQ MASAF - HQ MAAF- HQ MAAF REAR - 111 R S U - 111 RSU NO1 DET -
SCUOLA REGIA AERONAUTICA FROSINONE C/O AFSC ROME

0128 23/3

FANONKOESX

FA NON OPS

(A) (1) AIROCOBRA 43005 (2) ALLISON V1710-35 A-044407

(B) SCHOOL OF FIGHTERS AND BOMBERS FROSINONE

(C) CAUDO LG 23 RD MARCH 1945 . 1020 HRS DAY TRANSFER FLIGHT CAUDO
- [redacted] FROSINONE

(D) TENENTE MAZZOLINI MARIO PILOT UNINJURED
SCUOLA REGIA AERONAUTICA FROSINONE

(E) CAUDO AIRFIELD

(F) N/A

(G) ENGINE FAILURE CONNCETING ROD THROUGH SUMP
NO3 MAIN BEARING [redacted] APPEARS TO HAVE FAILED .

(H) UNDERSIDE OF WING ROOTS DAMAGED PROPELLOR DAMAGED
A/F CAT E2 ENGINE CAT 2 BURNT SLIGHT

ST 231630A

SENT W.M. AR

RCD 10// 1907A MRA AR

Ltr
Rec: Air Force Sp

AIR FORCES SUB-COMMISSION ALLIED COMMISSION
R. 123
Case 24/3
ORDERLY ROOM
15H/RI.

6739

23207

D/3357 AIR FORCES S/C

2A

LRKB V MJVL NR 9 P P

T QVR 1

FR MJVL 201615A

TO A F SUB CON ROME

A F SUB CON BARI

GR 237 BT

N86/20

CONFIDENTIAL PD

PARA ONE PD OUR REFERENCE ABLE FOX SUGAR CHARLIE ONE NINE FIVE DATED MARCH TWO ZERO PD

PARA TWO PD FOLLOWING SIGNAL RECEIVED NAPLES OFFICE PD

PAREN TO AIR FORCES SUB COMMISSION ROME REPEAT AIR FORCES SUB COMMISSION BARI FROM AIR FORCES SUB COMMISSION ALLIED COMMISSION NAPLES PAREN PARA THREE PD BEGINS PD FROM HEADQUARTERS TWO FIVE FOUR WING ROYAL AIR FORCE CENTRAL MEDITERRANEAN FORCES TO ALLIED FORCES SUB COMMISSION CENTRAL MEDITERRANEAN FORCES INFORMATION HEADQUARTERS MEDITERRANEAN ALLIED AIR FORCES CENTRAL MEDITERRANEAN FORCES COMMA HEADQUARTERS BALKAN AIR FORCE CENTRAL MEDITERRANEAN FORCES PD ABLE SIX MARCH ONE NINE CONFIDENTIAL PD FOX BAKER PD ABLE BALTIMORE FIVE FOX WILLIAM FOUR SEVEN FOUR COMMA CYCLONE TWO SIX ZERO ZERO SLANT ONE THREE COMMA ONE SLANT ZERO ONE THREE FOUR SLANT FOUR FIVE DASH TWO ONE SIX EIGHT FOUR STARBOARD ONE SEVEN ZERO FOUR FIVE THREESLANT FOUR THREE DASH TWO TWO ZERO ZERO THREE PORT PD BAKER TWO EIGHT ITALIAN AIR FORCE SQUADRON PD CHARLIE BIFERNO LANDING GROUND ONE TWO MARCH ONE FOUR ONE FIVE HOURS DAY DASH OPERATIONAL PD DOG ITALIAN AIR FORCE PERSONNEL PD ALL KILLED PD EASY NOT APPLICABLE PD FOX CARRYING FOUR BOMBS FIVE ZERO ZERO POUNDS PD GEORGE SWUNG ON TAKE OFF CRASHED AND TWO BOMBS EXPLODED PD HOW AIR FRAME CATEGORY EASY TWO BURNT PD ENGINE CATEGORY

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PARA ONE PD OUR REFERENCE ABLE FOX SUGAR CHARLIE ONE NINE FIVE DATED MARCH TWO ZERO PD

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BT

WPS B3 K

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AIR D/I 554 N97/28/19

LRKB V LGJP NR40/28
T 3RD ADD.
FR HQ 254 WING RAF CMF 280945A
TO HQ MAAF (R) HQ BAF (R) ALLIED FORCES SUB COMMISSION (ROME)
QQX GR-- BT
AWM5. CONFIDENTIAL ''F.B.''
A. (1) BALTIMORE V F.W. 851
(11) PORT 17221 5/43-37449
STARBOARD 17114/43-22695
B. 132 SQUADRON I.A.F.
C. SHOT DOWN ARSA CHANNEL AREA. 1305 HOURS 21/2/45 DAY.
D. ITALIAN AIR FORCE PERSONNEL
E. NOT KNOWN.
F. YES
G. ENEMY ACTION. AIRCRAFT SHOT DOWN IN FLAMES BY FLACK.
NO ONE SEEN TO BALE OUT. 765C NO.
H. NOT KNOWN.
J. NOT APPLICABLE. FOR STRIKE-OFF ACTION ONLY
BT 280945A
SENT AL AR K
ASRECD NR 40/28 AT 28/1626 A AAA AR
AR

CHIEF FORCES SUB-COMMISSION
A 81
9/3

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