

ACC

10000/135/440

10000/135/440

POLICY, IAF
JULY - DEC. 1946

M. 1.

To Director (through M.T.S.C.).

In the M.T. organisation we are at present supplementing our very unserviceable I.A.F. transport with vehicles on loan from the I.A.F. and by so doing supply the duty calls for transport and at the same time allow a controlled amount of recreational running.

2. These I.A.F. vehicles are completely maintained (tyres, tubes and spare parts) by the Air Ministry. For fuel we draw from Allied Commission sources.

3. Despite the fact that we could not carry out our normal duty runs without I.A.F. assistance we have no authority to use of these un-official vehicles on duty runs and have no justification to use them on recreational runs without repayment.

4. Therefore to regularize the position I suggest that we allot a few I.A.F. vehicles for recreational running only and that arrangements are made by the S.E.O. with the Italian Air Ministry that we draw a limited amount of petrol on repayment from I.A.F. sources, to be paid for by the officers using the transport.

5. I am certain that the Air Ministry will agree to this scheme and if you will also approve I will make the necessary arrangements.

6. In the meantime I am controlling the use of these vehicles by insisting on a 653 for each run, and for runs of over 20 miles or outside the Rome area my signature is also necessary.

12th December, 1946.

L.E. JARMAN, C/O,
Senior Staff Officer.

S.E.O.

Please read M1 and take action 13/12/46 in Italian Air Ministry. I suggest that there of the most economical vehicles plus the area

without I.A.F. assistance we have no authority to use of these un-official vehicles on duty runs and have no justification to use them on recreational runs without repayment.

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5. I am certain that the Air Ministry will agree to this scheme and if you will also approve I will make the necessary arrangements.

6. In the meantime I am controlling the use of these vehicles by insisting on a 658 for each run, and for runs of over 20 miles or outside the Rome area my signature is also necessary.

12th December, 1946.

M2

S.E.Q.O.

Please read M1 and take action 1323 the Italian Air Ministry. I suggest that there

of the most economical vehicles for the purpose and Rome which runs are used for this purpose and that you should give the I.A.F. an idea of our maximum requirements in petrol and oil.

The scheme should be implemented by the

new year

W. J. J. J.
14. 12. 46

W. J. J. J.
L. E. JARMAN, G/C,
Senior Staff Officer.

S.S.O.

(Through C.T.O.)

There are certain practical difficulties in operating this scheme.

(i) With the present rate of unavailability it is not possible to guarantee that a filled with S.A.S. petrol to be paid for by the individuals using it, may not have to be put on a duty man.

(ii) S.A.S. petrol stocks are rationed & limited and although I have no doubts that they would like to help us, they would, I am sure, like to be assured this no alternative scheme is possible.

hence (i) appears to be an insuperable difficulty.

Further, I presume that the collection of the money for repayment runs would be wasted in the office's mess account, and that the bid from the S.A.S. would be paid by the mess secretary.

18.12.66.

W. Collingwood M.A.
S.S.O.

4.

S.E.G.O. *DE*

I thank you for 17.3. The problem seems more difficult than I anticipated. The suggestion in his regard attending

a duty man.

(ii) S.A. & patrol stocks are rationed & limited and although I have no doubt that they would like to help me, they would I am sure, like to be assured that no alternative scheme is possible.

Number (i) appears to be an insuperable difficulty.

Further, I presume that the collection of the money for repayment must would be vested in the Officer's personal account, and that the bid from the S.A. would be paid by the Press Secretary.

W.D. 17. 16.

W.D. 17. 16.
S.D.O.

S.E. 10. 16.

7.

Thank you for M 3. The problem seems more difficult than I anticipated. The suggestion in the return as many I.A.F. can as possible without affecting our working for our work and our efficiency.

Please ask the M.T.S.O. to select vehicles to hand over to the I.A.F. as an when some other R.A.F. vehicles are allowed in.

W.D. 17. 16.
S.D.O.

To : ALL A.F.S.O. OFFICERS

From : SENIOR STAFF OFFICER

Date : 14th December 1946

SEMI OFFICIAL JOURNEYS.

With effect from 14th December 1946 two vehicles will be available from 17.30 until midnight.

One for the use of Officers at the Villa, and the other for Married Officers and W.A.A.F. Officers in Rome.

The maximum period an Officer may retain a vehicle is half an hour. No additional 658s will be accepted for journeys after 17.30 hrs. except in special circumstances and the 658 approved by me.

L. E. JARMAN
L. E. JARMAN, G/Ct.

S. SO.

SATO.

See-illed person information on the use of
141 can be made cancelled as number

141312
14.12.46

44

From : M. T. S. O.
To : ALL R.A.F. OFFICERS
Date : 13th December 1946
Ref. : AFSC/870/M.T.

USE OF UNIT M.T.

From the date of this order no runs of any kind will be permitted unless a 658 Form is rendered giving as much warning as possible, and for journeys exceeding 20 miles or for runs outside Rome must be approved by the O.C. Unit.

L.W.F.
M. T. O.

1458

Please File 62 3A

From : AIR FORCES SUB COMMISSION - A.C. ROME
To : WHOM IT MAY CONCERN
Date : 18th November 1946
Ref. : AFSC/P70/MT

FORD 15 GWT R.A.F. 12312 AND R.A.F. 120812

It. JACULLI is hereby authorized to collect the above mentioned vehicles and hold them at the Autogruppo Di Manovra - Rome.

C. Brown
C. BROWN, F/O
for AIR VICE MARSHALL
DIRECTOR
AIR FORCES SUB COMMISSION

TRANSLATION

From : Autogruppo di Manovre - ROMA.
 To : Technical and M.T. Office,
 A.P.S.C., A.C. ROME.
 Date : 17th September, 1946.
 Ref. : T.C. 1276/12.

TRANSFER OF THE "AUTOGRUPPO" OF MILAN DETACHMENT

The "Autogruppo" of Milan Detachment is used as a reserve due to the shortage of petrol at the 1st Z.A.T. All transports are made by Italian vehicles using diesel oil. When supplies of Diesel oils are no longer available the Autogruppo vehicles will be employed.

The transfer of the Autogruppo Detachment to Gallarate is not advisable due to the following reasons: -

- 1) Gallarate is situated 40 kilometers from Milan and the Autogruppo would therefore no longer be controlled by the A.P.S.C.
- 2) Spares can only be obtained at Milan, where there are Allied Workshops and Units.
- 3) Should the A.P.S.C. Milan require a vehicle to transport foodstuffs, coal etc., it would be necessary to contact Gallarate 40 kilometers away. This point is of great importance especially if the transport is required by the 1st Z.A.T. who is short of petrol.
- 4) Possible interference which will disrupt the service of the Unit, as it will be located in an area where there are Officers superior in rank to the C.O. of the Detachment.
- 5) Major difficulties in the actual transfer to Gallarate ^{away} the large quantity of petrol required to transport the equipment, spare parts and barrack stores.

We therefore suggest you make the necessary arrangements so that the Detachment will remain in the Milan Area attached to any one of ^{the} 19

Luigi 10-5

- 2 -

Units at Taliedo, Linate or Musocco (Petrol Dump), or any other place near Milan.

A much more advisable location than Gallarate is Sedriano, where a very efficient M.T. workshop is available.

2nd Lt. MENCHETTI from Rome will shortly proceed to Milan and inspect the serviceability of the vehicles. The number of vehicles can be appropriately reduced but serviceable ones handed over in exchange.

Translated by SGT. CUMBO.

2A

PRO MEMORIA
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Al: Technical & M.T. Office
Dall'Autogruppo di Manovra ROMA
Data 17/9/1946.=
Prot. n° I.C. 1276 /12

TRASFERIMENTO DEL DISTACCAAMENTO DELL'AUTOGRUPPO DI MILANO

Il Distaccamento dell'Autogruppo di Milano a causa della scarsità di benzina nella I° Z.A.T., viene usato come riserva. Tutti i trasporti sono fatti dagli autocarri italiani a nafta. Quando questa termina vengono usati gli autocarri dell'Autogruppo.

Uno spostamento del Distaccamento dell'Autogruppo a Gallarate, non è consigliabile per i seguenti motivi:

1°) E' lontano 40 Km. da Milano e perciò non è controllato dalla A.F.S.C. -

2°) Le parti di ricambio si possono ottenere solo a Milano dove sono officine e reparti alleati. -

3°) In caso che alla A.F.S.C. di Milano occorresse qualche autocarro per trasporto viveri, carbone ecc. bisogna chiamare l'autocarro a Gallarate che dista 40 Km. Questo fatto influisce notevolmente se il trasporto deve essere fatto per conto della I° Z.A.T., che scarica di benzina. -

4°) Possibilità di interferenze che danneggiano il funzionamento del reparto, siccome esso dovrà vivere in posti ove sono Ufficiali di grado superiore, a quello del Comandante del Distaccamento. -

5°) Difficoltà non semplici per l'attuazione del trasferimento a Gallarate in quanto occorrerà una notevole quantità di benzina per trasportare i materiali dei magazzini, parte ricambio e casermeaggio. Si consiglia perciò prendere opportuni accordi perchè il Distaccamento rimanga a Milano ed alloggiare presso Enti periferici come Taliedo, Linate o Musocco (Deposito Carburanti) o qualsiasi altra parte nelle vicinanze di Milano.

Più che uno spostamento a Gallarate è consigliabile il trasferimento a Sedriano dove esiste un'officina molto attrezzata per lavori autotecnologici (M.T. workshop). -

Il S.Tenente MENCHETTI di Roma si recherà prossimamente a Milano per esaminare la efficienza degli autocarri. Il numero di essi potrà essere opportunamente ridotto ma lasciati in canolo veicoli tutti efficienti. =

OFFICER COMMANDING OF THE DETACHEMENT NAMED BY A.F.S.C.:
 Sub lieutenant: PACIARELLI Vasco

Elenco degli autocarri in dotazione al Distaccamento di Milano.-

EFFICIENTI R.A.F. VEHICLES

1)	Ford 3 T.	R.A.F. n°	35517	(66)
2)	" " "	" " "	60428	(70)
3)	" " "	" " "	32259	(71)
4)	" " "	" " "	13581	(73)
5)	" " "	" " "	32831	(75)
6)	" " "	" " "	40730	(76)
7)	" " "	" " "	79554	(90)
8)	" 1,5T.	" " "	120878	(93)
9)	" 3 T.	" " "	7042917	(ineff. per mancanza pezzi di ricambio)

EFFICIENTI-A.C.- ARMY VEHICLES

1)	G.M.C.5 T.	AC/AIR n°	4453454	(49)
2)	Ford 3 T.	" " "	4733856	(55)
3)	" " "	" " "	5318104	(71)
4)	" " "	" " "	5319790	(72)
5)	" " "	" " "	5318160	(73)
6)	" " "	" " "	5319803	(74)
7)	" " "	" " "	5318171	(75)
8)	" " "	" " "	5319773	(76)
9)	" " "	" " "	5319792	(77)

INEFFICIENTI FUORI USO

10) Ford 3.T. R.A.F. n° 34060
 (versato al 590 T.P.C.)

 TOTALI: R.A.F. n° 10 - 1
 " A.C. " 9
 TOTALI..... N° 19 - 1

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MILAN

FROM: AIR FORCES SUB-COMMISSION,
ALLIED (MILITARY) REGION, ROME.

TO: ITALIAN AIR MINISTRY (2 COPIES).

DATE: 19TH JULY, 1946.

REF: AFAC/874/MP.

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~~12~~
1A

IE. PAOLO JACULLI.

Reference is made to the Sub-Commission's letter AFAC/874/MP dated September 21st.

2. The above mentioned officer is still a Lieutenant, and it is considered that action should be taken, if it is possible, to promote Lt. Jaculli to the rank of Captain.
3. He has, during his time as Commanding Officer of the Autogrupo di Manovra, worked extremely hard and has obtained excellent results.
4. It is believed that this Officer's promotion is already two years in arrears. Taking into consideration the valuable work he has successfully handled, it would be appreciated if steps could be taken to effect his promotion. It is, however, emphasized that the decision as to his promotion is a matter entirely for the Italian Air Ministry.
5. Would you please inform us of your decision.

S.E.O. — *SW*

Sgt Smith — *z*

SW
I.E. BROWN,
AIR VICE-MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

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