

Declassified B.O. 12356 Section 3.3/MND No.

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FLYING
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FLYING TRAINING, POLICY
NOV. 1946 - JUNE 1947

ALLIED FORCE HEADQUARTERS
Italian Military Affairs Section
Air Forces Sub Section
APO 794

To: A.H.Q. Italy.

Ref: APB/85/TMB.

Subject: Flying Training Syllabus.

Date: 1st April 1947.

Ext. 546

1. Reference our letter of even reference dated 22nd November 1946.
2. May the syllabi required be forwarded as soon as possible, please.

Chubert
for G.M.M. GORIE W/Capt.,
Air Commodore,
Director,
Air Force Branch,
Allied Force Headquarters.

Director (Hough S.S.O.)

D.D. Hough

Enclosure 5 which is General
Oxygen Cuts reply to your letter at Fed 2
is for your information.

Chubbren v.c.

400 I.

18/6.

Directed

2.
D.D. Hough has been informed by Colonel Vakenhai that
a conference on the Training programme
suggested by us at Exeter 687 was held
about 1 week ago. I have not seen the
minutes of the conference, but he told me that
 whilst agreeing with this suggested programme
it was impossible to put it into execution
just yet because: ① Shortage of petrol

② Accidents etc yet distillated wings. ③ Ranges
etc yet nearly no oxygen tubes... etc... etc.!!

He assumed we know that a ground training
programme was being expanded prepared for lectures
to fighter pilots.

I will try to keep my eye on this.

4183

Director

2.

14/8
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 a conference on the Training programme
 suggested by us at Sinter 687 was held
 about 1 week ago. I have not seen the
 minutes of the conference, but he told me that
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② Allocation not yet distributed to wings. ③ Range
 not yet ready for No oxygen tubes... etc... etc.!!
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 programme was being ~~started~~ prepared for lectures
 to fighter pilots.

I will try to keep my eye on this.

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Chitkhurgh
 a.i.

14/8.

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7.

BALANCE GROUP TRAINING REQUIREMENTS

1. Aircraft
 - (a) The 303 sq. ft.
 - (b) The 5 sq. ft.
 - (c) The 20 sq. ft. canopy.
 - (d) Bomb Carriers and Bombers Mechanisms.
 - (e) The Cannon Gun.
 - (f) Aircraft Night.
2. Boasting. High Dive and Low Level Theory.
3. Aircraft Recognition of all operational types.
4. Air Firing Theory.
5. Reconnaissance.
6. Interception.
 - (a) The Sector Operations Room.
 - (b) The Filter Room.
 - (c) Types of AESS Stations in use in I.L.P.
 - (d) Features of Sector Control.
 - (e) C.A.L. Control.
 - (f) Radar and Firing.
7. Emergency Landing.
8. B meeting out.
9. Initiating Procedure.
10. Oxygen.
 - (a) Oxygen.
 - (b) Normal use of oxygen.
11. Supplies.
12. Army Air Operations.
 - (a) Types of Bombs.
 - (b) Cannon and Control.
 - (c) Strategic Bombs.
 - (d) Tactical Bombs.
 - (e) Artillery observation and Army B.
 - (f) The A.C.P.
 - (g) Communications and responsibility for provision.
13. Relations between Army and Air Forces in the Field.
14. Organisation of I.L.P.

4182

2. **Weathering.** High seas and low level flying.
3. **Aircraft Recognition** of all operational types.
4. **Air Firing Theory.**
5. **Intelligence.**
6. **Interception.**
 - (a) The Sector Operations Room.
 - (b) The Filter Room.
 - (c) Types of AESS Stations in use in I.A.F.
 - (d) Structure of Sector Control.
 - (e) G.O.L. Control.
 - (f) Hunting and Firing.
7. **Emergency Landing.**
8. **Islanding out.**
9. **Initiating Procedures.**
10. **(a) Oxygen.**
(b) Occasional use of oxygen.
11. **Supersburgers.**
12. **Army Air Operations.**
 - (a) Types of Rooms.
 - (b) Command and Control.
 - (c) Strategical Room.
 - (d) Tactical Room.
 - (e) Artillery observation and Army B.
 - (f) The A.O.P.
 - (g) Communications and responsibility for provision.
13. **Relations between Army and Air Forces in the Field.**
14. **Organisation of I.A.F.**

4182

File on 83/Tng
let given to General Bignardi
on 1.8.47. *Christman v.c.*

6.

SQUADRON FLYING TRAINING PROGRAM

Link Training.....	2 hours per week per pilot.
Low Flying.....	3 hours
Cloud Flying.....	5 "
Formation.....	5 "
Gunney Air to Ground.....	4 "
Gunney Air to Air.....	10 "
Dive Bombing.....	3 "
Air Army Cooperation.....	7 "
High Flying.....	3 "
Use of Radar.....	2 "
Instrument Flying on G.C.I. Control.....	5 "
Aerobatics.....	4 "
Combat.....	5 "

Notes :

1. Areas defined for (a) Low Flying
(b) Ground Flying.
2. Combat - Requires a ground reference working up to both aircraft taking full action.
3. This program should be completed in 5 weeks to bring pilots up to operational standard. Thereafter a monthly program should be arranged to maintain the standard.

4181

File on 83 Trg
Gth given to General Briganti

0-7-20

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Adv. Army Corporation.....	7
High Flying.....	3
Use of Honor.....	2
Instrument Flying on G.C.L. Control.....	5
Acceleration.....	4
Ordnance.....	5

Notes :-

1. Areas defined for (a) Low Flying (b) High Flying.
2. Ordinance - Requires a gradual increase working up to both aircraft taking full action.
3. This program should be completed in 3 months to bring pilots up to operational standard. Thereafter a monthly program should be arranged to maintain the standard.

File on 83 Tng
Cth given to General Briganti
on 1-8-47.

Chickman v.c.

4/12/47

FROM : I.A.F. GENERAL STAFF
No.1 UNIT, No1 SECTION AND OPERATIONS TRAINING

TO : AIR FORCES BRANCH

DATE : 9/6/47

REF: No. 103775/Ad4D/864/COLL

REPLY to letter AFB/83 ENC dated 2/6/47

SUBJECT: TRAINING FLIGHTS FOR PILOTS

In reply to the above-mentioned letter, I share your concern for the small number of monthly flying hours accredited to the pilots of our Squadrons;

I disagree with the opinion that I.A.F. pilots, of units equipped with British and American aircraft, are insufficiently trained as regards pilotage and navigation. In fact, they can easily show, in both individual and formation flights, that they are well trained. This was amply demonstrated both during the war and periodically during air exhibitions ordered by the Allies, in spite of their small amount of flying activities.

It is true, however, that these pilots have not received any night flying or machine-gun training.

Although aware of certain shortcomings which should be overcome, I do not consider necessary the training programme, which you proposed and which we would have initiated if we had the materials.

The above depends on the present state of the I.A.F. finances. Such is the latter position that personnel administration from the point of view of assignments, food, and billets is a very pressing and serious problem. Moreover, movement and transfer of personnel is not included on the finance sheet.

It is agreed that the primary administrative aim of an organisation is to assure the livelihood of the men and secondly to make every man efficient in his work for that organisation.

For this reason, there is no possibility of considering any training programme which is not strictly limited to control of the efficiency of equipment and to maintaining personnel at a moderate level of suitability.

At the close of hostilities, the A.F.S.C. gave instructions that a pilot could not effect more than six flying hours monthly. Not more than two were for the same reasons as those to which to-day compel the General Staff to suspend temporarily the various flying schools and to reduce all other activities in the above-mentioned limits.

It is not true that the stoppage, of the various Military Courier Services has increased the amount of petrol at the Military Units, because the allocation of petrol for Courier Services (and indeed an increase) has been granted the Air Navigation Companies in accordance

0728

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The situation cannot be protracted indefinitely. I recall having mentioned to you that I was compiling a ~~summary~~ report to present the complex position to the Government to see if it would decide to dissolve or strengthen the I.A.F. by outside help. The latter step would be the only means of strengthening the I.A.F. by outside help, as the national resources by themselves cannot even meet the demands for maintaining the lives of personnel.

The information mentioned above was given by me in order to clarify our present position and to avoid any difficulties such as, for example, the one in this letter. It is evident that the General Staff would have already programmed activities even superior to these mentioned

ned in your letter, if the equipment had been available.
In any case, your letter will be useful to confirm my opinion in
order to help me to clarify the present critical situation.

Chief of General Staff

Translated by L.A.C. COSTIGAN.

Chib. 15/6.
my 19/6

4179

Mod. 123 E

REPUBBLICA ITALIANA

Ministero dell'Aeronautica

1° REPARTO

1° Sezione Operaz. e Addestramento

Densione

Aut. N. 103775/1144

864 ell.

Roma,

1941

5

All AIR FORCE BRANCH

Allied Forces Headquarters

A.F.O. 794

= R O M A =

Ricevuta al f. d. 24/83/102 2/6/1941

OGGETTO Addestramento volo piloti.-

In risposta al foglio di cui sopra, vi informo di condividere pienamente la vostra preoccupazione per il basso numero di ore di volo che i piloti delle nostre squadriglie realizzano mensilmente.

2. Non condivido invece l'impressione che i piloti dell'Aeronautica Militare Italiana, appartenenti ai reparti equipaggiati con aerei inglesi ed americani, non siano padroni del mezzo dal punto di vista del pilotaggio e della navigazione. Essi possono infatti dimostrare facilmente, nei voli singoli e collettivi in formazione, di essere bene addestrati, nonostante la scarsa pratica del volo, a motivo della precedente attività svolta in guerra e periodicamente in pace, per le manifestazioni ordinate dalle Autorità Alleate.

E' perfettamente vero, invece, che i piloti non siano addestrati ai voli notturni né siano stati mantenuti addestrati alle esercitazioni di mitragliamento.

3. Senonché la perfetta consapevolezza delle deficienze da eliminare non consente tuttavia di programmare un addestramento quale quello che voi prospettate e che noi avremmo già in atto, se fossimo nelle condizioni materiali di poterlo realizzare.

Quanto sopra dipende dalle attuali condizioni del bilancio concesso all'Aeronautica. Questo bilancio è talmente esiguo da creare seri e continui imbarazzi circa l'amministrazione del personale, dal punto di vista degli assegni, del vitto e degli alloggi.

Inoltre nessun preventivo consente spese di movimento e di trasferimento del personale.

4178

4. E' chiaro come la prima esigenza amministrativa di un'organizzazione sia quella di assicurare la vita degli uomini e successivamente quella di perfezionarli nelle loro attribuzioni.

Non vi è quindi la possibilità di prendere in considerazione nessun programma addestrativo che non sia strettamente limitato al controllo dell'efficienza del materiale ed al mantenimento della idoneità elementare del personale.

.../...

- 2 -

Già alla fine della guerra, l'A.P.S.C./AC aveva disposto che non fossero effettuate più di 6 ore di volo mensili per ogni pilota. Di queste 6 ore non ne furono mai fatte più di 2, per le medesime ragioni per le quali lo Stato Maggiore oggi è stato costretto a sospendere temporaneamente l'attività delle Scuole ed a ridurre tutte le altre attività nei limiti sopra detti.

5. Non è affatto vero che la cessazione dei Corrieri Militari abbia aumentato la disponibilità di benzina per i Reparti Militari, perchè l'assegnazione di benzina dei corrieri è passata, con notevole incremento, alle Società di Navigazione Aerea, secondo le esigenze delle linee in esercizio.

6. Questa situazione non potrà protrarsi indefinitivamente. Devo infatti ricordare di avervi già detto come fosse in compilazione, da parte mia, un serio studio inteso a prospettare la complessa situazione al Governo, perchè questi decida se sciogliere l'Aeronautica o potenziarla, ricorrendo all'occasione, ove lo ritenga opportuno, ad aiuti dell'esterno, data l'assoluta impossibilità di provvedere alle esigenze della vita normale dell'Aeronautica Militare, con le sole risorse nazionali.

La comunicazione di cui sopra fu da me fatta al preciso scopo di chiarire la nostra posizione attuale ed evitare interventi come quello al quale rispondo, in quanto è evidente che lo Stato Maggiore avrebbe già programmato attività anche superiori a quelle cui accenna la vostra lettera, per poco che se ne avesse avuto le possibilità materiali.

7. In ogni modo la vostra lettera sarà utile per confermare la tesi da me sostenuta, allo scopo di imporre la revisione della criticissima situazione attuale.

IL CAPO DI STATO MAGGIORE

*11/11/1942*

4177

From : Italian Air Force General Staff
To : A.F.B. A.F.H.Q.
Ref. : 103600/ad 4/a/824 Cell
Date : 29th May 1947

BARI AIRPORT

Reference is made to letter AFB/83/ING dated 31st May 1947

We hereby inform you that we are still considering the possibility of using the Bari Airport.

Unfortunately the utilisation of the airport for training purposes of a more extensive nature than previously foreseen would need a great amount of work on the necessary installations.

owing to our financial position we cannot effect this.

THE UNDER CHIEF OF THE GENERAL STAFF

Translated by L.A.C. DSI



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An/8.



STATO MAGGIORE DELLA R. AERONAUTICA M.

UFFICIO AEROSILURANTI

1° REPARTO

I° Sez. Operaz. e Addestramento

AL 1° AIR FORCE BRANCH

ALLIED FORCES HEADQUARTERS

A.F.O. 794

=ROMA=

Prot. N. 103600/Ad 4/d/824 Coll.

Risposta al foglio del

Div.

Sez.

N.

OGGETTO: Aeroporto di Bari.-

Si fa riferimento al foglio AFE/83/ENG del 31 marzo 1947.-

Si comunica che questo S.M. ha sempre presente la possibilità di impiegare utilmente l'aeroporto di Bari-

Sfortunatamente l'impiego dell'aeroporto stesso per compiti addestrativi più vasti di quelli per ora previsti, richiede notevoli lavori di ripristino degli impianti necessari, lavori che non è possibile per ora eseguire per carenza di fondi nel bilancio aeronautico.-

IL SOTTOCAPITO DI STATO MAGGIORE

3/5

4175

(2)

ALLIED FORCE HEADQUARTERS,
AIR FORCES BRANCH,
A.P.O. 794.

2nd June, 1947.

AFB/8X/ENE.PILOTS' FLYING TRAINING.

For some time now we have been very concerned at the small number of hours flying which pilots of your Squadrons have been able to put in per month. I feel that the pilots of the Italian Air Force have just about been able to keep their hands in with normal day flying and that they have not been able, due of course to shortage of petrol, to carry out any service exercises such as:- Night flying, air firing, photography and the like. This particularly applies to the Squadrons which are equipped with British and American aircraft and I feel that until these pilots can put in at least 10 hours per month they cannot be regarded as fully at home on these aircraft.

2. Now that the Military Courier Service has almost come to an end, you surely should have some resources of petrol which can be made available for distribution elsewhere. I therefore ask you to make a careful study of this matter in order to see whether you cannot issue to each Squadron sufficient petrol for all pilots to do at least 10 hours flying per month.

3. The 5th Wing at Bergamo should now be ready to start firing the ammunition recently issued from the Allied stores in the North and also to carry out dawn take offs. The 51st Wing should get in as much flying as possible before the pilots make the trip to Treviso from which base they can immediately start some operational training on the ranges. The same applies to the 4th Wing.

4. I should like you to give this matter your very early attention and notify me on any decisions you may make.

as Bishop

Italian Air Force,
Stato Maggiore,
Rome.

*7/6/47
10/6*

A.G. BISHOP.
DIRECTOR,
AIR FORCES
ALLIED FORCE HEADQUARTERS.

VCIRE,
4174

ALLIED FORCE HEADQUARTERS

Italian Military Affairs Section

Air Forces Sub Section

APO 794

To: Italian Air Ministry
(Attention the Deputy Chief of Stato Maggiore)

Ref: AFM/83/TMG.

Subject: Night Flying Training.

Date: 31st March 1947.

Ext: 546.

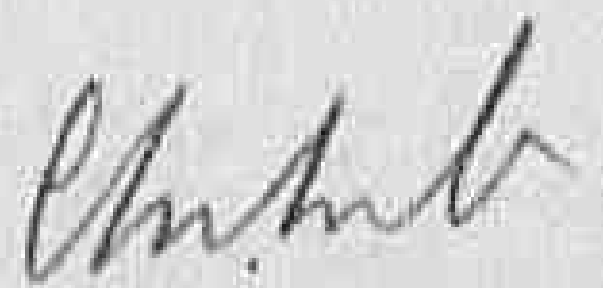
The aerodrome at Bari was handed over to you by the Royal Air Force in November complete with full night flying facilities, including VHF and HF/DF radio aids.

2. It is a long time since any flying units of the Italian Air Force have carried out any night flying training and Bari airfield gives them an opportunity to start again.

3. Now that the spring weather has arrived this Headquarters considers that the Baltimore and Night Bomber Wings at Guidonia should embark upon a syllabus of night flying training.

4. The suggestion is therefore made that Flights of the Baltimore and Night Bomber wings should be detached in rotation to Bari for night flying, and that they should each remain there for a period of from two to three weeks.

5. Would you please give this matter your early consideration by bringing it up at one of your weekly Stato Maggiore meetings and notify this Headquarters of any action you take.



G. M. M. GRACE CDR.,
for Air Commanders,
Director,
Air Force Branch,
Allied Force Headquarters.

J. K. M.
10/6

HISTORY OF FLYING TRAINING IN THE U.S.A.F. SINCE THE INCEPTION OF THE U.S.A.F.

PART I.

1
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Flying Training in the Italian Air Force under the Supervision and control of the Allies started soon after our arrival in the peninsula. Some wings were not immediately into operation alongside the R.A.F. and U.S.A.A.F.; such, for example as the ~~some~~ ^{some} wing at Taranto. Others required conversion to Allied methods on their own types; e.g. the Macchi Fighter Wings; and a third category had to convert to Allied type aircraft before they could start operating; the Baltimore Wing is the best example of this. The best ^{way of} ~~active~~ understanding the history of flying training in the I.A.F. since the inception of the U.S.A.F. is to take each wing separately and then follow each individual history.

(a) Sevillans Wing.

Training in this wing has been a gradual and easy process. All Squadrons were fully operational in ^{October 1943} ~~January~~. In May 1943, when hostilities ceased ^{Jan} in Europe, they still ~~had~~ ^{very} well trained crews. As experienced air crew left the wing ^{on} ~~releases~~ so well trained navigators and pilots were forthcoming from the schools at Provins and Lecce respectively. More recently the wing has been engaged on a syllabus of intensive Air Sea Rescue and wireless training.

(b) Fighter Wings

During hostilities the wings were used extensively in support of the Allies. After May 1945 they were stood down for a period before ~~normal~~ ^{normal} squadron training was re-introduced. Since summer 1947 the 4th Wing has converted to P 300 Lightnings, and the 1st Wing to Spitfire IX's. They have become proficient at ~~in~~ ^{their} respective types and ~~their~~ ^{formation} flying is excellent. They have not been able however to carry out any air firing or practice bombing due to lack of ammunition.

Ranges are now available in the North and South. Another serious limitation on the efficiency of the fighter wings, and this includes the 5 Storm ~~who~~ ^{who} still have Macchi aircraft, is that neither Malta' Aerod ^{or} the Station at Lecce ~~possess~~ ^{possess} any radar ~~4~~ ⁴ T.R.

Operations Room. The fighter pilots are well trained.

Summary

Since the end of hostilities the wing has carried out several ~~many~~ operations for the Italian Army and Home Office. It has also maintained a flight in the North for the carriage of **Allied** Military Personnel between Milan, Bolzano and Treviso.

(2) Transport and Night Bomber Wings. Since the ~~end~~^{era} of hostilities these two wings have been used for the Military courier service and have carried out all kind personnel & transport ^{valuable} services to both businessmen. Since its inception and until July 1947

There
the service had carried over 2,500,000 kilometres. ~~There~~ have been no fatal accidents.
A free paying scheme for civilians was introduced in July 1946, and this has been

(c) Aircraft Training School - Presinene. The first air crew training was school was formed at Teguvinas in summer 1944. Later it was moved to Gadele and started training there in November 1944. Instruction was given on Baltimore and Aircobras. Progress was very slow indeed and in spring of 1945 it was decided to move the school again; this time Presinene near Lene was ~~chosen~~ chosen. (chosen) By April O.T.U. Training was well under way at Baltimore and this continued up to the cessation of hostilities when the O.T.U. was disbanded and a Navigation School set up in the place.

(5) Lecce. A refresher flying school for fighter pilots was opened at Legnano in 1944 and in autumn of 1945 it moved to Lecce. At about the same time a flying control school was started at Lecce. In spring 1946 the pilot refresher school was formed into a Pilot Training Group with three separate stations. The Elementary Training Squadron was moved to Gioia del Colle and ^{25's} ~~was~~ ^{has} ~~on 3~~ ^{advanced} ~~the~~ ^{organisation} ~~intermediate~~ school moved to Brindisi and uses CR 12's, while the ~~intermediate~~ ^{organisation} ~~squadron~~ remained at Lecce and ~~trained~~ ^{has} ~~on Macchi 202's~~ ^{remained the same up to} the present day. 4171

PRESENT POSITION AS TO ~~THE~~ AIRFIELDS USED BY THE
ITALIAN AIR FORCE.

The majority of the airfields used by the Italian Air Force are still in the Southern Area. This is due to the fact that the Unita Aerea, which was formed to operate with the Allies at Bari late in 1943, has not yet been dissolved. The majority of the squadrons and training schools, which do not come directly under the Stato Maggiore, come under the Commanding General of the Unita Aerea. Now that all the airfields previously used by the Allies are shortly to be turned over to the Italian Air Force it has been recommended to the Stato Maggiore that they make an appreciation as to the best disposition of their peace-time forces and then take steps to see that their flying units are strategically disposed throughout the country. Once the Air Ministry has decided ~~on~~ ^{that} which aerodromes they will use ^{they} ~~it~~ will be able to go ahead with ^a specific programme of work services on these airfields instead of, as in the past, building barracks and accommodation on airfields which they will only abandon when more strategic ones are handed back to them by the Allies. The Air Staff Section of the A.F.S.C. has made a provisional appreciation as to the best disposition of the post-war Italian A.I. Force (assuming that the British Air Ministry Plan is adopted) and this ^{is at Appendix A} ~~is at Appendix A~~ ^{will be sent on 11/11/44 to the British Air Staff}.

2. Stated below is a list of the airfields and particulars as to the present use to which they are being put:-

(a) Lecco. This is a large airfield with plenty of accommodation, good flying weather and conditions, and one long runway. Ever since the cessation of hostilities there have been three fighter wings, comprising 8 squadrons, on the station. At present there is one wing of two squadrons of Lightnings (P.38's); one wing of three squadrons of Macchi 205's and one wing of three squadrons of Spitfire IX's. At Lecco also is the Headquarters of the Pilot Training School; the school is divided into three squadrons, primary, intermediate and advanced and the advanced squadron, which is Macchi 202's operates from Lecco.

(b) Taranto. This is a large seaplane base in excellent condition which has not suffered at all from bombing. There are four squadrons of seaplanes and the

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(b) Taranto. This is a large aerodrome in excellent condition which has not suffered at all from bombing. There are four squadrons of seaplanes and the aircraft are Cant. Z.506's and Cant. Z. 501's. Various flights are detached at - Brindisi, Vieste di Valle, Spezia, Cagliari and Venice for Air/Sea Rescue duties. This Wing was used operationally by the Allies for Air/Sea Rescue, Convoy Escort, and Anti-Submarine Patrols in the Ionian and Adriatic Seas from October 1943 until the cessation of hostilities. Since that date it has been used to a limited extent for passenger carrying and to an increasing extent for Air/Sea Rescue.

...../(c) Centocelle.....

(d) Guidonia. At Guidonia, which is approximately 25 kilometers away from Rome, is a large grass airfield ^{12 49 - pp: dwh} ~~which~~ is used by a night bomber ^{at} ~~with~~ which ~~supplies~~ S.M. 81 aircraft ^{to supplement the Courier service} ~~from~~ Centocelle. There is also at Guidonia a light bomber ^{wing} ~~unit~~ comprising two bomber squadrons. These aircraft are used for normal photographic and navigational training ^{the wing} ~~and~~ also provides a flight at Milan for the care of Allied Officers between Milan - Bolzano - Trevino ^{and} Udine.

(e) Trugnano. Here in the same area is a large grass airfield with accommodation for 500 personnel. The Navigation School is at present based there, and courses for the advanced training of 30 Navigators last 3 months.

(f) Brindisi. Brindisi has ^{facilities} ~~airfield~~ for landplanes and seaplanes. The airfield, which has three runways, is used by the intermediate pilot school who have CR 42 biplanes. The seaplane base is used for repair of Cant 506 and for air sea rescue purposes.

(g) Gioia del Colle between Taranto and Bari is an airfield with two parallel runways. ^{It} ~~is~~ is used for the elementary squadron of the Flying School. There are 3 good hangars at this aerodrome and it would make an excellent M.U., but as a flying school it is severely hampered by the strong winds which blow across it during all the winter months.

(h) Bari. Bari airfield was retained by the British Transport ⁴¹⁶⁹ command until November 1946, but for the past 18 months the Italian Courier Service ^{has} ~~has~~ been permitted to use it as a staging post. When the R.A.F. moved away they left all the flying control and airfield equipment, including an excellent flarepath and operations room. At present the airfield is used only for the courier service.

(i) Garnafichino. This airfield was handed back to the Italians by the U.S.A.A.F. in February 1947. At the present time the I.A.F. are using it only for the courier to Naples and for the repair of P 38 Lightnings. This airfield

will probably be reserved for civil aviation.

(5) Anandala. The large United States Airfield at Anandala was handed over to the I.A.F. in February 1947. It is a vast camp which, if and when it is completed, will house many thousands of men. The I.A.F. have not yet decided how they will use this field.

(6) Limata. Limata airfield at Milan is used by the Courier Service. There is also a Baltimore flight on the airfield which is used for Air Land Sea Rescue through the local C.A.F. and C.C.R.S.

(7) Elasm. Up till the present the airfield has been retained by the R.A.F. for refueling aircraft passing through to the Eastern Mediterranean. The I.A.F. has recently taken over the administration of the Station and provides signals and Met facilities for the R.A.F.

(8) Viana di Valle. This is a small seaplane station on Lake Bracciano. There is one flight of Cant 501 single engine seaplanes based here and they are used for air sea rescue purposes.

(9) La Spezia and Venice. Both these are small seaplane stations at which a flight is maintained for air sea rescue purposes.

(10) Bergamo. This is a large airfield with one long runway. The hangars were completely destroyed during the war. The I.A.F. has recently spent a considerable amount of money in preparing this station for use as a fighter station. It is expected that the 5th Wing will move there during the spring.

(11) Vicenza. This airfield was completely destroyed by allied bombing and has not since been used. The I.A.F. is considering repairing the station and moving the 1st Fighter Wing there; but they were advised by the A.F.S.C. to wait until Treviso was evacuated by the British and to then move the 1st Stormo there.

3. Order of Battle. A copy order of Battle of the I.A.F. Flying units is at appendix 10.

yet decided how they will use this field.

(k) Linate. Linate airfield at Milan is used by the Courier Service. There is also a Baltimore flight on the airfield which is used for Air Land Sea Rescue through the local C.A.V. and C.S.R.S.

(l) Elmas. Up till the present the airfield has been retained by the R.A.F. for refueling aircraft passing through to the Eastern Mediterranean. The I.A.F. has recently taken over the administration of the Station and provides signals and Met facilities for the R.A.F.

(m) Vigna di Valle. This is a small seaplane station on Lake Bracciano. There is one flight of Cant 501 single engine seaplanes based here and they are used for air sea rescue purposes.

(n) La Scaia and Venice. Both these are small seaplane stations at which a flight is maintained for air sea rescue purposes.

(o) Brescia. This is a large airfield with one long runway. The hangars were completely destroyed during the war. The I.A.M. has recently spent a considerable amount of money in preparing this station for use as a fighter station. It is expected that the 5th Wing will move there during the spring.

(p) Vicenza. This airfield was completely destroyed by allied bombing and has not since been used. The I.A.M. are considering repairing the station and moving the 51st Fighter Wing there; but they were advised by the A.F.S.C. to wait until Treviso was evacuated by the British and to then move the 51st Stormo there.

3. Order of Battle. A copy order of Battle of the I.A.F. flying units is at appendix 'B'.

Implementation of British Air Thinking Plan

Part III
 Outstanding matters on flying training
 The following matters are still outstanding and all require attention during the next few months.

(a) If the British Air Ministry plan, which has been approved in

principle by the Chief of Staff of the Italian Air Ministry, is agreed to and

put into effect it will be necessary to train the I.A.F. on Navigators' Assens

Swiftfires and possibly Bombers. It is possible also that the schools will be placed

(b) Attachment of I.A.F. officers to R.A.F. in Italy in British Lines.

The attachment to A.H.Q. Udine of Italian Air Force flying personnel

in order to acquire a working knowledge of the set up of a mobile operations

room. Filets are also being attached to the H.A.F. wings for flying training.

(c) In instruction as to the use of British Air to ground ranges which are

shortly to be handed over. The I.A.F. is now in the process of acquiring

British ammunition and practice bombs; firing and bombing training which

has not yet been practised should commence on the range at Punta della Contessa

near Brindisi during April. Experiments are still being carried out for the

British drogue attachment to the R.A.F.; when this has been completed

air to air firing will start.

(d) The hand over of allied airfields to I.A.F.

The hand over of the remaining allied airfields at Ciampino, Treviso

Pisa and Caserta.

(e) Reception of Civil Aviation

The start of civil internal air lines, charter and taxi services should

take place during the summer of 1947. At present the Courier Service is still

running all lines. The respective companies are acquiring crews and aircraft

and making accommodation arrangements on the various airfields. Personnel will

have to be found by the Directorate of Civil Aviation to man the Civil Ground

control, maintenance and flying control services. They have been given the

British and American publications on Air Traffic Rules, Airport Control procedure

and Clearance regulations, and have also attended courses of P.I.C.A.O.; but it

is felt here that considerable teaching trouble will be experienced before

these services are properly organised.

(f) Night Flying Training. The Italian Air Force have not carried out

any night flying for a long time. Now that they have the ex-R.A.F. night

room. Pilots are also being attached to the R.A.F. wings for flying training.

In instruction as to the use of British Air to ground ranges which are shortly to be handed over. The I.A.F. is now in the process of acquiring British ammunition and practice bombs; firing and bombing training which has not yet ~~been practiced~~ ^{started} should commence on the range at Punta della Centesma near Brindisi during April. Experiments are still being carried out for the British drogue attachment to the Baltimore; when this has been completed

air to air firing will start.

The hand over of allied airfields to IAF.

The hand over of the remaining allied airfields at Ciampino Treviso

Fisa and Campoformido.

Accepting of Civil Aviation

The start of civil internal air lines, charter and taxi services should

take place during the summer of 1947. At present the Courier Service is still

running all lines. The respective companies are acquiring crews and aircraft

and making accommodation arrangements on the various airfields. Personnel will

have to be found by the Directorate of Civil Aviation to man the Civil Ground

control, maintenance and flying control services ^{the Directorate} they have been given the

British and American publications on Air Traffic Rules, Airport Control procedure

and Clearance regulations, and have also attended ^{in person} courses of P.I.C.A.O.; but it

is felt here that considerable teething trouble will be experienced before these services are properly organised.

(2) Night Flying Training. The Italian Air Force have not carried out

any night flying for a long time. Now that they have the ex-R.A.F. night

flying equipment at Bari they have been asked by this Headquarters to start

night flying by Baltimore as a flat field.

(b) attendance of I.A.F. officers on courses in the United Kingdom.

Courses in the U.K. have now started. It is hoped that a steady stream

of pupils may be sent during the coming years. A considerable amount of liaison

between British Air Ministry, I.A.M. and British Embassy in Rome is needed to

from night ceiling

ensure that Italian pupils attend these courses on time.

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APPENDIX 'B'

ORDER OF BATTLE

FIGHTER GROUP - LEUCE

41 WING. 91 SQUADRON

73 Flight	No. of Pilots	58
96 Flight	Lightning A/CP38 31	
97 Flight	P39 6	
94 Flight		
90 Flight		
91 Flight		

101 SQUADRON

51 WING. 91 SQUADRON

92 Flight	No. of Pilots	67
93 Flight		
208 Flight	March 205 A/C	26
238 Flight	" 202 A/C	-
203 Flight		
239 Flight		

101 "

102 "

51 WING. 201 "

356 Flight	No. of Pilots	64
360 Flight		
351 Flight	Swiftfire IX A/C	36
386 Flight		
361 Flight		
376 Flight		

21 "

155 "

TRANSPORT GROUP - GUIONIA.

BALTIMORE WING. 132 SQUADRON

253 Flight	No. of crews	17
281 Flight		
13 Flight	Baltimore	
260 Flight	M.187 A/C	21

28 SQUADRON

NIGHT FLYING WING GUIONIA.

1 SQUADRON

1 Flight	No. of crews	42
3 Flight	S.82 A/C	21
190 Flight		
265 Flight		

88 SQUADRON

TRANSPORT WING - CENTOCILLA.

2 SQUADRON

102 Flight	No. of crews	57
103 Flight	S.73/S.75/S.84	
240 Flight	S.93/S.12 A/C	36
241 Flight		

98 SQUADRON

SEAPLANE GROUP.

82 SQUADRON

139 Flight	No. of crews	13
149 Flight	Ca.506TB Ca.506C	5
141 Flight	No. of crews	12
147 Flight	Ca.506-Ca.501	8
140 Flight	No. of crews	20
288 Flight	Ca.506LB Ca.506C	9
153 Flight	No. of crews	8
287 Flight	Ca.501-BS. 14	11

83 SQUADRON

84 SQUADRON

85 SQUADRON

(Taranto)

(Brimley)

(V.41 Vello)

102' "	203 Flight	No. of Pilots	64
	239 Flight		
51' WING. 20'	356 Flight		
"	360 Flight		
21' "	351 Flight	Spitfire IX A/C	36
	386 Flight		
155' "	361 Flight		
	378 Flight		

TRANSPORT GROUP - GULFSTREAM.

BALTIMORE WING. 132' SQUADRON	253 Flight	No. of crews	17
	281 Flight		
28' SQUADRON	13 Flight	Baltimore	
	260 Flight	M.187 A/C	21

NIGHT FLYING WING CHICAGO.

1' SQUADRON	1 Flight	No. of crews	42
	3 Flight	3.82 A/C	21
88' SQUADRON	190 Flight		
	265 Flight		

TRANSPORT WING - CENTOCHELLE.

2' SQUADRON	102 Flight	No. of crews	57
	103 Flight	8.73/8.75/8.84	
98' SQUADRON	270 Flight	5.93/6.12 A/C	38
	241 Flight		

SEAPLANE GROUP.

82' SQUADRON	139 Flight	No. of crews	13
(Taranto)	149 Flight	Ca. 506TB Ca. 506C	5
83' SQUADRON	141 Flight	No. of crews	12
(Brindisi)	147 Flight	Ca. 506-Ca. 501	8
84' SQUADRON	140 Flight	No. of crews	20
(V. di Valle)	288 Flight	Ca. 506LB Ca. 506C	9
85' SQUADRON	153 Flight	No. of crews	8
(Taranto)	287 Flight	Ca. 501-88. 14	11

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31st March 1944.

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