

10000/135/424

ACC

10000/135/424

REPORTS & VISITS
OCT. 1945 - OCT. 1946

M 8

C.T.O. *[initials]*

Act. taken initially with D- liaison officer

Ref M 7.

[Signature]
23-IX-46

I am inclined to agree with the Devolles and to take up Gregory's suggestions as helpful although I am not in a position to question their accuracy.

(1) A reminder to the A.M. on the necessity for good and regular maintenance would not be wasteful.

[Signature]
21/9/46

S.S.O. - *[initials]* 21/10

ASR

CTO - *[initials]* 22-X

M. 9

Ref encl 22A and note re Hindholme Gear.

Action has already been taken to obtain supplies of this equipment through MATE who are endeavouring to obtain supplies and authority for issue from the MEDMI.
Encls 22A & 33A file AFSC/628/46 refer.

[Signature]
21. 10. 46

M 10

790

S. Eq. O

[initials]
21/10

Ref M 9. We demanded this equipment in July and hastened it in August. Sent another hastened to AWQ Italy as a reminder.

[Signature]
21/10/46

D/K-0702

6.

SSO

Reference minute 5 and Volume 19th
The statement by S.O. Gregory is factual.

The RAF use a maintenance form which is a replica of our Form 700.

2. The British system of photo checks and M.O.S. checks ~~is~~ and supervision of repairs or replacements is standard throughout the RAF.

3. I have visited 15000 within the last 4 years. would and am satisfied that the British system of supervision is in practice.

4. This report by S.O. Gregory (Reference 193) has mentioned to the Officer of the Home Detachment, who was satisfied that daily inspections are carried out and signed for 15000.

5. He forwarded S.O. Gregory's report as received, for any information.

6. Regarding the state of the Gulf he is satisfied. This headquarters are fully aware of the state and are more concerned on them, but "every day" he pointed out that these aircraft are as turned in by

RAF squadrons in
7. S.O. Gregory was sent to Bahrain to ascertain the number of the aircraft by 84th and up to operational standard not to try and find out the condition of the RAF equipment.

- 3 I have visited 15000 within the last four months and can state that they which system of information is in practice.
 - 4 This report by W.C. Gregory (June 1943) was mentioned to the Officer of the Home Detachment, who was satisfied that study inspection are carried out and signed from 15000.
 - 5 He forwarded W.C. Gregory report as requested for my information.
 - 6 Regarding the state of the ship he is aircraft. This headquarters are fully aware of their state and the work required on them, but may it be pointed out that these aircraft are as turned in by R.A.F. squadrons.
 - 7 W.C. Gregory was sent to Buenos Aires to ascertain the status of the aircraft but 84 of them up to operational standard not to be and held later in the condition of R.A.F. squad used.
- J. Thompson by Mr. 4.
- 20-15-46
- R.T.C. / Ref Mr. L. I don't help but suggest that some work is done at home rapidly, to turn 1000 procedure & no doubt you & Turner, check them on visit (if only as planned!). 2. Again, we accepted that Spits fully aware of this address. 3. Read 1944 (especially page 3 et seq) as an effort to be helpful (constructive criticism) & to inform yourself whether any of the W.C. recommendations are worth pursuing - are they?
JTB 20/1/47

Information
20/9/46

S.S.O. - 2
M. 2

Ref M. 10 The intention is to use this
aircraft for check instruction in the air.
20. VIII - 26.
H. Thompson by Gen.
C.S.O.

M. 3.
C.T.O. With regard to pipe 3 of submarine 19A. I
What do you think of these proposals?
and what action do you think should
be taken with the Italians.
Chilichinsky
11-9-46
Air I.

11.9.46.
How often is it possible
4.
19/9.

S.S.O. Presumably someone is taking action to strengthen out of
on 20.
17/9.

C.T.O. Ref 19A. surely Page 3 para 4 is incorrect, otherwise
W.O. Greyson's suggestion seems sensible. Action?
17/9

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REPORT BY P/O L.C. BROWN ON STAFF VISIT
TO CASERTA

22nd October 1946

On 21st October 1946 accompanied by Sgt. Camden I inspected the M.T. vehicles and trailers which the R.A.F. propose to hand over to the Italian Air Forces.

The prime movers are in a bad state mechanically. All the vehicles were towed to Caserta from 4 MTED, and the engines have not been started or turned over by hand for a year, or probably more. There are no batteries on any of the vehicles.

The W/O in charge of the storage park estimates that if batteries were obtained, twelve vehicles could probably be made serviceable in two or three days. To make the remainder of the prime movers serviceable, in my opinion it would take a working party of one NCO and six fitters at least three months.

With the exception of three trailers, for which there are no wheels, everything is towable.

L Brown

C. BROWN, P/O.

22A

15th October 1946

Report on visit to ELMAS

The purpose of the visit was to examine the "Lindholm" dinghy stowage on C2 506 aircraft.

2. One aircraft had been modified to take "Lindholm" gear. A second aircraft was at Vigna di Valle.
3. The bomb releases had been used in conjunction with straps round the Lindholm containers. The positioning was: two small containers side by side forward, and two small containers side by side at the rear of the forward two. The large container was to the rear again on the port side of the bomb bay. Crutches ~~had~~ been fitted to suit the containers.
4. The bomb doors are hydraulically operated by a hand pump situated on the starboard side of the pilots cockpit.
5. The release of the gear is manual. Three releases are utilised and are positioned on a cross member to the rear of the bomb door hand pump.
6. A set of Lindholm gear was on the aircraft but the state of serviceability was doubtful as it had been on the aircraft for over a year without inspection and one container was deficient of mooring line, and the sealing on the cannister was broken and useless.
7. This aircraft had been fitted out locally at Taranto for Air Sea rescue work.
8. Four stretcher beds were installed and a winch had been fitted opposite the door for hoisting up injured or wounded survivors.
9. A special chair was carried to accommodate incapacitated survivors when being hoisted on board.

785

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- The positioning was: two small containers side by side forward, and two small containers side by side at the rear of the forward two.
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7. This aircraft had been fitted out locally at Taranto for Air Sea rescue work.
8. Four stretcher beds were installed and a winch had been fitted opposite the door for hoisting up injured or wounded survivors.
9. A special chair was carried to accommodate incapacitated survivors when being hoisted on board.
10. The whole lay out was considered satisfactory.
11. The modification of the aircraft for Air Sea rescue can be completed in two weeks per aircraft at Taranto.

In view of this it is suggested that all aircraft used for Air Sea rescue should be so modified.

SEgo

Can we obtain sufficient

Lindholm Dungen to warrant

immediation of all A&R

aircraft?

16/10

18/10

18/10

18/10

18/10

18/10

18/10

21A

From : Air Forces Sub Commission, A.C., Rome.
To : O.C. Milan Detachment.
Date : 20th September, 1946.
Ref : AFSC/44/Air.

LINATE AIRFIELDPERMISSION TO HOUSE AIRCRAFT

The Chief Technical Officer has reported that two aircraft owned by Signor Bellerio :

SAI - 202 I - ROSS
CA - 400 I - AMT

are housed on Linate Airfield.

2. This Headquarters letter AFSC/44/Air dated 12th July 1946 to your Detachment gives the authority provided that the Italian Air Force raises no objection to the use of the hangars.



L. E. JARMAN, *Capt*
Air Vice-Marshal,
Director,
Air Forces Sub Commission.

Copy to AFSC/828/Eng.

783

0894

20A

11-12 September, 1946.

REPORT ON VISIT TO MILAN FAIR SAVOIA MARCHETTI
AND LINATE AIRFIELD.

SAVOIA MARCHETTI VERGIATE.

Repair work was being carried out on SM 84-75-79-82-95 also on CZ 506 seaplanes. Two amphibian aircraft were in one of the repair hangars SM 86 & SM 80. They have civilian markings and are very light a/c of no military value. The firm has requested permission to test fly these aircraft but I don't think it is necessary. (See M.I File NO. 836/Eng).

LINATE.

The Baltimore flight was visited, forms 700 inspected and found correct. The ASR search aircraft was serviceable and standing by. AFSC Fairchild aircraft was serviceable but there were one or two errors in the 700 that were pointed out to the Captain in charge.

In the hangar lately occupied by the Polish Air Force were three light aircraft with civilian markings:-

FL.3 I-AVIG owned by Sig. Gallia who has been authorized to house this aircraft but it must not be flown.

SAI-202 I-BOSS) owned by Sig. Ballerio.
CA-100 I-ARAT (

The former aircraft used to be at CANTO and instructions were given that it had not to be flown or moved see AFSC/M/53/1/Air. The latter aircraft was being worked on. F/O Reid was given instructions to enquire as to why these aircraft were housed at Linate and where they came from. Instructions were given that work on these aircraft was not authorized and had to cease.

One BA25 was in the hangar U/S awaiting a new starb magneto from FARINA works at Turin.

MILAN FAIR.

This fair was visited in the company of Dr. De Parma the organising director. It was a very ambitious undertaking at the present time considering the economic state of the country. A request was made that a special IAF aircraft may be authorized to fly lobsters from Sardinia for consumption at the fair on the same day. Permission was given after telephone conversations with Rome H.Q. and MAAC Secretariat. The show stands were not complete and several foreign exhibitions had not been able to deliver their goods as they were held up on the frontier through the strike of customs officials. There were displays of:-

- Heavy and light engineering machine tools.
- Electrical goods.
- Radio.
- Cameras.
- Optical goods.

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...../PVER.

JEH
19/9 y 7/9

19/9

Light and heavy woven materials.

Agricultural machinery.

Pumping Machinery.

Motor cars. (FIAT in particular).

Toys.

Furniture

Spinning and Weaving

One pavilion was set out for small exhibitors of all kinds.

Tailoring and dress making.

A Fiat G 12 aircraft was on display.

It is intended to visit this exhibition again before ^{it} closed on, September 28th 1946 when a more detailed report will be rendered with details of the exhibitions and their productions.

H. Thompson by letter
CFO

19A

SIR,

(1) On the 28/8/46 I visited I.A.F. BRINDISI, and carried out a check on 12 Spitfire IX aircraft, the remainder of the Spitfires were not available for inspection being locked away in another hanger and the key not available.

(2) All production on Spitfires at Brindisi has stopped temporarily, owing to transfer of personnel to Galatina, to work on aircraft grounded there, which is expected to take 10 days.

(3).

Spitfire No.

Defects.

MA. 375.

1. Starboard aileron, excessive play
2. Elevators, need old dope removing, restringing, and redoping.
3. Fuselage, port side, needs a reinforcing strip at rear, near tail plane.
4. Port mainplane, 3 rows of rivets want renewing.

MA. 997.

1. Star. mainplane, a patch required.
2. " " , skin panting, needs reinforcing strip.
3. Rivets pulled on Star. mainplane.
4. Excessive play in Rudder hinges.
5. Leading edge of tail plane port side damaged, needs new part inserting.

MA. 315.

1. Skin panting on port mainplane.

Otherwise in fairly good condition.

774

MA. 315. This aircraft has been flying since 28/8/46. MA. 315. 28/8/46.

(3).

Spitfire No.

LK. 375.

Defects.

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5. Leading edge of tail plane port side damaged, needs new part inserting.

MA. 315.

1. Skin panting on port mainplane. 774
Otherwise in fairly good condition.

RP239.

This Aircraft has been flying.

1. Port aileron, excessive end play.
2. Port mainplane, skin panting, needs reinforcing strip.
3. All trimming tabs, excessive play.
4. Rudder, excessive play on hinges.
5. Elevators, need redoping after removal of old dope.
6. Star. aileron, Excessive side play.
7. Tyre pressures were very low, tyres in a flat condition

On pointing this out, air was put into the tyres,

but as no tyre pressure gauges were available (cont.)

Page 2.

RR. 23) (cont.)

there may have been any pressure in the tyre from 50 to 100 lbs. per sq. in.

As tyre pressures are so important to the life of tyres, and tyres being in such short supply, more attention should be given to accurate pressures.

PT. 414.

This aircraft was found satisfactory.

LK. 636.

1. Port aileron, excessive play.
2. Port mainplane, skin panting.
3. Elevator, excessive side play.
4. Rudder " " "
5. Aileron " " "

PT. 653.

1. Fuselage, needs reinforcing strip near tail plane
- Star. side.

MA. 426.

1. This aircraft ready for test.
2. Port aileron, excessive side play.
3. Unchecked side, just forward of inboard attachment bolt of port aileron.
4. Rudder, excessive end play.
5. Trimming tabs, " " "
6. Star. aileron " " "

PV. 122.

1. Port aileron, excessive end play.
2. Skin panting on port mainplane.
3. " " " star. "

MK. 636.

1. Port aileron, excessive play.
2. Port mainplane, skin panting.
3. Elevator, excessive side play.
4. Rudder " " "
5. Aileron " " "

PT. 653.

1. Fuselage, needs reinforcing strip near tail plane
Star. side.

MA. 426.

1. This aircraft ready for test.
2. Port aileron, excessive side play.
3. Creaked skin, just forward of inboard attachment bolt of port aileron.
4. Rudder, excessive end play.
5. Trimming tabs, " " "
6. Star. aileron " " "

PV. 122.

1. Port aileron, excessive end play.
2. Skin panting on port mainplane.
3. " " " star.

SM. 174.

1. Star. aileron, excessive play.
2. Skin panting on star. mainplane.

ML 180.

1. Row of rivets want replacing on star. mainplane,

MK. 805

1. This aircraft in very good condition, a small patch required on star. mainplane.

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Page 3.

GENERAL REMARKS.

1. Out of 12 Spitfire aircraft examined all but 2 were not in a very good condition, and as all repair equipment has been transferred to Galatina, these aircraft will have to be flown there for rectification. A thorough check should be then carried out before being allotted to the Stormos.
2. As this was only an external examination, I venture to suggest that the internal fittings and controls etc. are in no better condition. This especially applies to such vital things, as, flying control cables, trimming controls etc. and these should be given a proper examination, and effective repairs carried out.
3. I should like to suggest that a proposal be made to the Italian Officials at Galatina or Unita Aerea, that after repairs have been carried out on aircraft previously snagged at Galatina and Brindisi, they are test flown by an experienced Pilot on Spitfires, and given a thorough test under all conditions of flight, and a report rendered as to performance. Any snags found on this flight to be rectified before allowing the aircraft to be transferred to the Stormo, and after rectification test flown again, until such time as the aircraft is passed fit for all types of flying. Obviously this Pilot must be unbiased, and not pass out an aircraft that has not got good flying characteristics.
4. No one signs for a daily inspection in the Italian Air Force, so stress should be made on the necessity of such obvious things as
correct tyre pressures
cowling buttons secure, and all buttons are in there place
(Several aircraft at Galatina have cowling buttons and screws missing).
5. That the Pilot who flies any aircraft does a % check of the aircraft ~~before~~ about to fly, paying attention to such things as, flying control surfaces, tyre pressures, bad fabric, missing cowling buttons etc. This would not take 5 mins. and would not

such vital things, as, flying control cables, trimming controls etc. and these should be given a proper examination, and effective repairs carried out.

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cowling buttons secure, and all buttons are in there place

(Several aircraft at Galatina have cowling buttons and screws missing).

5. That the Pilot who flies any aircraft does a check of the aircraft before about to fly, paying attention to such things as, flying control surfaces, tyre pressures, bad fabric, missing cowling buttons etc. This would not take 5 mins. and would not hold up flying.

When the pilot is flying, to take note of skin panting, flying right or left wing low, etc. and be able to report same to some central office, not to the ground crew, and this office reports to the Engineer Officer any defects so reported, so that immediate action can be taken to rectify.

6. That some person of experience, of N.C.O. rank, inspects and passes out, any major repair, or alteration to flying controls or surfaces, before an aircraft is allowed to fly, and is made responsible for such work being satisfactorily carried out.

7. That as they now have a number of reserve aircraft, these should be brought into the hangar for complete overhaul, and when passed fit for flying, passed to the Stormo, and a similar number be withdrawn from them for overhaul, until such time as all aircraft have had a thorough overhaul, when the reserve aircraft, can then be used to replace aircraft brought in for repair or inspection, leaving always a full quota of serviceable aircraft in the Stormo.

Submitted by W/O Gregory

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It appears that information given in the Consolidated Air Report for this Sub Commission is not always accurate and not necessarily that forwarded by detachments, and the following is quoted as an example.

(4) Monthly Report for July 1946.
Para 8. Flying Accidents. There were two accidents exemplifying breaches of Flying Training discipline at the Fighter Training School in Lecce, involving the loss of lives and aircraft.

One accident involved a pilot who had not completed training of emergency procedure on P 38 Lightning type aircraft. Finding himself in ~~XXXXXX~~ a dangerous position this pilot called to the control tower for instructions. Either the instructions given were not correct, or the pilot failed to carry them out correctly, and on approach to land the aircraft was seen to stall and spin into the ground killing the pilot. Another accident involved aerobatics being carried out below the minimum altitude allowed for P 39 aircraft.

(11) Bari Detachment Report. (First para.)

The 4th. Stormo continued type familiarisation on the P 38's but flying was temporarily suspended following a fatal accident. A court of inquiry is at present investigating this accident but the general opinion is that the pilot fainted as he was in wireless communication half a minute before the accident happened and reported everything O.K. This para is included almost verbatim in the report for July in para. 62.

The main inaccuracies apart from the above are as follows.

The accident was not as reported by the detachment.

It did not occur in the flying training school, and not during a landing.

There was no question of the pilot not completing familiarisation on the type as he had carried out all the training given to all other pilots.

The P 39 accident was not caused through aerobatics at all but was the result of a collision on during formation flying and the aircraft were at about three thousand feet when it occurred. No breach of flying discipline was involved whatsoever.

The accident was not reported on specifically as the cause was straight forward, and it was understood that a full review of accidents was prepared for the commission each month by the Italian authorities.

In the interest of accuracy it would be appreciated if the reports of detachments were studied before the consolidated report is compiled, and that detachments be requested to forward fuller information if required, otherwise the report as a whole loses its value, and detachment reports would seem to be a waste of time.

W. C. Coleman
W.C. COLEMAN
OFFICER COMMANDING
BARI DETACHMENT
A.F.S.C. A.C.

REPORT ON VISIT OF C.T.O. to Naples and Ischia on
August 22nd, 23rd and 27th, 1946

NAPLES:- The officer commanding 253 A.S.R.U. was contacted at Naples Quay on 22nd August. One H.S.L. had been tested before my arrival. This test was not considered satisfactory from my angle in spite of Col. Gigerza being present. As no more launches were ready for test it was arranged for three to be ready on 27th.

CAPODICHINO:-

23 August, 1946. The I.A.F. unit assembling P.38 aircraft was visited. The thirtyeighth aircraft was being worked on, and the assembling was proceeding satisfactorily. The shortage of specialist tools not yet supplied by O.P.L.C. was complained of by the C.O., Major Manfredini. This officer is an engineer officer and a pilot.

All initial flight tests after assembly are carried out by this officer.

This organisation is splendid for the morale of the pilots of the P.38 Stormo.

One aircraft is being converted for handling instruction (not dual). A seat has been placed in the nose of the fuselage for a checking instructor who has a good view forward through a perspex nose as used on Baltimore aircraft.

159 M.U.

23 August 1946. This M.U. was visited in company with Col. Gigerza, and the material that was being handed over to ARAR examined with a view that the IAF could earmark what they require. A quantity of M.T. spares were earmarked for AFSC and are being delivered to Rome by road.

POMIGLIANO. This unit was visited to see if any transport material would be turned over to AFSC. All material had been disposed of through normal RAF channels.

ISCHIA

27th August 1946. Tests were carried out on four HSLs, two of which developed defects and were not accepted.

The remaining two were satisfactory and accepted by C.T.O., AFSC and Col. Gigerza.

HSL	2593	68FT	OK
HSL	2600	68FT	U/S

it was arranged for three to be ready on 27th.

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HSL 2593	68FT	OK
HSL 2600	68FT	U/S
HSL 179	63FT	U/S
HSL 175	63FT	OK

The HSLs as a whole are in poor mechanical condition, especially in the engine rooms.

The intention of the IAF is to take all launches to Taranto for overhaul before putting them in service.

On return to Rome I was informed that the British A.M. had offered the launches for sale to IAF at £7000 each.

In view of the fact that these launches are four years old and in poor mechanical condition it is considered that this price is excessive and that they should be offered at a scrap price.

AFSC/682/EO.

See action on appropriate file

408 25/8

13-A

TO :
REF : AFSC/828/ENG
DATE: 16 JULY 1946

TRIP TO NAPLES

Made a flight to Capodichino to arrange for the use of the vacant stockade for storing the P-38's not being assembled. Contacted Maj. Strauss, Base Operations Officer and obtained his approval. (Conversation: Lt. Neiss-Maj. Strauss.) Also contacted the Provost Marshall of EATS for an additional approval. He seconded Maj. Strauss' approval. (Conversation: Lt. Neiss-Lt. White.) I informed Maj. Manfredini of the fact and he plans to move the P-38's in the very near future.

2. Maj. Manfredini is quite interested in obtaining the tools to be purchased from Naples Surplus Depot; the purchase of which has been held up in the recent changeover of the Italian Government. At the present time fifteen (15) air-craft have been completed and shipped to Lecce. Three (3) more have been completed and test flown and will be sent to Lecce in a few days. Two other aircraft are in assembly. Production is seriously handicapped by the lack of equipment. So far sixteen (16) of the P-38's assembled have guns mounted. No other difficulties have arisen.

DD

We spoke of \$ - purchase limit
by H.A. from EATS. Have you had
any luck? JRB 18/7

A. T. NEISS
1st. Lt., A.C.

Good.

inf. 18/7

with
18/7

779

12A
24 June
1 July

REPORT ON VISIT TO TALIEDO, MILAN,
SESTO SAN GIOVANNI AND TURIN.

TALIEDO the proposed aircraft and engine repair Maintenance Unit was visited with a representative from the I.A.M. Two double bay hangars are available with living, and messing accomodation for O.R's within 100 yards of the technical site. Water and electric power are laid on. There is also a six bay workshop with ample office and specialist bay space. On this site which is about three hundred yards from the above mentioned living accomodation there is smaller living accomodation and a test bench house. There is a rail road behind the hangars leading into the I.A.F. property. A taxi track will have to be prepared across the airfield which is at present under cultivation. There is a good taxi track from LINATE airfield to TALIEDO. Two small hangars are available at LINATE for flight tests and final adjustments.

COLLI BROS MILAN.

Inspected the motor-car come aircraft. The design is quite unique but of not much use on the road as the rear and side views are very restricted and the method of steering on the ground by the nose wheel from the control column is not all that could be desired. Nevertheless it has possibilities and is worth recommending to MAAC to be flight tested.

BREDA BZ.308 SESTO SAN GIOVANNI.

Saw ZAPPATA the designer and was shown the method it is intended to employ for the removal of the fuselage from the present site to BRESSO. The transporter trolley is nearly complete as are the rigs for lowering the centre plane from the fuselage for transporting. It was stated the move could take place in about two weeks' time, but I consider it will take longer.

FIAT TURIN.

Contacted Commissioner DR. PECCEI and designer PROF. GABRIELLI. Examined mocks up of the following aircraft: G.46, G.55 dual and nose portion of the G.212

Cont'd.....2/

- 2 -

12B

FIAT TURIN. (Cont'd)

Discussed in details with Col. CIGERZA and the firm's representatives the stability of G.12 aircraft and modifications to improve same.

The firm are desirous of obtaining an allied engine for the G.212 aircraft.

It was considered the Hercules VI & XVI were too powerful but the American Pratt and Whitney wasp would be suitable and possibly the Pagasus XX.

*They may try from OFLC or our people who dispose subject to
agreement by ARAR who please say Yes or No*

Note:

I learned from OFLC (Mr. Couch) that Pratt & Whitney engines are available for sale. Purchase must be made in American dollars unless the new Italian Government established and empowers an organization to make purchases in behalf of the Italian Government. ARAR has been divested of its authority to make any further purchases from OFLC since the institution of the new government.

*F. E. Marek, Lt. Col.
11 July 1946.*

766

TO :
 REF : AFSC/828/ENG
 DATE: 26 June 1946

11 B

VISIT TO NAPLES

1. Plans were arranged that an area behind the Control Tower at NE Part of Capua Airfield will be enclosed to retain the unassembled P-38 aircraft. (Conversation with Maj. Strauss Operations. It is now left to F/Lt Watkins to provide fencing materials and huts.)
2. A visit to the surplus depot to obtain a list of tools required for sale to the IAF for assembly and maintenance of the P-38 Lightnings.

PF
 PATT FAVANO
 1st Lt., Air Corps

Ref 1. plans to disassemble aircraft for spare parts in area - Per conversation with MAJ STRAUSS the same hangar now in use will be loaned to the Italians whenever APC are to be assembled.

PF

JP

764

11/5/46

VISIT TO BRINDISI & LECCE ON THE 4TH & 5TH JUNE BY TECHNICAL STAFF.

On arrival at BRINDISI in company with COL. CICERZA and MAGG. PICCHIO, it was found that the 57 Spitfire IX aircraft had been handed over to the Italians on the 2nd of June instead of the 7th as originally arranged; this was owing to the fact that 392 M.U. completed their Spitfire programme earlier than was expected. A working party had already arrived from LECCE, and 4 Spitfires had had their engines run up and were being prepared for flight test.

HANDING OVER OF BUILDINGS ETC.

The O.C. 392 M.U. was contacted on the question of handing over of buildings etc., particularly those containing machinery tools etc., to the Italians on the closing down of 392 M.U., and he explained that as soon as he was notified that a building was ready for handing over he detailed an R.A.F. Officer to accompany COL. ZACCI I.A.F. who then signed for the building in question and also took possession of keys etc., this procedure appeared to be satisfactory to all concerned; the Italians were then responsible for guards.

EQUIPMENT & SPARES ETC.

This was in the process of being transferred to the Spitfire hanger from the main stores. The scrap dump was visited with the idea of getting wheels and tyres for the Spitfires but it would appear that these had all been removed as there had been a period when this dump was not guarded. There were about 14 Baldwins with tyres in the dump, and as the I.A.F. are urgently in need of tail wheel tyres it was arranged to collect them.

GENERAL

The O.C. LECCE Detachment suggested that the 51st Stormo should be transferred to BRINDISI, as a large percentage of the personnel would be working at BRINDISI for some time, it would centralise Spitfire maintenance, all tools and facilities being available at the latter place, leave more accommodation at LECCE and also more flying periods for the school which is urgently needed; the personnel could then assist with the Maintenance of BRINDISI airfield, guards etc. The O.C. LECCE Detachment also reported that he could not accommodate any Senior N.C.O.s., he had handed over the N.C.O.'s flat on the urgent appeal from the owners, and then it had been promptly handed over to the Poles.

CTO
8A

REPORT ON VISIT TO 392 M.U. BRINDISI B. TECHNICAL STAFF
FOR THE HANDING OVER OF SPITFIRE IX AIRCRAFT TO I.A.F.

The 57 Spitfires will be handed over to the I.A.F. completely on the 7th June, 1946, with a certain amount of tools, and ground equipment on the conditions laid down by A.H.Q., Italy's instructions, a copy of which is held by this Unit.

CONDITION OF AIRCRAFT.

Majority of the aircraft have been parked in the open for a considerable time after they were thrown up by various units; the original idea being to eventually destroy them; then when the question of aircraft for the I.A.F. cropped up a number were surveyed by the A.I.S. with the general condition as shown on the attached lists. It will be noted that 18 of the aircraft need either single or double main-plane change according to I.A.F. standards of maintenance, but the opinion of the Chief Technical Officer, Brindisi is that all aircraft are repairable.

AIRCRAFT EQUIPMENT.

All aircraft will have complete equipment but some of it will be unserviceable owing to lack of man power being available to service sets before handing over; all are fitted with V.H.F.

ARMAMENT.

All aircraft are being fitted with cannons; 11 are also fitted with .5 machine guns instead of the usual .303's. Approximately 50% are fitted with bomb carriers.

REPAIRS AND SPARES.

It is estimated that 392 M.U. will have finished Spitfire production at the end of this month and they have arranged to leave the necessary equipment as it stands in the Spitfire hangar so that the I.A.F. can carry straight on with production. All Spitfire and Merlin spares will also be transferred from the main stores to the Spitfire hangar before the equipment section is handed over to A.R.A.R. on closing down of I.A.F. station, Brindisi.

SPECIAL EQUIPMENT.

Only one aircraft is fitted for photography; i.e. twin vertical 24" cameras. A check is being made to see if the fittings are complete; but no cameras are available at BRINDISI, these being retained by Squadrons.

76/11
FIC

when the question of aircraft for the I.A.F. cropped up a number were surveyed by the A.I.S. with the general condition as shown on the attached lists. It will be noted that 18 of the aircraft need either single or double main-plane change according to R.A.F. standards of maintenance, but the opinion of the Chief Technical Officer, Brindisi is that all aircraft are repairable.

WIRELESS EQUIPMENT.

All aircraft will have complete equipment but some of it will be unserviceable owing to lack of man power being available to service sets before landing over; all are fitted with V.H.F.

ARMAMENT.

All aircraft are being fitted with cannons; 11 are also fitted with .5 machine guns instead of the usual .303's. Approximately 50% are fitted with bomb carriers.

REPAIRS AND SPARES.

It is estimated that 392 M.U. will have finished spitfire production at the end of this month and they have arranged to leave the necessary equipment as it stands in the spitfire hangar so that the I.A.F. can carry straight on with production. All spitfire and Merlin spares will also be transferred from the main stores to the spitfire hangar before the equipment section is handed over to A.P.A.R. on closing down of R.A.F. station, Brindisi.

SPECIAL EQUIPMENT.

Only one aircraft is fitted for photography; i.e. twin vertical 24" cameras. A check is being made to see if the fittings are complete; but no cameras are available at BRINDISI, these being retained by Squadrons.

C.T.O. Good work. Assuming that we will get more Spit's from the U.K., I see no point in building up more than 28 (?) of the Brindisi type. The rest just spares if we aren't getting much spares building from Brindisi (none from U.K.). The U.K. Spit's will be in better condition than those at Brindisi. Please review situation in my 2nd Air Tasking Report back. Consult S.E.O. Any cameras at Naples? Are cameras kept by I.A.F.?

Pass to S.E.O. Sign & S.S.O. *W. Jones* *30/5* *Aug 11/6*

REPORT ON VISIT TO SAVOIA MARCHETTI AND BESTO CALENDE. 7A

The visit was made with Col. GASPERI of the I.A.F. technical staff with a view to decide how unserviceable aircraft could be transported from TARANTO to VERGIATE for overhaul.

2. The alternative suggestions from the A.F.S.C. and the I.A.F. for transport of seaplanes were as follows:-

- (i) By lighter to GENOA, from GENOA to VERGIATE by road trolley.
- (ii) By lighter to VENICE, then down the river PO to a convenient point near VERGIATE and then as in (i) by road.
- (iii) Assistance from the Italian Navy - Using the carrier " MIRAGLIA " to GENOA.
- (IV) Using L.S.T. for the sea route.

3. The following members of the S.M. firm were contacted:-

- Commissioner ADMIRAL JACCHINO
- General Manager SEN. VALLEFANI
- Sales Manager SEN. CANEVALI
- I.A.F. Controller MAJ. BUIATTI

and, the engineer in charge of Seaplane repair.

4. The firm's representatives made the following suggestions which had been studied by them:-

- (i) That the seaplanes less fuselage should be transported by rail on a special truck, and the fuselage to be transported by road on a special trolley owned by the firm.

5. After discussing the several methods of transport suggested, it was decided that SAVOIA MARCHETTI should submit to the I.A.F. estimates of the cost of transport of the unserviceable seaplanes by:-

- (i) Sea and road
- (ii) Rail and road.

The firm to take full responsibility for the loading at TARANTO, transport and off loading at VERGIATE.

6. Until it had been finally decided what method was to be adopted, the I.A.F. would still investigate alternative methods than those suggested by SAVOIA MARCHETTI.

REPORT ON VISIT TO I.A.F. UNITS IN THE SOUTH.

BARI:-

Met Colonel GARRONE and discussed the future maintenance policy of the Italian Air Force.

GIOIA DEL COLLE:- This unit is to be the holding unit for reserve serviceable aircraft.

At the moment there are several aircraft under repair. The C.P.M. organisation is not at the moment functioning as there is no input of engines.

There are three medium hangars in good condition. Several subsidiary buildings, **three** of which are suitable for stores and workshops. One at the moment is being used as a canteen for civilian workers.

The following aircraft are serviceable:

2 CZ.1007	-	1 SAI.202
2 RE.1001		1 CA.314
2 CA.309		1 PRIESLER STORCH.

The following aircraft are under repair:

2 CZ.1007	-	1 PI.3
-----------	---	--------

The following U/S fuselages and wings are held:

<u>Fuselages:</u>	<u>Wings:</u>
3 CA.314	1 SM.79
1 CZ.1007	1 CA.310
	1 CZ.1007
	1 CA.314

TARANTO:-

This is a well organised unit and working at full pressure.

Discussions with Colonel GARRONE and engineer Staff at this unit were held to decide if it was practicable to send some of the U/S CZ.506 to SAVOIA MARCHETTI for overhaul and the CZ.501 to the S.A.C.A. at REINDISI.

It is estimated that unless the pressure of work is relieved it will be two years before the aircraft awaiting repair ^{97a} is serviceable.

Aircraft unserviceable awaiting repair and being repaired:

11 CZ.506
12 CZ.501
2 PS.14

LECCE:-

This is also a well organised unit working well.

for civilian workers.

The following aircraft are serviceable:

2 CZ.1007	-	1 SAI.202
2 RE.1001		1 CA.314
2 CA.309		1 PRIESLER STORCH.

The following aircraft are under repair:

2 CZ.1007	-	1 PL.3
-----------	---	--------

The following U/S fuselages and wings are held:

Fuselages:

3 CA.314	1 SM.79
1 CZ.1007	1 CA.310
	1 CZ.1007
	1 CA.314

Wings:

TARANTO:- This is a well organised unit and working at full pressure.

Discussions with Colonel GARRONE and engineer Staff at this unit were held to decide if it was practicable to send some of the U/S CZ.506 to SAVOIA MARCHETTI for overhaul and the CZ.501 to the S.A.C.A. at BRINDISI.

It is estimated that unless the pressure of work is relieved it will be two years before the aircraft awaiting repair ¹⁹⁷⁷ are serviceable.

Aircraft unserviceable awaiting repair and being repaired:

11 CZ.505
12 CZ.501
2 RS.14

LECCE:- This is also a well organised unit working well. The hangars are in good condition. A considerable amount of work is being done in the SHAM organisations of which there are three Transport fighter and School. Instructions have been given by Col. GARRONE that no more MC.200 or 202 aircraft are to be repaired in view of the re-arming with P.38 and Spitfire IX aircraft in the near future.

Aircraft in S.R.A. organisations unserviceable:

2 SM.82	-	9 MC.202	-	1 G.8
2 SM.84	7 SAI.202			7 RE.2001
1 SM.79	1 SAI.200			19 MC.200
25 MC.205	3 CA.164			2 FN.305
	2. G.50			

Continued 2/....

- 2 -

BRINDISI:- Here again the main work seemed to be repairs to CZ.506 and CZ.501 seaplanes. The engineer officer stated that he would appreciate any assistance that would be given with his repair work. This unit is administered by TARANTO.

S.A.C.A. WORKS BRINDISI:-

This firm are overhauling Alfa Romeo 126 engines. Also stripping engines for spares. A few fittings for CZ.506 seaplanes were being manufactured. It is the intention of the Italian Air Ministry to employ this firm for overhauling CZ.501 seaplanes.

I.A.M. C.R.M. ORGANISATION BRINDISI.

This unit is administered by LECCE and overhauled A.74 and DE.601 engines. There are two test benches and a good sparking plug cleaning bay.

392 E.U., RAE, BRINDISI.

At the request of the ROME office, this unit was visited and an examination made of Spitfire IX aircraft that were being handed over to the Italian Air Force. Twenty eight were considered suitable for immediate handing over with a possible 30 + after a small amount of work had been carried out.

5 A

REPORT ON VISITS TO FACTORIES IN THE NAPLES AREA.

ALFA ROMEO - POMIGLIANO D'ARCO, NAPLES.

Met Commissioner Ing. DE PITIS. He was appointed by the Bari Tribunal early in 1944. He is a civil engineer and contractor and belongs to the Action Party. Technical Manager Ing. BARDINI a former I.A.F. engineer Officer and was recommended to ALFA ROMEO by Colonel BENTÀ. This firm's contract for the I.A.F. is practically completed. The last seven DB.601 for overhaul have been initially tested and are waiting for spares to modify the gun synchronization gear before being finally tested and passed out as serviceable. Work is in progress for the railways, trucks, agricultural machinery, and erection of machine tools. There are employed about 600 workers.

MAGNAGHI - S. ANASTASIA, NAPLES

The parent firm is in MILAN which has been temporarily closed down.

The branch visited is managed by Sen. PASSARDI, and is carrying out repairs and overhauls of machine tools and large bolts for the railways. A few exhaust rings for Alfa 128 are being repaired, and a sample order has been received for ten hydraulic washers for P.38 aircraft.

SANNITA (MACCHI) BENEVENTO.

The parent firm is in VARESE.

Prof. FRANCHINI is the president and Sen. POZZI the manager. This branch has recently closed down and has only about four workers who are completing a few valves for the railways and six struts for C2.506.

From: C. T. O.

To: D.D., S.I.O., S.E.O., F.T.I.

Date: 7th May, 1946

Ref: AFSC/825/ENG

File 825/ENG.

10A
4A

REPORT ON VISITS TO AIRCRAFT AND
ENGINE WORKS IN THE MILAN AREA.

The attached report is forwarded to you for information and action as considered necessary where annotated by the Director.

W. F. L.
K. THOMPSON Esq/Cdr.
AIR VICE MARSHAL
DIRECTOR,
AIR FORCES SURVEILLANCE COMMISSION.

REPORT ON VISITS TO AIRCRAFT AND ENGINE WORKS
IN THE MILAN AREA.

BREDA. R.L. 308 at SESTO SAN GIOVANNI.

Permission has previously been given to complete the fuselage main structures so that it can be moved from the assembly shed to the airfield at BRESCO.

In spite of the limiting permission to carry out work on the fuselage work has been put into both centre plane outer-wings ailerons etc.

The designer was contacted (Sig. JALIBATI) who stated the fuselage would be ready for removal in June.

A brochure on this aircraft was obtained, and a folder of photographs. Appendices "A" & "B".

It is understood that the design and manufacture of this aircraft is a private venture not sponsored by the I.A.M. who in any case are not in a position to pay for it.

The intention being to dispose of it outside Italy.

This aircraft is of modern design and construction and it is considered that N.A.A.O. should be again approached to allow the construction to continue. *at least 9/1/47 or 1/2/47 or 1/3/47*

Only Allied radial engines of 2000 HP are suitable for installation in this aircraft.

BESTETTI CARLO AT ANCONE.

This firm had one SM.79 on repair but it had been taken away to Savoia Marchetti works at VERGATE as progress was too slow. The factory has been leased to another firm who are carrying out truck repairs.

MACONI AT VARESE.

No aircraft production or repairs of any kind are being carried out. This firm are producing a three-wheeled truck and trailer and are manufacturing their own engines for the trucks. They have some aircraft spares but they are controlled by the Italian Air Ministry.

Should the market justify it, they intend to produce light aircraft for civil use in the future. ?

ALFA ROMEO - MILAN.

Aircraft engines are being overhauled and tested. The output is approximately thirty per month consisting of 20 - 128, 5 - 110, 5 - 115.

Alfa 128 Engines.

It is understood that the design and manufacture of this aircraft is a private venture not sponsored by the I.A.M. who in any case are not in a position to pay for it.

The intention being to dispose of it outside Italy.

This aircraft is of modern design and construction and it is considered that M.A.A.C. should be again approached to allow the construction to continue. *At least 10/11/17 or 12/1/17 as per original letter*

Only Allied radial engines of 2000 HP are suitable for installation in this aircraft.

REBERTI CARLO AT ANCONA.

This firm had one SM.79 on repair but it had been taken away to Savoie Marchetti works at VERGATE as progress was too slow. The factory has been leased to another firm who are carrying out truck repairs.

MACCHI AT VARESE.

No aircraft production or repairs of any kind are being carried out. This firm are producing a three-wheeled truck and trailer and are manufacturing their own engines for the trucks. They have some aircraft spares but they are controlled by the Italian Air Ministry.

Should the market justify it, they intend to produce light aircraft for civil use in the future. ?

ALFA ROMEO - MILAN.

Aircraft engines are being overhauled and tested. The output is approximately thirty per month consisting of 20 - 128, 5 - 110, 5 - 115.

Alfa 128 Engines.

750

4

173 engines have been received for overhaul
92 have been overhauled and tested
134 have been built up from spares
40 engines have been waiting test for three weeks through lack of fuel.

Alfa 115 Engines.

86 Stock and receipts
24 Overhauled and delivered
6 Complete waiting dispatch.

Alfa 110 Engines.

39 Stock and receipts
10 Overhauled and delivered.

- 2 -

ISOTTA Fraschini - MILAN.

No aer engine production or overhauled in progress.
Approximately 200 Delta engines are held.

An experimental 1500 HP "Y" engine has been designed and drawings are being prepared. Appendix "F".

Production of the above should be discouraged.

A 1500 HP marine engine is being built and marketed.

FIAT - TURIN.

No engine production or repair in progress as factory used for this work was completely destroyed.

The aircraft drawing office was in full operation. Detail design of G.46 and dual version of G.55 were being worked on.

Also several other types for civil aviation in the future G.22-24

G.26 - 44. A report on hot air de-icing as used on JU 52 & 88

with photographs of ice formation on various aircraft surfaces was obtained; Appendix "D".

G.12 aircraft were being manufactured and one G.212. This firm do not intend to re-start their aero-engine production but are desirous of installing Allied engines in their future aircraft.

The designer Prof. GARRIBELLI and one of the Commissioners Sen. PICCOLI requested that they should be supplied with engine installation details of British engines as in Appendix "E".

It is suggested that there is no reason why they should not obtain these particulars as the engines quoted are not on the secret list; although some of them are not at present in production.

PARINA - TURIN.

This firm were overhauling engines of several types but were ordered by the Germans to strip all engines for scrap. The position in the works is now as at the time of the liberation of North Italy and is as follows

22 Alfa Romeo 110)	Stripped to components.
40 " " 115)	
253 " ")	
14 Alfa Romeo D2 - Serviceable	
6 CNA Overhauled awaiting test	
39 CNA for overhaul	
11 CNA Stripped for spares.	

BRADA 25 AT TRUSSCO.

The six BA.25 with Alfa Romeo D2 engines were inspected and considered worth repairing for use in the training school at LECCE. Three have wooden propellers and three metal Alfa-Romeo propellers. *These aircraft were being worked on by I.A.F. mechanics in spite of permission not having been given for the work to be carried out.

The aircraft numbers and state of readiness for test flights are as follows:

50742)	Two weeks after receipt of necessary spares.
50463)	
50552	One month " " "
50662)	
50535)	Three months " " "
50587)	

These times, it is considered, could be reduced if assistance was given from SHAM units. Also located at this unit was one MC.205 which was the subject of a request from the I.A.M. to be considered for repair. This aircraft is considered worth repairing as spare wings and undercarriages are at CAILARATI; replacement engine and propeller are required and are available. The same applies to the instruments.

One SM.53 is not considered fit for repair and should be reduced to produce.

One FIAGGIO XI, two DP.605 and two Alfa Romeo 128 should be reduced to produce.

A list of spares required for the repair of BA.25 was obtained and a copy is also held by the I.A.F. Appendix C

I.A.F. TECHNICAL OFFICE MILAN.

Majors CAGGIANI and MORASCHI were contacted; the former is responsible for servicing of air frames and the latter engines. It was ascertained that all spares and replacements are available for the repair of both BA.25s and MC.205 from I.A.F. depots. Fourteen D2 engines are located at TALINA works, TUPIN. Tail shock absorbers and tail wheels are available to replace the tail skids on BA.25s. Tyres and tubes as used on CR.42, Re.2001 and Re.2002 can be used.

* A list of spares and materials required to complete the work is attached (Appendix "C"). Permission was given to carry out the necessary repairs on the six BA.25s and the one MC.205

I.A.F. LIMATE.

Current CA 314 is being repaired; the repairs are far in

50662)
50525)
50587)

Three months " " "

These times, it is considered, could be reduced if assistance was given from SRAM units. Also located at this unit was one MC.205 which was the subject of a request from the I.A.F. to be considered for repair. This aircraft is considered worth repairing as spare wings and undercarriages are at GALLIARATE; replacement engine and propeller are required and are available. The same applies to the instruments.

One SM.53 is not considered fit for repair and should be reduced to produce.

One PIAGGIO XI, two DB.605 and two Alfa Romeo 128 should be reduced to produce.

A list of spares required for the repair of BA.25 was obtained and a copy is also held by the I.A.F. *Appendix C*

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* A list of spares and materials required to complete the work is attached (Appendix "C"). Permission was given to carry out the necessary repairs on the six BA.25s and the one MC.205

I.A.F. Linate.

A Caproni CA.314 is being repaired; the repairs are far in excess of those laid down in the Bailey report.

Two AMEROSINI fighters in the hangar; one is beyond repair and the other is being worked on in spite of orders having been given that work must cease and the aircraft scrapped.

One FI.3 is practically complete. Three bare fuselages and two pairs of wings for FI.3s are housed in this hangar.

"AVIOLINER" LIMATE.

This firm is one of the FIAT subsidiary airline companies and have the use of four hangers and a workshop on the airfield; two of the hangers belong to CAIRONI; one hanger and the workshop belong to the I.A.F. and the remaining hanger is their own. One CA.313 and one PL.3 are under repair. One month should see this work through when spares are available. The position of spares is being taken up with I.A.M. One CZ.1007 is awaiting repair but it is suggested that this aircraft is if no practicable use and further, as it is extensively damaged, it should be scrapped. Repairs to captured enemy vehicles are also being carried out. Two aero-engine test benches behind the workshop appear to be serviceable. A quantity of scrap is laying around which should be salvaged

CAIRONI GROUP.

BERGAMO.

No aircraft work in progress. Manufacturing truck bodies for "LANCIA". Repairing Army trucks. This factory has an up-to-date instrument workshop and testing laboratory. They have a small quantity of aircraft spares, and instruments, an inventory of which is held by the I.A.F. A spare wing for CA.313 or 314 is held.

MILAN.

No aircraft manufacture is in progress. The factory has been taken over by the R.E.M.E. for Allied M.T. repairs and storage. There is a small aircraft repair section controlled by I.A.F. One CA.313 in under repair which should be completed in about one month. A sample RE.2002 from REGGIANE is in storage, also spare wings for RE.2002. This aircraft was supplied in preparation for an assembly programme before the armistice. One CA.314 with a badly damaged wing is held pending repair instructions from I.A.M.. The wing is not considered worth repairing but the spare wing at BERGAMO could be used. One CA.169 (modified 135) originally manufactured for Hungary. It is suggested that this aircraft be scrapped. One twin engined gull type wing monoplane with a monocoque fuselage, Alfa Romeo engines, manufactured for a designer by the name of FARINA. It has never been test flown. It is suggested this aircraft be scrapped.

TRENTO.

Repairs to cars and trucks for I.A.F. are in progress. Five CR.42s and two PR.305 have been overhauled and are ready

of interest for the future - C.T.O.
Yes
C.T.O.

Scrap?

X Scrap C.T.O.

serviceable. A quantity of scrap is laying around which should be salvaged

CATRONI GROUP.

BERGAMO.

No aircraft work in progress. Manufacturing truck bodies for "LANCIA". Repairing Army trucks. This factory has an up-to-date instrument workshop and testing laboratory. They have a small quantity of aircraft spares, and instruments, an inventory of which is held by the I.A.F. A spare wing for CA.313 or 314 is held.

MILAN.

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TRENTO.

Repairs to cars and trucks for I.A.F. are in progress. Five CR.42s and two FN.305 have been overhauled and are ready for collection by I.A.F. In storage one complete and ten skeleton fuselages for CA.313 aircraft. The conversion of CR.42 to dual is in progress. Three are to be converted. The job is considered satisfactory and it is suggested that the request from the I.A.M. to convert a further Three should be recommended to M.A.A.C.

OK *[Signature]* pp.

X *[Signature]*

Scrap? *[Signature]*

DD *[Signature]*

- 5 -

GALLARATE.

This is a storage depot mainly for aircraft spares. Spares are well sorted out, binned and labelled and an inventory compiled of stocks. Repairs to damaged spares are being carried out. An instrument test and calibration section is being started.

This depot is a credit to the C.O., Captain CASALI, and is the most efficient I.A.P. unit so far visited. (170)

NOVARA.

This is a storage depot mainly for engines and engine spares. A considerable quantity of spares have been listed and binned. Work is proceeding and a machine shop is being prepared as it is intended to use this depot for aero-engine overhauls. There are a considerable number of damaged engines of many types that are useless except for scrap.

A number of wood-working Machine tools have been requisitioned by 551 Army Troops Company and installed in the military barracks at NOVARA. Contacted 179 C.R.E. Works, Milan who stated they would return these tools to I.A.P. as the work they were requisitioned for had been completed.

AVIA LOMBARDI AT VARESE.

This is a small firm with a well laid out and efficient factory. Manufacturing PL.3 and IM.5 light aircraft.

They had permission to build 20 PL.3s and 2 IM.5s. It is considered that more than this number are being manufactured. The IM.5 appears to be a very efficient light aircraft suitable for private or club use.

NO CASSINA

AUGUSTA AT CASCINA COSTA. - MALINSA AIRFIELD.

Two SM.79s are under repair. One has been completed and test flown, the second one will be completed in about two months. A considerable quantity of salvaged material was stored in a hanger under lock and key. This material included:-

- A number of ME.109s dismantled
- Petrol tanks
- Jetisonable petrol tanks
- Unservicable Daimler-Benz engines evidently removed from the ME.109s
- Alfa Romeo 128 exhaust manifold rings
- Propeller blades
- Spinners (crated)
- Hundreds of radial engine cylinders
- Complete propellers evidently from the ME.109s
- Oil coolers
- Spare wings for PO.41s

712

as it is intended to use this depot for aero-engine overhauls. There are a considerable number of damaged engines of many types that are useless except for scrap.

A number of wood-working Machine tools have been requisitioned by 551 Army Troops Company and installed in the military barracks at NOVARA. Contacted 179 C.R.E. Works, Milan who stated they would return these tools to I.A.F. as the work they were requisitioned for had been completed.

AVIA LOMBARDI AT VERCELLI.

This is a small firm with a well laid out and efficient factory. Manufacturing PL.3 and IM.5 light aircraft. They had permission to build 20 PL.3s and 2 IM.5s. It is considered that more than this number are being manufactured. The IM.5 appears to be a very efficient light aircraft suitable for private or club use.

OK. ~~OK~~ ^{NO} ~~OK~~ ^{CASSINA}
AUGUSTA AT CASSINA COSTA.

- MILITARY AIRFIELD.

Two SM.79s are under repair. One has been completed and test flown, the second one will be completed in about two months. A considerable quantity of salvaged material was stored in a hangar under lock and key. This material included:-

- A number of ME.109s dismantled
- Petrol tanks
- Jettisonable petrol tanks
- Unservicable Daimler-Benz engines evidently removed from the ME.109s
- Alfa Romeo 128 exhaust manifold rings
- Propeller blades
- Spinners (crated)
- Hundreds of radial engine cylinders
- Complete propellers evidently from the ME.109s
- Oil coolers
- Spare wings for RC.41s
- A considerable amount of scrap metal
- Two vehicles

I.A.F. were stated to have an inventory of this material. ME.109s should be destroyed and other material removed to NOVARA or GALLARATE.

7.11

Yes

- 6 -

SAVOIA MARCONETTI AT SESTO CALENDE.

This factory is building flying wheels, bicycles, motor-cycles and a large trailer for transporting their flying vessels to the sea.

Aircraft gas-starter engines and aircraft tail wheels are being used in the manufacture of the motor cycles

S. ANNA.

A 20 ton crane is mechanically serviceable, but damage to foundations on quay prevent it being used. The hangar is being used by the Italian Navy. A site with a slip is being used to beach seaplanes that are received for repair. This site has a static test tank.

A fair amount of scrap aircraft parts and small bomb containers are housed in a damaged shed. The seaplanes beached here are transferred by road to VERGIATE for repair.

VERGIATE.

Repairing CL.506 seaplane which should be ready in two months.

Overhauling SM.84s, 75s and 82s. The military version of the SM.95 has been converted for civilian use and was on consumption tests. One SM.93 in the hangar, an unsuccessful dive-bomber which should be broken up. Three training gliders and two seaplane belonging to firms sliding club housed. Trolley buses are been built and an order for 50 railway coaches is expected.

SAVOIA MARCONETTI - VERGIATE (Contd)

Four SM.95 Skeleton fuselages are in a hangar, also two wings for SM.95 on which work has been stopped as permission was given for only two aircraft, a military and a civil version to be built.

* It is suggested that M.A.A.C. be again approached to allow the remaining four of the original six SM.95s planned to be built. Machine tools have been installed from SESTO CALENDE so that this factory is now self contained.

The spare engine and parts required for the SM.95 at TAINTEFOUCH (HAE) are being prepared and should be ready for dispatch in the near future.

CAERONI AT VIGGOLA TICINO. MAIRONS AIRFIELD

This is the original CAERONI Works but does not belong to the CAERONI GROUP of factories. M.T. work of various kinds was being carried out but no aircraft construction or repair. Some aircraft and engine parts were housed in a store, an inventory of which the I.A.F. were stated to possess. Various tyres in a questionable condition.

Two SM.84s were stored in a dismantled condition one of which

* D.P. Plans show
M.A.A.C. to be
made in MAY
supplied by
C. L. H. H. H.
near 2000.

VERGIAZE.

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SAVITA MACHINERY - VERGIAZE (Contd)

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* It is suggested that M.A.A.C. be again approached to allow the remaining four of the original six SM.95s planned to be built. Machine tools have been installed from SESTO CALENDE so that this factory is now self contained.

The spare engine and parts required for the SM.95 at FAIRPOUGH (RAE) are being prepared and should be ready for dispatch in the near future.

CAIRONI. AT VIZZOLA TICINO.MALPENSA AIRFIELD

This is the original CAIRONI Works but does not belong to the CAIRONI GROUP of factories. M.T. work of various kinds was being carried out but no aircraft construction or repair. Some aircraft and engine parts were housed in a store, an inventory of which the I.A.F. were stated to possess. Various types in a questionable condition.

Two ME.109s were stored in a dismantled condition one of which looked comparatively new.

A number of aircraft wind-screens.

The ME.109s should be destroyed and the remainder of the spares collected by the I.A.F. storage organisations.

MALPENSA I.A.F.

Nothing of interest to report from aircraft or engine point of view. There was a C.B.M. party of I.A.F. who reported that they had been without light on water for a month. A further set of hangers was seen on this airfield but time and light did not permit a useful visit to be made.

* D.D. Please show
M.A.A.C. to them
Matter of M.A.A.C.
M.A.A.C. to them
M.A.A.C. to them
M.A.A.C. to them
M.A.A.C. to them

Yes

* C.B.M. party
I.A.F. party

- 7 -

GENERAL CONCLUSIONS.

1. The terms of the Armistice are not being observed in, that enemy aircraft are still being housed ME.109s at MALPENSA also JU.87 at LEGGE.
2. Work is being carried out contrary to the agreement of the Bailey report.
3. Instruction from M.A.A.C. through the A.F.S.C. are not being observed - PI.308, AMEROSINI Fighter, AVIA LOMBARDI, EA.25s PRESSO.
4. That a correct return of aircraft in existence has not been made to the A.F.S.C.
5. That hoarding of useless junk exists thus wasting manpower, valuable space, and retarding the salvage and sorting of useful material.
6. That the policy of the Italian Government that employers of labour shall pay their employees irrespective of their production tends to encourage practices as observed in paras 2 & 3.

RECOMMENDATIONS.

1. That Frede be allowed to complete the PI.308 and that engines of 2000 HP be made available to them.
2. That Savoia Marchetti be allowed to complete six SM.95s
3. That "AVIA" Lombardi be allowed to manufacture PL.3s & LM.5 as they are of no military value.
4. That particulars of the British aero-engine installations as requested be made available to FIAT.
5. That it is suggested to the I.A.M. that they make up their minds what types of aircraft and engines they wish to keep and then scrap the remainder.
6. That the I.A.M. put their house in order by using labour for productive and progressive work instead of repairing or attempting to repair and collecting junk.
7. That a determined drive be made to clear engines from firms no longer manufacturing or repairing aircraft or engines and salvage from private individuals and firms to their own depôts. Assistance from interested firms could be solicited.

Note on para 1. See paragraph 1 in the Bailey report. Strong
 S.F.O.
 Action

5. That hoarding of useless junk exists thus wasting manpower, valuable space, and retarding the salvage and sorting of useful material.

6. That the policy of the Italian Government that employers of labour shall pay their employees irrespective of their production tends to encourage practices as observed in paras 2 & 3.

RECOMMENDATIONS.

1. That Breda be allowed to complete the PZ.30C and that engines of 2000 HP be made available to them.
2. That Savoie Marchetti be allowed to complete six SM.95s
3. That "AVIA" Lombardi be allowed to manufacture PL.3s & IM.5 as they are of no military value.
4. That particulars of the British aero-engine installations as requested be made available to FIAT.
5. That it is suggested to the I.A.M. that they make up their minds what types of aircraft and engines they wish to keep and then scrap the remainder.
6. That the I.A.M. put their house in order by using labour for productive and progressive work instead of repairing or attempting to repair and collecting junk.
7. That a determined drive be made to clear stores from firms no longer manufacturing or repairing aircraft or engines and salvage from private individuals and firms to their own depôts. Assistance from interested firms could be solicited.

Yes

S.E.O.
Action

Back on page 2. See margin note on other page for action. Strong letter of protest to a number of repairing in draft for my 739
23/10/44
18/10/44

APPENDICES ARE AVAILABLE FROM THE
E.T.O.

0433

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

BA

REPORT ON VISIT TO REGGIO EMILIA & TRENTO BY ENGINEERING STAFF.

The Reggiane firm at Reggio Emilia was visited in company with L/Col Gasperi on the afternoon of the 8th inst, with the object of checking up the possibility of the above firm rebuilding approximately 20 Re.2001 aircraft from roughly 25 aircraft which were alleged to have been dismantled on instructions by the Germans during their occupation, these aircraft should have been destroyed but the firm removed parts, including the bare fuselages, to a place of safety. The manager of the firm said he thought it would be O.K. to rebuild these aircraft but an inspection of the main-planes which had been stored in the open for over a year, showed considerable signs of corrosion particularly of the ones which had not had anodic treatment or doped, but it was estimated that with careful selection sufficient main-planes would be available. It was explained that the fuselages were stored near a railway siding at Normigine, approximately 10 kms south of Modena, so it was decided to check up on the condition of them and it only needed a casual glance to see that they were in a very bad condition; there was about 35 fuselages which were lying in the open on the ground some piled on top of one another, all steel fittings were badly rusted, corrosion was apparent on other parts, several were damaged by machine gun fire, other had sustained damage either in transit or after being stored, in general these fuselages are only fit for scrap. The local station master said, these fuselages had been lying there for about 18 months.

General.

It is not known where the Italian Air Ministry received its information about these aircraft, but they were obviously badly mis-informed and I have no hesitation in recommending that these aircraft should not be rebuilt and it would be un-economical to suggest rebuilding for it is obvious that they would cost far more than their original estimate, apart from the dangerous state of the material. Also at Reggio Emilia in the open, with wrapper cowls over the top of them, are about 100 engines of various types some of which appeared to be in good condition externally, other have been damaged by machine-gun fire; these are the property of the R. Aeronautica, also there are numerous other spares such as, propellers, petrol tanks, light alloy tubes, and stacks of scrap material. I suggest the Italian Air Ministry should arrange for these engines to be inspected and the ones which could be possibly overhauled should be sent to NOVARA and the remainder disposed of as scrap. The same also applies to the other R. Aeronautica's material, certain spares may be found serviceable but, they should be sent either to NOVARA or GALLARATE, there is a railway running alongside the works so the transfer of engines and other material should be convenient, but it is imperative

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Visit to the Caproni works at Gardala Trento on the 11th January, 1946.

The above works was visited for the purposes of checking the repair and overhaul facilities existing for C.R.42 aircraft by this firm. The Italian Captain liaison Officer explained that they were ample ~~facilities~~ facilities available and at present one C.R.42 was in the course of being overhauled; there is ample material and labour available, also ample hanger space, in one shed there was 8 CR.42s completed; these were the balance of the 11 which should have been completed some months ago, these aircraft were allotted to the flying school at Lecce, 4 are serviceable and have been waiting collection for 6 ~~xxxxxx~~ weeks, the other 4 have minor faults on circuits which are not essential for shhool work and they could

be made serviceable within a few days.

General.

SEO
Don
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SEO
to
arrange
Y
SEO
In view of the continual cry of shortage of trainers at Lecce, it is not understood why these aircraft have not been collected, furthermore, no aircraft have arrived for conversion to dual control as was requested by the Italian Air Ministry some weeks ago. In one of the workshops a pile of aero tyres, approximately 100 of various sizes including those for S.M.82 and S.M.84, were stocked, and I suggested all those except the ones required for C.R.42 overhauls should be dispatched to Gallarate or some other central stores where the Italian Air Ministry can have access to them. Here again there is masses of various alloys and materials which need sorting out, but in this case the materials are under cover and there is not the degree of urgency as is the case of Reggio, but there was a shortage of S.M.82 tyres recently and there is no doubt that the majority of these shortages could be overcome if the spares for engines and airframes could be got into the main stores, a lot has already been done but there is no doubt that there remains a lot of useful materials outside these stores, and I suggest the Italian Air Ministry should arrange for a suitable officer to be sent to firms which hold R.A. property to decide which can be usefully employed and the remainder disposed of as scrap.

Su. Pina

16/1

John
15
146
737

File
REPORT ON VISIT TO LECCE ON 4/12/45 BY P/L TURNER.

The following are the main points raised by Group Captain OLLASON and Maggiore FIORIO.:

1. It was reported that the work turned out by the SANNITA factory was unsatisfactory, this firm had been turning out modified main-planes etc.. for Macchi 205's but the contract is almost completed, F/Lt. Watkins at Naples has been asked to check on outstanding work.
2. The following spares are urgently required for the P.39, batteries, propeller gaskets various sizes, and various items which, it was pointed out, would not be helped much by the breaking down of the 4 aircraft authorized.
3. The stored P.39's were inspected and are being kept in a good condition with the exception of the drain holes in the rudders, these were stopped up with dirt etc.. and the rudders contained a considerable amount of water, this fault was being rectified immediately.
4. Repair work on 3 SM.82's and 1 SM.79 in the bomber S.R.A.M. was going ahead satisfactorily, one splicing job on the main spar of an SM.82 was very good, this work is under the supervision of Lt. FORTINO who is apparently an excellent technician and supervisor, work on some aeroplanes is being held up for yellow dope and finishing dopes.
5. The C/C Detachment reported that the 2 P.39 Squadrons were holding 46 aeroplanes, between them, he considered this was excessive.
6. It was noticed that there were several Seiman 202 aircraft in one of the hangers and it was suggested that some of these aircraft might be used on the school, they have dual control with the exception of brakes which can easily be fitted. I discussed this with Colonel CIGERZA who said the tail wheel structure was not very strong and while they were suitable for communication work with experienced pilots he did not think they would stand up to training work, they are a much better aircraft for communication work than the PL.3 aircraft.
7. A visit was made to the M.T. repair depot at MUNGIVACCA, this is being run very efficiently, such items as pistons and distributors bodies were being manufactured. Machine shops welding and moulding were all doing very good work.
8. The question of central maintenance was discussed but the system used by the fighters appeared to be quite satisfactory which is as follows: All work up to 48 hours is done by the Squadrons, routine inspections and work over 48 hours is done by a section of the S.R.A.M. and engine changes and major repairs and major inspections are carried out by another section of the fighter S.R.A.M., the two

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*C.T.D. / Thank you. Bring up any points at next
staff meeting (14/12) M
14/12/12*

REPORT ON VISIT TO AIRCRAFT & ENGINEERING WORKS IN THE MILAN
AREA. - 30-31/10/45. BY P. L. TURNER

30/10/45. NOVARA WORKSHOPS & STORES.

The work of listing engines spares was going ahead in a very satisfactory manner, with ample storage racks etc available. Obsolete spares were being segregated and if not convertible will be broken down as scrap, items were still arriving and it will be some considerable time before inventories can be completed.

C.A.N.S.A. are still using the workshops but expect to be cleared by the 1st of December. There would appear to be ample machinery etc for engine overhauls.

SAVOIA MARCHETTI WORKS AT SESTO CALENDE, ST. ANNA, AND VERGIATE.

The under manager at Sesto Calende was approached with a view to undertaking seaplane overhauls, he explained how their works at St. Anna was practically destroyed which we later visited, and with the exception of one small shed no accommodation exists for work on the aircraft. He suggested dismantling the aircraft and carrying out the work at Sesto Calende, it was then arranged that the manager should visit A.F.S.C. Milan on the 2nd of November which he did and said his firm was in a position to carry out any overhauls required. A visit was paid to the works at Vergiate and about 12 aircraft were being overhauled. The military version of the S.M.95 was inspected, the interior of this aircraft is very similar to the 82 which does not lend itself easy to convert to civilian use, folding canvas seats had been fitted to each side of the fuselage. The chief engineer asked if we had any instruction re- the disposal of this aircraft and I told him we had asked for instructions but in the meantime the aircraft was not to be flown. He explained that they would not fly it but when instructions came through, they had drawn up a list of tests to be carried out and before releasing the aircraft from the firm, should it be allotted to the courier service.

In view of the unsuitability of the S.M.82 for passenger work in comparison with the civil version S.M.75, the possibility of building the latter in lieu of S.M.82 was discussed and it was explained that main planes etc were inetr-changeable and all other parts were available. The S.M. people claim the 75 to be superior to the G.12. The firm was not aware that a further 6 S.M.82s had been approved. It is recommended that the I.A.M. reconsider this order for S.M.82 and order the S.M.75 instead.

A letter from the S.M. firm covering the above points is at

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C.T.O.
Yes
L.A.M.

A letter from the S.M. firm covering the above points is at our Milan office and I asked that a copy should be forwarded to Rome

GALLERATE.

This would appear to be the ideal stores for aircraft spares instruments and barrack equipment etc., and was well organized. The fire tender which G/C Jarman referred to was inspected but although it is not suitable for crash duties it is in good condition and the engine has just been overhauled. It is recommended the Italian authorities should decide whether or not to use it elsewhere.



Handwritten notes:
Sesto Calende
A.F.S.C. Milan
2nd Nov 1945

- 2 -

31/10/45 - VISIT TO THE GLIDER FACTORY AT CANTU

A full report on this factory is being submitted from Milan. There are 7 "Asiago" gliders preliminary trainers dismantled and stored which would not appear to be of any interest to the Allies.

There are also 9 "Canguro" type soaring gliders partly constructed which appear to be of good design and are fitted with flaps and dive brakes, they are dual control and fitted with an enclosed cockpit. These gliders might be of interest should some Allied formation decide to form a glider club.

There is also an 18 seater troop carrying glider which is dismantled. It is fitted with a German towing device, this also would not be of any interest and I suggest the firm should be instructed to break this glider down. There was also a small aircraft in the course of construction with a 20 HP twin cylinder engine fitted, no work was being carried out on the aircraft but in the metal workshops a small petrol tank was being made.

General

The firm is actively engaged on the manufacture of domestic articles and apart from the petrol tank referred to, no work was being carried out on aircraft construction during the time we were in the factory.

VISIT TO THE BRED A WORKS.

The designer of the B.Z.308 took us out to the shed where the above aircraft was being built and the size of this aircraft is very impressive, the main passenger compartment is wider than a normal railway carriage, the fuselage plating is nearly complete and they estimate the construction to be 60% complete. The method used for attaching the longitudinal stringers to the main fuselage formers is rather unique, the right angle portion being welded to the main members instead of rivetted. There are facilities for the flight engineer to get in each engine nacelle in flight, in fact it would appear to be a good aeroplane and should suitable engines be obtained and permission given to complete the aircraft it would be in the interests of all concerned. The designer said a seaplane of similar construction had proved itself but unfortunately it was sunk in lake Bracciano, and although no work was being carried out on the aircraft there were several workers in the shed, who did not appear to be employed on any other work.

VISIT TO THE ALFA ROMEO WORKS.

Only a small portion of the works is engaged on the overhaul of Alfa 126 & 128 engines, the output for October being 40 engines. The manager informed me they had no new designs in hand owing to the uncertainty of the aircraft industry.

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General.

Owing to the general holidays in the locality, it was not possible to visit the FIAT works or other aircraft works in the area. It is suspected that there is some unauthorised aircraft construction going on in the North, and the Intelligence Officer at Milan has asked the local Intelligence Italian Officer to produce a list of all firm suspected of illegal aircraft construction so that a check can be carried out by surprise visits. One firm in particular being the Macchi which the O.C. Milan intends to visit in the near future.

- 3 -

General. cont..

The O.C. Milan requested that a copy of all correspondence relating to aircraft construction policy should be sent to Milan, and also that it might be of benefit to such firms as the Savoia Marchetti if an R.A.F. Officer was attached to the Industries Sub-Commission to help them when contracts are being placed for the repair of captured enemy vehicles etc., such firms as Caproni and C.A.N.S.A. are actively engaged on this work and S.M. think they might have been given some work of this nature to tide them over a difficult period.

Don't quite understand - this is an entirely Italian S.O. Italian matter but D.T.S.O. could mention this concern of repair work to Industries Sub C. *MB 1/11*

Savoia Marchetti have already been asked to submit a vehicle repair scheme by AFHQ and are also submitting to AFHQ & I.A.M. *2/11*

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