0675

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

ACC

10000/135/627
(II)

ALLIED LIA
SEPT. 1943 -

0677

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

10000/135/627
(II)

ALLIED LIAISON SECTION, ITALIAN AIR FORCE, POLICY
SEPT. 1943 - MAY 1944; APR. 1945 - MAR. 1946

0678

Ref. reference:

FILE: 4200/ALS

SECRET

ALLIED LIAISON

Date of message:

20-4-1945

SUBJECT:

ITALIAN AIR-FORCE -POLICY

Ref. other papers:

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

Coh/Ops M.1 6/5

Cos/RAF M.2 14/2

DF/Sec. Med Tr. 1/6.

M.3 8/6

M.4 3/0

M.1 Air 5 14/6

D/Ops. 3/6

M.2 2/6

871 1092

20-4-1945 ITALIAN AIR-FORCE - POLICY

Coh/Ops M.1 6/5

COS/RAF M.2 14/5

RF/Sec. Mod 72. 1/6. 6/

~~[illegible] M.4 5/6~~

~~AA1 AC 5 14/6 A5~~

~~D/Ops. Mod 13/6 Ops~~

~~D/Ops M.7 2/6~~

~~[illegible] M.8 2/6~~

~~D/Ops. 7 3/6~~

A.C.S. M.10 2/7

871 1092

10000 135 627

THIS FOLDER
CONTAINS PAPERS
FROM APR - 1945
TO JUNE - 1945
CA

Declassified E.O. 12356 Sec. 1.3 (NND) No.

File:- AIR/4200/AIS.

Min. 5.

To :- A.I.S.
- - - - - - - -

Reference enclosures 91 and 93. I assume that D/D.Ops and Training are being kept informed. I also assume that whenever necessary specialist advice is being sought.

2. I would reiterate once more that these ventures on the part of the J.A.F. are not to result directly or indirectly in increases in British staff nor to militate against possible decreases. Once more, until the J.A.F. is established under the Peace Treaty, we are under no obligation nor is it to our interest to keep an enhanced J.A.F. in being. All we do is to keep it in storage at a moderately warm - or cold - temperature.

GR.15.
12th June, 1945.

[signature]
Air Vice-Marshal,
Chief of Staff.

-6-

D/Dopd.

Please see enclosure 91. for information

June. 13/45. Bleasdale Sqn Ldr
A.I.S.

D.D. Ops.

7.

would you please see and comment on
Encl: 116.

20/6/45. [signature] G/C
A.I.S.

216 Group ADV.
(W/Cdr. Dunning)

8. 1034

Declassified E.O. 12356 Section 3.3/NNMM No. 78017

...markedly warm - or cold - temperature.

G2.15.
12th June, 1945.

J.M. Slessor
Air Vice-Marshal,
Chief of Staff.

-6-

D/Ops.

Please see enclosure 91. for information

June. 13/45.

Eleanor Sc
A.L.S.

D.D.Ops. 7.

Would you please see and comment on Encl: 116.

20/6/45.

Arthur Ford. G/C
A.L.S.

8. 1092

216 Group ADV.
(W/Cdr. Dunning)

1. Ref. Enclosure 116, I should like your views on this before taking any further action. I consider it preferable for 216 Group to take over the supervision of the I.A.P. courier service [redacted] MATS, if it is a practicable proposition.

either Yes

J. H. EDWARDS-JONES,
Air Commodore,
D.D. of Ops

27 June 1945.

9.

D.D.Ops.

1. It would be preferable and simpler I think if we took over the supervision of these services, but as M. .T.S. appear to be keen to organise this I feel it would be inadvisable to interfere. Our staging posts will be primarily concerned, so that in practice except for the negotiations period we shall be in the picture.

W. [illegible] DUNNING,
Wing Commander Commanding,
Advanced H.Q. No. 216 Group.

30th June, 1945.

Declassified E.O. 12356 Section 3.3/NND No. 785019

10.

G/Capt. A.L.S.

1. Your Minute 7. Please see Minutes 8 and 9. I agree with Wing Commander Dunning's view in Minute 9.

2 July 1945.

J. H. EDWARDES-JONES,
Air Commodore,
D.D. of Ops.

11.

Encl. 131 placed on file 4214/1. 23/7

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

MINUTE SHEET

Minute 1 To Col/Ops.

Please see enclosure 19. This is the letter A.V.M. Brodie mentioned to you.

2. I would appreciate your comments in order that a reply may be given to this letter.

(C.CONROY)
Squadron Leader
for Wing Commander
Allied Liaison Section

6/5/45

-Min.2.-

To:- Chief of Staff/RAF.Med/E.

1. Please see Encl.52, which contains, amongst other things, the information requested by General Cannon (Encl.53 refers).

2. As regards para.4., C.M.S.O. is of the opinion that 1000 man hours would constitute an economical repair, and it is suggested that this be agreed to.

3. Reference para.5., action is being taken to de-requisition Lecce airfield and hand it over to the Italians. The proposal that the obsolescent aircraft be stored there is worthy of consideration.

4. May I have your concurrence on these points, please.

(H.M. Fisher),
Wing Commander,
Allied Liaison Section.

Date:- 19th, May, 1945.

-3-

0683

Declassified E.O. 12356 Section 3.3/NND No. 785019

Allied Liaison Section

-Mr.2.-

To:- Chief of Staff/RAF.MedME.

1. Please see Encl.52, which contains, amongst other things, the information requested by General Cannon (Encl.53 refers).

2. As regards para.4., C.M.S.C. is of the opinion that 1000 man hours would constitute an economical repair, and it is suggested that this be agreed to.

3. Reference para.5., action is being taken to de-requisition Lecce airfield and hand it over to the Italians. The proposal that the obsolescent aircraft be stored there is worthy of consideration.

4. May I have your concurrence on these points, please.

(H.M. Fisher),
Wing Commander,
Allied Liaison Section.

Date:- 19th. May, 1945.

-3-

Lo. W/O ops.

Please see encl 84, for information

105

Thomas S/L
A.L.S.

4.

To: Chief of Staff/RAF MEDME

Please see Enclosure 92 for information.

S/6/45

for Air Vice-Marshal
i/c

0684

Declassified E.O. 12356 Section 3.3/NND No. 780017

0685

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

From :- Headquarters, Mediterranean Allied Air Forces, C.M.F.

To :- Air Forces Sub-Commission, Allied Control Commission, BARI.

Date :- 25th May, 1944.

Ref. :- MAAF/1762/2/QMG.

EQUIPMENT AND CLOTHING - ITALIAN PERSONNEL.

Reference is made to your letter AFSC/S.64Q/EQ. dated 16th May, 1944, addressed to H.Q., M.A.A.F. (Rear) B.H.A.F., a copy of which, together with the scale of issue, has been forwarded to this Headquarters.

2. Some confusion exists as to whether the Italian personnel absorbed into R.A.F. Balloon Squadrons referred to in the above mentioned letter are to be equipped and clothed from stores held by the Commission (vide last line para.2 of your letter); or whether these personnel are to be supplied to your scale of issue from locally held R.A.F. stores. Clarification on this point is requested as to responsibility of issue.

3. At the same time a general ruling on the clothing and equipping of Italian Air Force personnel employed with the R.A.F., as distinct from this particular case of R.A.F. Balloon Squadrons absorption, would be appreciated.

4. An early reply to the points raised in this letter is requested, when H.Q., M.A.A.F. (Rear), B.H.A.F. will be advised by this Headquarters as to procedure.

(S.A. PALMER) S/Ldr.,
for Air Vice Marshal,
Air Officer i/c Administration,
MEDITERRANEAN ALLIED AIR FORCES.

0 6 8 6

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

From : Headquarters, Mediterranean Allied Air Forces, Rear, M.A.A.F.

To : Headquarters, M.A.A.F., C.M.F. (Attention Organisation).

Date : 15th May, 1944.

Ref. : MAAF(R)/S.7304/9/E.1.A.

EQUIPPING AND CLOTHING OF ITALIAN PERSONNEL ABSORBED INTO R.A.F. BALLOON SQUADRONS.

Headquarters, M.A.C.A.F. recently raised the following questions in regard to the absorbtion of Italians into R.A.F. Balloon Squadrons:-

(a) Who is responsible for providing clothing etc. to the Italian personnel?

(b) To what scale are personnel to be equipped?

2. These questions were referred to the Air Forces Sub-Commission, Allied Control Commission, Bari, and a copy of their reply dated 10th May, 1944, together with the Scale they refer to, is enclosed herewith.

3. It is not considered clear from that letter whether it is the responsibility of the Air Forces Sub-Commission, to clothe the Italian personnel absorbed into the R.A.F. Balloon Squadrons, to the enclosed Scale. It is requested that you will either confirm that it is their responsibility or state the Scale to which such Italian personnel are to be kitted through normal R.A.F. equipment supply channels. If you confirm the latter, then the present number and anticipated future number of personnel concerned will be required to enable appropriate provisioning action to be taken.

O.R. Turner.

O.R.TURNER,
Squadron Leader,
for Director of Maintenance & Supply,
Headquarters, M.A.A.F., Rear, B.N.A.F.

1087

0687

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

COPY.

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

To : Headquarters, M.A.A.F., Algiers.

Date : 10th May, 1944.

Ref. : AFSC/S.640/EQ. SECRET.

EQUIPPING AND CLOTHING ITALIAN PERSONNEL ABSORBED INTO R.A.F. BALLOON SQUADRONS.

Reference Headquarters, M.A.A.F. Algiers signal Q.12 dated 26th April, it is regretted that details of Scale to which the Italian personnel absorbed into R.A.F. Balloon Squadrons were initially equipped, is not available. Scale of clothing for Italian Air Force personnel only, is held by the Air Forces Sub-Commission (copy of this Scale is attached hereto).

2. Clothing and Equipment for use of Italian personnel is supplied, if available, as follows:- Navy personnel by Potali, Navy House, Taranto, Army personnel by Army Sub-Commission, Allied Control Commission, (A.C.I.A) Le Quile, Lecce;, and Air Force personnel by this Commission.

J. WALTON, S/LDR.,
FOR AIR OFFICER COMMANDING.

0688

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

PERSONAL EQUIPMENT ISSUED TO ITALIAN AIRMEN. C O P Y.

DESCRIPTION.	QUANTITY.	REMARKS.
Towels.	3.	
Caps - Blue & Badge.	1.	
Caps - Fatigue.	1.	
Cups - Aluminium.	1.	
Hold-all & Housewife.	1.	
Socks - Brown cotton.	2 pairs.	
Shirts - Blue cotton.	2.	
Tops - Hemp.	2.	
Overcoat - Blue.	1.	
Blankets - Wool.	1.	
Belts for trousers.	1.	
Belts for Blankets.	1.	
Ties - Blue.	1.	
Spoons - Aluminium	1.	
Vests - Wool.	2.	
Putties - Blue.	1 pair.	
Abdominal Belt - Flannel.	2.	
Handkerchiefs. - White Linen.	2.	
Forks - Aluminium.	1.	
Mess Kit - Aluminium.	1.	
Frocks - Blue.	1.	
Drawers - Hemp.	2 pairs.	
Books - Identity.	1.	
Trousers - Hemp.	2 pairs.	
Trousers - Blue.	1 pair.	
Discs - Identity & Chain.	1.	
Plates - Aluminium.	1.	
Bags for Laundry.	1.	
Webbing Equipment.	1 set.	
Boots.	1 pair.	
Brushes - Boot.	1.	
" - Clothing.	1.	
" - Hair.	1.	
" - Tooth.	1.	
Stars - Metal.	4.	
" - Cloth.	4.	
Bottles - Water.	1.	
Packs - Side.	1.	
Caps - Khaki.	1.	

(15)

1351

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

I.A.F. MILITARY INSTALLATIONS IN SARDINIA.

ON 8TH SEPTEMBER 1943

TYPE OF INSTALLATION	LOCALITY	
AIRPORT.	ALGHERO	
"	ELMAS	
"	MONSERRATO	
"	VENAFIORITA	
"	VILLACIDRO	RETURNED FOR AGRICULTURAL USE
"	CAPOTERRA	" " " "
. . . . .	CASA ZEPPERA	" " " "
"	BORORE	IN THE COURSE OF BEING HANDED OVER FO
"	MILIS	" " " " " " " "
"	OLBIA	" " " " " " " "
"	DECIMOMANNU?	" " " " " " " "
"	CHILIVANI	IN THE COURSE OF RETAINING THE BANDI REST OF THE FIELD FOR AGRICULTURAL US
"	ORISTANO	IN THE COURSE OF RETAINING THE BANDI REST OF THE FIELD FOR AGRICULTURAL US
SEAPLANE BASE.	ELMAS	
" "	OLBIA	
" "	PORTO CONTE (Alghero)	
" "	S. GIUSTA (Oristano)	
LANDING STRIP.	OTTANA NORD	HANDED OVER FOR AGRICULTURAL USE
" "	OTTANA SUD	" " " " " "
" "	SENORBI'	" " " " " "
" "	TULA	" " " " " "
" "	BUDDUSO'	" " " " " "
" "	ANEDA	" " " " " "

RELEASES UP TO 1ST

0 6 9 01

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

I.A.F. MILITARY INSTALLATIONS IN SARDINIA.

3	LOCALITY	RELEASES UP TO 1ST MARCH 1946.
. .	ALGHERO	
. .	ELMAS	
. .	MONSERRATO	
. .	VENAFIORITA	
. .	VILLACIDRO	RETURNED FOR AGRICULTURAL USE
. .	CAPOTERRA	" " " "
. .	CASA ZEPPERA	" " " "
. .	HORORE	IN THE COURSE OF BEING HANDED OVER FOR AGRICULTURAL USE
. .	MILIS	" " " " " " " " " "
. .	OLBIA	" " " " " " " " " "
. .	DECIMOMANNU?	" " " " " " " " " "
. .	CHILIVANI	IN THE COURSE OF RETAINING THE LANDING STRIP AND HANDING OVER THE REST OF THE FIELD FOR AGRICULTURAL USE.
. .	ORISTANO	IN THE COURSE OF RETAINING THE LANDING STRIP AND HANDING OVER THE REST OF THE FIELD FOR AGRICULTURAL USE.
. .	ELMAS	
. .	OLBIA	
. .	PORTO CONTE (Alghero)	
. .	S. GIUSTA (Cristano)	
. .	OTTANA NORD	HANDED OVER FOR AGRICULTURAL USE
. .	OTTANA SUD	" " " " "
. .	SENORBI'	" " " " "
. .	TULA	" " " " "
. .	BUDDUSO'	" " " " "
. .	ANEDA	" " " " "

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LANDING STRIP.	SEDILO	HANDED OVER FOR AGRICULTURAL USE
" "	MACHIAREDDU	" " " " "
" "	MASAINAS	" " " " "
207th CONSUMABLE STORES DEPOT. .	CAGLIARI	
CLOTHING STORES(226th)	CAGLIARI	
236th BARRACK STORES DEPOT . . .	CAGLIARI	
RATION STORE	CAGLIARI	
291st BASE DEPOT	CAGLIARI	DISBANDED
2nd BASE DEPOT	ALGHERO	DISBANDED
293rd BASE DEPOT	OLBIA	"
56th POL DEPOT.	CAGLIARI	
114th MUNITIONS DEPOT.	SERRENTI	
165th MT DEPOT	MONSERRATO	
176th WORKS & BUILDINGS DEPOT. .	MONSERRATO	
306th COMMUNICATIONS DEPOT . . .	CAGLIARI	
A/C FLYING CONTROL H.Q.	CAGLIARI	
A/C/FLYING CONTROL COMMUN. SEC..	CAGLIARI	DISBANDED
" " " " " .	ALGHERO	"
" " " " " .	OLBIA	"
METEOROLOGICAL SECTION.	CAGLIARI	
" "	ORISTANO	
" "	ALGHERO	
" "	PORTOTORRES	
" "	OLBIA	
" "	MACOMER	
" "	SASSARI	
" "	ISILI	
" "	NUORO	
" "	FONNI	
" "	TEMPIO	
" "	CAPOTERRA	DISBANDED
" "	CHILIVANI	"
" "	MILIS	"
" "	VENAFIORITA	"

0692

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

. . .	SEDILO	HANDED OVER FOR AGRICULTURAL USE
. . .	MACHIAREDDU	" " " " "
. . .	MASAINAS	" " " " "
POT. .	CAGLIARI	
. . .	CAGLIARI	
. . .	CAGLIARI	
. . .	CAGLIARI	
. . .	CAGLIARI	DISBANDED
. . .	ALGHERO	DISBANDED
. . .	OLBIA	"
. . .	CAGLIARI	
. . .	SERRENTI	
. . .	MONSERRATO	
POT. .	MONSERRATO	
. . .	CAGLIARI	
. . .	CAGLIARI	
SEC..	CAGLIARI	DISBANDED
" .	ALGHERO	"
" .	OLBIA	"
. . .	CAGLIARI	
. . .	ORISTANO	
. . .	ALGHERO	
. . .	PORTOTORRES	
. . .	OLBIA	
. . .	MACOMER	
. . .	SASSARI	
. . .	ISILI	
. . .	NUORO	
. . .	FONNI	
. . .	TEMPIO	
. . .	CAPOTERRA	DISBANDED
. . .	CHILIVANI	"
. . .	MILIS	"
. . .	VENAFIORITA	"

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A/C AND ENGINES REPAIR PARTY.	ALGHERO	DISBANDED
" " " " "	DECIMOMANNU	"
" " " " "	ELMAS	"
" " " " "	MONSERRATO	"
" " " " "	BORORE	"

M.T. COLUMN - CAGLIARI - FORME
SEPTEMBER 1943.

0694

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

ARTY.	ALGHERO	DISBANDED
"	DECIMOMANNU	"
"	ELMAS	"
"	MONSERRATO	"
"	BORORE	"

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M.T. COLUMN - CAGLIARI - FORMED BEFORE 8TH SEPTEMBER 1943.

0695

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

I.A.F. MILITARY INSTALLATIONS IN SICILY

ON 8TH SEPTEMBER 1943

TYPE OF INSTALLATION	LOCALITY	RELEASED UP TO 1S
AIRPORT.	CATANIA	
"	PALERMO (Boccadifalco)	
"	TRAPANI(Milo)	
"	COMISO	
"	CHINISIA (S. Giuseppe)	
"	CASTELVETRANO	
"	REGGIO CALABRIA	
"	PANTELLERIA	
"	LAMPEDUSA	
"	GELA.	RETAINED THE CANDING STRIP AND HANDE FOR AGRICULTURAL USE.
"	GERBINI	RETAINED THE CANDING STRIP AND HANDE FOR AGRICULTURAL USE.
"	SCIACCA	IN THE COURSE OF HANDING OVER FOR AG
"	CALTAGIRONE S.PIETRO	HANDING OVER FOR AGRICULTURAL USE.
"	PACHINO	" " " " "
"	LICATA	" " " " "
"	ENNA	" " " " "
"	CORLEONE. . . .	" " " " "
SEAPLANE BASE	AUGUSTA	
" "	SIRACUSA. . . .	
" "	STAGNONE. . . .	
" "	MARSALA	ABBANDONED
" "	MILAZZO	"

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

I.A.F. MILITARY INSTALLATIONS IN SICILY

SEPTEMBER 1943

RELEASED UP TO 1ST MARCH 1946

	LOCALITY	
.	CATANIA	
.	PALERMO	
	(Boccadifalco)	
.	TRAPANI(Milo)	
.	COMISO	
.	CHINISIA	
	(S. Giuseppe)	
.	CASTELVETRANO	
.	REGGIO CALABRIA	
.	PANTELLERIA	
.	LAMPEDUSA	
.	GELA.	RETAINED THE CANDING STRIP AND HANDED OVER THE REST OF THE FIELD FOR AGRICULTURAL USE.
	GERBINI	RETAINED THE CANDING STRIP AND HANDED OVER THE REST OF THE FIELD FOR AGRICULTURAL USE.
	SCIACCA	IN THE COURSE OF HANDING OVER FOR AGRICULTURAL USE.
	CALTAGIRONE S.PIETRO	HANDING OVER FOR AGRICULTURAL USE.
	PACHINO	" " " " "
	LICATA	" " " " "
	ENNA	" " " " "
	CORLEONE. . . .	" " " " "
	AUGUSTA	ABANDONED
	SIRACUSA. . . .	"
	STAGNONE. . . .	
	MARSALA	
	MILAZZO	

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

LANDING STRIP	AGATE	
" "	CERASELLO	HANDED OVER FOR AGRICULTURAL USE
" "	GERBINI NORD	" " " " "
" "	FINOCCHIARA	" " " " "
" "	LENTINI NORD	" " " " "
" "	LENTINI SUD	" " " " "
" "	PASSO MARTINO	" " " " "
" "	SAN SALVATORE	" " " " "
" "	SIGONELLA	" " " " "
" "	SPINASANTA	" " " " "
" "	TORRAZZA	" " " " "
205TH CONSUMABLE STORE DEPOT	PALERMO	
225TH CLOTHING STORES	PALERMO	
235TH BARRACK AND RATIONS STORE	PALERMO	
286TH BASE DEPOT	CATANIA	DISBANDED
287TH " "	AUGUSTA	"
288TH " "	MARSALA	"
289TH " "	TRAPANI	"
290TH " "	CASTELVETRANO	"
[illegible]TH P.O.L DEPOT	TRAPANI	
[illegible]ST P.O.L DEPOT	SIRACUSA	DISBANDED
107TH MUNITIONS DEPOT	VIZZINI	
108TH " "	MARSALA	
159TH M.T. DEPOT	CATANIA	DISBANDED
160TH " "	MARSALA	"
175TH WORKS & BUILDING SEC.	PALERMO	
305TH COMMUNICATIONS DEPOT	PALERMO	
A/C FLYING CONTROL H.Q.	SIRACUSA	TRANSFERRED TO CATANIA

0698

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

.	AGATE	HANDED	OVER	FOR	AGRICULTURAL	USE
.	CERASELLO	"	"	"	"	"
.	GERBINI NORD	"	"	"	"	"
.	FINOCCHIARA	"	"	"	"	"
.	LENTINI NORD	"	"	"	"	"
.	LENTINI SUD	"	"	"	"	"
.	PASSO MARTINO	"	"	"	"	"
.	SAN SALVATORE	"	"	"	"	"
.	SIGONELLA	"	"	"	"	"
.	SPINASANTA	"	"	"	"	"
.	TORRAZZA	"	"	"	"	"
POT	PALERMO					
	PALERMO					
STORE	PALERMO					
	CATANIA	DISBANDED				
	AUGUSTA	"				
	MARSALA	"				
	TRAPANI	"				
	CASTELVETRANO	"				
	TRAPANI					
	SIRACUSA	DISBANDED				
	VIZZINI					
	MARSALA					
	CATANIA	DISBANDED				
	MARSALA	"				
C.	PALERMO					
T	PALERMO					
	SIRACUSA	TRANSFERRED TO CATANIA				

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0 6 9 91

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

R/T CENTRE	SIRACUSA	TRANSFERRED TO PALERMO
A/C FLYING CONTROL COMMUN. SEC.	CATANIA	DISBANDED
" " " " "	AUGUSTA	"
" " " " "	SIRACUSA	"
" " " " "	TRAPANI	"
SCIENTIFIC OBSERVATORY	MESSINA	
MET. SECTION	CAPO SPARTIVENTO	
"	CAPO SPATARO	
" "	ENNA	
" "	LICATA	
" "	RAGUSA	
" "	SIRACUSA	
" "	STAGNONE	DISBANDED
" "	CHINISIA S.GIUSEPPE	"
" "	MESSINA	"
" "	PALERMO	"
" "	AUGUSTA	"
" "	MILAZZO	"
" "	MARETTINO	"
" "	GELA	"
" "	TRAPANI	"
"	GERBINI	"
A/C AND ENGINES REPAIR PARTY .	CATANIA	"
" " " " " .	AUGUSTA	"
" " " " " .	COMISO	"
" " " " " .	GELA	"
" " " " " .	SCIACCA	"
" " " " " .	CASTELVETRANO	"
" " " " " .	TRAPANI	"
" " " " " .	STAGNONI	"
" " " " " .	PALERMO	"
" " " " " .	REGGIO CALABRIA	"

0 7 0 9

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

SIRACUSA	TRANSFERRED TO PALERMO
CATANIA	DISBANDED
AUGUSTA	"
SIRACUSA	"
TRAPANI	"
MESSINA	
CAPO SPARTIVENTO	
CAPO SPATARO	
ENNA	
LICATA	
RAGUSA	
SIRACUSA	
STAGNONE	DISBANDED
CHINISIA S.GIUSEPPE	"
MESSINA	"
PALERMO	"
AUGUSTA	"
MILAZZO	"
MARETTINO	"
GELA	"
TRAPANI	"
GERBINI	"
CATANIA	"
AUGUSTA	"
COMISO	"
GELA	"
SCIACCA	"
CASTELVETRANO	"
TRAPANI	"
STAGNONI	"
PALERMO	"
REGGIO CALABRIA	"

1951

Record Copy to Replace Unstable Original
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136

HEADQUARTERS,
MEDITERRANEAN ALLIED AIR FORCES,
M.A.A.F. C.M.F.

CIPHER OTTER HERTAGE.

TO : D OF M AND S HQ MAAF ALGIERS.

FROM : H.Q. M.A.A.F. C.M.F.

No. 352. 12th July 1945. SECRET.

SECRET (.) For INFORMATION from TEDDER (.)

Para. 2. Subject is Replacement aircraft for Italian Air Force (.)

Para. 3. It is confirmed that no (repeat) no aircraft are to be issued to the Italian Air Force as replacements (.)

Sec 133

LAMPSON.

(J. S. PERRIN) Group Captain,
Deputy - CAFO.

M.A.A.F. 1314/15 A.

Distribution:
Cyphers (2)
Sigs. Reg (1)
CMSO(Orig) MAAF/5121/1/H.Plans.
A.A.S.
Circulation.

Declassified E.O. 12356 Section 3.3/NND No. 770811

0701

[redacted] : R.C. M.A.A.F. C.M.F.

No. 362 12th July 1945. SECRET.

SECRET (.) For [redacted] from TITUS (.)

Para 2. Subject is Replacement aircraft for Italian Air Force (.)

Para 3. It is confirmed that NO (repeat) no aircraft are to be issued to the Italian Air Force as replacements (.)

Sec 133

IMPORTANT.

(J. S. FRENCH) Group Captain,
Deputy - CAS.

A.C.A.S. 12th/13 A.

Distribution:
Cyphers (2)
Sigs. Reg (1)
CMSO(Ops) MAAF/9121/1/M.Plans.
A.A.S.
Circulation.

14/7
4200.

1086

150

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

0703

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

Loose Minute

TO : W/Cdr. H.M. Fisher.

ITALIAN AIR FORCE INTERIM POLICY

1. Reference the attached proposed draft received from the AirForces Sub-Commission; fundamentally, this draft appears to fit the bill and I think we can agree to it being sent to the Italian Air Ministry, subject to the deletion of the following words :-

(a) Para. 3.
Sub-Para.(iii) "will be allotted as required by the Allies on loan".

Sub-Para. (xiii)"and possibly overseas and so help in the war against Japan".

Para. 4.
Sub-Para. (i) "and perhaps in the supply of new aircraft".

2. Reference PART II.

A conference should be called to discuss the various implications referred to. The agenda should be prepared by the A.F.S.C., after comments have been submitted by this Headquarters.

(C. CONROY)
Squadron Leader.

14th July, 1945.

M.A.P/1200/AIR.

1073

0704

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

Loose Minute

To: D/D. Ops.

1. The attached report has been received from the Air Forces Sub-Commission.

2. It would be appreciated if you will pass your comments to this Section. Kindly return this Report with your comments.

(C. CONROY)
Squadron Leader.
for Group Captain.
Allied Liaison Section.

12th July. 1945.

MAF/4200/AL3.

0705

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

Loose Minute.

To : C.M.S.O.

1. Reference is made to your Loose Minute MAAF/5121/1/Maint./Plans, dated 10th July, 1945.

2. The Italian Air Force is not to be supplied with aircraft as replacements. The policy is to supply the Italian Air Force with sufficient spares to keep the aircraft already held by the Italians, in a serviceable condition, the demand for such spares is controlled by the Air Forces Sub-Commission.

(C. CONROY)
Squadron Leader,
for Group Captain,
Allied Liaison Section.

MAAF/4200/ALS.

12th July, 1945.

1074

0706

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

132

LOOSE MINUTE

TO : A.L.S. Ref : MAAF/5121/1/Maint.Plans.

Backing for Italian Air Force

Reference paragraph 3 of your loose minute MAAF/4020/ALS dated June 28th, it is not clear whether the statement "it is the policy to lock the aircraft in order to preserve their length of life" is to be taken, that spares only for aircraft already held by the Italian Air Force may be issued, or whether it is the intention to replace such aircraft as and when required.

2. Will you please clarify this and state whether any replacement aircraft are to be allotted to the Italian Air Force.

(D. C. WALKER) S/LDR.,
for Air Commodore,
Chief Maintenance Staff Officer.

10th July 1945.

10/7
H.200 1087

0707

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

Copy of Engr. 158 in File MAAF/1692/AIS.

1324

To : Group Captain/C.M.S.

Backing for Allied Squadrons no longer in
L.A.A.F. Target Force

1. Reference is made to your Loose Minute MAAF/1692/OIS dated 23rd June, 1945.

2. Your Paras. 2 and 3. For answer please refer to Air Ministry 152.744 dated 27th June, 1945 which reads:

"Interpretation in Para. 2 of your U.167 25 June is correct. Neither No. 351 or 352 Squadron is to be backed until temporary ban referred to in my 152.651 18 May is lifted. If and when this ban is lifted we intend to continue backing both Squadrons".

Copies of U.167 and 152.744 were sent to you for information.

3. Your Para. 4. The Italian Air Force Squadrons mentioned are equipped with Allied types, and as these aircraft are the property of the Allies (on loan to the Italians), it is the policy to back the aircraft in order to preserve their life. Bulk spares, however, will not be issued to the I.A.F. and only such spares as are requested on the authority of the Air Forces Sub-Commission will be supplied.

(W.C. Van Zyck)
Squadron Leader.
for Group Captain,
Allied Liaison Section.

29th June, 1945.

Ref: MAAF/1692/AIS.

Copies to :- C.M.S.O.
Operations.

1080

0708

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

LOOSE MINUTE

To: Allied Liaison Section Ref: HQMAAF/S.44/1/Air

Italian Air Force

1. Your minute MAAF/4200/AL3 dated 4th July, 1945, refers.

2. The proposed move of the Cant Seaplanes from Lake Varano to Venice on or about July 10th was discovered verbally with G/C Jarman DFC of A.F.S.C. yesterday, as a result of this conversation our signal A 750 was originated.

The text of this signal covers the issues in point, when a reply is received from W/C Clift we shall be able to decide whether these seaplanes will go direct to Venice in the next week or back to Brindisi, pending the availability of the Venice base.

3. A copy of the minutes of the conference on the Italian Air Force is attached for your information.

J.A.D.STURGES. W/Cdr.,
Air Rescue Officer,
Aircraft Safety Section.

6th July, 1945.

Encl 124
Map E1 P.3 Extracted

127A
328

MINUTES OF CONFERENCE HELD AT HEADQUARTERS MAAF ON 8 JUNE, 1945, on USE OF ITALIAN AIR FORCE FOR AIR/SEA RESCUE.

Present:

Air Vice-Marshal I. E. Brodie.
Air Commodore J. Rhys-Jones.
Air Commodore J. H. Edwardes-Jones.
Wing Commander Clift.
Squadron Leader P. D. Whitting.
A.O.C., AFSC, Rome.
S.A.S.O., MACAF.
D.D.Ops, HQ MAAF.
Italian Liaison Officer, Taranto.
Aircraft Safety Section, MAAF.

A/SR Aircraft.

1. Figures of available aircraft were given by Wing Commander Clift as follows;

Cant 506	17
Cant 501	15
RS.14	8

It is expected to maintain an average of 60% serviceability on these aircraft. Twelve Cant 506s are already employed on A/SR work.

Aircrews.

2. There are 50 crews available for the above aircraft. They are all competent to undertake A/SR work.

Disposition of aircraft.

3. It was decided that the A/SR detachments now operating from Taranto and Brindisi should remain. The detachment at Lake Varano is to move to Venice when the lake is cleared of mines. AOC AFSC pointed out that unless this detachment was moved from Lake Varano by the middle of July they were certain to suffer heavy casualties from Malaria. It was agreed that the move should take place if possible by the 10th July.

Control Stations.

4. It was agreed that the I.A.F. will provide their own Control Stations, and these will come directly under the appropriate Aircraft Safety Centre.

A/SR Launches.

5. The question of the I.A.F. operating certain British HSLs was discussed. There are three Italian HSL crews available. It was suggested that three HSLs should be loaned to the I.A.F. immediately and a further [illegible] available. No action can be taken on this point

Declassified E.O. 12356 Section 3.3/NNB No. 178218

A/SR Aircraft.

1. Figures of available aircraft were given by Wing Commander Clift as follows:

Cant 506	17
Cant 501	15
RS.14	8

It is expected to maintain an average of 60% serviceability on these aircraft. Twelve Cant 506s are already employed on A/SR work.

Aircrews.

2. There are 50 crews available for the above aircraft. They are all competent to undertake A/SR work.

Disposition of aircraft.

3. It was decided that the A/SR detachments now operating from Taranto and Brindisi should remain. The detachment at Lake Varano is to move to Venice when the lake is cleared of mines. AOC AFSC pointed out that unless this detachment was moved from Lake Varano by the middle of July they were certain to suffer heavy casualties from Malaria. It was agreed that the move should take place if possible by the 10th July.

Control Stations.

4. It was agreed that the I.A.F. will provide their own Control Stations, and these will come directly under the appropriate Aircraft Safety Centre.

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1074

C. H. EDWARDES-JONES,
Air Commodore,
D.D. of Ops.

HQ MAAF.
26 June 1945.
MAAF/S.551/Air.

Distribution:

AFSC, Allied Commission, Rome. (3)
Headquarters MACAF (2)
W/Cdr. Clift, Italian Liaison Officer, Taranto.

Internal.
Aircraft Safety.
D.D. of Ops.
A.C.A.
C.M.S.O.
A.L.S.

0710
Declassified E.O. 12356 Section 3.3/NND No. 778017

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

121

LOOSE MINUTE

To : D/D Ops.

1. The Italian Air Force (through the A.F.S.C.) have requested that the "Cent" detachment at Lake Varano may be withdrawn to Brindisi or to Venice if that port is available on the 10th July, 1945, as agreed at the M.A.A.F. Conference on 8th June.

2. This Section would appreciate guidance on this matter in its reply to the A.F.S.C.

3. A copy of the minutes of the Conference, referred to in Para. 1, would be of great assistance to this Section.

(C. CONROY)
Squadron Leader,
Allied Liaison Section.

Reference:-
MAF/4200/N.S.

4th July, 1945.

107

Loose Minute.

C in C [illegible] asked that [illegible] 24A should be brought forward. I attach a brief from A.L.S. on progress made to date on the paragraphs in question

To:- P.A.C. to C-in-C, PAF. ledME.

ALS Keep me informed RAB 18/6.

Italian Air Force.

S/L Lucas Forces. Merrill

19/6

1. Reference is made to the Minutes of a Conference held to determine the future policy and status of the Italian Air Force, at this Headquarters on 24.5.45. (Ref. CB.16 dated 26th. May paras. 5 to 10.).

2. Reference para.5. The Courier Service is in operation. For the time being the multi-engined aircraft of the I.A.F. are being employed on Courier Air Transport Service for the benefit of the Allied Commission, Italy and Italian Government officials. North of Rome these services are at present entirely filled by officials of the Allied Commission visiting the newly liberated areas. The Air Lines at present in use are as follows:-

Landplanes. (A) Rome - Naples - Bari - Lecce.
(B) Rome - Palermo.
(C) Rome - Bologna - Milan - Treviso - Bologna - Rome.

Seaplanes. (A) Naples - Cagliari.
(B) Taranto - Augusta.

3. The Air Forces Sub-Commission is supervising and controlling the service, and the vetting of passages is being done through the Allied Commission.

4. The question, as to the number of aircraft to be established on these services, is still under investigation, when, however, this is agreed the limitation of fuel can be decided.

5. Reference para.6. The Air Forces Sub-Commission has supplied a detailed report on the aircraft factories in the North of Italy. C.M.S.O. has possession of all the facts available which have been submitted to D.M.S. As the matter stands, D.M.S is asked to send a representative to investigate the possibilities of using these factories to Allied advantage.

6. Reference para.7. Thorough investigation is being made by

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

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(B) Rome - Palermo.
(C) Rome - Bologna - Milan - Treviso - Bologna - Rome.

Seaplanes. (A) Naples - Cagliari.
(B) Taranto - Augusta.

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6. Reference para.7. Thorough investigation is being made by two Staff officers from this Headquarters, on flying control, safety precautions etc., Full reports from these officers are not to hand as yet.

7. D/D. Ops. has submitted to the Chief of Staff detailed report on the establishment and limitations of the Courier Service. A.C.C. A.F.S.C. has seen the report at this Headquarters and requested that a copy should be sent to him before any decisions, recommended therein, are made. This has been done, and the A.F.S.C. are preparing a paper giving more detailed information than is contained in D/D.Ops report. Both reports can then be considered at the same time.

8. Reference para.8. The question of whether we loan all the 40 Baltimores to the I.A.F. cannot be decided at this stage. As regards backing, it has been agreed that we shall continue to back the Baltimores as they are still our property. A.F.S.C. is to control the supply of spares. The question of using the factories in the

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in the North to produce spares for the Italians is still under review.

9. Reference para.9. DMS has been asked to forward to the A.F.S.C. the specifications which govern the conversion of the Baltimores to a passenger carrying aircraft. Arrangements are being made for I.A.F. technicians to inspect such a conversion (at Med.MB. Comm. Spain.). The A.F.S.C. will be responsible that such conversion complies with the DMS specification.

10. Reference para.10. The fighters are being concentrated at Lecce where a training school is being established, primarily to enable pilots to keep up their flying skill. A maximum of 6 hours flying per pilot per month has been imposed.

11. TELEPHONE The A.F.S.C. is investigating the position as far as conversion is concerned.

Yours sincerely,

C/C

(H.R. McLaren Reid),
Group Captain,
Allied Liaison Section.

Date:- 18th. June, 1945.

Ref:- MAF/4200/ALS.

0714

Declassified E.O. 12356 Section 3.3/NND No. 785618

enable pilots to keep up their flying skill. A [illegible] flying per pilot per month has been imposed.

18 TE/JC The A.F.S.C. [illegible] investigating the position as far as conversion is concerned.

Handwritten: Hankaren Reid. G/C

(H.R. McLaren Reid),
Group Captain,
Allied Liaison Section.

Date:- 18th. June, 1945.

Ref:- MAAF/4200/ALS.

1081

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

0716

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

CLASSIFYING AUTHORITY

To : H.Q.I.C. VENICE (R) Air Forces Sub-Commission Area, Italian Liaison Officer: F.O.T.A.L.I : M.A.C.A.F.

From : H.Q., M.A.A.F.

In action lab

A.750 CONFIDENTIAL 5th July 1945

Request NCAC Venice pass text to Wing Commander Cliff (.)

Request you inform this Headquarters earliest date when Italian Seaplane base at Venice will be able to accomodate Lake Varano detachment (.) Aircraft will have to be withdrawn from latter location by July 10, on account of malarial mosquitos, but this date can be postponed up to 7 days if Venice base will be ready within that time, otherwise Varano Aircraft will have to be moved back to Brindisi pending availability of Venice (.)

Priority : IMPORTANT (.)

A.A.A. STRICKLAND, Wing Commander,
AIRCRAFT MOVEMENT SECTION.

Dist : Air Staff File : A.531/Air.
Sign Reg. (3)
DD of Ops.
Master File
√ Allied Liaison Section.

1070

0717

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

1264

FROM: AIR MINISTRY (DO COMMISSION), A.C. 2088.

TO : H.Q. MAAF. A.L.S.

DATE: 15th June, 1945.

REF : AP30/30/AIR.

This is to be put on the Duke of Kent's conference file

SUPERVISION OF ITALIAN AIR FORCE COURIER SERVICES.

1. Herewith plan for ensuring adequate supervision of the I.A.F. Courier Services. It will be noted that it will be necessary for H.Q. MAAF. to arrive at a decision as to what authority is to undertake responsibility for supervision at stopping places of the courier service.

2. It is suggested that you will submit the plan to the authority at M.A.A.F. competent to make such a decision and authorise putting the plan into operation.

W.M. Bridges Wc.

W.M.BRIDGES W/CDR.
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Copies to: M.A.T.S.
A.F.H.Q. Priorities Board, Rome.
Despatching Office, A.C.
240 Comms Sqdn. HQ. MAAF.

4200 2/7

HQ. MAAF, CMF
CENTRAL REGISTRY
DATE 11/7
FILE NO. 10
PASSED TO. AL5

1863

0718

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

LOOSE MINUTE.

To : Allied Liaison Section (Attn.C/Capt.Reid).

ITALIAN COURIER SERVICES.

1. I have noted the attached and have spoken to D.D.Ops.

2. My own feeling, with which he agrees, is that it is best to let M.A.T.S. continue with negotiations.

3. The Staging Posts or any other facilities in fact, are bound to be provided by us, as M.A.T.S. only have Headquarters personnel.

4. It would be simpler for everybody if we did it independantly, but it is going against established procedure for us if M.A.T.S. want to undertake it.

5. Air Vice Marshal Brodie may like to know that I feel pretty sure that the reason for M.A.T.S. interest is in an endeavour to maintain their organisation, which now threatens to be liquidated in the near future, the line being of course that if the Italians are controlled through M.A.T.S. co-ordination is required.

[illegible]
Wing Commander Commanding,
Advanced H.Q. No. 216 Group.

30th June, 1945.
216A/N

47
42000

1064

0719

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

Personal & Confidential

Please code & destroy

MacDill
G/C
A/S

U.S.C.
Rome
28 Jun. 43

You may recollect that during my visit to N.A.T.S & M.A.A.F. to arrange supervision of the I.A.T. Courier Service, M.A.T.S. at first seemed a little reluctant to undertake it, but that finally I expressed the view that I felt that they had some irons in the fire — and would in the end resist 216 Group undertaking the sole responsibility. This has now been born out by a descent of a host of M.A.T.S. staff officers on A.F.S.C. obviously keen to make immediate arrangements for bringing the I.A.T. Courier service under M.A.T.S. Control. They are having a conference this afternoon with A.F.S.C. Staff, and meanwhile the Doc has ordered the letter to Wing Commander Dunning and draft directive to 216 Staging Posts not to be despatched.

It is of course a decision for H.Q. M.A.A.F. to make as to who is going to undertake this responsibility. The Doc. would prefer 216 Group to do it, but in any case — as M.A.T.S. are declining this as direct it seems best that 216 Group & M.A.T.S. should be kept informed.

W.A. Bridges W/C

MINUTES OF CONFERENCE HELD AT HEADQUARTERS MAAF ON 6 JUNE, 1945, ON USE OF ITALIAN AIR FORCE FOR AIR/SEA RESCUE.

Present:

Air Vice-Marshal I. E. Brodie.	A.O.C., AFSC, Rome.
Air Commodore J. Rhys-Jones.	S.A.S.O., MACAF.
Air Commodore J. H. Edwardes-Jones.	D.D.Ops, HQ MAAF.
Wing Commander Clift.	Italian Liaison Officer, Taranto.
Squadron Leader P. D. Whitting.	Aircraft Safety Section, MAAF.

A/SR Aircraft.

1. Figures of available aircraft were given by Wing Commander Clift as follows:

Cant 506	17
Cant 501	15
RS.14	8

It is expected to maintain an average of 60% serviceability on these aircraft. Twelve Cant 506s are already employed on A/SR work.

Aircrews.

2. There are 50 crews available for the above aircraft. They are all competent to undertake A/SR work.

Disposition of aircraft.

3. It was decided that the A/SR detachments now operating from Taranto and Brindisi should remain. The detachment at Lake Varano is to move to Venice when the lake is cleared of mines. AOC AFSC pointed out that unless this detachment was moved from Lake Varano by the middle of July they were certain to suffer heavy casualties from Malaria. It was agreed that the move should take place if possible by the 10th July.

Control Stations.

4. It was agreed that the I...F. will provide their own Control Stations, and these will come directly under the appropriate Aircraft Safety Centre.

A/SR Launches.

5. The question of the I...F. operating certain British HSLs was discussed. There are three Italian HSL crews available. It was suggested that three HSLs should be loaned to the I.A.F. immediately and a further

1960

0720

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

A/SR Aircraft.

1. Figures of available aircraft were given by Wing Commander Clift as follows:

Cant 506	17
Cant 501	15
RS.14	8

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1966

H Edwards Jones.

H. EDWARDS-JONES,
Air Commodore,
D.D. of Ops.

HQ MAAF.
26 June 1945.
MAAF/S.551/Air.

2/7
4200

Distribution:

AFSC, Allied Commission, Rome. (3)
Headquarters NACAF (2)
W/Cdr. Clift, Italian Liaison Officer, Taranto.

Internal.
Aircraft Safety.
D.D. of Ops.
A.O.A.
C.M.S.O.
A.L.S.

0 7 2 1 1

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

0722

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

LOOSE MINUTE

To : D/D Ops.

1. The Italian Air Force (through the A.F.S.C.) have requested that the "Cant" detachment at Lake Varano may be withdrawn to Brindisi or to Venice if that port is available on the 10th July, 1945, as agreed at the M.A.A.F. Conference on 8th June.

2. This Section would appreciate guidance on this matter in its reply to the A.F.S.C.

3. A copy of the minutes of the Conference, referred to in Para. 1, would be of great assistance to this Section.

(C. CONROY)
Squadron Leader,
Allied Liaison Section.

Reference:-
MAAF/4200/ALS.

4th July, 1945.

1063

0723

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

INCOMING MESSAGE

HEADQUARTERS MEDITERRANEAN ALLIED AIR FORCE

MSG. CTR. NO. (For file use) 91050
PRECEDENCE ROUTINE
TO: CINCs, MAAF
FROM:
WHEN ANSWERING CITE J-303

DATE: 29/5
SECURTY: CONF-

CONFIDENTIAL: PROVISIONS FOR AIR SEA RESCUE AS OUTLINED IN MAAF A703 MEET ALL ANTICIPATED REQUIREMENTS OF 12TH AIR FORCE.

2915Z6

ACTION: A/C SAFETY
INFO: 3D OPS
C MARINE CO
CHSO
ADVON PLANS
AIR PLANS
AIG.

ALLIED LIAISON SECTION
U.S. ARMY
30-6.
4200

TOR: 2916Z

AIG.

DISTRIBUTION

	CINC	DEP CINC	DEP. ADMIN (USA)	CS	DMS OPS	G1 OPS	G1 INT	ABC SIGN	G1 PLANS	A-1	A-2	A-3	A-4	AG	SIG	SCU	PRO	UNION	A.F.H.Q.	12TH AF
ACTION																				
INFO																				

0724

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

FROM : AIR FORCES SUB COMMISSION A.C. ROME

TO : HQ. M.A.A.F. (Attention of AIS)

DATE : 27th June 1945

REF. : AFSC/48/1/AIR

AIR SEA RESCUE WING.

Confirmation is requested that the Italian Air Force Cant Detachment at Lake Varano may be withdrawn to Brindisi, or to Venice if that port is available, on the 10th July 1945 as agreed at the M.A.A.F. conference on 8th June.

Further details of the Italian participation in Air Sea Rescue in the Mediterranean would assist this Headquarters in planning the distribution of operating bases.

L.E.JARMAN S/CPT
AIR VICE MARSHAL
AIR OFFICER COMMANDING.

HQ. ... CMF.
CENTRAL REGISTRY
Date 28/6
Ser. No. 2222
Passed to AIS

28/6063
4200

0725

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

FROM : AIR OFFICER SIGN COMMISSION, S.E. AREA.

TO : ALLIED LIAISON SECTION, HEADQUARTERS, N.A.A.F., C.M.F.
Copy to: MRD/SE COMD., SQDN., MEDITERRANEAN M/CMD. FORCES.

DATE: 26th June, 1945.

REF : A°SC/29/AIR.

BAIL FROM PASSENGER CARRYING AIRCRAFT.

Receipt is acknowledged of your letter NAAF/1200/ALS dated 21st June, 1945, on the above subject. Arrangements have already been made direct with the Commanding Officer of 130/BE Coy., Squadron for an Italian engineer officer to inspect the Baltimore and be left for Marcolandia yesterday.

It is anticipated that the work of converting the Baltimores will be commenced shortly.

for Air Commodore,
A. CLAPTON, A/CDRE.
AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

HQ. NAAF. CMF.
28/6 TRY
Date
Ser No 222 ALS
Passed to

ALLIED LIAISON SECTION
1062
28/6
4200

0726

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

FROM : AIR FORCES SUB COMMISSION A.C. ROMB

TO : HQ. M.A.A.F. AIS

DATE : 23rd June 1945

REF. : AFSC/46/AIR

ITALIAN AIR FORCE - USE OF FEEDER AIR LINES

Reference is made to the report on the Deputy Director's, Lt.Col.Eggstaff, and W/C Disdee's visit to M.A.A.F. and to M.A.T.S. on 22 June to discuss the supervision of the Italian Air Force Courier Service.

2. After discussion it was decided not to use I.A.F. aircraft on feeder lines; this decision being taken in view of the present services operating.

3. With the planned reduction in Air Transport Services in Italy it may however be economical in Allied man power at a later date to use the I.A.F. and we propose to submit details (at the end of August) of the available aircraft and aircrew strength for reconsideration of their employment.

L.E.JARMAN G/CPT
AIR VICE ARSTAF
AIR OFFICER COMMANDING.

Copy to : W/C Dunning
M.A.A.F. (No. 215 Group representative)

0721

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

FROM: AIR SUBMARINE SUB-COMMITTEE, A.S. ROOM.

TO : U.S.A.F. (Attention A.E.S.)

DATE: 24th June, 1947.

REF : AIR/47/1st.

AIR SEA RESCUE CONFERENCE AT U.S.A.F.

The Air Section Secretariat has received from the minutes of the conference on Air Sea Rescue held at U.S.A.F., will be ready for distribution.

2. A knowledge of the needs of recent equipped from the U.S.A.F. would assist this Headquarters in the planning and distribution of flying recruits.

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

27/6
4200

1060

26/6
2040 ALS

CONFIDENTIAL

AIR FORCES-SUB-COMMISSION
ALLIED COMMISSION, ROME

Ref.: AFSC/24/AIR
Date: 20th June, 1945.

REPORT ON VISIT BY DEPUTY DIRECTOR AND AIR I TO M.A.T.S. AND H.Q. M.A.A.F. TO DISCUSS SUPERVISION ON I.A.F. COURIER SERVICE JUNE 18TH - 21ST, 1945

INFORMATION

1. At a recent conference held at A.F.S.C. ROME on the question of integrating the I.A.F. Courier Service with the other Air Transport services in the Mediterranean theatre, it was suggested by Chief of Staff M.A.T.S. that an officer from A.F.S.C. should attend the forthcoming M.A.T.S. traffic conference at NAPLES.

2. The Deputy Director and Air I were detailed to attend this conference with a brief as shown in the next paragraph.

INTENTION

3. To investigate the possibility of M.A.T.S. undertaking a degree of supervision of the Italian Courier Service, and to examine the possibilities of the I.A.F. taking over feeder services in ITALY from the Allied Courier services.

EXECUTION.

Interview with G.O.C. M.A.T.S.

4. D.D. and AIR I, on reporting to H.Q. M.A.T.S. on the afternoon before the conference, had an interview with the Commanding General, who wished to ascertain the purpose of attending the conference in order to decide whether to include the A.F.S.C. business on the agenda. Colonel EGGSTAFF was present at the last part of this interview.

[illegible] visit had been outlined,

Declassified E.O. 12356 Section 3.3/NND No. 759319

JUNE 18TH - 21ST, 1945

INFORMATION

1. At a recent conference held at A.F.S.C. ROME on the question of integrating the I.A.F. Courier Service with the other Air Transport services in the Mediterranean theatre, it was suggested by Chief of Staff M.A.T.S. that an officer from A.F.S.C. should attend the forthcoming M.A.T.S. traffic conference at NAPLES.

2. The Deputy Director and Air I were detailed to attend this conference with a brief as shown in the next paragraph.

INTENTION

3. To investigate the possibility of M.A.T.S. undertaking a degree of supervision of the Italian Courier Service, and to examine the possibilities of the I.A.F. taking over feeder services in ITALY from the Allied Courier services.

EXECUTION.

Interview with C.O.C. M.A.T.S.

4. D.D. and AIR I, on reporting to H.Q. M.A.T.S. on the afternoon before the conference, had an interview with the Commanding General, who wished to ascertain the purpose of attending the conference in order to decide whether to include the A.F.S.C. business on the agenda. Colonel EGGSTAFF was present at the last part of this interview.

5. After the purpose of the visit had been outlined, General HEAU made the following points:-

a) The purpose and level of the conference was not such as to enable it to discuss or decide questions relating to this business at the present stage.

b) M.A.T.S. would never consider using Italian services for Air Line passengers unless they assumed complete control of these services as regards bookings, aircraft safety standards and traffic control.

c) The assumption of any degree of control or supervision of the I.A.F. by M.A.T.S. would have to be approved

/by Washington.

0726
Declassified E.O. 12356 Section 3.3/NND No. 785019

by WASHINGTON.

d) M.A.T.S. were prepared in principle to give every assistance in arranging some form of supervision of the I.A.F. Courier Service provided the request for such assistance was approved by H.Q. M.A.A.F.

6. It was, therefore, agreed that D.D. and AIR I should first discuss this question at H.Q. M.A.A.F. and then submit an appreciation to M.A.T.S. through M.A.A.F. in line with whatever policy was agreed by M.A.A.F. Appreciation to include details of I.A.F. Courier Services and proposals for controlling them.

M.A.T.S. Conference.

7. As regards the conference next day General BEAU suggested that an officer attend as he considered that although it would not be touching on A.F.S.C. business, it would improve comprehension of air transport organisation in ITALY. It was therefore agreed that AIR I should attend, and then meet the D.D. (who was spending next day at M.A.A.F.) during the course of the following afternoon.

8. On the 19th AIR I attended the conference, which did in fact clarify the organisation of M.A.T.S. This is roughly a Headquarters performing the function of Air Movements branch at H.Q. M.A.A.F., but with the additional commitments of running a special mission courier service itself, and using its aircraft to reinforce the other couriers (216 Group and A.T.C.) when and where required.

9. H.Q. M.A.A.F.

9. During the afternoon of the 20th the Allied Liaison Staff and Wing Commander DUNNING (216 Group Representative at H.Q. M.A.A.F.) were interviewed. The latter suggested that as 216 Group had Staging Posts on nearly all the airfields used by the Italians, it might be easiest to institute supervision of the kind required through 216 Group without involving M.A.T.S. Points in favour of this were that 216 Group already had directive to work in with the Italians, and that M.A.T.S. was likely to close down in the visible future.

0730

Declassified E.O. 12356 Section 3.3/NND No. 787017

them.

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Conference at A.L.S. 20th June.

10. On the morning of 20th June a meeting with the Allied Liaison Section and Wing Commander DUNNING took place. In view of the reluctance of M.A.T.S. to welcome further commitments (see paras. 5(b)&(c)), and in view of the fact that M.A.T.S. were in sight of folding up, and also because 216 Group had a directive to cover integration of the I.A.F. Transport Service in their organisation, it was decided to follow this line of approach.

11. W/Cdr. DUNNING said that there were R.A.F. Staging Posts at all airfields used by the I.A.F. Courier Service with the following exceptions:-

/ s) Bologna

Declassified E.O. 12356 Section 3.3/NND No. 780017

a) BOLOGNA (present one being withdrawn)
b) LECCE
c) Seaplane Stations.

12. After discussion it was agreed that at places where R.A.F. Staging Posts existed, parties of Italian personnel, under English-speaking officers might be attached to each Staging Post. The officer to be specially selected by A.F.S.C. as being bilingual, co-operative and generally suitable for ensuring smooth running of the Staging Post.

13. At places where there was no R.A.F. Staging Post it was proposed that Italian manned Staging Posts, under the command of a British officer, be set up.

14. Finally it was agreed that, subject to approval by A.F.S.C., detailed proposals on these lines should be submitted to 216 Group through H.Q. M.A.A.F. W/Cdr. DUNNING expected to visit ROME on June 23rd, and would review whatever paper proposals A.F.S.C. might by then have got out.

CONCLUSIONS

15. a) After initial reluctance M.A.T.S. appear willing to undertake to run the Italian Courier Service. The life of M.A.T.S., however, is apparently limited.

b) 216 Group Staging Posts will remain in ITALY after M.A.T.S. has closed down, and it is believed that they are prepared to accept supervision of the I.A.F. Courier Service if given Italian personnel.

c) Other alternatives would be:-

i) To allow the Italians to continue without further supervision, on the assumption that abuse of their transport facilities is their own affair, provided that A.C. has the required number of seats allotted.

ii) For A.F.S.C. to undertake the erection and supervision of the I.A.F. Staging Posts. This could be done provided an officer was provided for each airfield used by the Italians.

d) The proposal for establishing feeder services run by the I.A.F. to take airline passengers off the trunk routes cannot be considered unless the I.A.F. transport organisation

0732
Declassified E.O. 12356 Section 3.3/NND No. 759017

13. At places where there was no R.A.F. Staging Post it was proposed that Italian manned Staging Posts, under the command of a British officer, be set up.

14. Finally it was agreed that, subject to approval by A.P.S.C., detailed proposals on these lines should be submitted to 216 Group through H.Q. M.A.A.F. W/Cdr. DUNNING expected to visit ROME on June 23rd, and would review whatever paper proposals A.P.S.C. might by then have got out.

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i) To allow the Italians to continue without further supervision, on the assumption that abuse of their transport facilities is their own affair, provided that A.C. has the required number of seats allotted.

ii) For A.F.S.C. to undertake the erection and supervision of the I.A.F. Staging Posts. This could be done provided an officer was provided for each airfield used by the Italians.

d) The proposal for establishing feeder services run by the I.A.F. to take airline passengers off the trunk routes cannot be considered unless the I.A.F. transport organisation is substantially integrated in M.A.T.S. or 216 Group organisations.

25/6

42000

Lt. Col.
DEPUTY DIRECTOR

Distribution:

HQ MAAF (216 Group Representative)
A.L.S., M.A.A.F.
H.Q. M.A.T.S.
File

W/Cdr.
AIR I

0 7 3 1

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

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

115

From : Air Forces Sub Commission, Rome

To : Allied Liaison Section, H.Q. M.A.A.F.

Date : 23rd June 1945

Ref. : AFSC/251/P.2.

FLYING CONTROL COURSE FOR I.A.F. OFFICERS.

Reference is made to your letter MAAF/4200/Als dated 4th June 1945 and to S/Ldr Ruffell's interim report on flying control in the I.A.F. under cover of this Headquarters letter AFSC/48/2/Air dated 16th June 1945.

2. In view of S/Ldr Ruffell's reccomendation at Para 5 a) may further consideration be given to sending I.A.F. officers for the Flying Control Course at Cairo.

Enc 1 (4214/2/RS)

W.M. Bisdee W/C

W.M. BISDEE, W/Cdr,
Air Vice Marshal,
Air Officer Commanding.

H.Q. M.A.A.F. CMP
24/6
1977 LS

25/6
4200

1050

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Declassified E.O. 12356 Section 3.3/NND No. 785019

From:- Allied Liaison Section, Headquarters, MAAF. CMF.

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

Date:- 29th. June, 1945.

Ref:- MAAF/4200/A.S.

1. Reference is made to your signal A.269 dated 31st. May, 1945.

2. Thorough investigation has been carried out by MAAF with regard to Savoia Marchetti 82s.

3. 47 of these aircraft have been located, 40 of which have been considerably damaged, 5 burnt out and 2 destroyed.

4. They can only be made serviceable after very extensive major overhaul and repair.

5. In view of the dilapidated state of these aircraft, and the many difficulties as regards repair and transportation, it is not intended to pursue the matter further.

Refer to C.107

(C. CURRY),
Squadron Leader,
for Air Vice-Marshal,
Chief of Staff/CMF Hedqrs.

0736

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

Loo e Minute.

To:- Operations.

1. The attached copy of a letter AFSC/21/Air dated 21st. June, 1945, from Air Forces Sub-Commission to Italian Air Ministry, is passed to you for information.

(C. CONROY),
Squadron Leader,
for Group Captain,
Allied Liaison Section.

Date:- 25th. June, 1945.

Ref:- MAAF/4200/AL3.

Encl: 1 letter (as above).

OUTGOING MESSAGE

To : MATAF: ...DAF: MAC.F: BAF: BAF: 205 GROUP (R) AFN GREECE:
AIRFORCES AND COMMUNICATION ZONE.

From : HQ MAAF
4.703

CONFIDENTIAL

22 June 1945

Our Air Sea Rescue cover policy in the Adriatic during the next 3 to 6 months will be as follows (.) (A) Aircraft (.) 293 Squadron detachment at Rivolto or any other location at discretion of fourth air rescue equipped with 3 Warwick and 4 Sirus (.) 293 Squadron detachment located at Foggia equipped 4 Walrus only controlled by 205 Group on disbandment of 323 Wing, Foggia is considered the most suitable location for latter aircraft, but if necessary detachment can be located elsewhere in the area in the most strategic position having regard likely commitments (.) Italian Cant Seaplanes operating from Lake Varano and Brindisi (.) (B) Marine Craft (.) 2 launches will be located at Brindisi throughout Stage II as part of the reform cover (.) 2 launches will be located at Ancona and 3 at Manfredonia whilst present commitments last (.) Latter two bases will then be withdrawn (.) We do not propose to locate R.A.F. Marine Craft North of Ancona, but if there is a requirement for Crash Boat at Trieste, Pescara and Fiumicino ranges suggest fourth air rescue considers requisitioning action on local craft, if necessary Marine Craft officer will be sent to Venice area to select suitable craft (.)

2. 293 Squadron detachment will be withdrawn from Rivolto and Foggia when main redeployment and roll-up British and American Units has been completed (.) Marine Craft will be withdrawn from Ancona and Manfredonia concurrently with departure of 293 Squadron (.)

3. We propose to develope Italian A.S.R. Service throughout entire Adriatic during next three months utilising Cant 506 Seaplanes and a number of

112

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

0 7 3 7 1

with 3 Warwick and 4 Sirus (.) 293 Squadron detachment located at Foggia equipped 4 Walrus only controlled by 205 Group on disbandment of 323 Wing, Foggia is considered the most suitable location for latter aircraft, but if necessary detachment can be located elsewhere in area in the most strategic position having regard likely commitments (.) Italian Gent Seaplanes operating from Lake Varano and Brindisi (.) (B) Marine Craft (.) 2 launches will be located at Brindisi throughout Stage II as part of the rafors cover (.) 2 launches will be located at Ancona and 3 at Manfredonia whilst present commitments last (.) Latter two bases will then be withdrawn (.) We do not propose to locate R.S.R. Marine Craft north of Ancona, but if there is a requirement for crash boat at Ortona, bombing and gunnery ranges suggest fourth addressee considers repositioning section of local craft. If necessary Marine Craft officer will be sent to Venice area to select suitable craft (.)

2. 293 Squadron detachment will be withdrawn from Rivalto and Foggia when main redeployment and roll-up British and American units has been completed (.) Marine Craft will be withdrawn from Ancona and Manfredonia concurrently with departure of 293 Squadron (.)

3. We propose to develope Italian S.A.R. Service throughout entire Adriatic during next three months utilising Gent 500 seaplanes and a number of ex-RAF ASL's manned by Italian crews (.) A detachment of these seaplanes will be arriving Venice area early in August as part of this policy (.) It is anticipated that Italian Service will be in operation before R.A.F. A.S.R. forces are finally withdrawn (.)

4. Request confirmation these provisions meet your anticipated requirements, if not please advise (.)

Priority : IMMEDIATE (.)

J.A.D. BRIGGS, W/Cdr., 25/6
Aircraft Safety.
4200

Dist : Air Staff File : A.551/Air.
Sigs Reg. (3)
DD of Ops.
Master File.
CSAO : CSSO : Admin. Plans, Air Plans, Allied Liaison, War Org.

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

07391

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

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

To:- ITALIAN AIR MINISTRY.

Date:- 21st. June, 1945.

Ref:- AMSC/2/Air.

1. With effect from Monday 25th. June, 1945, the following revised routes and times will be used for the northern courier service.

2. ROUTE 1 ROME-MILAN-TURIN-MILAN-ROME.

Leave Rome daily at 09.30 hours, arrive Milan 11.50 hours. Leave Milan 12.20 hours and arrive at Turin at 12.50 hours. An overnight stop will be made for refuelling and maintenance. The following day the return flight will be made leaving Turin at 09.00 hours arriving Milan 09.30 hours. Leave Milan 10.00 hours, arriving at Rome 12.20 hours.

3. ROUTE 2. ROME-BOLOGNA-TREVISO-BOLOGNA-ROME.

Leave Rome daily at 09.15 hours, arriving at Bologna at 10.35 hours. Leave Bologna at 10.45 hours and arrive at Treviso at 11.15 hours. Leave Treviso the following day at 09.30 hours after refuelling and maintenance, arriving at Bologna 10.05 hours. Leave for Rome at 10.20 hours arriving at 11.45 hours.

4. All precautions as laid down in our directive AMSC/2/Air dated 12th. May, 1945 are to be complied with.

5. If for any reason fuel is not available at Milan or Turin a landing is to be made at PISA on the return journey in route 1.

6. S.M. 82 aircraft will continue to take off lightly loaded and will refuel at PISA on the flight north.

L.E. JARMAN G/CAPTAIN.
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

22/6
4200

Distribution:- MAAF - A.I.S.
Colonel Robertson H.Q. Camp Commandant A.C. ROME.
Major Birch Transport Officer A.C. ROME.
H.Q. D.A.F. C.M.F. H.Q. M.A.T.A.F. C.M.F.
O/C No. 61 Staging Post. R.A.F BOLOGNA.
C.C. Treviso. C.C. No. 146 Staging Post R.A.F. Milan.
(Copy for F.A.F Turin.)
W/C. HUGHES MATS Liaison Officer R.A.F PISA.
AIR FORCES SUB-COMMISSION, MILAN
AIR FORCES SUB-COMMISSION, PADUA.
W/CDR. DUNNING 214 WING, RAF C.M.F.

10.21

0740

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

Loose Minute.

To:- D/D.Ops.

Seaplane Service from Bracciano
to Cagliari.

1. The Italian Air Force have made arrangements to commence a Seaplane Service, as from July 2nd, 1945, from Bracciano to Cagliari.

2. The frequency will be three time per week - Monday, Wednesday and Fridays - direct, but with possibly one flight via Naples, and this service will replace the existing Seaplane Service now operating from Ciaia.

(C. Conroy),
Squadron Leader,
for Group Captain,
Allied Liaison Section.

Date:- 22nd. June, 1945.

Ref:- MAAF/4200/ALS.

0741

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

FROM: AIR WORKS SUB COMMISSION, A.C. HQ.

TO : Wg. Cdr. [illegible] A.I.2.)

DE: 24th June, 1945.

REF : AW32/24/Air.

SEAPLANE SERVICE FROM MADDALENA TO CAGLIARI.

Referring to my telephone conversation with S/L Gentry on 19/6/45, it is confirmed that arrangements are complete to start this service on Monday 2nd July.

2. The frequency will be three times per week, Monday, Wednesday and Fridays direct but with possibly one flight via Naples, and this service will replace the existing seaplane service now operating from Maddalena.

L.E. Jarman

L.E.JARMAN, S/Ldr.
SENIOR STAFF OFFICER.

0742

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

FROM: AIR FORCES [illegible] COMMISSION, N.C. 2002.

TO : H.Q. RAAF. (attention A.L.S.)

DATE: 20th June, 1945.

REF : 3S3/h6/Air.

Report on Indian Air Force by D/D ops.

With reference to your letter MAAF/h200/AL3 dated 16th June, 1945, the Air Officer Commanding has considered this report and has marked his comments in pencil, on the original.

This annotated copy is attached.

L.E.JARMAN, d/CAIT.
SENIOR STAFF OFFICER.

We understand to arrange for permanent [illegible]

21/6
4200

21/6
ALS

MedS/S.21/AP.

Confidential.

The Future of the Italian Air Force.

Appendices.

'A' Strength of the I.A.F. in aircraft and personnel as at 15th. May, 1945.

'B' I.A.F. Air Lines, in use and proposed.

'C' Condition of Italian Industry for production of aircraft and munitions.

Introduction.

Discussion.

1. The Air Forces Sub-Commission of the Allied Commission, Italy has been supervising the work of the Italian Air Force under a directive designed to obtain from the Italian Air Force its best effort against the Germans. In view of the fact that hostilities against Germany have ceased, this directive is now out of date, and it is necessary to consider how to organise and operate the Italian Air Force without prejudice to any decision as to the future of the Italian Air Force that may be made at the Peace Conference. The present policy is to maintain the Italian Air Force just above subsistence level and to make the maximum use of it of value to the United Nations.

Object.

2. The object of this paper is to consider how best to organise and operate the Italian Air Force during the period between the cessation of hostilities in Europe and the signing of a Peace Treaty with Italy.

Operation of the Italian Air Force.

Strength and Composition of the I.A.F.

3. Personnel. As at the 15th. May, 1945, there were 2,458 officers and 17,020 airmen on the strength of the I.A.F. There are also approx. 9,000 I.A.F. personnel serving with the Allied Forces in Italy. See App. 'A'.

4. Aircraft. The Italian Air Force has at present 504 U.K. aircraft. Of these, approximately 224 are in commission. Details of U.K. types are given at App. 'A'

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

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4. Aircraft. The Italian Air Force has at present 304 U.S. aircraft. Of these, approximately 224 are in commission. Details of U.S. types are given at App. 'A'

Air Transport Service.

5. The use of current services. For the time being, the multi-engined aircraft of the I.A.F. are being employed on Courier Air Transport Services for the benefit of the Allied Commission, Italy and the Italian Government. North of Rome these services are at present entirely filled by officials of the Allied Commission visiting newly liberated areas, and all booking for them is done through the Allied Commission in Rome. South of Rome the services are controlled entirely by the I.A.F. except that the Allied Commission, Italy retains the right to one or two seats on each flight. On the services South of Rome no control is exercised as to who is carried by air and this in itself gives opportunity for widespread abuse. All the current seaplane services are South of Rome and at present at the disposal of the Italian Government. In fact the only service that is immediately under control of the Allied Commission is the Rome - Bologna - Milan - Turin - Bologna - Rome.

/ para.6. Current and Proposed Services.

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6. Current and Proposed Services. The I.A.T. (Combined Air Line) Services at present in operation, and the new services proposed by A.C.C., A.F.S.C. are shown at App. 'B'. The proposed seaplane Service, with the exception of the Naples - Rome - Genoa Service, could be performed just as adequately by land planes, if indeed they are desirable at all. There appears to be no need for the service from Rome to Cagliari, as there are already services from Rome to Naples and from Naples to Cagliari.

7. Political Considerations. The Italian Government would like to operate air lines outside Italy. It has been suggested that they desire to operate to Tunis and even to the United Kingdom, purely for the benefit of the Allied Commission. This would be most undesirable; all I.A.T. operations should be restricted to the mainland of Italy (less the area of Italy east of the Tagliamento River) and to Sardinia and Sicily.

8. Establishment for Air Transport Service. To operate current land planes services would require seven aircraft per diem. It is suggested that the establishment should be 12 U.S. aircraft to allow for unserviceability. The current seaplane services should not require more than a total of 3 aircraft. If, however, the proposed seaplane services are considered necessary, the establishment might be raised to 16 U.S. aircraft.

9. Communications for Allied Commission. Since, as shown in paragraph 5 above, the Allied Commission have very little control over the accommodation in the I.A.T. Air Transport Service, it is considered that a small communications flight should be established under the control of, and for the use of the A.F.S.C. Allied Commission.

10. W/T for Air Line Aircraft. Since the fighter aircraft of the I.A.F. have no further operational use for W.A.F. sets installed in them, these might well be re-installed in the Air Line Service aircraft. Alternatively, Italian W/T Sets operating on 6440 kcs may be used for airfield control.

Seaplanes of the I.A.F.

11. A certain number of seaplanes are being used by MAAF for Air/Sea Rescue work while others are engaged on transport services between the mainland of Italy and Sardinia/Sicily.

12. A proposal has been made by Aircraft Safety, MAAF that Italian Sea-planes be used for all Air/Sea Rescue work in the Adriatic. It would, however, be more satisfactory from the political point of view if they operated off the West coast of Italy, and

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that they desire to operate to Rumania and even to the United Kingdom, purposely for the benefit of the Allied Commission. This would be most undesirable; the A.A.F. operations should be restricted to the mainland of Italy (less the area of Italy east of the Pagliese into River) and to Sardinia and Sicily.

5. Establishment for Air Transport Service. To operate current Land planes services would require seven aircraft per diem. It is suggested that the establishment should be 12 U.K. aircraft to allow for unserviceability. The current seaplane services should not require more than a total of 5 aircraft. If, however, the proposed seaplane services are considered necessary, the establishment might be raised to 16 U.K. aircraft.

9. Communications for Allied Commission. Since, as shown in paragraph 5 above, the Allied Commission have very little control over the accommodation in the I.A.F. Air Transport Service, it is considered that a small communications flight should be established under the control of, and for the use of the A.C.S.C. Allied Commission.

10. R/T For Air Line Aircraft. Since the fighter aircraft of the I.A.F. have no further operational use for V.H.F. sets installed in them, these might well be re-installed in the Air Line Service aircraft. Alternatively, Italian R/T Sets operating on 6410 kcs may be used for airfield control.

Seaplanes of the I.A.F.

11. A certain number of seaplanes are being used by MAAF for Air/Sea Rescue work while others are engaged on transport services between the mainland of Italy and Sardinia/~~Sicily~~.

12. A proposal has been made by Aircraft Safety, MAAF that Italian Sea-planes be used for all Air/Sea Rescue work in the Adriatic. It would, however, be more satisfactory from the political point of view if they operated off the West coast of Italy, and this point has been represented to Air/Sea Rescue. By far the larger quantity of air transport will be moving down the west coast and the use of Italian Sea-planes for Air/Sea Rescue might produce a saving in our own Air/Sea Rescue aircraft and man-power.

Fighter aircraft of the I.A.F.

13. The Fighter Squadrons have no further operational role to perform and are being concentrated at Leuce. All that can be done with them is to use them to enable the I.A.F. pilots to keep in flying practice.

/Training Schools.

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Training Schools.

14. Operational Training Unit. The Italian O.T.U. would be useful for converting pilots and other members of aircrew to Courier/Transport work. It is considered it should be retained, and reduced to a minimum size to train the required number of courier/transport crews. The O.T.U. should not be used for training Fighter pilots in a fighter role except for completion of flying training of Cadet officers from the R.A. Academy - the pilots for the O.T.U. to be merged into the F.R.S. soon to move from

15. Flying Control School. A Flying Control School run for the Italians by the Italians, on International Flying Control Lines, would be desirable; action is being taken to open one at Rieti.

16. School of Administration. An R.A.F. Administration Course for I.A.F. personnel is considered most desirable. R.A.F. and Italian administration differs in many respects, and it would be a waste of effort to establish a School run on R.A.F. lines for the I.A.F.

Aircraft Production and Repair.

17. There are certain aircraft factories in the north which have just been liberated. These factories are poorly undamaged. Work, however, is at a standstill or will shortly become so owing to shortage of raw materials. This will lead to unemployment which may lead to disturbances in the north. These factories would be available to overhaul Allied aircraft and M.T. if this is thought desirable. For details of these factories, see App. 'C'.

Conclusions.

18. A new directive to the Air Forces Sub-Commission of the Allied Commission, Italy, should be issued to cover the period between cessation of hostilities in Europe and the Peace Treaty in Italy.

19. The courier service of the Italian Air Force should be ~~placed under control of either A.A.F.S. or 21G Group so that there~~ may be no abuse, and space may be put to the best advantage.

20. Italian Air Force personnel should be used to supplement Staging Posts on the Italian mainland (with the exception of territory east of the Tagliamento River) and in Sardinia and Sicily.

21. Italian Air Force officers should be attached to Flying Control Staffs on airfields used by the Italian Courier Service.

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16. School of Applied Tactics. The School of Applied Tactics will be established at Orvieto, Italy, for the purpose of training selected officers of the Italian Air Force and the Italian Army in the tactical employment of their respective forces. The School will be under the control of the Commanding General, Mediterranean Allied Air Forces, and will be operated by the Italian Co-Belligerent Air Force. The Commanding General, Mediterranean Allied Air Forces, will designate the officers to attend the School. Quotas will be established by the Commanding General, Italian Co-Belligerent Air Force, and will be filled by the Italian Co-Belligerent Air Force. The School will be operated on a temporary basis, and will be discontinued when, in the opinion of the Commanding General, Mediterranean Allied Air Forces, it is no longer necessary.

17. Base Air Depots in Italy. There are certain Air Depots in Italy which have been liberated. These depots, however, are not adequately manned or equipped to perform their normal functions. It is essential that these depots be made available to overhaul Italian aircraft as soon as possible. The Commanding General, Mediterranean Allied Air Forces, will take all steps necessary to make these depots available to the Italian Co-Belligerent Air Force as soon as practicable.

Conclusion.

18. A new directive to the Supreme Allied Commander, Mediterranean, shall be issued to cover the period between cessation of hostilities in Italy and the peace treaty.

19. The Control Commission. The Control Commission will be established by the Allied Commission on matters pertaining to the Italian armistice. The Commission will be directed by the Supreme Allied Commander, Mediterranean, and will be composed of British, United States and Russian representatives. The Commission will be located in Italy.

20. Italian Air Force Personnel. Italian Air Force personnel should be used to supplement Allied personnel (with the exception of Italian Co-Belligerent Air Force personnel) in carrying out the functions of the Control Commission, Italy.

21. Control Staffs on Airfields. Control Staffs on airfields under control of the Allied Commission will be composed of Allied and Italian personnel.

22. A small Commission should be established in Italy to supervise the activities of the Control Commission, as required.

23. Captures of the Italian Navy. Captures of the Italian Navy, any surrendered Italian naval vessels and possibly some of the Italian merchant ships will be retained by the Control Commission for use in connection with the armistice terms.

24. Use of these Ports. The use of these ports should be controlled so as to keep the balance of Italian shipping required for civilian purposes to the minimum necessary, and the control of these ports should be maintained by the Control Commission.

25. The Control Commission should be authorized to establish

26. If after inspection by representatives of MAAF they are considered suitable, aircraft factories in Northern Italy should be used for the repair and maintenance of Allied aircraft and M.T. vehicles as well as a small number of Italian aircraft and M.T. vehicles to be turned over to civilian work by Caserta Sub Commission, Allied Commission.

27. Flying by the C.A.F. should be confined to the Italian mainland (less areas in Italy east of the Tagliamento River) Sardinia and Sicily, and the coastal waters when carrying out Air/Sea Rescue duties.

Air Plans. MAAF

Dist. Nov. 1945.

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Appendix. 'A'

Strength and Composition of the Italian Air Force in Personnel and Aircraft as at 15th. May, 1945.

Personnel

Italian Personnel serving with the Italian Air Force.

Aircrew.

Officers	978
Other ranks.	624

Ground Personnel.

Officers	1450
Other ranks.	16406

Total.

Officers	2438
Other Ranks.	17020

Italian Personnel serving with RAF and USAAF.

Serving with RAF	2500
Serving with USAAF.	6500
Total.	9000

N.B. This figure (9000) includes approx. 166 officers.

Aircraft.	Type.	Quantity	Total.
British and American Types.	P.39	100	
	Baltimore.	45	
	Spitfire.	13	
	Total.	158	158
	Reconnaissance	205	33

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Aircrew.

Officers	978
Other ranks.	624

Ground Personnel.

Officers	1460
Other ranks.	16405

Total.

Officers	2438
Other Ranks.	17020

Italian Personnel serving with RAF and USAAF.

Serving with RAF	2500
Serving with USAAF.	6500
Total.	9000

N.B. This figure (9000) includes approx. 160 officers.

Aircraft.	Type.	Quantity	Total.
British and American Types.	P.39	100	
	Baltimore.	45	
	Spitfire.	13	
	Total.	158	158
Italian Types.	Macchi 205	33	
	" 202	38	
	" 200	26	
	R.E. 2002	15	
	R.E. 2001	13	
	S.M. 84.	7	
	S.M. 82	21.	
	S.M. 81	1	
	S.M. 79	28	
	Cant Z	11	
	" Z 506B	24	
	" Z 506F	15	
	" Z 501	24	
	R.S. 14.	11	
	C.R. 42.	10	
	Other types. (non operational)	71	
	Total	346	346
	Grand Total		504
	Total in Commission		224

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Appendix 'B'

I.A.F. Air Lines in Use and Proposed.

1. Landplanes.

(A) Rome - Naples - Bari - Lecce.
Daily in each direction, except Sundays, may be reduced to four times weekly as Naples-Lecce has priority for available aircraft

(B) Rome - Palermo.
Three times per week round flight.

(C) Rome - Bologna - Milan - Treviso - Bologna - Rome.
With night stop at Milan. It is planned to fly one aircraft each way each day, which means that there will normally be four aircraft in operation at any one time. It is proposed to include Turin in this circuit when available.

2. Seaplanes.

(A) Naples (Bacoli) - Cagliari.
~~Three~~ One time per week, round flight. Seaplane based on Cagliari.

(B) Taranto - Augusta.
~~Three times~~ per week, round flight.

(C) Proposed. Rome - Cagliari.
Two or three times per week.

(D) Proposed, Rome - Augusta - Taranto.
~~Two or three times per week.~~ This might include Naples.

(E) Proposed, ~~Naples~~ - Rome - Genoa.
~~Three times per week. This might include Leghorn.~~

(F) Proposed, ~~Taranto - Lake Verano - Ancona~~ - Venice. Rome - Venice probably Trieste
Three times per week

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three times per week round flight.

(C) Rome - Bologna - Milan - Treviso - Bologna - Rome.
With night stop at Milan. It is planned to fly one aircraft each way each day, which means that there will normally be four aircraft in operation at any one time. It is proposed to include Turin in this circuit when available.

2. Seaplanes.

(A) Naples (Bisida) - Cagliari.
~~One flight~~ per week, round flight. Seaplanes based on Cagliari.

(B) Tarento - Augusta.
Three ~~times~~ per week, round flight.

(C) Proposed. Rome - Cagliari.
Two or three times per week.

(D) Proposed, Rome - Augusta - Tarento.
Two or three ~~times~~ per week. This might include Naples.

(E) Proposed, ~~Naples~~ - Rome - Genoa.
Three times per week. ~~This might include Leghorn.~~

(F) Proposed, Tarento - Lake Varano - Ancona - Venice. San Giusto probably Trieste
Three times per week

SECRET

1 (C) Rome - Milan - Turin - Rome round flight every day, some aircraft IU43 Swell - probably land Pisa for refuelling on northward flight.

1 (D) Rome - Bologna - Treviso - Rome - round flight each day.

1 (E) Extra flights - as required for special purposes by AHQ. or double banking scheduled services when required but limited largely by number of aircraft available without prejudicing scheduled services.

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Appendix. 'C'

Fiat Works at:

(A) Turin - Lingotto. A/C engines (A.74 - A.75 - A.80 - A.82 and ?)
Cars - Trucks etc.
(B) Turin - Stupinigi. As above.
(C) Turin - Aeronautica d'Italia - Aircraft.
(D) Turin - Ducciere di Milano - Naval Motors.
(E) Villar Perosa - Ball Bearings.
(F) Turin - S.P.A. Trucks.
They employ about 60,000 workers of whom nearly 50,000 in the Turin area.
Damages and possibilities.: Rather serious damages have been suffered by the works at Stupinigi, but, according to news from one of the General Managers, these works may be reactivated without too many difficulties.
Lingotto and S.P.A. have only been slightly damaged. In the latter the production was, until very recently, about 8 - 10 trucks per day. These works (S.P.A.) can in very short time reach their normal production of about 30 trucks per day.
At the Lingotto works the daily production was about 300 units in normal times but actual possibilities unknown.
The "Aeronautica d'Italia" has been rather badly damaged but we have no details. According to information of Fiat sources they have almost ready for delivery 5 three engined G.12 transport planes which should have been delivered to Hungary.
The Fiat company will certainly be the one in which the future of the country A/C will mostly depend.
Italy had in normal times about 500,000 cars in circulation. Now she hardly will have one fifth of them and they all are in very bad conditions. Italy used to export, before the war, about 30,000 cars per year.
The Fiat is also equipped for the production of A/C material.
The plant of Villar Perosa (ball bearing) have been repeatedly and badly smashed but part of the machinery can or has been salvaged and the same production, though in a much smaller scale, has been kept up until recently in other shadow factories.

2. Lancia - Turin. Damaged by bombardment but still in a position to produce a few units per day. They apparently intend to dedicate themselves to the construction of small utilitarian cars.
They used to produce cars and Diesel oil trucks.

3. O.M. Brescia. These works have suffered very slight damages when they have been attacked, for the first and only time just a few days before the end of the conflict. They had until then a production of 500 Diesel oil trucks per month.

4. Isotta Fraschini - Milano. They had in production several types of A/C engines: Beta - 250H - Gamma - 500 HP - Delta 800 HP - Zeta 1200 HP and Diesel oil trucks. They suffered very little damage.

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by the works at Sampierdarena, but, according to news from one of the General Managers, these works may be reactivated without too many difficulties.
Lingotto and S.P.A. have only been slightly damaged. In the latter the production was, until very recently, about 6 - 10 trucks per day. These works (S.P.A.) can in very short time reach their normal production of about 30 trucks per day.
At the Lingotto works the daily production was about 200 units in normal times but actual possibilities unknown.
The "Aeronautica d'Italia" has been rather badly damaged but we have no details. According to information of Fiat sources they have almost ready for delivery 5 three engined s. 2 transport planes which should have been delivered to Hungary.
The Fiat company will certainly be the one in which the future of the country M/V will mostly depend.
Italy had in normal times about 300,000 cars in circulation. Now she hardly will have one fifth of them and they all are in very bad conditions. Italy used to export, before the war, about 30,000 cars per year.
The Fiat is also equipped for the production of R/H material.
The plant of Villar Perosa (ball bearing) have been repeatedly and badly smashed but part of the machinery can or has been salvaged and the same production, though in a much smaller scale, has been kept up until recently in other shadow factories.

2. Lancia - Turin. Damaged by bombardment but still in a position to produce a few units per day. They apparently intend to dedicate themselves to the construction of small utilitarian cars.
They used to produce cars and Diesel oil trucks.

3. O.M. Brescia. These works have suffered very slight damages when they have been attacked, for the first and only time just a few days before the end of the conflict. They had until then a production of 900 Diesel oil trucks per month.

4. Isotta Fraschini - Milano. They had in production several types of A/C engines: Beta - 250 - Gamma - 500 HP - Delta 800 HP - Zeta 1200 HP and Diesel oil trucks. They suffered very little damage (only the testing benches have been hit). They intend to resume the production of trucks and to start the construction of utilitarian cars. -

5. Alfa Romeo - Milano. A/C engines - cars - Diesel oil trucks. They did not suffer heavy damage. Nearly all the machinery is intact also because a good part of it had been transferred to other places (mainly to Custoza). The management of this firm was probably the most compromised with the republican government (the General Manager Ing. Gobbato has been killed during the Milano riots). The director of the Technical and Scientific Department, a Spaniard called Ricard has resigned and, apparently, this firm which belongs to the I.R.I. Group, has not made, so far, any plans for the future.

/ para.6.

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about 15,000 [illegible] workers. The plants have been [illegible] badly damaged by bombardment. The "Reggiane" belong to the Caproni Group.
I have no other information on them.

8 Siai - Savoia Marchetti (S.Amo - Sesto Calende - Vergiate).
I have already given a complete report on this firm.
The first plant has been 75% destroyed - the other two are practically intact.
The three plants employed about 10,000 workers. The production of A/C was practically brought to an end during 1944. Since then they have been producing: fast motor boats, bridge components, cycles etc.

9. Macchi - Varese. They had about 4,000 workers and used to make the well known single seater fighter. The plants in Varese have been badly damaged but they had shadow plants located in several parts, which, apparently, are intact. No recent information.

10. Breda - Milano. Very important organization (Steel works - armament - railroad material - aircraft etc) They employed about 40,000 workers. The aircraft department has been, one can say, a failure. After the Ba 88, which has not been a success, the firm undertook the construction, under license, of the Macchi fighters. During 1944 they engaged a well known designer (Mr. Zappata) who was supposed to start the design and construction of civil A/C. No recent news neither on the damages suffered nor on the latest production.

11. Piaggio - Albenga - Pontedera. Shadow plants at Cascina - Formacette - Buti - Pisa - Le Rotte. The most important plants of the Pontedera have been very badly damaged and are actually occupied by an American Unit.
The Piaggio Co. with about 12,000 workers had in production the engines: P.XI bis - P.XII - P.XIX and the A/C P.108 (4 engines bomber).
No news of the plants located up north.
In Pisa the firm had a railway carriages plant which was badly damaged but which is now under rehabilitation.

12. C.N.A. Naval yards at S.Andrea (Trieste) and Monfalcone.
A/C Factory in Monfalcone. 104.
Shadow factory at: Varesotto - Brugherio - Cesano - Stradella (or is Cadrio.
This very well known organization was the property of Cosulich Brothers Augusto and Alberto were kept as general managers.
The A/C factories had in production the C.A.N.T. 1.018 (twin engines bomber - P.XI).
The Monfalcone, S. Andrea and Cesano plants have been repeatedly bombed. Letter received these days from Alberto Cosulich says that within very few months he can resume the production.

Appendix 'C' is a report submitted by Col. G. Brenta.

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0758

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

INCOMING MESSAGE

HEADQUARTERS MEDITERRANEAN ALLIED AIR FORCE

CTR NO. 86277	DATE 22 JUNE 44
PRECEDENCE PRIORITY	SECURITY

TO: FOR ACTION HQ MAAF

FROM: SIGNED TENDER FROM SHAEF MAIN AIR STAFF

WHEN ANSWERING CITE: 39206/4

SECRET: REFERENCE YOUR SIGNALS U.303 DATED JUNE 4 AND U.419 DATED JUNE 9 INVESTIGATIONS CARRIED OUT RE SAVOIA MARCHETTI 82'S AS REQUESTED. QUANTITY 45 LOCATED, 40 OF THESE HAVE BEEN CONSIDERABLY DAMAGED, 5 BURNT OUT AND 2 DESTROYED. CAN ONLY BE MADE SERVICEABLE AFTER VERY EXTENSIVE MAJOR OVERHAUL AND REPAIR. IN VIEW OF DILAPIDATED STATE OF THESE AIR CRAFT AND UNLIKELIHOOD OF PRIORITY BEING GIVEN TO REPAIR DO YOU CONSIDER THEM WORTH ALLOCATING TO THE ITALIAN AIR FORCE.

TOO: 211430B

TOR: 212030B

HSP

DISTRIBUTION

	DSE	DEP	AIR	A/B					RS
ACTION									
INFO									

0759

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

From:- Allied Liaison Section, Headquarters MAAF CMF.

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

Date:- 20th. June. 1945.

Ref:- MAAF/4200/ALS.

Bracciano Lake - Seaplane Base.

1. Further to this Headquarters letter MAAF/4200/ALS dated 24th. May, 1945, it is requested that the Italian Air Force be informed that the following restrictions have been placed on their use of Lake Bracciano.

(a) Italian aircraft will **not** taxi South of a line Bracciano - across Lake Bracciano - Northern edge of Lake Martignano.

(b) Italian aircraft will not fly over the Lake South of the line in (a) above.

(C. CONREY),
Squadron Leader,
for Air Vice-Marshal,
Chief of Staff/RAF, MeDTE.

0760

Declassified E.O. 12356 Section 3.3/NND No. 785617

105

From:- Allied Liaison Section. Headquarters MAP CMF.

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

Date:- 21st. June, 1945.

Ref:- MAP/4200/ALS.

181

Baltimore Passenger Carrying Aircraft.

1. Further to this Headquarter's letter of even reference dated 15th. June, 1945.

2. It is regretted that no Baltimores will be available on either of the dates suggested. Further, to send an aircraft would be to deprive the Squadron of the use of the only available Baltimore, when a serious shortage already exists in light passenger carrying aircraft.

3. As an alternative it is suggested that the technical experts of the I.A.C. visit MedME Comm. Squadron, when the Baltimore, which is A.O.G., may be inspected.

4. You are requested to make your intentions known, direct to MedME. Comm Squadron, as to the date on which this inspection will be carried out, with information to this Headquarters.

(W.C. Van Dyck),
Squadron Leader,
for Air Vice-Marshal,
Chief of Staff/DAP, MedME.

Copy to:- MedME Communication Squadron.

1060

0761

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

101

From:- Allied Liaison Section, Headquarters MAAF CMF.

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

Date:- 21st. June, 1945.

Ref:- MAAF/1200/ALS.

Baltimore Passenger Carrying Aircraft.

1. Further to this Headquarter's letter of even reference dated 15th. June, 1945.

2. It in regretted that no Baltimores will be available on either of the dates suggested. Further, to send an aircraft would be to deprive the Squadron of the use of the only available Baltimore, when a serious shortage already exists in light passenger carrying aircraft.

3. As an alternative it is suggested that the technical experts of the I.A.F. visit MedME Comm. Squadron, when the Baltimore, which is A.O.G., may be inspected.

4. You are requested to make your intentions known, direct to MedME. Comm Squadron, as to the date on which this inspection will be carried out, with information to this Headquarters.

(W.C. Van Nyak),
Squadron Leader,
for Air Vice-Marshal,
Chief of Staff/MAAF, MedME.

Copy to:- MedME Communication Squadron.

1040

0762

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

104

From:- Med.M.E. Commando Air Squadron,
R.A.F., C.M.F.

To:- Allied Liaison Section,
Headquarters, M.A.A.F.,
C.M.F.

Date:- 17th. June, 1945.

Ref:- MAM/23/S.101/Air.

BALTIMORE PASSENGER CARRYING AIRCRAFT.

With reference to your letter MAM/A200/AIS., dated 15th. June, 1945, it is regretted that no Baltimore will be available on either of these dates. Further, to send an aircraft would deprive the Squadron of the use of the only available Baltimore, when a serious shortage already exists in light aircraft for passenger carrying.

2. As an alternative, it is suggested that the technical experts of the Italian Air Force visit this Station, where a Baltimore, which is A.O.C., may be inspected.

L. H. Johnston
Wing Commander, Commanding,
Med.M.E.Communication Sqdn.
R.A.F., C.M.F.

19/6
4200

Staff - Planned Ops
Wg Cdr Johnston - Med Comm Sqn
(Re Mtg held 16 Jun - The
to be held in Naples by
Planning Staff)
1031

0763

Loose Minute.

To:- I.S.O. to C-in-C/RAF.Med(M).

Italian Air Force.

1. Reference is made to the Minutes of a Conference held to determine the future policy and status of the Italian Air Force, at this Headquarters on 24.5.45. (Ref. GB.16 dated 26th. May paras. 5 to 10.).

2. Reference para.5. The Kourier Service is in operation. For the time being the multi-engined aircraft of the I.A.F. are being employed on Courier Air Transport Service for the benefit of the Allied Commission, Italy and Italian Government officials. North of Rome these services are at present entirely filled by officials of the Allied Commission visiting the newly liberated areas. The Air Lines at present in use are as follows:-

Landplanes. (A) Rome - Naples - Bari - Lecce.
(B) Rome - Palermo.
(C) Rome - Bologna - Milan - Treviso - Bologna - Rome.

Seaplanes. (A) Naples - Cagliari.
(B) Taranto - Augusta.

3. The Air Forces Sub-Commission is supervising and controlling the service, and the vetting of passages is being done through the Allied Commission.

4. The question, as to the number of aircraft to be established on these services, is still under investigation, when, however, this is agreed the limitation of fuel can be decided.

5. Reference para.6. The Air Forces Sub-Commission has supplied a detailed report on the aircraft factories in the North of Italy. C.M.S.O. has possession of all the facts available which have been submitted to D.M.& S. As the matter stands, D.M.& S is asked to send a representative to investigate the possibilities of using these factories to Allied advantage.

6. Reference para.7. Thorough investigation is being made by

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1. Reference is made to the Minutes of a Conference held to determine the future policy and status of the Italian Air Force, at this Headquarters on 24.5.45. (Ref. GB.16 dated 26th. May paras. 5 to 10.).

2. Reference para.5. The Courier Service is in operation. For the time being the multi-engined aircraft of the R.A.F. are being employed on Courier Air Transport Service for the benefit of the Allied Commission, Italy and Italian Government officials. North of Rome these services are at present entirely filled by officials of the Allied Commission visiting the newly liberated areas. The Air Lines at present in use are as follows:-

Landplanes. (A) Rome - Naples - Bari - Lecce.
(B) Rome - Palermo.
(C) Rome - Bologna - Milan - Treviso - Bologna - Rome.

Seaplanes. (A) Naples - Cagliari.
(B) Taranto - Augusta.

3. The Air Forces Sub-Commission is supervising and controlling the service, and the vetting of passages is being done through the Allied Commission.

4. The question, as to the number of aircraft to be established on these services, is still under investigation, when, however, this is agreed the limitation of fuel can be decided.

5. Reference para.6. The Air Forces Sub-Commission has supplied a detailed report on the aircraft factories in the North of Italy. C.M.S.C. has possession of all the facts available which have been submitted to D.M.& S. As the matter stands, D.M.& S is asked to send a representative to investigate the possibilities of using these factories to Allied advantage.

6. Reference para.7. Thorough investigation is being made by two Staff officers from this Headquarters, on flying control, safety precautions etc., Full reports from these officers are not to hand as yet.

7. D/D. Ops. has submitted to the Chief of Staff detailed report on the establishment and limitations of the Courier Service. A.O.C. A.F.S.C. has seen the report at this Headquarters and requested that a copy should be sent to him before any ~~decisions~~ decisions, recommended therein, are made. This has been done, and the A.F.S.C. are preparing a paper giving more detailed information than is contained in D/D.Ops report. Both reports can then be considered at the same time.

8. Reference para.8. The question of whether we loan ~~each~~ all of the 40 Baltimores to the I.A.F. cannot be decided at this stage. As regards backing, it has been agreed that we shall continue to back the Baltimores as they are still our property. A.F.S.C. is to control the supply of spares. The question of using the factories in the

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Declassified E.O. 12356 Section 3.3/NND No. 780017

in the North to produce spares for the Italians is still under review.

9. Reference para.9. DMS has been asked to forward to the A.F.S.C. the specifications which govern the conversion of the Baltimores to a passenger carrying aircraft. Arrangements are being made for I.A.F. technicians to inspect such a conversion (at Med.ME. Comm. Sqdn.). The A.F.S.C. will be responsible that such conversion complies with the DMS specification.

10. Reference para.10. The fighters are being concentrated at Lecce where a training school is being established, primarily to enable pilots to keep up their flying skill. A maximum of 6 hours flying per pilot per month has been imposed.

11. The A.F.S.C. are investigating the position as far as conversion is concerned.

A/C
(H.R. McLaren Reid),
Group Captain,
Allied Liaison Section.

Date:- 18th. June, 1945.

Ref:- MAF/4200/ALS.

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Declassified E.O. 12356 Section 3.3/NND No. 780017

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(H.R. McLaren Reid),
Group Captain,
Allied Liaison Section.

Date:- 18th. June, 1945.

Ref:- M.M/4200/ALS.

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

101

From:- Allied Liaison Section, H.Q. M.A.A.F. C.M.F.

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

Date:- 16th. June, 1945.

Ref:- MAAF/4200/ALS.

Report on Italian Air Force by D/D.Ops.

1. Attached, as requested, is a copy of the report made by D/D.Ops of this Headquarters.

2. You are requested to carefully peruse this report and submit your comments to this Section.

3. It would be appreciated if your reply can be made without delay, in order that both the report and your comments can be studied, at the same time, by the Chief of Staff/MAF. on his return from the U.K.

(C. CONROY),
Squadron Leader,
for Air Vice-Marshal,
Chief of Staff/MAF, MedMS.

1030

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

101

From:- Allied Liaison Section, Headquarters MAAF CMF.

To:- HQMS Comm. Boundary (Marcianise).
(Attn. W/Cdr. Johnson).

Date:- 13th. June, 1945.

Ref:- MAAF/4200/Als.

Unlittoria Passenger Carrying Aircraft.

1. You are requested to make arrangements to fly a suitable aircraft (which has been converted for passenger carrying work) to Littoria Airfield, in order that technical experts of the Italian Air Force may make a thorough investigation of the conversion.

2. It would be appreciated if you can arrange this as soon as possible, preferably on June 18th. or 19th.

3. As soon as the date of this flight has been fixed, you are asked to inform this Section in order that the Air Forces Sub-Commission may be advised in good time for them to make all necessary arrangements for its reception.

(G. GOURLEY),
Squadron Leader,
for Air Vice-Marshal,
Chief of Staff/MAAF.

Copy to Air Forces Sub-Commission. A.C. Rome

1035

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

SECRET

ALLIED FORCE HEADQUARTERS
G-3 DIVISION

15 June 45

File NO : 236/1

SUBJECT : Use of Lake BRACCIANO as a Seaplane Base by Italian Air Force

TO : HQ M.A.A.F.

In continuation of this HQ letter 236/1 dated 15 May 45, it is requested that the Italian Air Force be informed that the following restrictions have been placed on their use of Lake BRACCIANO.

(a) Italian Aircraft will not taxi SOUTH of a line BRACCIANO - across Lake BRACCIANO - NORTHERN edge of Lake MARTIGNANO.

(b) Italian Aircraft will not fly over the zone SOUTH of the line in (a) above.

G.L. ERELE
Brigadier General, U.S. Army
Assistant Chief of Staff G-3

WDP/ma/Trs

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L one Minute.

99

To:- Chief of Staff/RAF, MedME.

Points to be raised at the Air Ministry.

Italian Air Force.

1. To what extent are we to train Italians in Aircraft Safety ?

As a standard system of Flying Control is in being, such training would be advantageous to the Allies, especially as it is intended that the Italian Air Force will be used under MAF supervision, on Staging Posts. It would also enable Allied aircraft to use any of the Italian controlled airfields in case of emergency.

2. The extent and advisibility of using the I.A.F. for all Air/Sea Rescue in the Adriatic and the Western Coast of Italy, under the operational control of MACAF.

3. The possibility of incorporating the I.A.F. Courier Service within the framework of No.216 Group. Providing the Italians conform to RAF regulations in full, and I.A.F. pilots are chosen by the RAF. The scope of the activities of the Italians should be confined to the precincts of the Italian mainland, Sicily and Sardinia.

Italian Co-operators (Prisoners of War).

1. The RAF is employing 28 Italian Co-operator Companies totaling approximately 7,500 bodies, who are of considerable value to the RAF, especially in view of the present man-power position.

2. Of these, 4,000 are employed on Maintenance Units in North Africa whilst the remainder are used in various units in Italy. Those employed in Italy will be repatriated as from 1st. July, '45, and become part of the Italian Armed Forces. The decision to repatriate them was taken on the instructions of the Combined Chiefs of Staff, and protests from this theatre proved of no avail. This will result in a decrease in the efficiency of the Italians.

3. It is proposed by the American authorities to repatriate all their Italian P.W.s., in the very near future,(over and above those in Italy), which will result in serious discontent amongst the PWs held by the RAF in North Africa (and Middle East).

CONFIDENTIAL. 1034 -

Declassified E.O. 12356, Section 3.3/NND No. 759019

as a standard system of Flying Control is in being, such training would be advantageous to the Allies, especially as it is intended that the Italian Air Force will be used under RAF supervision, on Staging Posts. It would also enable Allied aircraft to use any of the Italian controlled airfields in case of emergency.

2. The extent and advisability of using the I.A.F. for all Air/Sea Rescue in the Adriatic and the Western Coast of Italy, under the operational control of MAAF.

3. The possibility of incorporating the I.A.F. Courier Service within the framework of No.216 Group. Providing the Italians conform to RAF regulations in full, and I.A.F. pilots are chosen by the RAF. The scope of the activities of the Italians should be confined to the precincts of the Italian mainland, Sicily and Sardinia.

Italian Co-operators (Prisoners of War).

1. The RAF is employing 25 Italian Co-operator Companies totaling approximately 7,500 bodies, who are of considerable value to the RAF, especially in view of the present man-power position.

2. Of these, 4,000 are employed on Maintenance Units in North Africa whilst the remainder are used in various units in Italy. Those employed in Italy will be repatriated as from 1st. July, '45, and become part of the Italian Armed Forces. The decision to repatriate this was taken on the instruction of the Combined Chiefs of Staff, and protests from this theatre proved of no avail. This will result in a decrease in the efficiency of the Italians.

3. It is proposed by the American authorities to repatriate all their Italian P. .s., in the very near future,(over and above those in Italy), which will result in serious discontent amongst the P's's held by the RAF in North Africa (and Middle East).

QUESTION.

103. -

(a) Can Air Ministry bring pressure to bear so that the proposed American action is delayed until the man-power situation improves. Troopers have been signalled by AFHQ on this matter, which is of premier importance to the British Services.

(b) The ideal solution would be to delay any further repatriation and the Air Ministry should be asked to make representation to the War Office on this matter, or that final repatriation should not take place until it suits our own programme.

4. It should be stressed that such labour cannot be replaced at present.

GREECE.

1. Is there any fixed date as to when AFHQ Greece will cease to function as such, and be replaced by a RAF Mission.

/2.....

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Declassified E.O. 12356 Section 3.3/NND No. 759017

2. Of what is the RAF Mission to consist.

3. A definition of its duties.

4. By whom will the directif be compiled.

5. When are we to commence fulfilling our commitments towards the R.N.A.F. as regards the forming of the third Fighter Squadron, as well as the ancillary units.

(H.R. McLaren Reid),
Group Captain,
Allied Liaison Section.

Date:- 14th. June, 1945.

Ref:- MAF/4200/ALS.

Copy:- MAF/4221/ALS.
MAF/4100/ALS.

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

98

From :- Headquarters, Mediterranean Allied Air Forces, C.M.F.

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

Date :- June 13th 1945.

Ref :- MAAF/4200/MLS.

Italian Air Force - Materials and Equipment.

1. Italian Air Force material discovered in Italy will be centralised and placed under the control of the A.C.C., A.F.S.C., who is authorised to make issues of such material as is necessary to maintain the authorised Italian Air Force and who should encourage the use of such materials so as to reduce to a minimum the issues required from R.A.F. sources.

2. Repair facilities in Northern Italy may be utilised to overhaul the aircraft and engines which are to be used on the Italian courier service subject to the concurrence of the Chief Commissioner.

3. Only such quantities of petrol as are necessary to meet the approved flying commitment of the Italian Air Force will be issued.

4. Provided the Chief Commissioner agrees, new aircraft and engines discovered in Northern Italy may be made available to the Italian Air Force as replacements or to bring the Italian Air Force up to establishment, but not to increase the new holding of aircraft above the authorised establishment.

5. Lists of major items of Italian equipment discovered, e.g. aircraft, M.T. engines etc., are to be submitted to this Headquarters for re-submission to the Air Ministry.

(J.M.A. BAKER),
Air Vice-Marshal,
Chief of Staff/R.A.F. Med/CF.

Cf: Rings
Forgot this
L.L.

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16

AIR FORCES SUB-COMMISSION, ALLIED C MMISSION,
ROME.

97

CONFIDENTIAL

AFSC/756/PM.

12th June, 1945.

Dear A.V.D. Baker

I am forwarding herewith a copy of a letter received from MILES in appreciation of the work done by the Italian Air Force squadrons while they were under his command.

2. I would like to inform the Italian Air Minister the gist of the attached, but I feel perhaps that it might not be expedient to do so until you return from England where I gather you will be seeing A.C.A.S.(P) concerning the future of the Italian Air Force. If it then appears that the Italians will be allowed to retain some sort of an Air Force, I think we should let the Italians know of the appreciation of their efforts by Balkan Air Force, especially in view of the obvious fact that very many highly placed Americans are daily saying nice things about the Italians and inferring that they ought to be treated as anything but enemies in the near future, whereas I have seldom seen much in their favour emanating from British sources.

3. In any event I think that the substance of MILES' letter should be borne in mind when considering the future of the Italian Air Force, and I would add that all British Officers Commanding R.A.F. Units and Stations seem to have found that the Italians will do what they are asked to do with keenness, energy and good-grace - in particular GROUP CAPTAIN STAMPTON (DISARMO) and WING COMMANDER HOLDEN (SIBAS.)

4. I hope that when you return you will be able to tell the Italian Air Minister something about the future of the Italian Air Force because I have good reason to believe that they are individually and collectively anxious as to their future - it has been observed from the local press (GIBERA STAMPA dated 9th June 1945,) that the Italian Navy and Army are assured of some future by recent declarations of MR. CHURCHILL in the House of Commons etc, where nothing has been said about the Italian Air Force.

5. Acting on your instructions I have not yet officially informed the Italian Air Minister of the interim policy which is to be adopted, although I have told GENERAL ARMONE CAT that for the time being things will remain much as they are now.

Declassified E.O. 12356 Section 3.3/NND No. 789017

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3. In any event I think that the substance of MILLS' letter should be borne in mind when considering the future of the Italian Air Force, and I would add that all British Officers Commanding R.A.F. Units and Stations seem to have found that the Italians will do what they are asked to do with keenness, energy and good-grace - in particular GROUP CAPTAIN STAMETON (BISERNO) and WING COMMANDER HOLMES (MILAS.)

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as

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1030

Yours

Air Vice-Marshal G. Baker, CB, CBE, MC,
Headquarters,
M.A.A.F.
C.M.F.

Allied Control Commission
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Declassified E.O. 12356 Section 3.3/NND No. 785017

CONFIDENTIAL.

97A

From: Air Vice-Marshal G.H. Mills, D.F.C.

Headquarters,
Balkan Air Force,
Royal Air Force,
C.M.F.

DO/GRU.

8th June, 1945.

My dear Brodie,

Now that you have formally re-assumed control of the Italian squadrons which were working with Balkan Air Force, I would be glad if you would thank them from me for the very good work they did while they were with us. The keenness and spirit which they showed in all their operations made no small contribution to the success of our operations in the Balkans, and earned for them the admiration of the Royal Air Force units they fought alongside.

2. In particular, I would like to mention the reliability of the Reconnaissance Missions flown by the Fighter Squadrons and the vigour with which they pressed home their attacks when targets were found. In the same way, the constant hammering of the Bomber Squadrons played an important part in the disruption of the enemy's communications and his ability to move reinforcements to threatened areas in the final stages of the war, while their constant attacks on gun positions in the Islands were largely responsible for neutralising these defences so that the Islands could be captured with very light casualties.

3. Nor do I forget the Transport Squadrons who carried on in all sorts of weather. Their work, though less glamourous, was no less important, and I am sure will live long in the memory of those to whom they carried badly needed supplies.

4. I would like to thank them all, aircrew and ground crew alike. They now pass to you with the best wishes of the Royal Air Force units they fought and worked alongside.

Yours sincerely,

(Sgd) G.H. MILLS.

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

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Yours sincerely,

(Sgd) C.H. MILLS.

1043

Air Vice-Marshal I.E. Brodie, CBE,
Air Forces Sub-Commission,
Allied Commission,
Rome.

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Declassified E.O. 12356 Section 3.3/NND No. 785617

96

From:- Allied Liaison Section, H.Q. M.A.A.F. C.M.F.

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

Date:- 14th. June, 1945.

Ref:- MAAF/4200/ALS.

Conversion of Baltimores.

1. The conversion of the Baltimores on loan to the I.A.F. for use as Courier Transport, may be proceeded with, providing this work is carried out by Italian labour and with materials obtained from Italian resources.

2. It will be your responsibility to ensure the conversion conforms with the detailed specification which can be obtained from U.S.A.A.F., governing such work.

for (C. GOMEY),
Squadron Leader,
Air Vice-Marshal,
Chief of Staff/ALS, MAAF.

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

96A

From : Air Forces Sub Commission, Rome

To : M.A.A.F., A.L.S.

Date : 14th June 1945

Ref. : AFSC/24/Air

BALTIMORE AIRCRAFT FOR COURIER SERVICE.

Referring to my conversation on 13th June with S/L, Conroy it is requested that representative of this Sub Commission and the Italian Air Ministry be given the opportunity of examining the Baltimore aircraft, used by the M.A.A.F. Communication Flight, to see the modifications required to convert it to passenger carrying.

2. This inspection could best be carried out at Littorio and if prior notice were given, the Engineer officers from A.F.S.C. and the I.A.F. would be ready at the airdrome.

L.E. JARMAN, G/C,
Air Vice Marshal,
Air Officer Commanding.

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R.A.F.

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

From :- Headquarters, Mediterranean Allied Air Forces, C.M.F.

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

Date :- June 13th 1945.

Ref :- MAAF/4200/M.S.

Italian Air Force - Materials and Equipment.

1. Italian Air Force material discovered in Italy will be centralised and placed under the control of the A.O.C., A.F.H.Q., who is authorised to make issues of such material as is necessary to maintain the authorised Italian Air Force and who should encourage the use of such materials so as to reduce to a minimum the issues required from U.S.A.F. sources.

2. Repair facilities in Northern Italy may be utilised to overhaul the aircraft and engines which are to be used on the Italian courier service subject to the concurrence of the Chief Commissioner.

3. Only such quantities of petrol as are necessary to meet the approved flying commitment of the Italian Air Force will be issued.

4. Provided the Chief Commissioner agrees, new aircraft and engines discovered in Northern Italy may be made available to the Italian Air Force as replacements or to bring the Italian Air Force up to establishment, but not to increase the new holding of aircraft above the authorised establishment.

5. Lists of major items of Italian equipment discovered, e.g. aircraft, A.F. engines etc., are to be submitted to this Headquarters for re-submission to the Air Ministry.

(W. A. [illegible]),
Air Vice-Marshal,
Chief of Staff/A.O.C., A.F.H.Q.

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Declassified E.O. 12356 Section 3.3/NND No. 785019

94

LOOSE MINUTE. MAAF/44/AIR.

To:- Chief of Staff, R.A.F.

Future of Italian Air Force.

I am returning this paper to you after discussing with A.V.M.Brodie. As you will see, he has made certain comments in pencil which I can explain if required.

J.H. EDWARDES-JONES)
Air Commodore,
Deputy Director of Operations.

9th June 1945.

A.S.
I don't know if
you have seen this. Perhaps
you will comment & bring up
when we meet. I should be
driving 11th. when in UK
at HCHQ.
WS.

Sh. Leonard
Copy
Send to RASC for
comments.

Done!
Bob

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

44A

LOOSE MINUTE.

MAAF/44/AIR.

CONFIDENTIAL.

To:- Chief of Staff, R.A.F.

Future of Italian Air Force.

Herewith paper prepared by Air Plans on the future of the Italian Air Force. I agree with conclusions given in paras.18 to 27 inclusive and suggest we take immediate action on these.

(J.H. EDWARDES-JONES)
Air Commodore,
Deputy Director of Operations.

7th June 1945.

1024

0784

THE FUTURE OF THE ITALIAN AIR FORCE

APPENDICES

'A' - Strength of the I.A.F. in aircraft and personnel as at 15th May 1945.

'B' - I.A.F. Air Lines, in use and proposed.

'C' - Condition of Italian industry for production of aircraft and munitions.

INTRODUCTION

DISCUSSION

1. The Air Force Sub-Commission of the Allied Commission ITALY, has been supervising the work of the Italian Air Force under a directive designed to obtain from the Italian Air Force its best effort against the Germans. In view of the fact that hostilities against Germany have ceased, this directive is now out of date, and it is necessary to consider how to organise and operate the Italian Air Force without prejudice to any decisions as to the future of the Italian Air Force that may be made at the Peace Conference. The present policy is to maintain the Italian Air Force just above subsistence level and to make the maximum use of it of value to the United Nations.

OBJECT.

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

'C' - Condition of Italian industry for production of aircraft and munitions.

INTRODUCTION

DISCUSSION

1. The Air Force Sub-Commission of the Allied Commission ITALY, has been supervising the work of the Italian Air Force under a directive designed to obtain from the Italian Air Force its best effort against the Germans. In view of the fact that hostilities against Germany have ceased, this directive is now out of date, and it is necessary to consider how to organise and operate the Italian Air Force without prejudice to any decisions as to the future of the Italian Air Force that may be made at the Peace Conference. The present policy is to maintain the Italian Air Force just above subsistence level and to make the maximum use of it of value to the United Nations.

OBJECT.

2. The object of this paper is to consider how best to organize and operate the Italian Air Force during the period between the cessation of hostilities in EUROPE and the signing of a Peace Treaty with ITALY. 1027 -

OPERATION OF THE ITALIAN AIR FORCE

STRENGTH AND COMPOSITION OF THE I.A.F.

3. Personnel. As at 15th May 1945, there were 2,438 officers and 17,020 airmen on the strength of the I.A.F. There are also approximately 9,000 I.A.F. personnel serving with the Allied Air Forces

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in ITALY. See Appendix 'A'.

4. Aircraft. The I.A.F. has at present 504 U.E. aircraft. Of these, approximately 224 are in commission. Details of U.E. types are given at Appendix 'A'.

AIR TRANSPORT SERVICES

5. The Use of Current Services. For the time being, the multi-engined aircraft of the Italian Air Force are being employed on courier air transport services for the benefit of the Allied Commission ITALY, and the Italian Government. North of ROME these services are at present entirely filled by officials of the Allied Commission visiting newly liberated areas, and all booking for them is done through the Allied Commission in ROME. South of ROME the services are controlled entirely by the Italian Air Force except that the Allied Commission, ITALY retains the right to one or two seats on each flight. On the services south of ROME no control is exercised as to who is carried by air and this in itself gives opportunity for widespread abuse. All the current seaplane services are south of ROME and at present at the disposal of the Italian Government. In fact the only service that is immediately under control of the Allied Commission is the ROME-BOLOGNA-MILAN-TARVISIO-BOLOGNA-ROME.

6. Current and Proposed Services. The I.A.F. Air Line Services at present in operation, and the new Services proposed by A.C.C., A.F.S.C. are shown at Appendix 'B'. The proposed seaplane services, with the exception of the NAPLES-ROME-GENOA Service, could be performed just as adequately by land planes, if indeed they are desirable at all.

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engined aircraft of the Italian Air Force are being employed on courier air transport services for the benefit of the Allied Commission ITALY, and the Italian Government. North of ROME these services are at present entirely filled by officials of the Allied Commission visiting newly liberated areas, and all booking for them is done through the Allied Commission in ROME. South of ROME the services are controlled entirely by the Italian Air Force except that the Allied Commission, ITALY retains the right to one or two seats on each flight. On the services south of ROME no control is exercised as to who is carried by air and this in itself gives opportunity for widespread abuse. All the current seaplane services are south of ROME and at present at the disposal of the Italian Government. In fact the only service that is immediately under control of the Allied Commission is the ROME-BOLOGNA-MILAN-TARVISIO-BOLOGNA-ROME.

6. Current and Proposed Services. The I.A.F. Air Line Services at present in operation, and the new Services proposed by A.C.C., A.F.S.C. are shown at Appendix 'B'. The proposed seaplane services, with the exception of the NAPLES-ROME-GENOA Service, could be performed just as adequately by land planes, if indeed they are desirable at all. There appears to be no need for the service from ROME to CAGLIARI, as there are already services from ROME to NAPLES and from NAPLES to CAGLIARI.

7. Political Considerations. The Italian Government would like to operate air lines outside ITALY, and it has been suggested that they desire to operate to TUNIS and even to the UNITED KINGDOM, supposedly for the benefit of the Allied Commission. This would be most undesirable, and all Italian Air Force operations should be res-

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tricted to the mainland of ITALY (less the area of ITALY east of the TAGLIAMENTO River) and to SARDINIA and SICILY.

6. Establishment for Air Transport Services. To operate current land plane services would require seven aircraft per diem. It is suggested that the establishment should be 12 U.E. aircraft to allow for unserviceability. The current seaplane services should not require more than a total of 5 aircraft. If, however, the proposed seaplane services are considered necessary, the establishment might be raised to 16 U.E. aircraft.

9. Communications for Allied Commission. Since, as shown in paragraph 5 above, the Allied Commission have very little control over the accommodation in the I.A.F. Air Transport Services, it is considered that a small communications flight should be established under the control of, and for the use of the A.C.C. Allied Commission.

10. R/T for Air Line Aircraft. Since the fighter aircraft of the I.A.F. have no further operational use for the V.H.F. sets installed in them, these might well be re-installed in the Air Line Service aircraft. Alternatively, Italian R/T sets operating on 6440 kcs may be used for airfield control.

SEAPLANES OF THE I.A.F.

11. A certain number of sea-planes are being used by MAGAF for Air-Sea Rescue work while others are engaged on transport services between the mainland of ITALY and SARDINIA/SICILY.

12. A proposal has been made by Aircraft Safety, M.A.A.F. that Italian sea-planes be used for all Air-Sea Rescue work in the ADRIATIC.

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12. A proposal has been made by Aircraft Safety, M.A.A.F. that Italian sea-planes be used for all Air-Sea Rescue work in the ADRIATIC. It would, however, be more satisfactory from the political point of view if they operated off the west coast of ITALY, and this point has been represented to Air-Sea Rescue. By far the larger quantity of air transport will be moving down the west coast and the use of Italian sea-planes for Air-Sea Rescue might produce a saving in our own Air-Sea Rescue aircraft and manpower.

FIGHTER AIRCRAFT OF THE I.A.F.

13. The Fighter Squadrons have no further operational role to

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perform and are being concentrated at LECCE. All that can be done with them is to use them to enable the Italian Air Force pilots to keep in flying practice.

TRAINING SCHOOLS

14. Operational Training Unit. The Italian O.T.U. would be useful for converting pilots and other members of aircrew to Courier-Transport work. It is considered it should be retained, but reduced to a minimum size to train the required number of courier-transport crews. The O.T.U. should not be used for training fighter pilots in a fighter role.

15. Flying Control School. A Flying Control School run for the Italians by the Italians, on International Flying Control Lines, would be desirable.

16. School of Administration. An R.A.F. Administration Course for I.A.F. personnel is considered most undesirable. R.A.F. and Italian administration differ in many respects, and it would be a waste of effort to establish a school run on R.A.F. lines for the I.A.F.

AIRCRAFT PRODUCTION AND REPAIR

17. There are certain aircraft factories in the north which have just been liberated. These factories are mostly undamaged. Work, however, is at a standstill or will shortly become so owing to shortage of raw materials. This will lead to unemployment which may lead to disturbances in the north. These factories would be available to overhaul Allied aircraft and M.T. if this is thought desirable. For details of these factories, see Appendix 10.

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to a minimum size to train the required number of courier-transport crews. The C.T.U. should not be used for training fighter pilots in a fighter role.

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CONCLUSIONS

18. A new directive to the Air Force Sub-Commission of the Allied Commission, ITALY, should be issued to cover the period between the cessation of hostilities in EUROPE and the Peace Treaty in ITALY.

19. The courier service of the Italian Air Force should be placed under control of either M.A.T.S. or 216 Group so that there may be no abuse, and space may be put to the best advantage.

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20. Italian Air Force personnel should be used to supplement Staging Posts on the Italian mainland (with the exception of territory east of the TAGLIAMENTO River) and in SARDINIA and SICILY.

21. Italian Air Force officers should be attached to Flying Control Staffs on airfields used by the Italian Courier Service.

22. A small Communications Flight consisting of five twin-engined aircraft should be established under control of the A.F.S.C. Allied Commission at CENTOCELLE.

23. Seaplanes of the Italian Air Force should be placed at the disposal of Aircraft Safety M.A.A.F., any surplus aircraft being used for training and possibly for the courier service from ROME to LEGHORN and GENOA.

24. The Fighter Squadrons should be concentrated at LECCE and used to keep the balance of Italian Air Force pilots in flying practice. The flying practice necessary should be six hours per month, this to be controlled by limiting the petrol issued to the Italians.

25. The C.T.U. should be maintained purely as a Conversion School in order to train pilots for courier transport work.

26. If after inspection by representatives of M.A.A.F. they are considered suitable, aircraft factories in Northern ITALY should be used for the repair and maintenance of Allied aircraft and M.T. vehicles.

27. Flying by the Italian Air Force should be confined to the Italian mainland (less areas in ITALY east of the TAGLIAMENTO River) SARDINIA and SICILY, and the coastal waters when carrying out Air-Sea Rescue duties.

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Air Plans, MAAF

31st May 1945.

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CONFIDENTIAL

APPENDIX 'A' TO

MedME/S.21/AP Dated

31st May 1945

STRENGTH AND COMPOSITION OF THE ITALIAN AIR FORCE IN PERSONNEL AND AIRCRAFT AS AT 15th MAY 1945

PERSONNEL

Italian Personnel Serving with the Italian Air Force

AIRCREW

Officers	978
Other Ranks	624

GROUND PERSONNEL

Officers	1460
Other Ranks	16406

TOTAL

Officers	2438
Other Ranks	17020

Italian Personnel Serving with R.A.F. & U.S.A.A.F.

Serving with R.A.F.	2500
Serving with U.S.A.A.F	6500
Total	9000

N.B. This figure (9000) includes approximately 166 Officers

AIRCRAFT	TYPE	QUANTITY	TOTALS
British and American Types	P.39	100	
	Baltimore	45	
	Spitfire	13	
	Total	158	158

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Italian Personnel Serving with the Italian Air Force

AIRCREW

Officers	978
Other Ranks	624

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AIRCRAFT

	TYPE	QUANTITY	TOTALS
British and American Types	P.39	100	
	Baltimore	45	
	Spitfire	13	
	Total	158	158
Italian Types	Macchi 205	33	
	Macchi 202	98	
	Macchi 200	26	1017
	R.E. 2002	15	
	R.E. 2001	13	
	S.M. 84	7	
	S.M. 82	21	
	S.M. 81	1	
	S.M. 79	28	
	Cant Z	11	
	Cant Z 506B	24	
	Cant Z 506F	13	
	Cant Z 501	24	
	R.S. 14	11	
	C.R. 42	10	
	Other Types (non operational)	71	
	Total	346	346
	GRAND TOTAL		504
Total in Commission			224

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

CONFIDENTIAL

APPENDIX 'B' TO

MedME/S.21 /AP Dated

31st May 1945

I.A.T.A. AIR LINES IN USE AND PROPOSED.

I. Landplanes.

(A) Rome -- Naples -- Bari -- Lecce.
Daily in each direction, except Sundays.

(B) Rome -- Palermo.
Three times per week round flight.

(C) Rome -- Bologna -- Milan -- Treviso -- Bologna -- Rome.
With night stop at Milan. It is planned to fly one aircraft each way each day, which means that there will normally be four aircraft in operation at any one time. It is proposed to include Turin in this circuit when available.

II. Seaplanes.

(A) Naples (Nisida) -- Cagliari.
Three times per week, round flight. Seaplanes based on Cagliari.

(B) Taranto -- Augusta.
Three times per week, round flight.

(C) Proposed, Rome -- Cagliari.
Two or three times per week.

(D) Proposed, Rome -- Augusta. -- Taranto.
Two or three times per week. This might include Naples.

(E) Proposed; Naples -- Rome -- Genoa.
Three times per week. This might include Leghorn.

(F) Proposed; Taranto -- Lake Varano -- Ancona -- Venice.
Three times per week.

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(A) Rome -- Naples -- Bari -- Lecce.
Daily in each direction, except Sundays.

(B) Rome -- Palermo.
Three times per week round flight.

(C) Rome -- Bologna -- Milan -- Treviso -- Bologna -- Rome.
With night stop at Milan. It is planned to fly one aircraft each way each day, which means that there will normally be four aircraft in operation at any one time. It is proposed to include Turin in this circuit when available.

II. Seaplanes.

(A) Naples (Nisida) -- Cagliari.
Three times per week, round flight. Seaplanes based on Cagliari.

(B) Taranto -- Augusta.
Three times per week, round flight.

(C) Proposed, Rome -- Cagliari.
Two or three times per week.

(D) Proposed, Rome -- Augusta. -- Taranto.
Two or three times per week. This might include Naples.

(E) Proposed; Naples -- Rome -- Genoa.
Three times per week. This might include Leghorn.

(F) Proposed; Taranto -- Lake Verano -- Ancona -- Venice.
Three times per week.

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MEMO FOR THE A.V.M. E. ERODIS

Rome, 26th May 1945

FIAT. Works at:

a) Turin - Lingotto. A/C engines (A.74 - A.76 - A.80 - A.82 & ?)
   Cars - trucks etc.
b) Turin - Stupinigi. As above.
c) Turin - Aeronautica d'Italia - Aircrafts.
d) Turin - Barriera di Milano - Naval Motors.
e) Villar Perosa - Ball bearings.
f) Turin - S.P.A. trucks.

They employed about 80.000 workers of whom nearly 50.000 in the Turin area.

Damages and possibilities : Rather serious damages have been suffered by the works at Stupinigi but, according to news I had from one of the general managers, these works may be reactivated without too many difficulties.
Lingotto and S.P.A. have only been slightly damaged. In the latter the production was until very recently of about 8-10 trucks per Day. These works (S.P.A.) can in very short time reach their normal production of about 30 trucks per day.
At the Lingotto works the daily production was of about 300 units in normal times but I am not in a position to say much about the actual possibilities.
The "Aeronautica d'Italia" has been rather badly damaged but we have no details. According to informations of FIAT sources they have almost ready for delivery 5 three engined G.12 transport planes which should have been delivered to Hungary.
The FIAT company will certainly be the one in which the future of the country M/T will mostly depend.
Italy had in normal times about 500.000 cars in circulation. Now she hardly will have one fifth of them and they all are in very bad conditions. Italy used to export before the war about 30.000 cars per year.
The FITA is also equipped for the production of R/R material.
The plants of Villar Perosa (ball bearings) have been repetedly and badly smeaked but part of the machinery can or has been salvaged and the same production, though in a much smaller scale, has been kept up until recently in others shadow factories.

2. LANCIA - TURIN. Damaged by bombardments but still in a position

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2. LANCIA - TURIN. Damaged by bombardments but still in a position to produce a few units per day. They apparently intend to dedicate themselves to the construction of small utilitarian cars.
They use to produce cars and Diesel - oil trucks.

3. O.M. BRESCIA. These works have suffered very slight damages when they have been attacked, for the first and only time just a few days before the end of the conflict. They had until then a production of 500 Diesel - oil trucks per month.

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4. ISOTTA FRASCHINI - MILANO. They had in production several types of A/C engines: BETA- 250 R - GAMMA - 500 HP - DELTA 800 HP - ZETA 1200 HP and Diesel - oil trucks. They suffered very little damage (only the testing benches having been hit). They intend to resume the production of trucks and to start the construction of utilitarian cars.

5. ALFA ROMEO - MILANO. A/C engines - cars - Diesel oil trucks. They did not suffer heavy damages. Nearly all the machinery is intact also because a good part of it had been transferred to other places (mainly to Custoza). The management of this firm was probably the most compromised with the republican government (the general Manager Ing. GOBBATO has been killed during the Milano riots). The director of the Technical and Scientific Department, a spaniard colled Ricard has resigned and, apparently, this firm which belongs to the I.R.S. Group has not made, so far, any plans for the future.

6. CAPRONI - MILANO (TALIEDO) - BERGAMO (C.A.B.) - MONTECOLLINO. The three plants used to employ about 10.000 workers - Little damages suffered. Until about 1943 they had in production: Re 2005 - Ca 314. During the last period of the war they practically stopped the aircraft construction. At the end of it they were manufacturing: bridges and bycicle components and 1200 gas generators.
They have now no work, no money to go on and very litle materials Left.

7. REGGIANE - REGGIO. Important works where the engines Piaggio P.VII P.XI - P.XIX the A/C Re - Railroads engines and carriages, agricultural machines etc. were produced. They used to employ about 15.000 workers. The plants have been rather badly damaged by bombardments.
The "Reggiane" belong to the Caproni Group.
We have no other information on them.

8. SIAI - SAVOIA MARCHETTI. (S.ANNA - SESTO CALENDE - VERGIATE). I have already given a complete report on this firm.
The first plant has been 75% destroyed - the other two are practically intact.
The three plants employed about 10.000 workers. The production of A/C was practically brought to an end during 1944. Since then they have been producing: fast motor boats, bridge components, cycles etc.

9. MACCHI - VARESE. They had about 4.000 workers and used to make the well known single seater fighter. The plants in Varese have been badly damaged but they had shadow plants located in several places which, apparently, are intact. No recent information.

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10. BREDA - MILANO. Very important organisation (steel works - armament - railrod material - aircraft etc.). They employed about 40.000 workers. The aircraft department has been, one can say, a failure. After the Ba 88, which has not been a succes, the firm undertook the construction, under licence, of the Macchi fighters. During 1944 they engaged a well known deseigner (Mr. ZA PATA) who was supposed to start the design and construction of civil A/C. No recent news neither on the damages suffered nor on the letest production.

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11. PIAGGIO - ALBENGA - PONTEDERA. Shadow plants at Cascina - Fornacette - Buti - Noci - La Rotta. The most important plants of Pontedera have been very badly damaged and are actually occupied by an American Unit.
The Piaggio Co. with about 12.000 workers had in production the engines: P.XI bis - P.XII - P.XIX and the A/C P.108 (4 engines bomber).
No news of the plants located up North.
In Pisa the firm had a railways carriages plants which was badly damaged but which is now under rehabilitation.

12. C.R.D.A. Naval yards at S.ANDREA (Trieste) and Monfalcone.
A/C factory in Monfalcone.
Shadow factory at: Tarcento - Trigesimo - Gemona - Stazione per la Carnia.
This very well known organisation was the property of the COSULICH Brothers. In about 1935 it was absorbed by the I.R.S. but the two brothers Augusto & Alberto were kept as general managers.
The A/C factories had in production the C.A.N.T. 1.018 (twin engines boucher - P. XIX).
The Monfalcone, S.Andrea & Gemona plants have been repetedly bombed.
A letter received these days from Alberto Cosulich says that within very few months he can resume the production.

COL. G.BRENTA

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

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LOOSE MINUTE.

SECRET.

To :-

Allied Liaison Section.

ITALIAN AIR FORCE.

Reference the attached copy of agreements made between the Chief of Staff and the A.O.C. of the Air Forces Sub - Commission regarding the action to be taken with material of Italian Air Force origin discovered in Italy.

2. The Chief of Staff wishes you to draft a letter for his signature addressed to the A.O.C., A.F.S.C. covering the points agreed.

(E. J. SMITH)
Wing Commander,
Maintenance Plans,
C.M.S.O.s Branch.

MAAF/5121/EQ.
9th June 1945.

Allied Liaison
1116
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934

I T A L I A N A I R F O R C E

At a meeting held at Caserta on 8th June, between the Chief-of-Staff and the A.O.C. of the Air Forces Sub Commission, ROME, the following was agreed :-

(i) Italian Air Force material discovered in Italy should be centralised and placed under the control of the A.O.C. A.F.S.C. He is authorised to make issues of such material as is necessary to maintain the authorised Italian Air Force, and should encourage the use of such materials so as to reduce to a minimum the issues required from R...F. sources.

(ii) Repair facilities in Northern Italy may be utilised to overhaul the aircraft and engines which are to be used on the Italian Courier Service subject to occurrence of Chief Commissioner.

(iii) Only such quantities of petrol as are necessary to meet the approved flying commitment of the Italian Air Force will be issued.

(iv) Provided the Chief Commissioner agrees, new aircraft and engines discovered in Northern Italy may be made available to the Italian Air Force as replacements or to bring Italian Air Force up to establishment, but not to increase the new holding of aircraft above the authorised establishment.

(v) Lists of major items of Italian equipment discovered, e.g. aircraft, M.T. engines etc, are to be submitted to this Headquarters for re-submission to the Air Ministry.

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SHAEF (AIR CONTINENT) (R) A.F. SUB.COMM. ROUTINE.

CONFIDENTIAL.

H.Q. M.A.A.F. C.M.P.

U. 449.

ROUTINE.

9 JUN.

CONFIDENTIAL (.) ROUTINE (.)

Further to our U.384 JUN 4 subsequent interrogation of source discloses that at mid AUG. 1944 the aircraft were serviceable and preservative measur s had been taken (.) Majority were at LANGELTHEIM 25 KM E of GOSLAR, very well camouflaged in pens dug at XXXXXX margins of wood 4 KM North of main road (.) Remainder were at OSTERWIK 25 KM E of GOSLAR and near GUNTERSEN airfield 25 KM E of HANOVER (.) The aircraft belonged to JAGDGESCHWADER of the Republican L.W.F. (.)

See 107

1230

A.L.S.

4200/ALS.

(P. WARD) W/Lt.

Cyphers (2) - Sign. Reg.

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3407

FROM: HEADQUARTERS MEDITERRANEAN ALLIED AIR FORCE DATE: 9/6/45 GR

MSG STR NBR: 7787G SECURITY: CONF.

PRECEDENCE: ROUTINE

TO: HQ MAAF FOR ALS

FROM: AF SUB COMM. (ROME)

WHEN ANSWERING CITE: A.288 JUNE 8

FURTHER TO OUR A.269 OF 31ST MAY AND YOUR U.384 OF 4TH JUNE. SUBSEQUENT INTERROGATION OF SOURCE DISCLOSES THAT AT MID AUGUST 1944 THE AIRCRAFT WERE SERVICEABLE AND PRESERVATIVE MEASURES HAD BEEN TAKEN. MAJORITY WERE AT LANGELSHEIM 25 KM E-NE? OF GOSLAR VERY WELL CAMOUFLAGED IN PENS DUG AT MARGINS OF WOOD 1/4 KM NORTH OF MAIN ROAD. REMAINDER WERE AT OSTERWUK 25 KM E OF GOSLAR AND NEAR WUNSTORF AIRFIELD 25 KM E OF HANNOVER. THE AIRCRAFT BELONGED TO TRASUCCHI GRUPPO OF THE REPUBLICAN I.A.F..

4b
16200

ACTION: ALS

TOR 081708

TOD 081000B

DISTRIBUTION

	DEP CG	DEP CINC	DEP C/S	DEP AIM	D/O	OPNS	PLANS	INT	A/F	W/R	A1	A1	A3	SIGS	SCU	CRS	AF HQ
ACT:																	
INFO:																	

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92

OUTGOING MESSAGE

To: A.F.S.C.(Rome) (r) B.A.F.

From: M.A.A.F. SSO

A. 218

7th June, 1945. SECRET

Full control of I.A.F. Units in BAF herewith transferred to A.F.S.C. (Rome). All Units excepting courier services to remain grounded until cleared by this Headquarters.

Priority: ROUTINE.

G.E.F.CODE,
Wing Commander,
Operations.

Dist: Air Staff (Orign.) S.44/2/Air.
SSO
Master File
D.OPS.
D.D.OPS.
A.L.S.

1003

0807

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

From: Air Forces Sub-Commission, Rome

Date: 4th June, 1945

Ref.: AFSC/27/AIR

DIRECTIVE ON REOPENING LAKE BRACCIANO

FOR USE BY I.A.F. SEAPLANES.

1. Information

a) An agreement has been reached with the British Army Authorities in the LAKE BRACCIANO area that, subject to A.F.H.Q. approval, the Lake may be used by I.A.F. Seaplanes provided they observe certain restrictions regarding the area to be used.

b) The continuance of this privilege will depend on the strict observance of these restrictions until such time as certain Army Units evacuate the Southern shores of the Lake.

c) It may be anticipated that the period from now until this takes place will be up to three months, and that therefore the I.A.F. will, if they so desire, be able to reoccupy their former seaplane base at VIGNA DI VALLE.

d) Meanwhile a reconnaissance has been made of the former civilian seaplane base North of BAGNI.

2. Intention

To arrange for the use of LAKE BRACCIANO by I.A.F. Seaplanes.

3. Execution

a) The re-establishment of the I.A.F. on LAKE BRACCIANO is to be carried out in three phases. Phase 1, which may be commenced as soon as possible, consists of establishing a Staging Post to enable I.A.F. Seaplanes to stop at a point near Rome for off and on loading passengers and freight.

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Phase 2 commences when the temporary base at BAGNI has been built up to accomodate a detachment of seaplanes comensurate with the accomodation available there. Phase three will commence with the reoccupation of VIGNA DI VALLE.

b) Steps should be taken to enable Phase 1 to commence as soon as possible. These are visualised as the laying of one or more moorings, the provision of a motor dinghy, the establishment of a petrol dump, and the requisitioning and occupation of such part of the former civilian seaplane base as may be considered necessary.

4. Accomodation

Arrangements are being made for the British Army to evacuate the Villa next to the base as soon as possible. Normal requisitioning action should then be taken by the I.A.F. Any problem in this connection may be settled with Major GRANT, No.10 Trng. Establishment, BAGNI.

5. Moorings

Any assistance required from Allied Units may be sought through the A.F.S.C. Efforts will be made to obtain the use of the pontoon and crane believed to be at VIGNA DI VALLE.

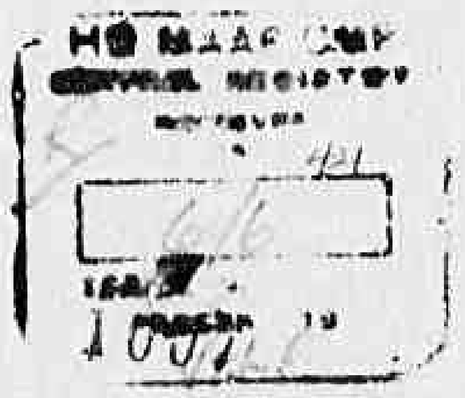
6. You are requested to keep this Headquarters fully informed as to your progress in arranging seaplane facilities on LAKE BRACCIANO.

W.M. Bisdee

W.M. BISDEE, W/Cdr.,
For AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

DISTRIBUTION:

Italian Air Ministry (3)
Air Forces Sub-Commission, TARANTO
Major Grant, 10 Trng. Team R.A.
No. 1 Trng. Establishment R.A.C.
Dep. Comd. Rome Area H.Q.
H.Q. M.A.A.F. —
File



0809

Declassified E.O. 12356 Section 3.3/NND No. 785019

TET

LOOSE MINUTE

To: Chief of Staff/R.A.F.

In reading through the minutes of the conference held here on the 24th May to determine the future policy and status of the Italian Air Force, a point of fundamental importance occurs to me. Are we responsible for ensuring the efficiency and safety of the courier service? If we are we must be in a position to dictate to the Italians what they shall and shall not do.

2. We must ensure that their aircraft maintenance conforms to whatever standard we lay down, that their signals personnel are competent, that their signals facilities and navigational aids are adequate and must be used as laid down by us, etc., etc. All this must involve us in an appreciable effort.

3. If, on the other hand, the Italians are to be left to determine their own standard, and not be rigorously supervised by our people, then surely we should not accept any direct responsibility for the safety of this service, in which case it scarcely seems right to allow British Officials to travel in their aircraft.

4. The position regarding Italian Civil Aviation at the present time is, of course, totally different from what it was before the war when they were entirely free to develop and run their own civil services as they thought fit, but whilst it was justifiable for British Officials to travel in their aircraft in those days, such conditions do not hold good to-day.

5. I suggest that we must be on our guard to ensure that the Italians do make capital out of any accident which may arise and involve British personnel by saying that they were hampered by restrictions imposed upon them in the shape of limited facilities, obsolescent types of aircraft, shortage of spares etc., and it seems possible that there may arise a situation involving some political importance.

R. Stanley Aitken
R. Stanley Aitken,
Air Vice-Marshal.

5th June, 1945.
Ref.337/18.

Copy to A.L.S.

1006

Loose Minute.

84

To:- Organisation.2. (through G/Capt. ORG.).

78

1. Reference is made to your loose minute MAAF/1677/30/ORG dated 31st. May, 1945.

2. The question of the I.A.F. Establishments can for the time being, be left in abeyance, as the organisation of the I.A.F. has, since the establishments were submitted to you, changed considerably by reason of the recent Air Ministry ruling concerning the interim policy between the present and the Peace Conference.

3. The A.F.S.C. are investigating a statement that there are 193 airfields in use or being guarded by the Italians, and it is almost certain that a revised establishment will have to be raised to include the Courier Service and modified Training Units.

4. The A.F.S.C. is at present examining its own establishment and subsequent recommendations are expected at this Headquarters. I consider, when these have been received, a visit by ORG.2. will be of much assistance.

5. As far as the deletion of the recently established posts on the A.F.S.C. is concerned, this should be left over until the same time. The final recommendations can then be submitted to the Chief of Staff for his approval.

6. The suggestions made by W/Cdr. Barlas that the A.F.S.C. was over-staffed, at that time, was perfectly true, Since termination of hostilities, however, the I.A.F. have been allowed to spread to the North of Italy and consequently have caused far more work to the A.F.S.C.

(C. CONROY),
Squadron Leader,
for Group Captain,
Allied Liaison Section.

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

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(C. CONROY),
Squadron Leader,
for Group Captain,
Allied Liaison Section.

Date:- 4th. June, 1945.

1005

Ref:- MAAF/4200/ALS.

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

0812

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

MAY 20 PM 106

No	TO	FROM	DATE	SUBJECT : Enter File Classification AG :
4.	Allied Liaison Section & A-4 (In turn)	D/Ops.	2 June 1945	1. Air Force Sub Commission at Rome have been informed that they will be granted whatever facilities are required at Lecce. for T. C. DARCY, Brigadier General, USA, Director of Operations and Intelligence.
5.	2a Orgl.	A.L.S.	3/6/45.	1. You will be interested in this correspondence, which is in reply to this Section's basic loose minute of which a copy was sent to you. 2. Please return to A.L.S. A.L.S.
6	A.L.S	O.I.	4/6/45	Thank you - noted for information.

0813

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

CARRIER SHEET

HEADQUARTERS MAAF

Must remain with attached papers

NUMBER EACH MEMO OR REPLY IN LEFT BORDER. DRAW LINE UNDER EACH AND INITIAL IN RIGHT BORDER.

USE ENTIRE WIDTH OF PAGE.

No.	TO	FROM	DATE	SUBJECT: Lecce Airfield Enter File Classification AG:
1	D/Ops	A-4	28/5/45	Your comments are requested. W.F.T. Incl: Loose Minute, Allied Liaison Section, 25 May 45, Ref AAF/4706/AL., subject as above. ACT/FAC-ebw
2	A-4	CPS	29 May	1. AAFSC/MTO concurs in the use of Lecce Airfield by the Italian Air Force to whatever extent it is required. 2. Assignment of Lecce to Service Command was for holding purpose until airfield is finally derequisitioned. MAAF has no further operational requirement. 3. Air Force Sub-Commission Rome will be informed by this Section as soon as confirming signal is received from AAFSC/MTO. for T.C. DARCY, Brigadier General, USA, Director of Operations and Intelligence.
3.	D/Ops and Allied Liaison Section (in turn)	A-4	1/June	In view of comments in above minute, suggest Italian Air Force be granted authority to use whatever facilities it requires and that field remain assigned to AAFSC/MTO pending CCUSA or War Department permission to derequisition. for MILTON A. TOWNER, Colonel, GSC, Asst C/S, A-4. 1 Incl: n/c.

PAGE No. 1

LIFT HERE. USE OTHER SIDE

7-26-5

0814

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

884

A6

Loose Minute.

To:- Headquarters M.A.A.F. (U.S.A.A.F.).

Lecce Airfield.

1. It is understood that Lecce Airfield will, in the future be demilitarised, meanwhile it has been assigned to the AAF/MTO (your signal FX.5459 dated 10th. May, 1945). vapour.

2. It is intended eventually to hand Lecce over to the Italian Air Force, the Italians are naturally anxious to obtain, as quickly as possible, as much of the airfield as can be made available, and your permission is requested for the Italians to:-

(a) Store approximately 150 obsolescent aircraft.

(b) Form a small Flying Control School. (about 10 pupils).

(c) Establish an O.T.U. (Fighter).

3. If permission is granted it would be made perfectly clear to the Italian Air Ministry that, such concessions would be limited, and must in no way affect, the operations of the AAF. It is presumed that the extent of such a concession would be decided by the American Officer Commanding Lecce, co-ordinated between him and the Air Forces Sub-Commission.

4. It would be appreciated if a reply could be given as soon as possible.

Mooney/S/L.

(C. COONEY),
Squadron Leader,
for Group Captain,
Allied Liaison Section.

Date:- 25th. May, 1945.

Ref:- MAAF/1200/ALS.

Copy to Org. (for info.)

100.1

1-26-5

0815

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

87

From - Allied Liaison Section, H.Q. M.A.A.F. C.M.F.

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

Date: 4th. June, 1945.

Ref:- MAAF/4200/ALS.

Seaplane Base - River Tiber.

1. Reference is made to your letter AFSC/22/AIR dated 20th. April, 1945.

2. Information has been received from A.F.H.Q. that the Bridge Building Training Unit now located on the River Tiber will continue in effect.

3. It is not considered desirable that the location of this unit should be moved.

(C. CONROY),
Squadron Leader,
for Air Vice-Marshal,
Chief of Staff/AOC, ROME.

0816

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

8b

From:- Allied Liaison Section, H. . M.A.A.F. C.M.P.

To:- Air Forces Sub-Commission, Allied Commission, R.M.E.

Date:- 4th. June, 1945.

Ref:- MAAF/4200/ALS.

76

1. Reference is made to your letter AFSC/251/P.2. dated 29th. May, 1945.

2. It is not agreed that Italian officers should attend the Flying Control Course in Cairo.

3. When the reports of the Staff officers who are at the present time making investigations as regards the L.A.F. Flying Control and Aircraft Safety, are received, this matter will be reconsidered.

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

Copy to:- Aircraft Safety.

0817

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

TO :- CHIEF (AIR [illegible]) (2) A.F. SUPERCOM (ROME)

FROM H. . M.A.A.F. C.M.F.

REF U. 384.

SECRET

ROUTINE

Date:- 4/6.

1. INFORMATION HAS BEEN RECEIVED FROM THE ITALIAN AIR MINISTRY THAT APPROXIMATELY 50 SAVOIA MARCHETTI 82's ARE FLOWN TO CRIMEA AT THE TIME OF THE ITALIAN ARMISTICE(.) IT IS REPORTED THAT THEY ARE STILL THERE(.)

2. IT IS BE USSED THAT INVESTIGATIONS BE MADE TO ASCERTAIN WHETHER ANY OF THESE AIRCRAFT WHICH COULD BE USED FOR TRANSPORT WORK BY THE ITALIANS, HAVE BEEN FOUND IN YOUR THEATRE(.) IF SO IT IS ARE USSED THAT THEY MAY BE EXCHANGED AND ALLOCATED THROUGH THE CASEAM COMMITTEE TO THIS THEATRE FOR THE ITALIAN AIR FORCE WHO HAVE BEEN ALLOWED TO RUN A SMALL COURIER SERVICE(.)

3. EARLY INFORMATION WOULD BE APPRECIATED IN ORDER THAT ARRANGEMENTS CAN BE MADE FOR COLLECTION.

FILE NO MAAF/1200/ALS.

A.L.S.

See also E 14 (C. CONROY) S/Ldr.

Dist:
Cyphers (2) - Sigs. Reg.

1001

0818

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

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

TO : ITALIAN AIR MINISTRY.

DATE: 1ST JUNE, 1945.

REF : AFSC/24/AIR.

Courier Service. S.M.82 Detached to Centocelle.

It is requested that you detach four S.M. 82 aircraft from 1660X2 to CENTOCELLE to operate on the Northerly Courier Service.

2. The first flight will be on Wednesday 6th June and will follow the normal route and will supplement the S.M.79 service for that day.

3. Instructions for further flights will be notified, but a regular Wednesday service is planned and other trips will be undertaken as and when required.

L.E.JARMAN, G/CAPT.
SENIOR STAFF OFFICER,
AIR FORCES SUB COMMISSION.

Copies to: Allied Liaison Section.
HQ. Commandant, Allied Commission.

0819

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

53

PROPOSED ITALIAN SEAPLANE BASE AT NISIDA

(Headquarters, Mediterranean Allied Air Force, Allied Liaison Section's MAAF/4200/ALS dated 25th May 1945)

II

70 Dlc to Def 66

Med. 45/00270/25
ALLIED LIAISON SECTION,
HEADQUARTERS
MEDITERRANEAN ALLIED AIR FORCE.

It is confirmed that there is no Naval objection to the use of the Seaplane Alighting Area at Nisida by the Italian Air Force.

2. This assurance was passed through Engr. MTOUSA on 20th May for transmission to the Air Forces Sub Commission in Rome.

MEDITERRANEAN
31st May, 1945

T. V. Skeuda.
Lieutenant Commander (S) Royal Navy
Secretary to the Chief Of Staff

3/6
20th
ALS

3/c
4200.

394

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

82

From :- Headquarters, M.A.A.F., D.A.F., C.M.F.

To :- A.F.H.Q.

Date :- 3rd June, 1945.

Ref :- 4200.

I N C O M

The use of Lecce airfield by the I.A.F. has now been cleared and it is confirmed that the Italian Air Force will be granted whatever facilities they require.

(C Conroy),
Squadron Leader,
Air Vice - Marshal,
Chief of Staff/DAF, Med MF.

for

0821

NOTES OF AFSC STAFF CONFERENCE HELD ON
30TH MAY, 1945.

Plus 81. bis

1. A.O.C. said he thought it was time that the Italian Air Ministry was informed what the new policy was going to be. It was suggested that Group Captain REID should ask A/V/M BAKER whether A.F.S.C. could do this on the basis of the minutes of the M.A.A.F. conference held on 24th May.

2. Some amendments are necessary to the minutes of the conference regarding the Italian Air Force held at H.Q. M.A.A.F. on Thursday 24th May 1945. The A.O.C. pointed each one out to G/Capt. REID and S/Ldr. CONROY, and they were discussed.

3. Establishment A.F.S.C. A.O.C. informed A.L.S. representatives that the Heads of Sections, A.F.S.C. had been asked to submit their establishment requirements to the Rome Office, and when these have been scrutinised with a view to reduction, a letter will go forward to M.A.A.F. showing a suggested establishment. M.A.A.F. will then be asked to send an Establishments Officer to A.F.S.C. Rome to discuss and agree.

4. The Italian courier service to the North was discussed at some length. It was suggested that it might be a good idea if this was put within the Staging Post network; this would save Allied manpower to a great extent by replacing some R.A.F. airmen, but British Officers would have to supervise. A.O.C. said this has not yet been put up to H.Q. M.A.A.F.

5. Col. EGGSTAFF (D/D A.F.S.C) said he would get a schedule of A.T.C. courier services and arrange for amendments to be notified to A.F.S.C. Rome. When this has been obtained a copy will be sent to MAJOR BIRCH (Transport Officer, A.C.) When the A.T.C. schedule of services is to hand, it can then be ascertained whether or not the A.T.C. service can link up with the I.A.F. service, and if any saving in either Allied or Italian services could be effected. G/Capt. REID was asked to inform W/Cdr. DUNNING (M.A.A.F) about this and para 4, with a view to conferring with A.F.S.C. before concrete suggestions are made to M.A.A.F.

6. A letter is to be sent to S/Ldr. DIERMAYR, MILAN, informing him to look out for the milking of I.A.F. aircraft for petrol.

7. S/Ldr. CONROY made a statement regarding repatriation of P.O.W's in Italy, a figure of 33,000 being given. It was thought that there will be a number of I.A.F. personnel in this figure. It appears that the bodies will come directly under M.M.I.A. S/Ldr. RUDDIMAN to approach M.M.I.A. to see if there would be any objection to the Air Force personnel being handed over, these to be added over and above the present ceiling of 31,000. A.O.C. then to be informed on this so that M.A.A.F. can be notified.

8. Italian Air Ministry to be approached as to which of the 193 aerodromes mentioned in their establishments, they hope to use. A.O.C. and then M.A.A.F. to be informed of findings.

9. C.M.S.O. to be approached as to whether aircraft factories in the North can be used for manufacture of items for R.A.F. and U.S.A.A.F. A.O.C. said that he had already written a D.O. letter to A.O.A. M.A.A.F. on this subject. S/Ldr. CONROY said he thought it would be a good idea to employ the factories on such

Declassified E.O. 12356 Section 3.3/NND No. 759017

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10. Major SASS said bombing and air firing ranges are not to be used by the Italian Air Force; this decision should be reconsidered by M.A.A.F. S/Ldr. CONROY said he would go into this and report to A.O.C. A.F.S.C. by 'phone. Major SASS was asked to find out what LECCE fighter squadrons have been doing in the past as regards air firing ranges.

11. W/Cdr. OLLASON to be asked what he thinks the fighter training programme (both air and ground) should be at LECCE, and what facilities he will require. W/Cdr. OLLASON should be informed that as a basis, the policy is to keep the fighter pilots in flying practice at the previous hostilities level.

12. On the subject of the derequisitioning of LECCE airfield, S/Ldr. CONROY said that he had the matter in hand at M.A.A.F. and was at present awaiting a reply to a minute which he had put out on the question. S/Ldr. CONROY said he would

2/L
2/6
ALS

Cont'd/2...

0822
Declassified E.O. 12356 Section 3.3/NNO No. 128017

report to A.F.S.C. immediately he had any news. Meanwhile the Fighter Squadrons are being withdrawn from CANNE to LECCE and empty buildings are being taken over.

15. The question of material in the North of Italy was discussed. It was decided that immediate action should be taken to try and secure the release of materials essential to the Italian Air Force; at the moment it appears obscure as to who would give the necessary release. The following lines of action were decided upon:

(i) Army and Navy Sub-Commissions to be approached as to what they are actually doing as regards equipment in the North, i.e. as to whether they are getting the material as soon as it has been released by the F.I.U's.

(ii) Take up with Allied Commission Austria as to whether they can spare any bodies to form salvage parties to go to the North to help list material. A.O.C. seeing C/Capt. GREENLEIGH, A.C.A. on Thursday 31st in connection with this.

(iii) W/Cdr. KNOWLES to visit CASERTA (and not return until a decision has there been given.)

14. W/Cdr. KNOWLES to check with M.A.A.F. (W/Cdr. DUNNING) as to whether there would be any objection to petrol being drawn from the Staging Posts in the North for the Italian a/c, in view of the difficulty of getting supplies there - alternatively it may be found economical to fly P.O.L up and bring back urgently required spares as soon as they are finally released, in SM.82's.

I.E. BRODIE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Air Forces Sub-Commission,
Allied Commission, Rome.
Date: 1st June, 1945.
Ref: AFSC/358/3/ORG.

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AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Air Forces Sub-Commission,
Allied Commission, Rome.
Date: 1st June, 1945.
Ref: APSC/358/3/ORG.

995

H.Q. M.A.A.F. C.M.F. A.L.S. (2 copies). ✓

0824

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

0825

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

INCOMING MESSAGES

1362

FROM: PEDESTUART S MEDITERRANEAN ALLIED AIR FORCE

MSG NUMBER: 72498 DATE: 31/5

PRECEDENCE: ROUTINE SECURITY: CONF-

TO: HQ MAAF FOR ALS

FROM: AF SUB COMM ROME
WHEN ANSWERING CITE: A. 269

CONFIDENTIAL: REPORT RECEIVED THROUGH ITALIAN AIR MINISTRY THAT APPROXIMATELY 50 SAVOIA MARCHETTI 82'S WERE FLOWN TO GRUNAU AT TIME OF THE ARMISTICE. AIRCRAFT REPORTED HIDDEN IN WOODS AND SERVICEABLE. REQUEST YOU COMMUNICATE SHAEF ASKING THAT THESE AND ANY OTHER ITALIAN AIRCRAFT WHICH MIGHT BE USEFUL FOR COURIER TRANSPORT OPERATIONS AND WHICH XXXXXXX ARE DISCOVERED IN THEIR THEATRE BE SAFEGUARDED AND ALLOCATED THROUGH CASEAM COMMITTEE TO THIS SUB-COMMISSION.

EARLY INFORMATION REGARDING SUCH DISCOVERIES WOULD BE APPRECIATED SO THAT QUESTIONS OF COLLECTION OF AIRCRAFT CAN BE CONSIDERED.

ACTION: ALS

TOO: 311445B

TOR: 311951

MRG.

DISTRIBUTION

	CG	DEP CHIEF	C/S	DEP ADC	D/O	OPN PLANS	INT	A R	A R	A 4	A 1	A 3	SIGS	SCU	ORS	AFHQ
ACT:																YY
INFO:																

0826

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

INCOMING MESSAGES

FROM: HQ NORTH WEST AFRICAN AIR FORCE

MESSAGE NUMBER: 72540 DATE: 31 MAY 1945

PRECEDENCE: ROUTINE SECURITY:

TO: HQ MAAF CMF ATTENTION D. D. OPS AND A.L.S.

FROM: A.F. SUB COM ROME

WITH REFERENCE CITE: A.268 TOO 311226B MAY 1945

CONFIDENTIAL : REF CONVERSATION A/V/M BRODIE G/CAPT RUSH ON 24TH MAY IAF HAS 3 CREWS ALREADY AELDAT ON A.S.R. DUTY AND HAS SUFFICIENT TRAINED CREWS TO MAN 3 BRITISH HSL'S.

2. IAF TARANTO HAS 4 INTERCT 15 CREWS AVAILABLE REQUIRING PILOTS CONVERSION COURSE OF ABOUT 2 HRS 30 MINS EACH TO MAN HALIFAX AIRCRAFT OF WHICH COULD BE ACCEPTED AT ONCE AND A FURTHER 12 AT AN EARLY DATE AS STORED RESERVE.

3. THIS IN CONNECTION WITH EXTENSION OF A.S.R. DUTIES BY IAF TO SAVE BRITISH MANPOWER.

ACTION : D.D. OPS

INFO : ALS

TOO : 311220B TOR : 311950

DISTRIBUTION

	DEP C/S	DEP C/S									BY	T/P	MS
	COS	CINC	C/S	AIR	D/S	OPS	PLANS	INT	R	R	SIGS	SCU	ORG	AFHQ
ACT:														
INFO:												993		

Copy to :- MAAF/16[illegible]/ORG:

67

HEADQUARTERS,
MEDITERRANEAN ALLIED AIR FORCES,
C. M. F.

Ref :- MAAF/1677/30/ORG:

Tele:- FREEDOM 607.

LOOSE MINUTE.

To :- A.L.S. (through G/Capt: ORG:)

ESTABLISHMENTS OF THE AIR FORCES SUB-COMMISSION, ROME, AND THE ITALIAN AIR FORCE.

1. I have read through the Minutes of the meeting held by the Chief of Staff on the 24th. May, 1945, to determine the future policy of the Italian Air Force, and would be grateful for a copy.

ITALIAN AIR FORCE.

2. I note that the future organisation of the Italian Air Force is somewhat in the melting pot, but you should be aware that I recently reviewed complete establishments of the Italian Air Force presented by representatives of the Italian Air Ministry. The purpose of this review, as I understood it, was to check the bulk numbers being employed by the Italians themselves, so that if they could be said to be too luxurious, we might ask for further numbers for our own employment. It was difficult to do this without more detailed knowledge of the Italian Air Force organisation, and my remarks, which included an amount of advice on establishment procedure, were given to the Sub-Commission in my letter MAAF/1696/ORG: of 14th. May, 1945, of which I passed you a copy.

3. I received an interim reply from the Air Forces Sub-Commission, which indicated that I might be asked to go to Rome [redacted]. No doubt as a result of changed commitments of the Italian Air Force, the Italian Air Ministry will need to revise its establishments. There are two outstanding points which I refer to you for your discretion :-

(a) I assume that the Air Forces Sub-Commission will not permit the Italian Air Ministry to issue the establishments presented to me. If they do, the Italians might then assume that M.A.A.F. had agreed to the employment of Italians in those numbers.

(b) I feel that the responsibility of supervision of Italian Air Force establishments is that of the Air Forces Sub-Commission

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0828

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2/6 4200

(b) I feel that the responsibility of supervision of Italian Air Force establishments is that of the Air Forces Sub-Commission and not mine, although I am quite willing to examine anything put to me, and I can offer certain assistance.

AIR FORCES SUB-COMMISSION.

4. At the recent request of the A.C.C. I added -

3 Wing Commanders - Admin:(S.D.)
1 Flight Lieut: - Signals (S)

USF

This was over-ruled by the Chief of Staff to the extent that the posts were not to be filled, and that no further posts were to be added. Now that paragraph 3(b) of the Minutes of the meeting clearly states that variations in establishment are to be referred to the Chief of Staff, would you advise me whether these posts can now be deleted ?

5. I would add that the opinion of Wing Commander Barlas, who visited the Sub-Commission, was, that the establishment was at that time - before the collapse of the Germans - somewhat high and could be reduced.

31st. May, 1945.

Squadron Leader,
ORGANISATION 2.

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0829

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

RVB/sm

RESTRICTED

ALLIED FORCE HEADQUARTERS
APO 512

AG 686/057 GCT-O 28 May 1945

SUBJECT: Location of Bridge Building Training Unit

TO: Commanding General
Mediterranean Allied Air Force
APO 650
ATTN: Allied Liaison Section

1. In reference to your MAAF/4200/ALS, 10 May 1945, it is intended that the Bridge Building Training Unit now located on the Tiber River will continue in effect.

2. The subject unit is part of an engineer training school directed by the Replacement and Training Command MTOUSA. The site now occupied was selected after other sites on the river had proved unsatisfactory.

3. A great deal of work has been expended in clearing and developing the site. It is not considered desirable to move this unit, thus impairing the training mission of the school.

BY COMMAND OF FIELD MARSHAL ALEXANDER:

Robert V. Benham
ROBERT V. BENHAM
Captain, AGD
Asst Adjutant General

RESTRICTED

0830

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

RVB/mh

RESTRICTED

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BY COMMAND OF FIELD MARSHAL ALEXANDER:

ROBERT V BENHAM
Captain, AGD
Asst Adjutant General

RESTRICTED

0831

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

76

From : Air Forces Sub Commission, Rome
To : Allied Liaison Section, H.Q, M.A.A.F.
Date : 29th May 1945
Ref. : AFSC/251/P.2.

sec 8b

AIRCRAFT SAFETY COURSE FOR I.A.F. OFFICERS.

It is the intention of this Sub Commission that if possible one or more English speaking Italian Officers (preferably ~~three~~ two) should be allowed to attend the flying control course in Cairo. This project has the backing of the aircraft safety section at H.Q., M.A.A.F.

2. Will you ascertain whether the project is in fact practicable, and if it is make the necessary transport arrangements as soon as possible.

W.M.BISDEE, W/C,
Air Vice Marshal,
Air Officer Commanding.

HQ. MAAF. CMP.
CENTRAL REGISTRY
Date 31/5
Sec. 2B2
Passed to A.L.S.

H.Q. M
DATE 31/5
FILE 16200

583

0832

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

15

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

TO: HEADQUARTERS, M.A.A.F. C.M.F. A.L.S.

DATE: 25TH MAY, 1945.

REF: AFSC/22/AIR.

106

NISIDA SEAPLANE BASE.

Attached herewith is a copy of H.Q. M.A.A.F. letter MAAF/1606/OPG agreeing in principle to the release of the abovementioned Seaplane Base to the Italian Air Force, together with a copy of a letter from Peninsular Base Section, APO.782, releasing premises at NISIDA; also attached are copies of signals from the Naval Authorities stating that they have no objection to the use of NISIDA by the Italian Air Force.

2. This correspondence is forwarded at the request of SQUADRON LEADER COLBOY of your Headquarters.

I.E. MCDIE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

27/5
4203
A200.

98A

0833

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COPY.

154

FROM: HEADQUARTERS, M.A.A.F. R.A.F. C.M.F.

TO: A.F.S.C. ALLIED COMMISSION, ROME.

DATE: 18TH NOVEMBER, 1944.

REF: MAAF/1606/ORG.

TRANSFER OF SEAPLANE BASE "MISIDA"
TO ITALIAN AIR FORCE.

With reference to your letter AFSC/S/314/ORG dated 9th November 1944 regarding the above subject, this Headquarters approves in principle that the Seaplane Base at MISIDA should be made available for the use of the Italian Air Force.

2. It is noted that a formal application has been submitted to Peninsular Base Section Naples requesting the transfer of this Base, and, in view of Headquarters A.A.I. Directive reference 2030/12/Q2 dated 1st July 1944, of which no doubt, Headquarters AAFSC/MTO have a copy, it is not anticipated that any undue difficulties will be encountered.

3. It would be appreciated if you would advise this Headquarters of the progress of your negotiations.

(Sgd) G.J. Haynes, S/Ldr.
for Air Vice-Marshal,
Air Officer i/c Administration.

0834

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COPY:

75B

HEADQUARTERS
PENINSULAR BASE SECTION APO.782.

15th November 1944.

AG.602.BIEPG.

Subject: NISIDA.

To: ZONE COMMISSIONER, ALLIED COMMISSION, NAPLES.
(ATTENTION AIR FORCES SUB-COMMISSION.)

1. Reference your A3C/57 concerning a thirty-room building and hangars located on the North sea front on NISIDA.

2. Effective this date, premises listed in para 1 are released to Air Forces Sub-Commission for use by the former occupants, the Italian Air Force.

SGD. O.M. MADSEN,
Captain, A.G.D.
Ass't Adjutant General.

0835

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

COPY:

NAVY SUB-COMMISSION ROME (R) FONAM FOTALI C IN C MED.

CONFIDENTIAL

YOUR 10175 MAY NO OBJECTION BY C IN C MED. TO OPERATION OF THIS SERVICE AT SPEZIA ANCONA AND VENICE
2. FULL DETAILS OF LANDING AREAS AND SHORE FACILITIES AT LEGHORN AND GENOA ARE REQUIRED BEFORE THESE PORTS CAN BE INCLUDED.
3. SIMILAR DETAILS FOR ALL PORTS CONCERNED ARE ALSO REQUESTED.
4. I.A.F. HAS ALSO REQUESTED USE OF NISIDA AS SEAPLANE BASE FOR LINK UP WITH SARDINIA. NO OBJECTION BY C IN C MED. FONAM IS REQUESTED TO COMMENT
5. REQUEST NAVY SUB COMM. ROME CONTINUE ARRANGEMENTS WITH FONAM AND FOTALI KEEPING C IN C MED. INFORMED.

171235B May.

785

0836

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COPY:

75D

C IN C MED (R) NAVY SUB-COMMISSION, ROME. FORAM.

RESTRICTED.

YOUR 171235B PARA 3 NO OBJECTION TO THE USE OF NISIDA.
". MY 011225A NOVEMBER GIVES DETAILS

REF AIR FORCES/C REQUEST.

DIST. 3.9.10.

T.P. F.L. 18/5/45.

SECRET

74

MINUTES OF A CONFERENCE HELD TO DETERMINE THE FUTURE POLICY AND STATUS OF THE ITALIAN AIR FORCE.

HQ., M.A.A.F., CMF : 24.5.45.

Present: Chief of Staff, RAF.
A.V.M. Brodie, APSC, Rome.
A.C.A., MAAF.
Air Cdre. Wincer, C.A.
Air Cdre. Woolley, C.I.C.
Air Cdre. Edwards-Jones, D/D Ops.
G/Capt. McLaren Reid, A.L.S.
G/Capt. Sherman, Training.
G/Capt. French, Rep. C.M.S.O.
Wing Cr. Grant, Air Training.
Wing Cr. Fisher, A.L.S.
Wing Cr. Knowles, A.F.S.C.
Squadron Ldr. Conroy, A.L.S.

27/5
42800

1 The Chief of Staff opened the meeting by stating that with the ending of the war in Europe, our relations with the Italian Air Force had changed, and called for review.

He reminded the meeting that the Italians were an ex-enemy people, but that after their defeat they had shown a certain willingness to collaborate with the Allies. This had been accepted without any promise that it would give them any better standing at the Peace Conference, or entitle them per se to any measure of re-armament after the war. The Italian Air Force depended for its existence after defeat of Italy upon the contribution which it had made to the war effort against Germany, and the onus was placed upon the Italians to put forward the maximum effort, advised, aided, and where necessary supplied so far as the Allies thought fit to make resources available. The function of A.F.S.C. during the war was to ensure that the greatest use was made by the Italians of their expressed willingness to co-operate.

2 Now that the war in Europe had ended, it seemed clear that the I...F. no longer has a right to remain in being. It was predicated upon a contribution to the war effort which no longer could be made. On the other hand, it was clear that, from a political point of view, and from a common-sense one, if indeed the Peace Treaty granted the Italians any measure of air forces, the present organization should not be allowed to go to pieces. Consequently, an interim policy was submitted to the Air Ministry for the I...F., and this has now been broadly approved. Signals GS.56 May 5 and MSM.657 May 20 refer.

Those signals confer on M.A.A.F. the broad right to employ certain material in certain ways in respect of the I...F. It remains to interpret in terms of British support and help and manpower how much and in what proportions facilities made available should be used.

3 Arising out of the former statement, A.V.M. Brodie asked whether the policy of the A.F.S.C. should

Declassified E.O. 12356 section 3.3/NND No. 785019

Wing Cr. Grant, Air Training.
Wing Cr. Fisher, A.L.S.
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3 Arising out of the former statement, A.V.M. Brodie asked whether the policy of the A.F.S.C. should be to let things drift, or to build up the I...F. to as efficient a force as possible.

C.O.S. stated that our policy, viewed from a negative angle would be not to allow the I...F. to collapse. From a positive point of view, we were under no obligation, and we were in no position where manpower was concerned to do more than keep it together in a moderate state of efficiency. It had been stated that the Royal Navy was adopting much the same policy.

A.C.A. considered that the I...F. should be left to carry on as best it could without Allied assistance, in view of our own acute manpower shortages. A.V.M. Brodie felt that at least some supervision should be exerted in our own interests. He stressed that the I...F. needed careful watching to ensure that they did not misuse material at their disposal, quite apart from any question of their using it to the best advantage of the Allies. It was stated that the present establishment of the A.F.S.C. was 41 officers and 107 other ranks.

/ Conclusions . . .

0838
Declassified E.O. 12356 Section 3.3/NND No. 785017

Decision :

(a) Our policy should be to keep the I.A.F. in being above the level of collapse, but not necessarily at a high level of fighting efficiency.

(b) No increases in establishment are to be made without very careful consideration, and only in the clearest cases, which must be referred to the C.O.S.

(c) The work and establishment of the A.F.S.C. vis-a-vis the I.A.F. in the present circumstances are to be scrutinised with a view to reduction.

4 Interim Policy

C.O.S. stressed that the assistance set out in GS.36 May 5 and approved by the Air Ministry in no way condoned the existence of the I.A.F. or promised anything to the prejudice of the terms of the Peace Treaty. This must always be kept in mind. The provisions of this signal do not confer on the Italians any rights, nor do they imply the necessity to give the I.A.F. the whole of the facilities set out in it.

This signal made provision for :

(a) the establishment of a courier service " of a size sufficient to meet the reasonable needs of the Allied Commission and the requirements to rehabilitate Italian administration as soon as possible. "

(b) for the handing over on loan of up to 40 Baltimore aircraft for conversion to passenger transport under Italian arrangements.

(c) for permission to be given to the I.A.F. to retain the use of their present fighter aircraft, including P.39's.

5 Courier Service.

...W.M. Brodie stated that the courier service was intended to be Turin operate between ROME, MILAN, TRIESTE, and BOLOGNA, and later PARIS, and possibly other centres. C.O.S. emphasised the need for this service to be organized, rigidly controlled, and kept under close scrutiny to avoid expansion and misuse.

0839

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5 Courier Service.

A.V.M. Brodie stated that the courier service was intended to operate between ROME, MILAN, TRIESTE, and BOLOGNA, and later TURIN, and possibly other centres. C.C.S. emphasised the need for this service to be organised, rigidly controlled, and kept under close scrutiny to avoid undue expansion and misuse. A.O.A. suggested controlling supplies of aviation fuel as the best means of doing this. Arising out of this point, it was apparent that the British would in fact have to supply fuel for all I.A.F. activities, and that the question of the overall allotment of fuel for flying, transportation, as well as other supplies, would have to be carefully investigated.

6 It was stated that approximately 50 SM 79 and 82, and 50 Cant seaplanes were available for the service, together with an unknown number completed or in production in Northern Italy.

The question of how far the Italian aircraft industry should be permitted to work now that the European war had ended was discussed. It was clear that this was a matter of major principle, and the responsibility of A.F.S.C. to represent the situation as known to HQ MAAF for consideration of the Air Commander-in-Chief.

7 It was clear that the question of safety precautions, flying control, pilots' and crews' qualifications, and the general operation of the courier service carrying British officials must receive very close

/ consideration . . .

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Declassified E.O. 12356 Section 3.3/NND No. 785019

consideration, and that it should not be launched on anything approaching even a moderate scale without this being done.

Conclusions.

(a) D/D Ops. to consider every aspect of the establishment of this service, and to report as soon as possible on the lines which it should follow, and the necessary limitations on its functions.

(b) A.F.S.C. to submit a statement, with recommendations, on the position regarding Italian industry for high level representation.

(c) D/D Ops. is to co-operate with C.I.O. and C.M.S.C. wherever necessary in producing the above report. The security aspect of the travel of Italians is one calling for particular consideration.

8 Baltimores.

C.O.S. pointed out that the fact that the Air Ministry were prepared to loan up to 40 Baltimores did not necessarily mean that we should loan this number to them. A.V.M. Brodie was of the opinion that they would be necessary, but this obviously required checking with the reasonable requirements for passenger carrying.

The situation regarding backing was discussed. C.O.S. recommended that since they were on loan, we should keep the aircraft serviceable, i.e. supply backing or not as we considered desirable; but that we should hand over no spares in bulk which would enable the Italians to keep more aircraft in being than we deemed advisable. A.V.M. Brodie asked if the aircraft factories owned by Italians could be used to maintain these aircraft in spares, the cost of production being borne by the Italians. C.O.S. ruled that if ultimately the Italian aircraft factories were allowed to turn out aircraft spares, and if on investigation C.M.S.C. considered that this was a necessary source of supply, it was possible that these factories would be used.

9 The question of the conversion of the Baltimores and their inspection after conversion was discussed. A.V.M. Brodie said that the A.F.S.C. could supervise the conversion of the prototype, but that owing to shortage of staff, the remainder would be similarly converted by the Italians. He stated that this would be satisfactory.

Conclusions :

(a) D/D Ops. to consider and recommend upon the number of Baltimores to be loaned to meet the overall transport requirements and the courier service.

(b) C.M.S.C.

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Conclusions :

(a) D/D Ops. to consider and recommend upon the number of Baltimores to be loaned to meet the overall transport requirements and the courier service.

(b) C.M.S.O. to investigate and approve, if he could do so, proposals for conversion.

10 Fighters.

It was clear that the fighters were not necessarily required in their operational capacity, and should be redistributed or used during the interim period primarily to enable pilots to keep up their flying skill. Flying obviously must be controlled in relation to maintaining this at a certain level, and to the expenditure of fuel.

In this connection, C.O.S. enquired as to the previous experience of these pilots as bomber-transport pilots. A.V.M. Brodie stated that the Italian C.A.S. had stated that a number had bomber experience, but there seemed to be some doubt. The question of conversion was one which needed looking into, and it was stressed that there must be no question of inexperienced pilots finding a way into transport employment to the detriment of safety.

/ It was agreed . . .

0842

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

It was agreed that, so long as any need existed, conversion could continue at FROSINONE, subject to review.

Conclusions :

(a) D/D Ops., with A.F.S.C., to investigate and report upon the best distribution and employment of fighters with the principles in view.

(b) A.F.S.C. to report on the training of fighter pilots in bomber-transport work.

11 Training.

(a) Ab initio. C.C.S. pointed out that no ab initio training was authorised. A.V.M. Brodie said that this was understood, but that he was not satisfied that a certain amount might not be going on. He agreed to check and confirm.

(c) Conversion training, FROSINONE. This would be justified only in so far as the need for pilots to be converted existed. D/D Ops. should investigate this question as a part of the whole problem.

(c) Training staff. A.V.M. Brodie agreed that no additional training staff would be required for the above commitments. It was stressed that the resources of the training staff, as of any other Branch of this Headquarters, would be at his disposal pari passu with other Commands.

12 Air/Sea/Rescue.

D/D Ops. agreed to investigate in consultation with M.A.C.A.F. the Allied requirements for Italian assistance in this work.

13 Supply.

It has been stated above that fuel, spares, equipment, and other materials will have to be supplied perhaps to a considerable extent at the expense of the British. It will therefore be necessary to assess what the cost in terms of this to the I.A.F. will be to us, and to submit a definite proposal for the reconstitution of the I.A.F. within the terms above to the Air Ministry for approval. This would be a natural outcome of D/D Ops' overall investigation made in consultation with A.F.S.C., A.C.A., A.S.O.-in-C and C.M.S.O., and will form a basis of organization of the I.A.F. in the immediate future. D/D Ops. to report with the minimum delay.

14 Bases and airfields.

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initio training was authorised. A.V.M. Brodie said that this was understood, but that he was not satisfied that a certain amount might not be going on. He agreed to check and confirm.

(b) Conversion training, MOSQUITOS. This would be justified only in so far as the need for pilots to be converted existed. D/D Ops. should investigate this question as a part of the whole problem.

(c) Training staff. A.V.M. Brodie agreed that no additional training staff would be required for the above commitments. It was stressed that the resources of the training staff, as of any other Branch of this Headquarters, would be at his disposal pari passu with other Commands.

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D/D Ops. agreed to investigate in consultation with M.A.C.A.F. the Allied requirements for Italian assistance in this work.

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14 Bases and airfields.

(a) PRACCIANO. A.V.M. Brodie asked for the use of Pracciano as a seaplane base between Rome and Genoa, owing to the fact that no usable strip exists at the latter place. C.O.S. directed that D/D Ops. and A.F.S.C. should clear the question of the restriction on the use of this base from a security point of view with A.F.H.Q., and to ask authority now in occupation, and report the result if unsatisfactory to A.F.S.C.

(b) LECCE.

A.L.C. stated that it was intended to de-requisition the airfield and hand it over to the Italians. Meanwhile it had been assigned to M.T.A.A.F.S.C. for clearing up purposes. C.O.S. instructed A.L.C. to obtain a definition of the position from the executive American authorities, and to represent to them the Italian requirement.

/ to use the airfield . .

to use the airfield, not only [redacted] store obsolescent aircraft, but for the operation of fighter aircraft during the interim period.

(c) PROSECCO. It was agreed that the Italians could still continue to use this, so long as the need for a Baltimore conversion school existed.

(d) NISIDA. A.V.M. Brodie reported that the I.A.F. is operating from NISIDA to SICILY. D/D Ops. asked if M.A.A.F. had given permission for the use of NISIDA, and it was confirmed that no such permission had been given. The question of Navy consent being necessary was discussed, and it was agreed that A.F.S.C. should take the matter up with the Navy side of the Commission, and if necessary, A.L.S. with the Naval authorities.

15 Ground training.

C.O.S. said that the Italians might think well of instituting a certain amount of ground training. He felt, however, that it was for them to do this, and while we would advise, we were not in a position to provide instructors or other material resources. He felt that an administration school was a larger step than the Italians were capable of taking, since their own administration seemed to be in a state of chaos, but that possibly something on the lines of the NCO's school or the Aircrew Officers' school might be organized by them themselves.

In general, he felt that R.A.F syllabuses, as such, would be of very little practical value to the Italians, who individually had not much idea of what was involved. He recommended that Wing Cdr. Bisdee, who is responsible for this, should consult with G/Capt. Training at this Headquarters, and he would have no objection to selected Italian officers visiting the school at SUTMONA. He was not prepared to accept Italian personnel as members of British courses.

16 C.O.S. was emphatic that Moral Leadership Courses, as understood by the R.A.F., were not appropriate to foreign air forces. There were a number of reasons for this, and in any case the introduction of such courses under British auspices must be referred to and carefully considered by the Air Ministry. It was understood that some information had been supplied. This should not be followed up, and no attempt should be made to stimulate interest in these courses without prior reference to the Chief of Staff personally.

17 War Savings Certificates.

C.O.S. outlined the circumstances in which these were made available to the Italians, and pointed out that all except some £900 had been returned. A.F.S.C. had been somewhat difficult on this subject over a long period, and the matter was not made easier by wholly irregular action

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In general, he felt that R.A.F. syllabuses, as such, would be of very little practical value to the Italians, who individually had not much idea of what was involved. He recommended that Wing Cdr. Elsdon, who is responsible for this, should consult with G/Capt. Training at this Headquarters, and he would have no objection to selected Italian officers visiting the school at SULMONA. He was not prepared to accept Italian personnel as members of British courses.

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C.O.S. outlined the circumstances in which these were made available to the Italians, and pointed out that all except some £900 had been returned. ...F.S.C. had been somewhat difficult on this subject over a long period, and the matter was not made easier by wholly irregular action by an ex-member of the staff communicating privately with certain particular individuals of political importance. He pointed out that the Italians had invested relatively large sums individually at the expense of the British Treasury by purchasing certificates in lira redeemable in sterling. We could in no circumstances agree with the representations of the Italian authorities that re-purchase should be allowed, & since by far the greater majority had refunded, he saw no reason why the remainder should not do so also. .. matter of considerable principle was involved, and he proposed to take action in conformity with the reported instructions of the Air Ministry to obtain a complete refund.

If there were still recalcitrants, action would to taken to cancel the numbers of the certificates in Italian hands. Owners would then have to claim their right to payment and would be repaid in the currency in which the purchases were made.

The question of correspondence through irregular channels was also taken up.

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16 Relations of A.F.S.C. with H.Q., M.A.A.F.

C.O.S. stated that the directive issued to the A.F.S.C. (A.G.334/111 ISAPS-O dated 6th March 1945), might require revision in the light of present circumstances, but that its principles still remained effective as a guidance to the attitude to be adopted towards the A.A.F.

Emphasis was laid on the necessity for A.C.C., AFSC. to keep in very close touch with this Headquarters, especially during the interim period. Relatively small matters might involve large questions of policy, and it was particularly important that nothing should be done to compromise the later situation. Such touch should be maintained both by reporting as necessary, and by personal contacts, and C.O.S. reiterated once more his instructions that A.A.I.S. and A.F.S.C. should meet every 7 to 10 days during this period, either in this Headquarters or in ROAD, so as to keep fully informed.

C.O.S. particularly stressed once more that the resources of this H.Q. were available to the A.F.S.C., and that they should not hesitate to visit or consult branches, who could probably give them considerable help, and, if necessary, direction.

19 Communications.

All Intelligence matters should be normally forwarded direct to the C.I.O., with copies to A.A.I.S. where this was considered necessary.

C.O.S. stated that Intelligence reports would not necessarily be followed by executive action, and where this was necessary, it would form the subject of a special communication to the executive side.

All executive matters are to be addressed to A.A.I.S. for action either by them or the appropriate branch, or for the information of the C-in-C or C.O.S. if appropriate.

26th May 1945

GP.16

(illegible)
Vice-Marshal,
Chief of Staff,
A.A.F., MED.TO.

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10 days during this period, either in this Headquarters or in ROME, so as to keep fully informed.

C.O.S. particularly stressed once more that the resources of this H.Q. were available to the A.F.S.C., and that they should not hesitate to visit or consult branches, who could probably give them considerable help, and, if necessary, direction.

19 Communications.

All Intelligence matters should be normally forwarded direct to the C.I.O., with copies to A.L.S. where this was considered necessary.

C.O.S. stated that Intelligence reports would not necessarily be followed by executive action, and where this was necessary, it would form the subject of a special communication to the executive side.

All executive matters are to be addressed to A.L.S. for action either by them or the appropriate branch, or for the information of the C-in-C or C.O.S. if appropriate.

26th May 1945

GR.16

Air Vice-Marshal,
Chief of Staff.
R.A.F., MED.ME.

Distribution :

C-in-C, Med.ME
C of S, Med.ME
A.O.A.
Air Cdre. Wincer, C.A.
Air Cdre. Woolley, C.I.O.
G/Capt. McLaren Reid, A.L.S.
G/Capt. Sherman, Training.
A/Cdre. Edwards-Jones, D/D Ops.
G/Capt. French, D/C.M.S.O.
Wing Cdr. Grant, Air Training.

A.S.O.-in-C.

External :

A.V.M. Brodie, A.F.S.C. (5).

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0849

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

TO: INDUSTRY SUB-COMMISSION, A.C. ROME.
COPY: H.Q. M.A.A.F. G.M.P.
COPY: HQ. 1 F.I.U.

DATE: 29TH MAY, 1945.

REF: AFSC/829/ENG.

AIRCRAFT FACTORIES IN NORTHERN ITALY.

1. Receipt is acknowledged of your letter AC/5618/ENG dated 22nd May 1945 and it is noted that your Sub-Commission is in agreement with the policy adopted by us of allowing the SM.79 and G.12 aircraft in the factories at VERCIANI and TURIN respectively to be completed.

2. This SubCommission confirms that the aircraft in question upon completion will be under the supervision of the competent Allied Authorities. They will, in fact, under the articles of surrender, be the property of the Allies.

3. This Sub-Commission, however, is unable to assure you that the aircraft will not be used or controlled by the Italian Air Force. The policy will be for them to be taken over by this Sub-Commission (subject to the over-riding decision of H.Q. M.A.A.F.) and held as replacements and/or issues to the Italian Air Force for use in the Transport/Courier service at present being operated on behalf of the Allied Commission by the Italian Air Force.

4. Your concurrence is requested that the disposal of these aircraft in this manner is not contrary to the meaning of the request contained in para. 3 of your letter.

I.E. BIGNELL,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

0850

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CD PI.

Tel. 391.

Ref: AC/5618/IND.

AIR/ms

22nd May 1945.

SUBJECT: AIRCRAFT FACTORIES IN NORTHERN ITALY.

TO: AIR FORCES SUB-COMMISSION.

FROM: INDUSTRY SUB-COMMISSION.

1. Your AFSC/IND/57/25 dated 15th May 1945 refers.

2. This Sub-Commission is in agreement with the policy adopted by you during a very critical period but we must be assured that on completion the aircraft in question will be under the supervision of the competent Allied Authorities.

3. May we be assured that these will not be used or controlled by the Italian Air Force.

(SGD) W.J. MASKREY,
LT. COLONEL,
ACTING DIRECTOR,
INDUSTRY SUB-COMMISSION.

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

Lecce Airfield.

From:- Headquarters M.A.A.F. (U.S.A.A.F.).

Lecce Airfield.

1. It is understood that Lecce Airfield will, in the future be demilitarised, meanwhile it has been assigned to the AMG/AFHQ (your signal No. 5691 dated 18th. May, 1945).

2. It is intended eventually to hand Lecce over to the Italian Air Force, the Italians are naturally anxious to obtain, as quickly as possible, as much of the airfield as can be made available, and your permission is requested for the Italians to:-

CRYPTOGRAPHIC ROOM
DATE RECD 20 MAY 1945
FILED BY Date
ACTION Date

(a) Store approximately 150 obsolescent aircraft.

(b) Form a small flying Control School. (about 10 pupils).

(c) Establish an O.T.U. (Glider).

2. If permission be granted it would be made perfectly clear to the Italian Air Ministry that, such concessions would be limited and must in no way affect the operations of the AAFHQ. It is presumed that the extent of such a concession could be decided by the American Officer in charge, Lecce, co-ordinated between him and the Air Forces Sub-Commission.

3. It would be appreciated if a reply could be given as soon as possible.

A Leonard
(A. LEONARD),
Squadron Leader,
for Group Captain,
Allied Liaison Section.

Date:- 25th. May, 1945.

Ref:- AAF/1200/M5. ✓

hrl o: D rg

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From:- Allied Liaison Section, H.Q. M.A.A.F. C.M.F.

To:- Commander-in-Chief, Mediterranean. (Naval).

Date:- 25th. May, 1945.

Ref:- MAAF/NAVY/AL/1.

Proposed Italian Seaplane Base.

1. The Italian Air Ministry, have a need for a Seaplane Base at Nisida, Naples, and it is considered by this Headquarters that such a Base would be an asset to the Italian Courier Service.

2. It is understood that the M.A.A.F. are in fact operating from Nisida already, but it is not known whether authority has been given by the Royal Navy for the use of this water.

3. In order to regularise the position, this Headquarters would appreciate assurance from the Royal Navy, that there is no objection to the Italians using Nisida.

for

(C. DOUHOT),
Squadron Leader,
Air Vice-Marshal,
Chief of Staff/MAAF/Med.

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ROUTINE

SECRET

OPS

P A COCHRANE
Lt Col A C

18 May 1945

MX = 54591

THI - 181726B

AAFSC/MTO (R) MASAF INFO

(R) AIR FORCE SUB COMMISSION ROME INFO

FROM: MAAF

SAN PANCRAZZIO AND LECCE AIRFIELDS BEING ASSIGNED TO ABLE ABLE FOX SUGAR CHARLIE SLANT MIKE TARE OBOE EFFECTIVE ONE FIVE MAY ONE NINE FOUR FIVE

Dist : Air Staff (Orig.) S.686.01
A C (4)
Master File
D Ops
DD Ops.

CLASSIFICATION SECTION
AAF
APO
PAO
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4200
4200.

0854

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

To: Stato Maggiore,
Regia Aeronautica.

Date: 20th May, 1945.

Ref: AFSC/672/Eq.

Equipment Organisation - Italian Air Force.

1. Receipt is acknowledged of your letter 31619/Gen/2971 Coll. dated 6th May, 1945, and it is confirmed that your proposals regarding the reorganisation of your supply system adequately cover the suggestions contained in our letter of even reference dated 26th April, 1945.

2. It is desired, however, to confirm the verbal agreement reached between Colonel REMONDINO of the State Maggiore and Wing Commander KNOWLES of this Sub Commission on the following points:

i) The Ufficio Servizi of the State Maggiore. As suggested in subpara 3) 1) of your letter, all demands for equipment from Allied sources will be passed through the Ufficio Servizi to this Sub Commission and not direct from the various Directorates. It is understood that the head of the Ufficio Servizi will shortly be appointed and he should maintain the closest liaison with our Senior Equipment Officer on all supply matters.

ii) Depots. It should be your aim to concentrate all the various depots in each Z.A.T. into as few different locations as possible on the lines of your Main Depot at MINGIVACCA. While it is realised that this may present some difficulty owing to the lack of suitable premises you are asked to ensure that the exercise of strict control over available equipment is not jeopardised by unnecessary duplication of holding depots.

iii) A.O.C. and urgent demands. A.C.S. demands and demands of an operational character only will be submitted through our A.A.S. liaison officers to this Sub Commission direct as laid down in para 3) 3) of your letter. All other demands for equipment available only from Allied sources will be passed through the normal channels in order to ensure that they are properly screened before presentation to this Sub Commission.

3. Finally, it is requested that you will notify this Sub Commission of the date on which the new system will become effective in the Italian Air Force in order that the move of our Main Equipment Section may be timed to coincide. At least seven days notice is requested.

Declassified E.O. 12356 Section 3.3/NND No. 780017

5th May, 1945, and it is confirmed that your proposals regarding the reorganisation of your supply system adequately cover the suggestions contained in our letter of even reference dated 26th April, 1945.

2. It is desired, however, to confirm the verbal agreement reached between Colonel REBOLDINO of the Stato Maggiore and Wing Commander KNOWLES of this Sub Commission on the following points:

i) The Ufficio Servizi of the Stato Maggiore. As suggested in subpara 3) 1) of your letter, all demands for equipment from Allied sources will be passed through the Ufficio Servizi to this Sub Commission and not direct from the various Directorates. It is understood that the head of the Ufficio Servizi will shortly be appointed and he should maintain the closest liaison with our Senior Equipment Officer on all supply matters.

ii) Depots. It should be your aim to concentrate all the various depots in each S.A.T. into as few different locations as possible on the lines of your Main Depot at MONTEVARCHI. While it is realised that this may present some difficulty owing to the lack of suitable premises you are asked to ensure that the exercise of strict control over available equipment is not jeopardised by unnecessary duplication of holding depots.

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372

I. P. Rankin.

I.P. RANKIN,
Air Vice Marshal,
Air Officer Commanding.

Copy to: Headquarters, ✓
Mediterranean Allied Air Force,
C.M.F.

24/5
4200/ALS

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

From:- Allied [illegible]ison Section, H.Q. M.A.A.F. C.M.F.

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

Date:- 24th. May, 1945.

Ref:- MAAF/4200/ALS.

Bracciano Lake - Seaplane Base.

1. With reference to your letter AFSC/22/AIR dated 3rd. May, 1945, this matter has been referred to Allied Force Headquarters who have agreed that Lake Bracciano is no longer required as a training area, but, for the reasons which follow, only restricted use of the lake may be given to the Italian Air Force for the time being.

2. Salvage, repair and testing of secret equipment is being carried out at Lake Bracciano prior to despatch. The work is urgent and nothing must be permitted to cause delay. It is anticipated that this work will be completed within six weeks when the R.A.F. establishment will be closed down and the area evacuated.

3. Accordingly, it is confirmed that until such time as the R.A.F. establishment is closed down, the prohibition on the use of the lake by the Italians may be modified to permit:-

(a) Italians to fly over the lake.

(b) Italians to use the lake providing entry to the R.A.F. area is prohibited.

4. You are requested, therefore, to contact the Area Commander in Rome and work subject to his restrictions.

5. It must be made quite clear to the Italian authorities that the speedy repair of the equipment referred to has unquestioned priority, and that the modifications outlined in para.4. do not permit them to intrude into the secret area.

J. Wards Flt

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

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J. Ward Flt

(J. WARD),
Flight Lieutenant,
for Air Vice-Marshal,
Chief of Staff/RAF, SACMED.

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Draft.

66

AGENDA for Conference to be held in the Officer of the Chief of Staff/S.A.F. on Thursday, 24th May, 1945, at 1100 hours.

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1. FUTURE POLICY.

On the termination of hostilities in Europ the Italian Air Force, strictly speaking, ceased to exist, and the question as to whether Italy is to be allowed a post-war Air Force cannot be determined until the Peace Conference.

It is obvious, however, that during the interim period between the present and the final settlement under the Peace terms, the Italian Air Force can be used to the advantage of the Allies. At the same time such employment would improve the morale of the I.A.F. personnel, keep them employed as well as have major political significance.

In the light of the above this Headquarters made the following proposals to Air Ministry as regards the immediate policy fir the post-war employment of the I.A.F. The Foreign Office has approved these proposals, without prejudice to the provisions of the Peace Treaty both as regards the I.A.F. and the Italian Civil Aviation.

(a) That an internal Air Transport Service should be initiated and operated by the I.A.F. under the supervision of this Headquarters, of a size sufficient to meet the needs of the Allied Commission and the requirements to rehabilitate Italian Civil administration. The I.A.F. has some fifty S.M. 79 and 82's and about the same number of Cant 501 and 506 seaplanes which could be employed in this manner.

(b) That the Baltimores, on loan from us, should

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(b) That the Baltimores, on loan from us, should be converted to passenger transport under their own industrial arrangements. These aircraft will still be on loan and will not be transferred to the Italian Air Force.

(c) That the I.A.F. should be allowed to retain the Spitfire V's, Macchis, and P.39's for the time being and the pilots be allowed to fly. (The U.S.A.A.F. in their WARX 79022 dated 8th May, 1945, have told the Commanding General, M.A.A.F., that there is no objection to the I.A.F. continuing to use the P.39's pending their settlement of final policy for these aircraft.

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n The meeting should decide as to what extent the above proposals shall be implimented.

2. AIRFIELDS AND SEAPLANE BASES.

(a) LECCE. The I.A.F. are anxious to obtain the use of this airfield. It is their intention to store the obsolescent aircraft there.

The Allies have no further use, operationally, for Lecce and, following the normal course, it has been assigned to the U.S.A.A.F. Servicing Command in the clearing-up process.

(b) CALEDONIA.

(c) FROSINONE.

(d) LAKE BRACCIANO. (Seaplane Base.)

The Italians ask permission to use this lake as a seaplane base. There is every reason to indicate that the security restrictions in this area will be lifted. If and when this is agreed, the meeting should decide whether or not the I.A.F. should establish itself there.

(e) NISIDA, Naples. (Seaplane Base.).

Is it intended to allow the I.A.F. to operate from Nisida in which case, it is presumed, clearance will have to be given by the Royal Navy.

3. AIR SEA RESCUE.

Four seaplane squadrons are under the control of M.A.C.A.F. Headquarters, MACAF have indicated that they have no further use for them.

Other squadrons are operating at present under the control of AHQ. MALTA.

What is the future policy to be as regards these squadrons?

4. FLYING CONTROL.

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(b) SARDINIA.

(c) FROSINONE.

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What is the future policy to be as regards these squadrons?

4. FLYING CONTROL.

Are the Italians to use the same procedure as the R.A.F., if so has any instruction to be given in this direction, as regards training.

5. O.T.U., FROSINONE.

What is to be the future of air training?

6. EQUIPMENT AND MAINTENANCE.

Apart from P.O.L., to what extent are we to be responsible for the supply of raw materials, etc. Are we to continue to back the Allied types only?

0861

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

0 8 6 21

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

Loose Minute.

To:- Wing Commander H.M. Fisher.

1. I understand from Col. Cochran, that it is intended to de-requisition Lecce airfield in the future, but a date has not been fixed as to when this will come about. Meanwhile, the airfield has been assigned to the A.A.F. Servicing Command.

2. As you know, there are a number of Italian obsolescent aircraft already based there, and the remainder are scattered over various other airfields.

3. The A.F.H.Q. have approached us as to the possibility of collecting all these aircraft to be stored on Lecce.

4. Col. Cochran states that there is no objection to the Italians using Lecce as a warehouse, as the Allies do not require the airfield operationally, any longer.

5. Will you please ascertain from the Chief of Staff/RAF, whether we can authorise the A.F.H.Q. to inform the Italian Air Ministry to proceed with this storage.

(C. CORRY),
Squadron Leader,
Allied Liaison Section.

Date:- 22nd. May, 1945.

Ref:- MAAF/4200/ALS.

3 6 7

0863

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

Loose Minute.

To:- Wing Commander H.M. Fisher.

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5. Will you please ascertain from the Chief of Staff/RAF, whether we can authorise the A.F.S.C. to inform the Italian Air Ministry to proceed with this storage.

(C. CONRAY),
Squadron Leader,
Allied Liaison Section.

Date:- 22nd. May, 1945.

Ref:- MAAF/4200/ALS.

361

H. MEDITERRANEAN ALLIED AIR FORCES.
SPECIAL SIGNALS OFFICE.

INCOMING UNPARAPHRASED BRITISH CYPHER MESSAGE.

352/21.

TO:- H. M.A.A.F.

FROM:- AIR MINISTRY WHITEHALL.

REF:- MSW.657 MAY 20TH.

TOP SECRET. ROUTINE.

FOR BAKER FROM A.C.A.S. (P).

YOUR GR.56 MAY 5TH. FURTHER TO MY MSW.623 MAY 6TH.

FOREIGN OFFICE HAVE APPROVED YOUR PROPOSALS FOR POST-WAR EMPLOYMENT OF ITALIAN AIR FORCE WITHOUT PREJUDICE TO PROVISIONS OF PEACE TREATY BOTH AS REGARDS ITALIAN AIR FORCE AND ITALIAN CIVIL AVIATION.

2. YOUR PARA 4. BALTIMORES SHOULD BE CONVERTED BY ITALIANS TO TRANSPORT USE AND COMBAT TYPES IN ITALIAN AIR FORCE SHOULD BE RESTRICTED TO FIGHTERS. BALTIMORES MUST HOWEVER CONTINUE ON LOAN AND ARE NOT TO BE TRANSFERRED TO ITALIAN AIR FORCE.

3. RAF DELEGATION TELLS US THAT U.S.A.A.F. IN WARX 79022 MAY 8TH HAVE TOLD COMMANDING GENERAL M.A.A.F. NO OBJECTION TO ITALIAN AIR FORCE CONTINUING TO USE P.39'S PENDING FINAL SETTLEMENT OF FINAL POLICY FOR THESE AIRCRAFT.

367

0864

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

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

0 8 6 5 1

TOR GR.56 MAX STR. FORENEN TO DTG MEM.625 MAY GEN.

FOR BAKER FROM A.C.A.S. (I)

PURSUIT CHECKS HAVE ACHIEVED TOTAL APPROVALS FOR POST-WAR RE-LOCATION OF ITALIAN AIR FORCE AIRFRAME PRODUCTION TO PROVISIONS OF PEACE TREATY NOTED AS REPUBLIC ITALIAN AIR FORCE AND ITALIAN CIVIL AVIATION.

2. YOUR PARA 4. BALTIMORES SHOULD BE CONVERTED BY ITALIANS TO TRANSPORT USE AND CHEAP TYPES IN ITALIAN AIR FORCE SHOULD BE RESTRICTED TO FIGHTERS. BALTIMORES AFTER NORWEGIAN COMMITMENTS ON LOAN AND ARE NOT TO BE TRANSFERRED TO ITALIAN AIR FORCE.

3. RAF DELEGATION TALKS US THAT U.S.A.A.F. IN MARK 7BO22 MAY SEE HAVE TOLD COMMANDING GENERAL U.S.A.A.F. NO OBJECTION TO ITALIAN AIR FORCE CONTINUING TO USE P.39'S PENDING FINAL SETTLEMENT OF FINAL DISPOSITION OF THESE AIRCRAFT.

TOR ADVISE

ROUTINE

DISTRIBUTION:-

AIR VICE MARSHAL BAKER - 5 COPIES.

U.K.S.

21/5
42 Sep

0866

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

~~SECRET CIPHER MESSAGE~~

To APEX ALLIED OCCUPATION HQRS

From IG MAIN GSP SHO

S2.25 May 21st 1945 XR SECRET

Following for FIELD from BATH.

Reference M.56 May 5th not repeated to you but copy sent personally, Air Ministry state that Foreign Office have approved without repeat without prejudice to provisions of Peace Treaty.

2 Before, however, Italians are informed, I wish to have a meeting here this week to define the extent of how far we will go.

3 FIELD will be coming up early this week and will have preliminary discussions, and I suggest a meeting later on, probably Thursday or Friday. I will suggest date later.

Air Vice-Marshal,
Chief of Staff.

Priority :

IMPORTANT

Distribution :

C-in-C, Med. HQ
COS/RAF (Orig) GB.16
D/D Ops.
A.I.S.

21/5
4200

0867

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

60

LOOSE MINUTE

TO: AFLS

File: S.44/AIR.

MOVE OF I.A.F. SQUADRONS

1. CONVERSATION W/CDR FISHER - W/CDR. GOODE THIS MORNING REFERS.

2. ATTACHED ARE COPIES OF SIGNALS RELEVANT TO THE MOVE OF IAF SQUADRONS.

A.636 MAY 4TH FROM BAF.

MX.52989 MAY 8TH FROM MAAF TO BAF.

A.229 MAY 11TH FROM A.F. SUB COMMISSION.

MX.-54452 MAY 16TH FROM MAAF TO AFSC.

3. MX-54452 WAS ORIGINATED ON THE AUTHORITY OF D.D. OPS. THE MOVES OF THESE SQUADRONS WOULD BE REGARDED AS ESSENTIAL FLYING AND THE AIRCRAFT WOULD AGAIN BE GROUNDED ON ARRIVAL AT THEIR NEW BASES.

19/5/45

G.E. GOODE
WING COMMANDER
FOR D.D.OPS.

AIR [illegible]
44 2 [illegible]
22/5

0868

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

OPS. 5 A A

ROUTINE

SECRET

F.E. STABLEFORD

COL. SAAF

16 MAY 1945

AFSC ROME (R) HAF, AFSC BARI

FROM: HQ MAAF

YOUR ABLE TWO TWO NINE OF ELEVEN MAY REFERS PD PARA TWO PD CONCUR IN YOUR PROPOSED MOVES OF IAF UNITS TO LECCE PD FINAL ARRANGEMENTS FOR DEREQUISITIONING ARE NOW IN HAND AND UNITS CAN MOVE FORTHWITH PD PARA THREE PD AGREE TO MOVE OF BALTIMORES TO LITTORIO AS SOON AS POL AND ACCOMADATION ARRANGMENTS ARE COMPLETED PD

FILE 44/AIR

ACTION
INFO 20/5
1200

967

0869

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

INCOMING MESSAGE

HEADQUARTERS MEDITERRANEAN ALLIED AIR FORCE

MESSAGE NO. 58224
PRECEDENCE ROUTINE

DATE: 11 MAY 43
SECURITY:

TO: HQ MAAF HQ BAF 5454 PTC DET LECCE (PLSE PASS TO AF SUB COMM DET)
AF SUB COMM BARI BAF COMMAND POST

FROM: AF SUB COMM (ROME)
WHEN ASSIGNED FOR DATE A.229

CONFIDENTIAL: YOUR MX52989 DATED MAY 8. AS SOON AS LECCE IS DEREQUISITIONED PROPOSE MOVING ALL ITALIAN FIGHTER SQUADRONS FROM CANNE TO LECCE TOGETHER WITH FIGHTER PORTION OF O.T.U. NOW AT FROSINONE. HAS LECCE BEEN DEREQUISITIONED YET?

2. ALSO PROPOSE MOVING BALTIMORE SQDNS FROM BIFERNO TO LITTORIO FOR COURIER SERVICE AS SOON AS ARRANGEMENTS AT LITTORIO FOR P.O.L. AND ACCOMMODATION COMPLETED.

3. DO YOU AGREE PARA 1 AND 2 ABOVE.

MX-52989 BY OPS

4200

TOO: 111560E

HWW

DISTRIBUTION

	CINC	DEP CINC	DEP. ADMIN	C/S	DIR OPS	DEP DIR OPS	WAR ROOM	OPERATIONS	INT	PLANS	A-1	A-2	A-3	A-4	SIG	AO	ORO	SCI-FO	LIAIS STAFF	HISTO	PRO	OSS	FF STAFF
ACTION																		367					
INFO																							

0870

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

(AMACT-PES-01W) 47/

ROUTINE

SECRET

OPS.

P.E. STABLEFORD, Col, SAAF

G/C Operations

8 May.45.

BAF, (R) AFSC ROME AFSC LECCE AFSC BARI
BALKAN AIR FORCE COMMAND POST

FROM: MAAF

YOUR ABLE SIX THREE SIX OF FOUR MAY REFERS PD

PARA TWO PD WITHDRAWAL OF THE ITALIAN AIR FORCE SQUADRONS

FROM OPERATIONS IS CONCURRED IN PD DETAILED INSTRUCTIONS

CONCERNING THE FUTURE OF THE ITALIAN AIR FORCE WILL BE

ISSUED WHEN A FIRM POLICY IS RECEIVED FROM AIR MINISTRY

Dist: Air Staff (Origin.) S.44/AIR.
A.C. (4)
Master File
Dir.OPS.
D.D.OPS

0871

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

INCOMING MESSAGE

HEADQUARTERS MEDITERRANEAN ALLIED AIR FORCE

D.R.

MSG/CYP/ O. 53600

DATE 4 MAY 45.

PRECEDENCE PRIORITY UNPARAPHRASED CYPHER.

SECURITY SECRET

TO: HQ MAAF (R) AFSC ROME AFSC LECCE AFSC BARI BALKAN AIR FORCE COMMAND

FROM: HQ BALKAN AIR FORCE.

WHEN ASSIGNING CIE A.636 MAY 4TH TOO 1040B

SECRET: SUBJECT IS ITALINA AIR FORCE SQUADRONS UNDER BALKAN AIR FORCE OPERATIONAL CONTROL.

PARA 2. OWING TO THE RECENT RAPID WITHDRAWAL OF THE GERMAN FORCES FROM THE SARAJEVO AREA AND BROD AND THE SHORTENING OF THE ENEMY'S LINES OF COMMUNICATIONS IN YUGOSLAVIA THE REMAINING SUITABLE TARGETS FOR THE ITALIAN AIR FORCE ARE NOW ONLY AT EXTREME RANGE. IN ORDER TO ATTACK THESE TARGETS AIRCRAFT HAVE TO STAGE AT VIS AND BE REFUELED AND REARMED BY A BRITISH R AND R PARTY.

PARA 3. IN VIEW OF THE POLITICAL SITUATION, THE INTENSE DISLIKE OF THE YUGOSLAVS FOR THE ITALIANS AND THE COMPLICATIONS OF STAGING ITALIANS THROUGH YUGOSLAV TERRITORY IT IS CONSIDERED THAT WE WOULD BE WELL ADVISED AT THIS TIME OF THE WAR TO WITHDRAW THESE SQUADRONS FROM OPERATIONS.

PARA 4. THE ABOVE REMARKS APPLY PRIMARILY TO THE BALTIMORE AIRACOBRA AND SPITFIRE SQUADRONS. THE SPECIAL DUTY TRANSPORT SQUADRONS BASED AT LECCE ARE EQUIPPED WITH OLD AIRCRAFT UNSUITABLE TO UNDERTAKE THE LONGER FLIGHTS THEY ARE NOW CALLED UPON TO PERFORM.

PARA 5. YOUR CONCURRENCE IS REQUESTED.

ACTION OPS.
INFO CRG.
FILE.

TOO: 0411211B

T.D.

DISTRIBUTION

	CIBC	DEP CINC	DEP. ADMIN	C/S	DIR OPS	DEP DIR OPS	WAR ROOM	OPERATIONS	INT	PLANS	A-1	A-2	A-3	A-4	SIO	AO	ORO	SCO RO	HQ STAFF	PRO	ORS	P STAFF
ACTION																						
INFO																						

0872

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

From:- Allied Liaison Section, H.Q. M.A.A.F. C. C.

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

Date:- 20th. May, 1945.

Ref:- MAAF/1200/ALS.

Italian Air Force - Airfields.

1. Reference is made to your letter AFSC/22/AIR dated 15th. May, 1945.

2. The airfields, Castiglion Del Largo and Pian Del Largo, have been de-requisitioned and will no longer be required by the Allies.

3. Authority is given to the Italian Air Ministry to use them as they wish.

for (C. COMBOT),
Squadron Leader,
Air Vice-Marshal,
Chief of Staff/RAF, MEDITE.

0873

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

Loose Minute.

To:- Aircraft Safety Section.

C.B.I.A.O.

Grounding and Impounding Italian Aircraft w.e.f. V.E.

1. With reference to your loose minute [illegible] dated 17th. May, 1945 (not to C.B.I.A.O.), this matter has been given consideration in the light of your remarks and a ruling has now been obtained to the effect that the Italian Cant aircraft used on air/sea/rescue duties can continue to be so used, and this ruling also applies to the continued use of Italian surface marine craft.

2. It is to be noted that the ruling for this continued use is given only where the grounding and impounding of such equipment would necessitate the duties being carried out by the [illegible].

3. Supplies of equipment for maintenance etc. will therefore be issued as before.

4. This confirms telecon of even date ([illegible] Comdr. Conroy A.A.S./ [illegible] Whitehall).

(P. WAID),
Flight Lieutenant,
Wing Commander,
Allied Liaison Section.

for

Date - 19th. May, 1945.

Ref:- [illegible]/1200/ALS.

0874

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

59

Loose Minute.

To:- Commanding General, M.A.A.F.

Italian Air Force.

1. Reference is made to the Meeting held in this Headquarters, on the 18th. April, 1945, to discuss the Italian Air Force.

2. The change in policy underlying the instruction to break-down the obsolete type aircraft has had a good effect on the Italian Air Force and some Government officers, at least amongst the senior officers.

3. There are 109 miscellaneous aircraft, at present based mainly at Lecce and Taverno, and providing Lecce airfield is re-requisitioned by the Allies and handed over to the Italian Air Force, these aircraft will be concentrated on this airfield and planned in store.

4. The Italian Air Ministry have been instructed that under no circumstances will maintenance be carried out, except cannibalisation if and when spare parts are required for other aircraft.

Headquarters.

(H.W. Fisher),
Wing Commander,
Allied Liaison Section.

Date:- 1 th May, 1945.

Ref:- MAAF/1200/AIR.

Copy to:- Chief of Staff/MAAF/1065.

0 8 7 5

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

From:- Allied Liaison Section, H.Q. M.A.A.F. N.F.

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

Date:- 18th. May, 1945.

Ref:- [illegible]

1. Reference is made to the telephone conversation between Group Captain Jarman and the undersigned.

2. You are informed that No.216 Group have been asked by MATS to open Staging Posts in Milan, Venice and Verona, with a possible future commitment in Turin and Genoa.

3. The Venice Staging Post will move to Trieste if this is to be the main port, leaving a small detachment behind.

4. The choice of airfields and the dates at which the Staging Posts will be required is a matter for MATS, and, at the moment, not under No.216 Group control.

5. The service into Venice commenced on the 15th. May, and the one into Milan on the 16th. of May.

for (G. DOBNEY),
Squadron Leader,
Air Vice-Marshal,
Chief of Staff, [illegible].

0876

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

I 51

From:- Allied Liaison Section,
H.Q. M.A.A.F. C.M.F.

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

Date:- 18th. May, 1945.

Ref:- MAF/4200/A.S.

1. Reference is made to your letter AFSC/351/OPS dated 13th May, 1945.

2. The draft poster, for the purpose of recruiting Italian Air Force personnel, is approved and permission is given for its posting.

(C. COURCY),
Squadron Leader,
for Wing Commander,
Allied Liaison Sec.

0877

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

56

PASSED [illegible]

To: A.P.I.C. Ref: [illegible]/A.A./A/Air

Use of Lake Trasimeno AB 1
Declare Zone by I.A.T.

21

1. Reference is made to your code minute [illegible]/A.200/A(1) of 11th Nov, 1943.

2. A.P.I.C. agree that Lake TRASIMENO is no longer required as a training area but, for reasons set out below, only restricted use of the lake may be given to the Italian Air Force for the time being.

3. Drivers, repair and tanking of secret equipment is being carried out at Lake TRASIMENO prior to despatch. The work is urgent and nothing must be permitted to cause delay. It is anticipated that this work will be completed within six weeks when the S.A.T. establishment will be closed and the area evacuated.

4. Accordingly, it is confirmed that until such time as the S.A.T. establishment is closed down, the prohibition on the use of Lake TRASIMENO by the Italians may be modified to permit :-

(a) Italians to fly over the area
(b) Italians to use the lake providing entry to the S.A.T. area is prohibited.

5. A.C. should contact the Area Commander in Rome and work subject to his restrictions.

6. It must be made quite clear to the Italian authorities that the speedy repair of the equipment referred to has unquestioned priority, and that the restrictions outlined in para. 4 do not permit them to intrude into the Secret area.

AFSC informed
see 67 PRO 243

[signature]

[illegible]
for Air Commodore,
D/Director of Operations
and Intelligence.

26th Nov, 1943.

Allied Liaison Section
H.Q. M.A.A.F.
1945
No. 4200

150

0878

From: Intelligence Section, Headquarters, M.A.A.F.

To: M.A.A.F. Field Intelligence Unit.

Date: 17th May, 1945.

Ref: MAAF/ .6405/2/1 Int.

A number of conflicting directives have been issued to certain I.S.P. personnel regarding the exploitation of Italian Air Intelligence targets in Northern Italy. In at least one directive issued by the Allied Commission Air Sub-Division it was stated that the I.S.P. exploitation parties were authorised to acquire furniture and material previously belonging to the I.S.P.

2. These directives do not conform to theatre policy, and a corrective directive has now been issued by the A.C. Air Sub-Division of which you will receive a copy. This directive specifically sets out that all I.S.P. exploitation is to be undertaken only under orders from No. 1 F.I.U.

3. You are therefore authorised to utilise these I.S.P. parties as you see fit and to restrict any removal of documents or material. Subject to the requirements of the I.S.P., either for intelligence purposes or maintenance as prescribed by [illegible], material and records can be released to the A.C. Air Sub-Division but not direct to the I.S.P. The A.C. Air Sub-Division are authorised [illegible] personnel to act on their behalf in this respect and should so inform you of the names of such personnel.

C Hadley

[illegible] Commodore,
Chief Intelligence Officer,
Headquarters,
Mediterranean Allied Air Forces.

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

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H.Q. M.A.A.F.
Int. Sec.
18/5
Ref. 4200

E Hooley.

E. HOOLEY, Air Commodore,
Chief Intelligence Officer,
Headquarters,
Mediterranean Allied Air Forces.

Copy to: A.C. Air Sub-Division.
A.H.Q.

J.S.

0870
Declassified E.O. 12356 Section 3.3/NND No. 785017

0880

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

54

Secret

FROM: [illegible]

TO: A.T.C. REF: [illegible]/A.T./Air

Crewing and Impressing Italian Aircraft A.T.C. V-H

1. R.C. U.K.A.T. signal A 168 dated 13th May, 1945, refers.

2. Approximately 12 to 15 Italian Civil aircraft have been employed on air mail routes UNRRA theatre up to 8th May (V-E Day) which aircraft may subsequently be affected by the above noted instruction.

3. These are estimated to represent one eighth of the total force of aircraft employed on A.T.C. duties, and their withdrawal will impair A.T.C. organisation.

4. It is desired to know, therefore, whether these aircraft could be bracketted with courier aircraft and other aircraft on essential services and retained accordingly.

5. Further, it is mentioned whether Italian civil crews, one or two of which are employed in A.T.C., will be similarly affected.

6. An early decision clarifying the queries raised in paras. 4 and 5 above would be appreciated.

G. L. Ogilvie

17th May, 1945. G.L.OGILVIE, F/Lt.,
Aircraft Safety Section

ALLIED LIAISON SECTION
H.Q. [illegible]
AFHQ 17/5
FILE 4200

95

0881

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

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

TO : M.A.A.F., C.M.F.

DATE: 15TH MAY, 1945.

REF : AFSC/22/AIR.

ITALIAN AIR FORCE AIRFIELDS.

1. The Italian Air Ministry has notified their intention to use the following airfields for agricultural purposes.

CASTIGLION DEL LAGO	43° 6' N.	12° 3' E.
PIAN DEL LAGO	43° 18'N.	11° 12' E.

2. As far as is known at this Headquarters, these airfields have not been used by the Allies but confirmation is required that they are de-requisitioned and that there is no other objection to the Air Ministry's plan.

3. One strip will be kept for emergency landings.

L.E. Jarman

L.E. JARMAN, C/CAFC.
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

HQ MAAF CMF
1012
16/5

FROM: AIR FORCES S[illegible]-COMMISSION,
ALLIED COMMI[illegible]SION, ROME.

TO: H.Q. M.A.A.F. C.M.F. A.L.S.

DATE: 15TH MAY, 1945.

REF: AFSC/826/ENG.

52

16/5 [illegible] 48

[illegible]

SECRET.

OBSOLESCENT ITALIAN AIRCRAFT - BAYLEY REPORT.

16/5
[illegible] 1-200/4&S

1. The Senior Engineer Officer of this Sub-Commission, (Wing Commander GLADSTONE) has just completed a review on the action taken in respect of the recommendations made in the Bayley report; 214/G/3615/ENG refers.

2. The recommendations in the Bayley report have, as you know, not been fully implemented, and you have, in fact, authorised the retention of a number of obsolescent aircraft by the Italian Air Force; your MAAF/4200/ALS dated 20th April refers.

3. The aircraft which were recommended to be scrapped can be divided into two categories (i) those which can still usefully be used (See appendix "A") (ii) those which are uneconomical to repair or maintain in a serviceable state (See appendix "B").

4. As regards (i) it has been generally agreed that these aircraft may be continued to be used by the Italians as a backing for the Courier Transport Services, until such time as they become uneconomical to maintain. A limit has been imposed upon the repair of Cant 1007's, namely 1,000 man hours, and a similar procedure will be adopted for other types of aircraft.

5. As regards (ii) above, nearly all the aircraft stated in Appendix "B" are either at LEVERANO or LECCE. As soon as LECCE is derequisitioned, it is proposed to move the flying refresher school and workshops from LEVERANO to LECCE, and, therefore, in order to save transport, fuel and man hours, it is proposed to retain the obsolescent unserviceable aircraft at LECCE, where they will be placed in the 'graveyard'. There it would be easy for the R.A.F. Officer in charge at LECCE to see that they are not worked on; in addition to which it is proposed to issue instructions to the Italian Air Ministry that only those aircraft authorised by this Sub-Commission are to have any maintenance done on them, except canabalisation if and when spare parts are required for other aircraft.

6. The Italian Air Ministry has been informed that no spares or raw material from Allied sources would be provided for the upkeep or repair of the aircraft under discussion.

7. With the liberation of the North where it has been found that [illegible]

Declassified E.O. 12356 Section 3.3/NND No. 798017

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5. As regards (ii) above, nearly all the aircraft stated in Appendix "B" are either at LEVERANO or LECCE. As soon as LECCE is derequisitioned, it is proposed to move the flying refresher school and workshops from LEVERANO to LECCE, and, therefore, in order to save transport, fuel and man hours, it is proposed to retain the obsolescent unserviceable aircraft at LECCE, where they will be placed in the 'graveyard'. There it would be easy for the R.A.F. Officer in charge at LECCE to see that they are not worked on; in addition to which it is proposed to issue instructions to the Italian Air Ministry that only those aircraft authorised by this Sub-Commission are to have any maintenance done on them, except canabalisation if and when spare parts are required for other aircraft.

6. The Italian Air Ministry has been informed that no spares or raw material from Allied sources would be provided for the upkeep or repair of the aircraft under discussion.

7. With the liberation of the North where it has been found that certain aircraft factories are practically undamaged, and that aircraft and spare parts are available, it is less likely that the Italians would be tempted to carry out unauthorised work on these aircraft. Furthermore, the I.A.F. commitments in the North will result in a thinning out of the personnel in the South which would, in itself, result in less bodies being available.

8. For your information the change in policy cancelling the instruction to break-down the obsolete type aircraft has had a good effect in the Italian Air Force and some Government offices, at least amongst the Senior Officers.

9. It is believed that GENERAL CANNON is enquiring as to what has been done in respect of these aircraft, and it is, therefore, requested that he may be informed of the position.

10. It is requested that you will confirm that the proposals contained in paragraphs 4 and 5 are approved.

I.E. BRODIE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

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APPENDIX " A "

10 C cent	1007	LECCE
5 Ca 314		BARI
1 Ca 313		"
1 Ca 310		"
4 Ca 309		"
5 Sm 84		LECCE
2 S.M. 75		ROME
2 S.M. 73		ROME
1 G.12		"
2 JU 87		LECCE
2 S.M. 79		ROME
2 SAI 202		BARI

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Appendix " B "

12	REGGIANE	2001
15	"	2002
9	MACCHE'	200
2	C.R.	42
2	JU 87	
1	Ca 133	
1	L3	
1	Bv 20	
3	P.N/ 305	
2	C.8.	
2	G. 50	
1	Ro 37	
1	Ro 43	
6	Cant 1007	
3	S.M. 82	
1	S.M. 81	
6	Macchi 202	
5	Macchi 205	
21	Macchi 202 & 205 Fuselage	
3	Ca 314	
1	S?M. 84	
1	G. 12	
7	S.M. 79	
1	Ca 111	
2	Ca 164	

LEVERANO
"
"
"
LECCE
"
"
"
1 LECCE 1 BARI 1 LEVERANO
LEVERANO
"
"
"
LECCE
"
"
"
"
2 SAN VITO 1 BARI
LECCE
"
5 LECCE 2 ROME
"
LEVERANO

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1 L3
1 Bv 20
3 F.N/ 305
2 C.R.
2 C. 50
1 Ro 37
1 Ro 43
6 Cant 1007
3 S.M. 82
1 S.M. 81
6 Macchi 202
5 Macchi 205
21 Macchi 202 & 205 Fuselage
3 Ca 314
1 S?M. 84
1 C. 12
7 S.M. 79
1 Ca 111
2 Ca 164

"
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1 LECCE 1 BARI 1 LEVERANO
LEVERANO
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"
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LECCE
"
"
"
"
"
2 SAN VITO 1 BARI
LECCE
"
5 LECCE 2 ROME
5
LEVERANO

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

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

TO: ITALIAN AIR MINISTRY.

DATE: 14TH MAY, 1945.

REF: AFSC/24/AIR.

1. It seems that the Air Transport Courier Services between the Mainland of Italy and SARDINIA are insufficient to meet the needs of the Allies, and furthermore that it would be more convenient to have a service between NAPLES and/or ROME and CAGLIARI. I have discussed this matter with the Governor of SARDINIA (GENERAL PIPPIA) and with the Deputy Chief of Staff (COLONEL REMONDINO.) It is, therefore, requested that you will arrange for the undermentioned extension of the Seaplane Courier Services:

Seaplanes based on CAGLIARI will fly to and from NAPLES in one day three times a week, namely Mondays, Wednesdays and Fridays.

CAGLIARI leave 09.00, NAPLES (MERGIA) arrive 10.40, NAPLES (MERGIA) depart 15.00, CAGLIARI arrive 16.40.

2. Passengers, mail and freight to be carried on this service will be arranged by the Italian Air Force, as in the case of other Courier Services in Southern Italy. One seat and a small amount of space for freight and/or mails will be reserved for the Allied Commission (MAJOR BIRCH) if required.

3. The above service should, if practicable, begin on Friday 18th May, 1945. It is requested that you will confirm to this Sub-Commission the actual date you expect to be able to start the service.

4. If and when the extensions of the Seaplane Services from ROME to the North or South are inaugerated, the above service between SARDINIA and NAPLES may have to be curtailed.

I.E. BROOKS,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Declassified E.O. 12356 Section 3.3/NND No. 789017

of Italy and SARDINIA are insufficient to meet the needs of the Allies, and furthermore that it would be more convenient to have a service between NAPLES and/or ROME and CAGLIARI. I have discussed this matter with the Governor of SARDINIA (GENERAL PINNA) and with the Deputy Chief of Staff (COLONEL MENGHINI.) It is, therefore, requested that you will arrange for the under-mentioned extension of the Seaplane Courier Services:

Seaplanes based on CAGLIARI will fly to and from NAPLES in one day three times a week, namely Mondays, Wednesdays and Fridays.

CAGLIARI leave 09.00, NAPLES (MISIDA) arrive 10.40, NAPLES (MISIDA) depart 15.00, CAGLIARI arrive 16.40.

2. Passengers, mail and freight to be carried on this service will be arranged by the Italian Air Force, as in the case of other Courier Services in Southern Italy. One seat and a small amount of space for freight and/or mails will be reserved for the Allied Commission (MAJOR BIRCH) if required.

3. The above service should, if practicable, begin on Friday 18th May, 1945. It is requested that you will confirm to this Sub-Commission the actual date you expect to be able to start the service.

4. If and when the extensions of the Seaplane Services from ROME to the North or South are inaugerated, the above service between SARDINIA and NAPLES may have to be curtailed.

I.E. BRODIE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

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COPY:
H.Q. ALLIED COMMISSION, (MAJOR BIRCH.)
H.Q. M.A.A.F. A.L.S.
WING COMMANDER V.H. CLIFT, A.M.S.C. LIAISON OFFICER,
TARANTO.

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

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

LOOSE MINUTE.

To: Allied Liaison Section.

STAGING POSTS IN NORTHERN ITALY.

With reference to your Loose Minute MAAF/4200/AIS dated 11th May, 1945. We have been asked by M.A.T.S. to open Staging Posts in Milan, Venice and Verona, with a possible future commitment in Turin and Genoa.

2. The Venice Staging Post will move to Trieste if this is to be the main port leaving a small detachment behind.

3. The choice of airfields and the dates at which the Staging Posts will be required is a matter for M.A.T.S. and, at the moment, not under our control. For your information, we have been asked to commence the service into Verona Venice as from today followed by one into Milan on the 16th.

216GA.M.

12th May, 1945.

(J.E. DUNNING) A/Capt.
Officer Commanding,
Headquarters, 216 Group Advanced.

Allied Liaison Section
H.Q. M.A.A.F.
Appx 15/5
File 4200

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

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From: Air Forces Sub-Commission, Rome

To: A.M.C. 8th Army
A.M.C. 5th Army
Regional Commissioners: TOSCANA
LIGURIA
LOMBARDIA
EMILIA
VENEZIA
PIEMONTE
H.Q. M.A.A.F., A.L.S. (for information)

Date: 13th May, 1945

Ref.: AFSC/354/ORG

RECALL OF I.A.F. PERSONNEL

Enclosed herewith is a typewritten copy of a recruiting poster which the Italian Air Ministry wish to print and post in Northern localities in considerable quantities.

Their object is to minimise movement as much as possible between a man's home and his reporting centre, and it will be appreciated if your permission for its posting may be given.

T.L. BRADSHAW, S/LDR
for AIR VICE MARSHAL
AIR OFFICER COMMANDING.

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Declassified E.O. 12356 Section 1.3/NND No. 780017

11680

S C H E D A A N O M A L I A

I - Tutti i militari della R. Aeronautica di qualsiasi grado, Arma o Corpo, Ruolo e Categoria già in servizio alla data dell'8 settembre 1943, che attualmente si trovano nel territorio . . . . . debbono presentarsi al "POSTO DI RACCOLTA PERSONALE MILITARE DELLA R.A." del Presidio Aeronautico di . . . . . per fornire elementi atti a definire la loro posizione militare.

II - La presentazione deve avvenire dalle ore 8 alle 12 di tutti i giorni. I militari debbono presentarsi muniti di un documento d'identificazione con fotografia rilasciato da Autorità Militari Aeronautiche, in mancanza di questo di altro documento d'identificazione, sempre con fotografia, accompagnato da documenti necessari a comprovare la qualità della R.Aeronautica; per tutti deve essere prodotto il documento (foglio di licenza, foglio di viaggio, ecc.) rilasciato dall'ultimo Ente militare Aeronautico di appartenenza.

III - I militari della R.Aeronautica che si presentano e che, hanno fatto parte di Bande di Patrioti debbono presentare anche la documentazione atta a comprovare a quali Bande, hanno appartenuto e per quale periodo.

IV - Il Posto di Raccolta dopo ottenuti i dati necessari provvederà all'immediato rilascio di un documento, in attesa delle disposizioni ministeriali, che stabilirà la definitiva posizione militare di ciascuno. Particolari istruzioni verranno impartite ai militari che si presentano e che non possono raggiungere la loro residenza sita in località non ancora liberate o non raggiungibili.

V - I militari che per motivi vari o per le disposizioni emanate dai Comandi Alleati sulla circolazione nei territori sotto la loro giurisdizione, non possono presentarsi al suddetto Posto di Raccolta debbono presentarsi al Comando dei CC.RR. più vicino alla località di loro residenza per fornire i seguenti dati: Grado, Posizione di stato giuridico, Arma o corpo, Ruolo e Categoria, Cognome e Nome, Paternità e Maternità, Data e luogo di nascita, Distretto di leva, Stato Civile, Residenza della famiglia o residenza, attuale del militare (indirizzo), Reparto di appartenenza

ritorio . . . . . .
debbono presentarsi al "POSTO DI RACCOLTA PERSONALE MILITARE DELLA R.A." del Presidio Aeronautico di . . . . . per fornire elementi atti a definire la loro posizione militare.

II - La presentazione deve avvenire dalle ore 8 alle 12 di tutti i giorni. I militari debbono presentarsi muniti di un documento d'identificazione con fotografia rilasciato da Autorità Militari Aeronautiche, in mancanza di questo di altro documento d'identificazione, munito con fotografia, accompagnato da documenti necessari a comprovare la qualità della R.Aeronautica: per tutti deve essere prodotto il documento (foglio di licenza, foglio di viaggio, ecc.) rilasciato dall'ultimo Ente Militare Aeronautico di appartenenza.

III - I Militari della R.Aeronautica che si presentano e che, hanno fatto parte di Bande di Patrioti debbono presentare anche la documentazione atta a comprovare a quali Bande, hanno appartenuto e per quale periodo.

IV - Il Posto di Raccolta dopo ottenuti i dati necessari provvederà all'immediato rilascio di un documento, in attesa delle disposizioni ministeriali, che stabilirà la definitiva posizione militare di ciascuno. Particolari istruzioni verranno impartite ai militari che si presentano e che non possono raggiungere la loro residenza sita in località non ancora liberate o non raggiungibili.

V - I militari che per motivi veri o per le disposizioni emanate dai Comandi Alleati sulla circolazione nei territori sotto la loro giurisdizione, non possono presentarsi al suddetto Posto di Raccolta debbono presentarsi al Comando dei CC.RR. più vicino alla località di loro residenza per fornire i seguenti dati: Grado, posizione di stato giuridico, Arma o corpo, Ruolo e Categoria, Cognome e Nome, Paternità e Maternità, Data e luogo di nascita, Distretto di leva, Stato Civile, Residenza della famiglia o residenza, attuale del militare (indirizzo), Reparto di appartenenza e sua sede alla data dell'8 Settembre 1943, tipo di licenza di cui sono eventualmente in possesso.

VI - Sono esclusi dalla presentazione quei militari che si siano eventualmente già presentati a " POSTI DI RACCOLTA "di altre Provincie o ad altri " CENTRI ASSISTENZA E RIORDINAMENTO DELLA R. AERONAUTICA " e che, in conseguenza, siano in possesso del documento comprovante la regolarizzazione della loro posizione militare.

./...

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

VII - I militari che non si presentano, oltre ad incorrere nelle sanzioni stabilite, perderanno diritto alla corresponsione del trattamento economico previsto dalle norme ministeriali.

Data.....

= IL COMANDANTE DEL PRESIDIO AERONAUTICO =

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

VII - I militari che non si presentano, oltre ad incorrere nelle sanzioni stabilite, perderanno diritto alla corresponsione del trattamento economico previsto dalle norme ministeriali.

Data.....

= IL COMANDANTE DEL PRESIDIO AERONAUTICO =

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

ITALIAN AIR FORCE

1. All I.A.F. military personnel of all ranks, Services, Trades or Categories serving on the 8th September 1943, who are at present in the Territory .....
are to report to the "Posto di Raccolta Personale Militare" (Recruiting and Muntering Centre) of the I.A.F. Command of .....
in order to make clear their military position.

2. The personnel may report at the R/T Centre between 8 and 12 hrs. every day, and must produce an identification card with photographs issued by the Aeronautical Military Authorities or another document also with a photograph and papers necessary to prove their actual position of I.A.F. military personnel; all personnel must produce the document (leave permit, travel order etc.) issued by the last I.A.F. Unit they belonged to.

3. I.A.F. personnel who have belonged to Patriot Bands must also produce the necessary documents to prove their attachments to the Bands.

4. The Recruiting Centre, after having received the necessary data, will immediately issue a document in which the military position of all personnel will be specified, pending instructions from the Ministry. Particular instructions will be issued to the military personnel reporting to the Centre who cannot reach their destination, located in not yet liberated territory, or which is not within reach.

5. The military personnel who, owing to various reasons, or to instructions issued by the Allied Commands about circulation in territories under their jurisdiction, will report to the I.A.F. of C.M. nearest their residence in order to give the u/m information: Rank, Juridical position, Trade, Full name, Name of father and mother, Date and Place of Birth, Military area, Civil status, Residence of the family and last present residence of the personnel (Address), Unit to which he belonged and its location at the date of 8th September 1943, Kind of leave they have been granted.

Declassified E.O. 12356 Section 3.3/NND No. 1/25017

(Recruiting and Mustering Centre) of the I.A.F. Command of ..... in order to make clear their military position.

2. The personnel may report at the A/R Centre between 0 and 12 hrs. every day, and must produce an identification card with photograph issued by the Aeronautical Military Authorities or another document also with a photograph and papers necessary to prove their actual position of I.A.F. military personnel; all personnel must produce the document (leave permit, travel order etc.) issued by the last I.A.F. Unit they belonged to.

3. I.A.F. personnel who have belonged to Patriot Bands must also produce the necessary documents to prove their attachments to the Bands.

4. The Recruiting Centre, after having received the necessary data, will immediately issue a document in which the military position of all personnel will be specified, pending instructions from the Ministry. Particular instructions will be issued to the military personnel reporting to the Centre who cannot reach their destination, located in not yet liberated territory, or which is not within reach.

5. The military personnel who, owing to various reasons, or to instructions issued by the Allied Commands about circulation in territories under their jurisdiction, will report to the I.A. of C.M.I. correct their residence in order to give the u/m information: Rank, Juridical position, Grade, Full name, Date of Father and Mother, Date and Place of Birth, Military area, Civil status, Residence of the Family and and present residence of the personnel (Address), Unit to which he belonged and its location at the date of 8th September 1943, Kind of leave they have been granted.

6. All I.A.F. who have reported to their recruiting Centres or other C.A.I., and who in consequence have been supplied with a document proving the regularity of their military position are not expected to report to the Commands in question.

7. The military personnel who will not report to the above Commands will lose any right to the financial assistance according to the rules of the Ministry and will also be subject to disciplinary action.

IL COMANDANTE DEL PRESIDIO

AERONAUTICA

Declassified E.O. 12356 Section 3.3/NND No. 1/880017

12 hrs. every day, and must produce an identification card with photograph issued by the Aeronautical Military Authorities; or another document also with a photograph and proper necessary to prove their actual position of I.A.F. Military personnel; all personnel must produce the document (leave permit, travel order etc.) issued by the last I.A.F. Unit they belonged to.

5. I.A.F. personnel who have belonged to Patriot Bands must also produce the necessary documents to prove their attachments to the Bands.

6. The Recruiting Centre, after having received the necessary data, will immediately issue a document in which the military position of all personnel will be specified, pending instructions from the Ministry. Particular instructions will be issued to the military personnel reporting to the Centre who cannot reach their destination, located in not yet liberated territory, or which is not within reach.

8. The military personnel who, owing to various reasons, or to instructions issued by the Allied Commands about circulation in territories under their jurisdiction, will report to the U.S. of C.M. absent their residence in order to give the u/s information: Rank, Juridical position, Trade, Call name, Name of father and mother, Date and Place of Birth, Military area, Civil status, Residence of the family and our present residence of the personnel (address), Unit to which he belonged and its location at the date of 8th September 1943, kind of leave they have been granted.

9. All I.A.F. who have reported to their recruiting Bodies or other I.A.F., and who in consequence have been supplied with a document proving the regularity of their military position are not expected to report to the Commands in question.

7. The military personnel who will not report to the above Commands will lose any right to the financial assistance according to the rules of the Ministry and will also be subject to disciplinary action.

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IL COMANDANTE DEL PRESIDIO

AERONAUTICA

Declassified E.O. 12356 Section 3.3/NND No. 1/85011

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

TO: ITALIAN AIR MINISTRY.

DATE: 12TH MAY, 1945.

REF: AFSC/24/AIR.

ITALIAN AIR FORCE COURIER SERVICE TO NORTH ITALY.

1. Authority to employ Italian Air Force aircraft on an extended Courier Service to North Italy has been obtained, but it is not to be taken to represent the policy for the future.

2. The service is intended primarily for the use of the Allied Commission, but spare accommodation and freight space may be utilised by Allied Formations and the Italian Government.

3. The aircraft to be used are SM.79 supplemented by SM.82's. These will be based at ROME (CENTOCELLE.) Cant 1007 may be substituted if necessary on the South Italy Courier Service.

4. Commencing on Monday 14th May with Schedule "B", the service will continue, weather permitting, with Schedules "A" and "B" on alternate days:

SCHEDULE "A"

ROME (CENTOCELLE) Depart 09.30 hours arrive MILAN (BRESSO) 11.45, stopping for the night. The following day the same aircraft to leave MILAN at 09.30 landing at TREVISO at 10.30, leaving TREVISO at 11.30 arriving BOLOGNA at 12.00 - lunch - leaving BOLOGNA at 14.30, arriving ROME (CENTOCELLE) 15.45.

SCHEDULE "B"

ROME (CENTOCELLE) Depart 09.30 hours arrive BOLOGNA 10.50, leave BOLOGNA 11.15 arriving TREVISO at 11.50, leave TREVISO 14.30 arriving MILAN at 15.30. The following day, leave MILAN 09.30 arriving BOLOGNA 10.45, leaving BOLOGNA 11.45 arriving ROME (CENTOCELLE) at 13.00.

5. As soon as an aerodrome near TURIN is cleared by the Regional Commissioner MILAN, (in consultation with IV Corps) schedules "A" and "B" will be altered to include TURIN.

6. Aircraft will refuel at TREVISO when flying Schedule "A" and at TREVISO and BOLOGNA when flying schedule "B".

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Declassified E.O. 12356 Section 3.3/NND No. 780017

1. Authority to employ Italian Air Force aircraft on an extended Courier Service to North Italy has been obtained, but it is not to be taken to represent the policy for the future.

2. The service is intended primarily for the use of the Allied Commission, but spare accommodation and freight space may be utilised by Allied Formations and the Italian Government.

3. The aircraft to be used are SM.79 supplemented by SM.82's. These will be based at ROME (CENTOCELLE.) Cant 1007 may be substituted if necessary on the South Italy Courier Service.

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SCHEDULE "B"

ROME (CENTOCELLE) Depart 09.30 hours arrive BOLOGNA 10.50, leave BOLOGNA 11.15 arriving TREVISO at 11.50, leave TREVISO 14.30 arriving MILAN at 15.30. The following day, leave MILAN 09.30 arriving BOLOGNA 10.45, leaving BOLOGNA 11.45 arriving ROME (CENTOCELLE) at 13.00.

5. As soon as an aerodrome near TURIN is cleared by the Regional Commissioner MILAN, (in consultation with IV Corps) schedules "A" and "B" will be altered to include TURIN.

6. Aircraft will refuel at TREVISO when flying Schedule "A" and at TREVISO and BOLOGNA when flying schedule "B".

7. The following signals organisation and navigational aids are considered essential, but until the necessary approval is obtained for the introduction of this area of R.A. personnel, it is requested that all equipment, operating and maintenance personnel, be assembled in the ROME area, ready to move to their various destinations as soon as the word is given:

TURIN	Service No.3 (4780 Kcs)	Service No.6 (320 Kcs)	
MILAN	Service No.3 (4780 Kcs)	Service No.6 (320 Kcs)	Service No. 1 MF. D/F.
TREVISO	Service No.3 (4780 Kcs)	Service No.6 (320 Kcs)	Service No. 1 MF. D/F.
BOLOGNA	Service No.3 (4780 Kcs)	Service No.6 (320 Kcs)	

Continued/2...

Declassified E.O. 12356 Section 3.3/NND No. 776880

Until a W/T, or teleprinter point to point service is in operation between these centres, a/c movements signals can be sent on Service No.3. Call signs will be notified when approval for the operation of these wireless services is given.

8. SM.79 aircraft will carry a maximum pay load of 7 passengers plus 800.lbs of freight, or 2,000 lbs freight without passengers.

SM.82 aircraft will be loaded to a maximum of 20 passengers and 2,000.lbs of freight.

9. To provide for the safety of passengers it will be necessary for you to fit safety belts with a quick release fitting, and if aircraft are routed out of gliding distance from land, to supply dinghy space and a flotation jacket for every passenger and member of the crew.

10. Captains of aircraft are to be instructed not to accept any passengers without properly authorised travel orders, and that passengers booked through from ROME are to be given priority over those between intermediate stages. All bookings (Allied and Italian) will be made with Executive Sub-Commission, ROME (MAJOR BIRCH) who will issue travel orders and information. Intermediate bookings will be arranged by the Regional Commission Officers.

11. The pilot will carry a passenger and freight manifest (Appendix "A") on each flight, and this must be returned to MAJOR BIRCH, Allied Commission, for checking.

12. Preliminary arrangements must be made to fly in small servicing parties (approximately 10 men) including two flying control assistants when aircraft are fitted with R/T, also a supply of spares for each airfield. Permission for them to proceed North will be given from this Headquarters. The party for Bologna may proceed forthwith, and should take at least two days rations with them.

13. It must be impressed upon the crew that it is imperative that flying discipline, particularly at TREVISO is to be strictly complied with. TREVISO is a busy aerodrome, and it has been arranged that all aircraft landing there shall fly over at between 300/500 meters to receive landing instructions by aldis lamp. GREEN aldis will signify "ALL CLEAR TO LAND", RED aldis "NOT TO LAND", WHITE aldis "WAIT", in addition to which the normal RED and GREEN Pyrotechnic or lamp signals on the approach to landing on the field, will be used: a member of the crew is to watch out for these signals from the Flying Control Tower the whole time the aircraft is in the circuit. In case of doubt the Italian aircraft is to give way to any other aircraft which seem to be about to land. Likewise before take-off, the aircraft should position itself so that RED or GREEN aldis signals from the Control Tower can be easily seen, both before going onto the runway, and before taking-off.

14. As regards BOLOGNA, should there be any difficulties or should the aircraft be delayed, there over-night, the Captain of the aircraft is to get in touch with the Officer Commanding No.61 Staging Post (SQUADRON LEADER STUART,) who has agreed to make arrangements with the D/District Commissioner in BOLOGNA, (Col. HARTLEY.)

15. It is advisable that the crew shall carry rations for two days.

Declassified E.O. 12356 Section 3.3/NND No. 759016

10. Captains of aircraft are to be instructed not to accept any passengers without properly authorised travel orders, and that passengers booked through from ROME are to be given priority over those between intermediate stages. All bookings (Allied and Italian) will be made with Executive Sub-Commission, ROME (MAJOR BIRCH) who will issue travel orders and information. Intermediate bookings will be arranged by the Regional Commission Officers.

11. The pilot will carry a passenger and freight manifest (Appendix "A") on each flight, and this must be returned to MAJOR BIRCH, Allied Commission, for checking.

12. Preliminary arrangements must be made to fly in small servicing parties (approximately 10 men) including two flying control assistants when aircraft are fitted with R/T, also a supply of spares for each airfield. Permission for them to proceed North will be given from this Headquarters. The party for Bologna may proceed forthwith, and should take at least two days rations with them.

13. It must be impressed upon the crew that it is imperative that flying discipline, particularly at TREVISO is to be strictly complied with. TREVISO is a busy aerodrome, and it has been arranged that all aircraft landing there shall fly over at between 300/500 meters to receive landing instructions by aldis lamp. GREEN aldis will signify "ALL CLEAR TO LAND", RED aldis "NOT TO LAND", WHITE aldis "WAIT", in addition to which the normal RED and GREEN Pyrotechnic or lamp signals on the approach to landing on the field, will be used: a member of the crew is to watch out for these signals from the Flying Control Tower the whole time the aircraft is in the circuit. In case of doubt the Italian aircraft is to give way to any other aircraft which seem to be about to land. Likewise before take-off, the aircraft should position itself so that RED or GREEN aldis signals from the Control Tower can be easily seen, both before going onto the runway, and before taking-off.

14. As regards BOLOGNA, should there be any difficulties or should the aircraft be delayed, there over-night, the Captain of the aircraft is to get in touch with the Officer Commanding No.61 Staging Post (SQUADRON LEADER STUART,) who has agreed to make arrangements with the D/District Commissioner in BOLOGNA, (Col. HARTLEY.)

15. It is advisable that the crew shall carry rations for two days.

L.E. BRODIE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

COPY:
H.Q. M.A.A.F. C.M.F. A.L.S.
COLONEL ROBERTSON, CC. A.C. ROME.
H.Q. D.A.F. C.M.F.
H.Q. M.A.T.A.F. C.M.F.
O.C. NO.61 STAGING POST, R.A.F. C.M.F.
O.C. TREVISO, NO.244 WING, R.A.F. C.M.F.

Declassified E.O. 12356 Section 3.3/NND No. 780017

0902

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

I.A.F. COURIER SERVICE - AIRCRAFT MANIFEST
CORRIERE DELLA R.A. - ISTRUZIONI PER L'APPARECCHIO

Aircraft type and number
Tipo e numero dell'apparecchio _____

Captain
Pilota _____

Date
Data _____

Route
Rotta _____

The Captain of this a/c is instructed that no passengers are to be carried u orders are produced to him. It is requested that you will complete this proforma (wh TRANSPORT Office at HQ. Allied Commission, Rome at the end of the circuit). Freig priority over intermediate passengers except in the case of very urgent passengers d Commissioners or their deputies as applicable.

Il pilota di questo apparecchio ha istruzioni che nessun passeggero può esse siano esibiti permessi di viaggio autorizzati. Si richiede che sia riempito questo m ficio TRASPORTO alla Commissione Alleata, Roma alla fine del circuito). Il carico e l precedenza sui passeggeri intermedi, eccetto in caso che si tratti di passeggeri le o dai Commissari Regionali o dai loro sottocapi come previsto.

Name of passengers Nome dei passeggeri	Organisation Organizazzione	Authoroty Permesso	Issuing Office Ufficio d'emissione	From Da	To A

0903

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

I.A.F. COURIER SERVICE - AIRCRAFT MANIFEST
CORRIERE DELLA R.A. - ISTRUZIONI PER L'APPARECCHIO

ecchio _____ Captain / Pilota _____

Route / Rotta _____

his a/c is instructed that no passengers are to be carried unless properly authorised travel im. It is requested that you will complete this proforma (which will be submitted to the HQ. Allied Commission, Rome at the end of the circuit). Freight and mails from Rome will take te passengers except in the case of very urgent passengers detailed personally by the Regional eputies as applicable.

esto apparecchio ha istruzioni che nessun passeggero può essere trasportato a meno che non gli di viaggio autorizzati. Si richiede che sia riempito questo modulo (che sarà presentato all'Uf- missione Alleata, Roma alla fine del circuito). Il carico e la posta da Roma devono avere la ri intermedi, eccetto in caso che si tratti di passeggeri la cui grande urgenza sia specificata i o dai loro sottocapi come previsto.

Organisation / Organizazzione	Authoroty / Permesso	Issuing Office / Ufficio d'emissione	From / Da	To / A	Signature / Firma

0904

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

Details of freight carried with approximate weights. Dettagli del carico trasportato con peso approssimato.	Maximum Loading weights Massimo del peso da caricare		
	S.M. 79 7 passengers plus 800 lbs or 2000 lbs without passengers. 7 passeggeri più 355.5 Kg. o 888.8 Kg. senza passeggeri.	S.M. 82 20 passengers plus 2000lbs or 6000lbs. without passengers. 20 passeggeri più 888.8 Kg. o 2666.4 Kg. senza passeggeri.	(1) S (2) U (3) V

0905

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

Maximum Loading weights
Massimo del peso da caricare

S.M. 79

7 passengers plus 800 lbs or 2000 lbs without passengers.

7 passeggeri più 355,5 Kg. o 888.8 Kg. senza passeggeri.

S.M. 82

20 passengers plus 20001bs or 60001bs. without passengers.

20 passeggeri più 888.8 Kg. o 2666.4 Kg. senza passeggeri.

Instructions to Passengers.
Istruzioni ai passeggeri.

(1) Safety belts -Always fasten safety belts before take off and landing.
(1) Cinture di salvataggio - Applicare sempre le cinture di salvataggio prima di decollare e di atterrare.

(2) Use of Mae West - The Captain (before take off) will give instructions on the fitting and inflation of the Mae West.
(2) Uso delle cinture di salvataggio - Il pilota darà istruzioni sul modo di montare e di gonfiare le cinture prima del decollo.

(3) No smoking - No smoking is permitted in or near the aircraft.
(3) Vietato fumare - Non è permesso fumare nell'apparecchio o vicino.

0906

A 4 5

From :- Headquarters, Mediterranean Allied Air Forces, A.P.O.

To :- Headquarters, Air Forces Sub-Commission, Rome. (2)

Date :- 11th. May, 1945. Telex:- FX/3004 007.

Ref :- MAAF/1696/G3 (a) MED: SECRET.

ESTABLISHMENTS OF ITALIAN AIR FORCE.

1. The establishments brought to this Headquarters by representatives of the Italian Air Ministry have now been carefully examined. It is understood that the main purpose of this examination was to satisfy the Air Forces Sub-Commission and this Headquarters as to the bulk numbers of personnel being employed by the Italian Air Force so that, if it could be said that certain Units or A.A.Ts. were over established, the Italian Air Ministry could be justifiably instructed to reduce the figures, thereby releasing further personnel for employment by the Allies.

2. It is considered generally that the establishments presented are fair. This statement is made with the reservation that the Italian Air Ministry has obviously a much greater consideration than the employment of a number of Squadrons for the Allied Air Forces, as there are numbers of airfields and ancillary units to be maintained. Moreover, these establishments cannot be properly assessed without a detailed knowledge of the employment of the units, which is not given in the information supplied by the Italian Air Ministry. It is however apparent that too many personnel are maintained in Sardinia.

3. A further reservation is that it is difficult to align the establishments of the operational units presented, with the Order of Battle, as known by this Headquarters. The Order of Battle held here was received during March, and is printed in Italian. It would be preferable to see an Order of Battle drawn up in English on normal A.A.F. standards.

4. Are the Training Squadrons referred to in Enclosure 17 an agreed constituent - if not, these establishments should not be permitted.

5. At the time these establishments were drawn up by the Italian Air Ministry, before the collapse of the German Air Force, the figures for the 1st. and 2nd. A.A.Ts. were obviously prepared on a plan, but they can be said to be quite reasonable, provided the policy of the Italian Air Force maintaining the airfields and the units mentioned is accepted.

6. As you know, the Air Ministry, London, has been asked for a brief concerning the future employment and quantities of the Italian Air Force, and until this is received, it is considered it would be premature to allow these establishments to be universally published. However, it is suggested that they could be accepted provisionally and worked to by the Italian Air Ministry,

Declassified E.O. 12356 Section 3.3/NND No. 798017

employed by the Italian Air Force on that, if it could be said that certain Units or S.A.Fs. were over established, the Italian Air Ministry could be justifiably instructed to reduce the figures, thereby releasing further personnel for employment by the Allies.

2. It is considered generally that the establishments presented are fair. This statement is made with the reservation that the Italian Air Ministry has obviously a much greater confidence than the employment of a number of Squadrons for the Allied Air Forces, as there are numbers of airfields and ancillary units to be maintained. Moreover, these establishments cannot be properly assessed without a detailed knowledge of the employment of the units, which is not given in the information supplied by the Italian Air Ministry. It is however apparent that too many personnel are maintained in SARDINIA.

3. A further reservation is that it is difficult to align the establishments of the operational units presented, with the Order of Battle, as known by this Headquarters. The Order of Battle held here was received during March, and is printed in Italian. It would be preferable to see an Order of Battle drawn up in English on normal R.A.F. standards.

4. Are the training Squadrons referred to in Enclosure 17 an agreed commitment - if not, these establishments should not be permitted.

5. At the time these establishments were drawn up by the Italian Air Ministry, before the collapse of the German Air Force, the figures for the 1st. and 2nd. S.A.Fs. were obviously prepared on a plan, but they can be said to be quite reasonable, provided the policy of the Italian Air Force maintaining the airfields and the units nominated is accepted.

6. As you know, the Air Ministry, London, has been asked for a brief concerning the future employment and constitution of the Italian Air Force, and until this is received, it is considered it would be premature to allow these establishments to be universally published. However, it is suggested that they could be accepted provisionally and worked to by the Italian Air Ministry, subject to the following points :-

(i) That the Air Ministry policy will permit the employment of the Italian Air Force, as required by the Italian Air Ministry and as implied in the establishments they present.

(ii) That the information, which is certainly needed to enable the establishments to be assessed more thoroughly, is forthcoming later.

7. The following paragraphs are more concerned with the detail of the establishments and procedure. Firstly, as a general remark, it is considered that too many personnel are shown under broad headings, and that establishments of units should be given in more detail in similar fashion to R.A.F. establishments.

8. It should be possible, when the establishments are finally drawn up to compile a ceiling and this, for the benefit of the Italian Air Ministry, should include all personnel - officers, other ranks and civilians - and mechanical transport. The creation of this ceiling will facilitate any

.../supplies

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supplies made to the Italian Air Force by any Allied authority, and the latter should receive copies of this Ceiling and all subsequent amendments. Moreover, not until this Ceiling is created can it be seen how the Italian Air Ministry can possibly control the recruiting and administration of its personnel.

9. Arising out of this point, it should be made quite clear that the ranks of officers and airmen, and the categories and trades of officers and airmen, (as now shown in enclosures marked with red X) should be fixed, and there should not creep into the establishments fresh ranks or categories which are not allowed for in the Ceiling, unless the Ceiling is correspondingly amended.

10. The following paragraphs comment in detail on the enclosures.

11. ENCLOSURE 2.

(i) The heading "Carpelloni" is not understood as it is not shown in the index. This is an example of the general remark made in para: 8 above.

(ii) The posts given under the headings "1st. and 2nd. Ministry Commissions for personnel" are somewhat unbalanced. There would appear to be too many officers. There is only one Accountant H.C.O. shown in each Commission, and his particular rank is not shown.

(iii) It would be preferable to show departments on separate pages as sections. Then, for example, it would be clear why 132 Governo's are required in the Servicing Unit. This unit appears to be high, but may be quite justified - here more information is required.

12. ENCLOSURE 5 bis.

It is quite proper to show miscellaneous personnel not covered by normal establishments on a Special Duty List, but such an establishment should only show posts. Surplus personnel, such as "one Major General for disposal" should not be shown at all, but should be dealt with by some manning branch.

13. ENCLOSURE 6.

The personnel allowed for Intelligence seems far too heavy in comparison with the other departments. The activities of this chart should be known to the Allied sub-commission.

14. ENCLOSURE 11.

The Reconstitution Centre seems small. Have any other organisation provide conscriptions for the Italian Air Ministry?

15. ENCLOSURE 20.

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8068

(i) The heading "Supplies" is not understood as it is not shown in the index. This is an example of the general remark made in para. 8 above.

(ii) The posts given under the headings "1st. and 2nd. Military Considerations for personnel" are somewhat unbalanced. There would appear to be too many officers. There is only one Accountant R.A.O. shown in each Consideration, and his particular rank is not shown.

(iii) It would be preferable to show departments on separate pages or sections. Then, for example, it would be clear why 152 Governo's are required in the Servicing Unit. This unit appears to be high, but may be quite justified - here more information is required.

14. ENCLOSURE 5 bis

It is quite proper to show miscellaneous personnel not covered by normal establishments on a Special Duty List, but such an establishment should only show posts. Surplus personnel, such as "One Major General for Disposal" should not be shown at all, but should be dealt with by some Standing Branch.

15. ENCLOSURE 6.

The personnel allowed for Intelligence seems far too heavy in comparison with the other departments. The activities of this staff should be known to the Allied Co-ordination.

16. ENCLOSURE 11.

The Consideration Centre seems small. Does any other organisation provide considerations for the Italian Air Ministry?

17. ENCLOSURE 20.

It would be preferable to show the Units Aeron Flight and the Presidency of Council Flight separately. The Units Aeron Flight seems heavy, but the establishment of aircraft is not available, so that it cannot be correctly commented upon. It is suggested that it would be better to break down the Secretarials and Troops into specific ranks given in the index.

334

18. ENCLOSURE 21.

To make complete comment on this establishment one firstly requires to know the aircraft establishment and their degree of employment. The only other comment that can be made is, that the numbers of Armorers are high in comparison with other trades. Do they look after anything other than guns?

17. ENCLOSURE 2.

The only comment that can be made here is to point out an apparent error (enclosed in red pencil). The multiplication of 5 Subalterns by 2 does not amount to 2.

..../17

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18. ENCLOSURE 28

(i) What is the difference between :-

Service Unit,
Service Section,
Aeronautical Construction Section ?

The members of Groups A.A.F. type, and A.A.F.S. at Cv, under the Service Unit should be broken down. It is pointed out that the Index does not specifically refer to these categories.

(ii) It is noted that the headquarters of the Int. A.A.F. is shown twice, once in detail on Enclosure 28 and once in bulk on Enclosure 28 bis. These figures should not be accounted for twice.

(iii) The establishment figures given for each airfield would appear to be reasonable, but what do require checking are the airfields themselves. Are all these airfields to be employed ? Upon this question of policy depends the number of personnel allowed to be employed by the Italian Air Forces.

(iv) Each Garrison is shown to hold 3 Lieut-Colonels. This is probably a matter for the Italian Air Infotry themselves, but it is thought that one should be of senior rank to the others, and Lieut-Colonel would seem to be a reasonable rank for the most senior, therefore the other two should be down-graded to Majors.

19. ENCLOSURE 30.

(i) The main R. T. Repair workshop seems to be low.

(ii) The Headquarters officers are over-loaded, and this should be investigated and corrected. Particularly is this the case for A.A.F.S. Senior Officers and Subalterns of A.A.F.S., unless they are deployed among the airfields.

(iii) The figure of 256 is too heavy for a Recruiting Centre.

20. ENCLOSURE 32 quarter.

The Air Forces Sub-Commission may well see why it is necessary for the Italian Air Force to use all these airfields. The total of 193 appears to be completely unjustified for these. If correspondingly there are other airfields with no commitment, they should be scaled down accordingly or reduced completely.

21. The complete folios are returned herewith, and it is requested that their receipt may be acknowledged.

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

(ii) It is noted that the Headquarters of the 1st. S.A.F. is shown twice, once in detail on Enclosure 28 and once in bulk on Enclosure 28 bis. These figures should not be accounted for twice.

(iii) The establishment figures given for each airfield would appear to be reasonable, but what do require checking are the airfields themselves. Are all these airfields to be employed? Upon this question of policy depends the number of personnel allowed to be employed by the Italian Air Forces.

(iv) Each Garrison is shown to hold 3 Group-Colonels. This is probably a matter for the Italian Air Ministry themselves, but it is thought that one should be of senior rank to the others, and Group-Colonel would seem to be a reasonable rank for the most senior, therefore the other two should be down-graded to Major.

19. Enclosure 30.

(i) The main R. .Depair workshop seem to be low.

(ii) The Headquarters Officers are over-loaded, and this should be investigated and corrected. Particularly is this the case for A.A.F.H. Senior Officers and Subalterns of A.A.F.H., unless they are deployed among the airfields.

(iii) The figure of 236 is too heavy for a Recruiting Centre.

20. Enclosure 32 quater.

The Air Forces Sub-Commission may well ask why it is necessary for the Italian Air Force to use all these airfields. The total of 193 appears to be completely unjustified for these. If correspondingly there are other airfields with no commitment, they should be scaled down accordingly or reduced completely.

21. The complete folios are returned herewith, and it is requested that their receipt may be acknowledged.

22. It is realised that further conversations may be necessary before this matter is cleared. It is not possible for a representative of the Establishments Branch of this Headquarters to visit Rome before the week commencing 27th. May, 1945.

It is regretted.

Yours Sincerely,

for Air Vice Marshal,
Air Officer i/c. Administration,
Mediterranean Allied Air Forces.

Copy to :- A.A.F.H.

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

0912

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

Hall

Minute

To: D/A.O.A.
(Through C/Capt. Org.)

108

Italian Air Force - Policy.

1. As a result of the termination of hostilties in Europe, a policy has been requested from Air Ministry, as to the future of the Italian Air Force during the period between the present and to final settlement under the Peace terms.

2. The following proposals have been put to the Air Ministry in respect of the immediate employment of Italian Air Force,

(a) that an internal Air Transport Courier Service be formed for the benefit of the Allied Commission, Italian Government officials, as well as for the transportation of spares and materials. It would be under the supervision of this Headquarters and be of a size sufficient to meet the reasonable needs of the Allied Commission and the requirements to rehabilitate Italian Administration as soon as possible.

(b) that the 40 Baltimores on loan from the RAF, be handed over without backing, for conversion to passenger transport under their own industrial arrangements.

(c) that the fighters, macchies, 109's, and P39s should be used as training aircraft, and for the purpose of keeping Pilots in flying practice.

3. Meanwhile the I.A.F. have been authorised to initiate a courier service, limited to essential requirements, on the understanding that it is not taken for granted that this or any other concessions are agreed policy.

Chorley G.

(G. CHORLEY).
Squadron Leader,
for Wing Commander,
Allied Liaison Section.

Date:- 25th May, 2945.

Ref:- MAAF/4200/A.L.S.

337

0913

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

From: Air Forces Sub-Commission, Rome

To: O.C. R.A.F. Staging Post, BOLOGNA
" " Linate airfield, MILAN
" " Wing, TREVISO
H.Q. M.A.A.F. (A.L.S.)

Date: 13th May, 1945

Ref.: AFSC/24/AIR

It is proposed to send up a small maintenance party of 10 Italian Air Force personnel to TREVISO airport for the purpose of servicing the Italian courier plane, which will make a daily run.

They will be self-contained and rationed by the I.A.F., but your permission and cooperation is requested so that they may be permitted to live as near to the airfield as possible.

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

0914

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

LOOSE MINUTE

To : A.F.L.S. Ref : S.44/1/Air.

USE OF LAKE BRACCIANO AS A SEAPLANE BASE BY I.A.F.

Reference is made to your Loose Minute, MAE/4200/ALS of 11th May, 1945.

2. Operations have sent a letter, reference S.44/1/Air of 11th May, 1945, to A.F.H.Q., asking that I.A.F. may resume use of Lake Bracciano; a copy of this letter was passed to you. You will be notified as soon as their reply is received.

14th May, 1945.

for G.E.F. GOODE,
Wing Commander,
DEPUTY DIRECTOR OF OPERATIONS.

0915

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

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16

OUTGOING MESSAGE
HQ. M.A.A.F.

To: MATAF (R) RAF, A.F.S.C. Rome.

From: HQ, MAAF CMF

A. 108 13TH MAY 1945. CONFIDENTIAL

All Italian types of aircraft in use in MATAF area are to be grounded and impounded forthwith.

Para 2. These aircraft are being reserved for Italian Air Force use only and details of all aircraft impounded should be signalled to this Headquarters.

Para 3. Italian courier aircraft operating under Air Force Sub-Commission control are not (r) not to be included in the above.

F.E.STABLEFORD,
Colonel, SAAF.
O/C, Operations.

Precedence : IMPORTANT

Dist: Air Staff (Orign.) S.44/-
SSO
Master File
D.Ops.
D.D.Ops.
C of S, RAF.
A.I.S.
G.M.S.O.

Operations Division
Records Unit
Date 11/15
File 4200

334

09161

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

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

TO : ITALIAN AIR MINISTRY.

DATE: 12TH MAY, 1945.

REF : AFSC/24/AIR.

A maintenance party, to consist of not more than 10 personnel is needed immediately at BOLOGNA, to service and maintain the courier planes.

2. Please arrange this party as soon as possible, and each man should bear either a credential letter or pass, countersigned by this Sub-Commission.

3. They should be transported by air, taking with them a small quantity of aircraft spares etc, and should be self-contained in order to live either on or adjacent to the airfield - tentage should be taken - and sufficient rations to enable them to live self-contained. Arrangements should be made to transport further rations for them by the courier plane, until such time as other arrangements can be made.

4. Two similar parties, for MILAN and TREVISO should be prepared and instructions for them will follow.

for AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Copy to: HQ. MAAF (AIR)

A
III/3
H-200

68. 13|5
AL5
937

0917

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

AIRFORCE HEADQUARTERS
Q(Maint) Section

6280/Q(Maint)

Tel: FREEDOM 392

13 May 45

SUBJECT: Accommodation

TO : MAAF - Attention Sqdn/Ldr CONROY

Reference AC 091.712/151 SUP-O dated 1 May 45.

Attached see copy of cable from HQ 15 Army Group.

L. WHELSTON, Major,
for Major General,
G-4 (B).

Encl: HQ 15 Army Gp Cable SD 1624 of 11 May 45.

LW/HSR

0918

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

RESTRICTED

FHQ MESSAGE CENTER

INCOMING MESSAGE

FILED: 111500B
RECD : 111612B

AFSC N 936/11
bbr

ROUTINE

Space 6250

FROM : HQ 15 ARMY GP

TO : AFHQ INFORMATION MMIA, NEAR EIGHTH ARMY

REF NO THIS MESSAGE: SD 1624, 11 May 1945

Reference your AG 091.712/151 SUP-0 of 1 May.

1. No objection from Fifth Army standpoint regarding detachments for MILAN, TURIN, GENOA, BOLOGNA. Request all space requirements in Corps areas cleared with G4S II and IV Corps. Requirements Army area cleared through G4 Fifth Army.

2. Still awaiting authority for PADUA from Eighth Army. My SD 1563 of 3 May to Eighth Army refers.

Note: SD 1563 Not identified in AFHQ MC Files

ACTION : G-4

INFORMATION : G-1(B)
OAO
G-3
QM
G(MAINT)

MC IN 7660 11 May 45 1705B Ref No: SD 1624 bb/H/CB

931

RESTRICTED COPY NO 21

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

0 9 1 9 1

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

From:- Allied Liaison Section, H. . M.A.A.F. C.M.F.

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

Date:- 13th. May, 1945.

Ref:- HQAF/4200/ALS.

Flying Control.

1. Reference is made to your letter, AFSC/36/AIR dated 3rd. May, 1945.

2. The future policy as regards the Italian Air Force is somewhat fluid, and it is therefore felt, that, at this stage, the request for an officer to advise on Flying Control cannot be considered.

for A.C.
(C. CORBOY),
Squadron Leader,
Air Vice-Marshal,
Chief of Staff/RAF, MedMF.

Copy to:- Aircraft Safety Section.
(File:- HQAAF/S.77/AIR.)

09201

Declassified E.O. 12356 Section 3.3/NND No. 785617

I N C O M I N G M E S S A G E S

39

HEADQUARTERS MEDITERRANEAN ALLIED AIR FORCE

MSG CTR NBR: 59113 DATE: CM 12/5/45

PRECEDENCE: IMPORTANT SECURITY: SECRET

TO: HQ NAAF

FROM: PCRE

WHEN ANSWERING CITE:

SY 131 12 MAY

35

YOUR MX 54045 11 MAY ADDRESSED TO 'AIR FORCE SUBCOMMISSION' NOT UNDERSTOOD. PLEASE CLARIFY

MX 54045 BY OPS

12/5
1200

TOO 1215Z0S

TOR 121555

329

DISTRIBUTION

	CC	DEP CINC	C/S	DEP ADM	D/O	OPN	PLANS	INT	A R	W A R	A A F 1	A A F 3	SIGS	SCU	ORS	AFHQ
ACT:																
INFO:																

38

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

TO: H.Q. M.A.A.F. C.M.F. A.L.S./
COLONEL R.A. ROBERTSON, H.Q. CAMP COMMANDANT, A.C. ROME.
H.Q. D.A.F. C.M.F.
H.Q. M.A.T.A.F. C.M.F.
C.O. NO.61 STAGING POST, M.A.F. BOLOGNA. (S/L STEWART.)
C.O. TREVISO, NO.304 WING, (G/C DUNCAN.)

DATE: 11TH MAY, 1945.

REF: AFSC/24/AIR.

Allied Liaison Section
H.Q. M.A.A.F.
File No. 512/5
4200

EXPANSION OF ITALIAN AIR FORCE COURIER SERVICE TO THE NORTH.

1. On the 8th and 9th May, Air Vice-Marshal BRODIE (A.O.C.C) and Colonel ROBERTSON, (H.Q. Commandant, Allied Commission, Rome) made a flight of investigation round the North of Italy with a view to opening up an extension of the Italian Courier Service. The following tentative arrangements have been agreed with local authorities: A.O.C. D.A.F. in respect of TREVISO agreed in principle verbally. It is requested that the second addressee will prepare a directive to the Sub-Commissions and Regions. This service is intended primarily for the use of the Allied Commission, but spare accommodation in aircraft may be utilised by the Italian Government and Allied Commissions.

2. As soon as the all-clear from the Executive Officer to the Provincial Commissioner at MILAN is received, the following services will be inaugurated:

SCHEDULE "A"

ROME (CENTOCELLE) Depart 09.30 hours arrive MILAN (MALPENSA) 11.45, stopping for the night. The following day the same aircraft to leave MILAN at 09.30 landing at TREVISO at 10.30, leaving TREVISO at 11.30, arriving BOLOGNA at 12.00 - lunch - leaving BOLOGNA at 14.30, arriving ROME (CENTOCELLE) 15.45.

SCHEDULE "B"

ROME (CENTOCELLE) Depart 08.30 hours arrive BOLOGNA 10.30, leave BOLOGNA 11.15 arriving TREVISO at 11.50, leave TREVISO 14.30 arriving MILAN at 15.30. The following day, leave MILAN 09.30 arriving BOLOGNA 10.45, leaving BOLOGNA 11.45 arriving ROME (CENTOCELLE) at 13.00.

3. Aircraft will be refuelled on schedule "A" at BOLOGNA on the outward and inward flight; aircraft on schedule "B" will be refuelled at TREVISO on the outward flight and BOLOGNA on the inward flight. On both schedules aircraft

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E 12/5
4200.

EXTENSION OF ITALIAN AIR COURIER SERVICE TO THE NORTH.

1. On the 6th and 8th May, Air Vice-Marshal BROWNE (U.S.A.C) and Colonel HERETEEN, (U.S. Commandant, Allied Commission, Rome) made a flight of investigation round the North of Italy with a view to opening up an extension of the Italian Courier Service. The following tentative arrangements have been agreed with local authorities: A.C.C. G...F. in respect of TREVISO agreed in principle verbally. It is requested that the second addressee will prepare a directive to the Sub-Commissions and Legions. This service is intended primarily for the use of the Allied Commission, but spare accommodation in aircraft may be utilised by the Italian Government and Allied formations.

2. As soon as the all-clear from the Executive Officer to the Regional Commissioner at MILAN is received, the following services will be inaugurated:

SCHEDULE "A"

ROME (CENTOCELLE) Depart 09.30 hours arrive MILAN (MESSO) 11.45, stopping for the night. The following day the same aircraft to leave MILAN at 09.30 landing at TREVISO at 10.30, leaving TREVISO at 11.30, arriving BOLOGNA at 12.00 - lunch - leaving BOLOGNA at 14.30, arriving ROME (CENTOCELLE) 15.45.

SCHEDULE "B"

ROME (CENTOCELLE) Depart 09.30 hours arrive BOLOGNA 10.50, leave BOLOGNA 11.15 arriving TREVISO at 11.50. leave TREVISO 14.30 arriving MILAN at 15.30. The following day, leave MILAN 09.30 arriving BOLOGNA. 10.45, leaving BOLOGNA 11.45 arriving ROME (CENTOCELLE) at 13.00.

3. Aircraft will be refuelled on schedule "A" at BOLOGNA on the outward and inward flight; aircraft on schedule "B" will be refuelled at TREVISO on the outward flight and BOLOGNA on the inward flight. On both schedules aircraft will remain at MILAN one night.

4. As soon as the corridor near TURIN is cleared by the Regional Commissioner, MILAN, (in consultation with IV Corps) schedules "A" and "B" will be extended to include TURIN.

5. As approximately half the aircraft we had intended to use on the extension of the courier service have been lent to D...'. until approximately the 19th May, it is proposed to run aircraft on schedules "A" and "B" on alternate days, but in the case of very urgent necessity, a standby aircraft would be flown as required.

6. Captains of Italian aircraft are being instructed not to accept any passengers without properly authorised travel orders, and they are being instructed that passengers booked through from ROME will be given priority over those between intermediary stages. All bookings will be made with Executive Sub-Commission, ROME (PALAZZO BRASCHI) who will issue travel orders and information; intermediate bookings will be arranged by Regional ~~Transport~~ Commissioner

Continued /2....

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offices, but until communications to ROME improve, intermediate passengers and freight will have to take pot luck.

7. The courier service will, at first, be run with SM.79 aircraft which carry a maximum pay load of 7 passengers plus 900.lbs freight, or 2,000 lbs freight without passengers.

8. No transport from Italian Air Force or R.A.F. sources is available, therefore arrangements by Executive Sub-Commission's should be made to meet aircraft at each part of call and ROME.

9. Telephone communications are as below:

ITALY) Internal, functioning. (Region H.Q. Monte Cavirl - ITALY 6355.)

BOLOGNA) From airfield to town, functioning. (Region H.Q. in Prefettura).

TREVISO) Believed to be functioning from airfield to VENICE and PADUA. (Region H.Q. VENICE.)

10. Accommodation. - can be arranged at BOLOGNA and ITALY, but reference to the Office of the Regional Commissioner will have to be made. It is undesirable for passengers to make a night stop at TREVISO unless H.Q. A.C. can make suitable arrangements in VENICE or PADUA.

11. Meals. All passengers are advised to take food for one meal in case of delays. There is a tea and snack bar on the airfield at BOLOGNA. If transport is laid on from the airfield to BOLOGNA (20 minutes each way,) lunches in the Officers Restaurant should be laid on (through the Regional Commissioner?)

12. Airfield facilities. Italian aircraft landing at BOLOGNA and TREVISO will work under No.61 Staging Post (R...F. Transport Command) for servicing, warnings in and out, and W/T. But Italian mechanics and flying control assistants will be placed on these airfields. Until an R...F. Staging Post is established at ITALY and TURIN, the Italian Air Force will have to be self-supporting. Therefore in addition, Italian R/T receiving and point-to-point W/T facilities will be provided: but when a Staging Post is established at ITALY or TURIN, it is proposed to make similar arrangements to those at BOLOGNA and TREVISO.

13. A small stock of spares will be laid down for Italian aircraft at BOLOGNA and TREVISO where the Officers Commanding have kindly agreed to provide a small store.

I.E. BROOKE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

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VENICE) Internal, functioning. (Region H.Q. Monte Cecini - "VELA" 6353.)

BOLOGNA) Poor airfield to town, functioning.
(Region H.Q. in Prefettura).

TREVISO) Unfinished and not functioning from airfield to VENICE and PADUA. (Region H.Q. VENICE.)

10. Accommodation. - can be arranged at BOLOGNA and VELA, but reference to the office of the Regional Commissioner will have to be made. It is undesirable for passengers to make a night stop at TREVISO unless H.Q. A.C. can make suitable arrangements in VENICE or PADUA.

11. Meals. All passengers are advised to take food for one meal in case of delays. There is a tea and snack bar on the airfield at BOLOGNA. If transport is laid on from the airfield to BOLOGNA, (20 minutes each way,) lunches in the Officers Restaurant should be laid on (through the Regional Commissioner?)

12. Airfield Facilities. Italian aircraft landing at BOLOGNA and TREVISO will work under No.81 Staging Post (R...F. Transport Command) for servicing, warnings in and out, and Met. But Italian mechanics and flying control assistants will be placed on these airfields. Until an R...F. Staging Post is established at "VELA" and "UDINE", the Italian Air Force will have to be self-supporting, therefore in addition, Italian Met receiving and point-to-point W/T facilities will be provided: but when a Staging Post is established at VELA or UDINE, it is proposed to make similar arrangements to these at BOLOGNA and TREVISO.

13. A small stock of spares will be held down for Italian aircraft at BOLOGNA and TREVISO where the Officers Commanding have kindly agreed to provide a small store.

L.F. BRODIE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

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

LOOSE MINUTE

37

To: Chief of Staff

The attached memorandum is passed to you for information.

(G. DERROY)
Squadron Leader
for Wing Commander
Allied Liaison Section.

Ref:- AAS2/4200/A.L.S.

Date:- 11th Nov, 1945.

For the attention of A.V.M. Brodie

SECRET.

PRECIS OF MEMORANDUM FROM ITALIAN C.A.S. TO AIR VICE-MARSHAL BRODIE ON THE FUTURE OF THE ITALIAN AIR FORCE.

1. General Aimone Cat makes the following proposals as to how the Italian Air Force could be utilised after the termination of hostilities in Europe, during the period which will bring to a close the war in the Pacific, and during the Armistice period.

(a) To limit the activities of the Force to internal courier services, the extent of which would depend upon the serviceability of the old material and the quantity of petrol which the Allies would allow.

(b) To continue to employ the Italian Air Force in conjunction with Allied Forces in any capacity consented by the Allies.

2. The C.A.S. is not in favour of the first solution. Leading, as it would, to what would mean practically the disbanding of the Italian Air Force, he considers it would cause grave repercussions both in the Force and throughout the country.

Should the Allies decide on the second solution, General Aimone Cat suggests that the Italian Air Force could be utilied in the following ways:

(a) By transferring the operational units to the Far East - or

(b) By allotting to the Italian Air Force all, or part, of the auxiliary activities in the Mediterranean in connection with the war in the Pacific.

In order that (a) be put into execution, a formal declaration of war on the part of Italy against Japan would be necessary, and for other reasons the utilising of the Italian Operational Units in the Pacific is not considered by the C.A.S. to afford a practical solution. Nevertheless, he says, should the Allies decide upon this course, the Italian Air Force would be very well satisfied.

(b) would be independent of a state of war between Italy and Japan and could be put into action immediately. Under Allied Control the Italian Air Force could carry out:

(i) the transport of military and other personnel, post and courier services, using both Allied and Italian material, covering the whole or part of the Mediterranean;

(ii) A.S.R. with the Seaplane Units which have already shown themselves capable of good work in this difficult and delicate sphere;

(iii) various airfield and workshop services at Italian Bases for the use of Allied aircraft in transit, under the control of, and with the assistance of Allied technicians.

3. Should the foregoing programme be thought worthy of our consideration, the C.A.S. proposes that the matter be gone into fully. For our information he tells us [illegible] could be employed in these activities would be taken, to [illegible] workshops. He

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

(b) To continue to employ the Italian Air Force in conjunction with Allied Forces in any capacity consented by the Allies.

2. The C.A.S. is not in favour of the first solution. Leading, as it would, to what would mean practically the disbanding of the Italian Air Force, he considers it would cause grave repercussions both in the Force and throughout the country.

Should the Allies decide on the second solution, General Aimone Cat suggests that the Italian Air Force could be utilied in the following ways:

(a) By transferring the operational units to the Far East - or

(b) By allotting to the Italian Air Force all, or part, of the auxiliary activities in the Mediterranean in connection with the war in the Pacific.

In order that (a) be put into execution, a formal declaration of war on the part of Italy against Japan would be necessary, and for other reasons the utilising of the Italian Operational Units in the Pacific is not considered by the C.A.S. to afford a practical solution. Nevertheless, he says, should the Allies decide upon this course, the Italian Air Force would be very well satisfied.

(b) would be independent of a state of war between Italy and Japan and could be put into action immediately. Under <u>Allied Control</u> the Italian Air Force could carry out:

(i) the transport of military and other personnel, post and courier services, using both Allied and Italian material, covering the whole or part of the Mediterranean;

(ii) A.S.R. with the Seaplane Units which have already shown themselves capable of good work in this difficult and delicate sphere;

(iii) various airfield and workshop services at Italian Bases for the use of Allied aircraft in transit, under the control of, and with the assistance of Allied technicians.

3. Should the foregoing programme be thought worthy of our consideration, the C.A.S. proposes that the matter be gone into fully. For our information he tells us that the personnel which could be employed in these activities would be taken, to begin with, from the personnel now working in Unità Aerea Units and workshops. He proposes that this personnel could be gradually increased from other sources until it is double the present figure.

The absolute guarantee of the efficiency of such an organisation could be assured if, with the aid of the Allies, the economical conditions afforded were adequate to today's needs. The cost of this could even be included in Italy's reparation bill. As he has previously requested, General Aimone Cat asks that the I.A.F. be given at least similar economical conditions to those which are given to the lesser favoured of the United Nations (for example, Yugoslavia). It is the opinion of the General that if this were done, the deficiencies found in the Italian ground crews with the R.A.F. and U.S.A.A.F. which are cause for complaint, and the element of discontent found in the Italian Units, would be overcome, whilst at the same time a concession of this nature would enlarge the choice of the best technical and professional elements, in addition to producing beneficial, moral, material and political repercussions.

29th April, 1945.

AIR FORCES SUB-COMMISSION,
ROME.

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

RFLS&L

HEADQUARTERS
MEDITERRANEAN ALLIED AIR FORCES.
Office of the Director of Operations

HQMAAF/S.44/1/AIR

APO 650, U.S.Army,
11th May, 1945.

SUBJECT : Use of Lake BRACCIANO as a seaplane base by Italian Air Force.

To : A.F.H.Q., G.3. (Copy to A.F.L.S.)

1. Reference is made to this Headquarters letter, HQMAAF/S.44/1/Air dated 12th March, 1945, on the above subject.

2. With the cessation of hostilities in Europe, it would appear that Lake BRACCIANO will no longer be required as a training area for the British Army. If this is the case, it is desired to allow the Italian Air Force to re-establish itself there. The requirement is urgent, since it is desired to extend the Italian Air Courier services, and no satisfactory alternative sea-plane base exists in the Rome area.

3. It is requested therefore that you will confirm that the prohibition on the use of the Lake by the Italians may be removed, and also that it is no longer necessary to prohibit flying over that area.

FOR THE AIR COMMANDER-IN- CHIEF:

C.P. CARELL,
Brigadier General, USA,
Director of Operations,
& Intelligence.

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

(AMACT-PES-ebw)

OPS

IMPORTANT

SECRET

MX-54245

P.E.STABLEFORD, Col,SAAF

G/C Operations.

11 May 45.

TO: AIR FORCE SUBCOMMISSION BONE, (R) MATAF, BAF, AFHQ

FROM: MAAF

AUTHORITY IS GRANTED FOR THE USE OF AIRFIELDS IN NORTH ITALY BY ITALIAN AIR FORCE TRANSPORT AIRCRAFT ENGAGED ON COURIER FLIGHTS PD PARA TWO PD BEFORE USE IS MADE OF ANY PARTICULAR AIRFIELD CLEARANCE SHOULD BE OBTAINED FROM MATAF WHO WILL INDICATE WHAT FACILITIES EXIST ON THE AIRFIELD

Dist: Air Staff (Orign.)
A.G.(4)
Master File
Dir.OPS.
D.D.OPS.
C/S RAF
AFLS

12/5.
~~Note~~
A200

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

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A. C. A.

Copies to: C. C. S.
A. L. S.
D.D. Ops.

When I recently visited LEDS I was told by Air Vice Marshal Brodie that it would greatly help him if this airfield can be de-requisioned and handed over to the Italian Air Ministry. The Balkan Air Force is prepared to agree with this. The main office block on the airfield is at present occupied by Americans and it would greatly help the Italian administration of the field if they could use these offices.

6th May, 1945

Air Marshal,
C. in C. MAF MEDMED

GG.1122

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322

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

TO: FINNISH AIR MINISTRY.

DATE: 10TH MAY, 1946.

REF: AFSC/24/ACR.

DECLASSIFIED.

It is requested that you will arrange for an SM.79 from HELSINKI to carry out an experimental courier service flight as under:-

To arrive at MILAN at 11.30 hours on FRIDAY 17TH MAY,

and that you will notify the Air Forces Sub-Commission at that time this aircraft leaves ROME (CIAMPINO).

2. The aircraft is to follow the following route:-

ROME to MILAN direct, spending Friday night at MILAN. To proceed to VENICE on SATURDAY 18th, leaving MILAN at 09.30 hours and calling at PERUGIA on its way back to ROME.

3. The crew should consist of at least one member of the same crew that flew AIR VICE-MARSHAL J.R. ROBIN and COLONEL BENNETT on a trial flight round the North of Italy on the 8/9th May. One of these to be an English speaking Italian officer (preferably LT. PIPPA). The English speaking officer is to contact CAPTAIN NEWFELD, who is the Executive Officer to COLONEL MARTI (Regional Commissioner, MILAN,) in order to obtain details which CAPTAIN NEWFELD will have arranged, and to collect a letter for Allied Commission giving these details. CAPTAIN NEWFELD will inform this officer as to accommodation and other details on arrival. It has been arranged that there will be an A.M.G. car at MILANO Aerodrome (by the hangar) at 11.30 hours on Friday 17th.

4. The aircraft is to be refuelled at PERUGIA and again at MILANO, if necessary.

5. Should the car not be at MILANO, contact should be made with the Regional Commissioner's Office in PORTA GARIBALDI, Telephone No.6333, failing which contact should be made with H/QUE. ALLIED (A.M.G) in PIAZZA DUOMO, Telephone Extension 23.

6. The only passengers to be carried on this flight will be those authorised by Allied Commission, ROME, Transport Officer, MAJOR BIRCH; it is probable that mail and possible freight may also be put on this aircraft under arrangements made by MAJOR BIRCH.

7. There are no facilities at MILAN, but routine reports, petrol and oil, are all available at MILANO and PERUGIA.

Declassified E.O. 12356 Section 3.3/NND No. 789017

To arrive at MILAN at 11.30 hours on FRIDAY 11TH MAY,

and that you will notify the Air Forces Sub-Commission at that time this aircraft leaves NICE (CAMPOMICINO).

2. The aircraft is to follow the following route:-

NICE to MILAN direct, spending 24hrs night at MILAN. To proceed to TURINO on SATURDAY 12th, leaving MILAN at 09.30 hours and calling at BOLOGNA en its way back to NICE.

3. The crew should consist of at least one member of the same crew that flew AIR VICE-MARSHAL L.N. HOLME and COLONEL PERRIGOT on a trial flight round the North of Italy on the 8/9th May. One of these to be an English speaking Italian Officer (preferably Lt. NEWFELD). The English speaking officer is to contact CAPTAIN NEWFELD, who is the Executive Officer to COLONEL MARINI (Regional Commissioner, MILAN,) in order to obtain details which CAPTAIN NEWFELD will have arranged, and to collect a letter for Allied Commission giving these details. CAPTAIN NEWFELD will inform this officer as to accommodation and other details on arrival. It has been arranged that there will be an A.M.G. car at MILANO Aerodrome (by the hangar) at 11.30 hours on Friday 11th.

4. The aircraft is to be refuelled at TURINO and again at BOLOGNA, if necessary.

5. Should the car not be at MILANO, contact should be made with the Regional Commissioner's Office in PORTA CARLO BORROMEO, Telephone No.6333, failing which contact should be made with AG/COL. CHIEF (A.M.G) in PALAZZO MARINO, Telephone Extension 23.

6. The only passengers to be carried on this flight will be those authorised by Allied Commission, MAJOR, Transport Officer, NAPLES HARBOUR; it is probable that mail and possible freight may also be put on this aircraft under arrangements made by NAPLES HARBOUR.

7. There are no facilities at MILAN, but weather reports, petrol and oil, are all available at TURINO and BOLOGNA.

8. It must be impressed upon the crew that it is imperative that flying discipline, particularly at TURINO is to be strictly complied with. TURINO is a busy aerodrome, and it has been arranged that all aircraft leaving there should fly over at between 300/500 metres to receive landing instructions by aldis lamp. GREEN aldis will signify "ALL CLEAR TO LAND", RED aldis "DO NOT LAND", GREEN aldis "WAIT", in addition to which the normal RED and GREEN Spectacle or Lamps signals on the approach to landing on the field, will be used. A member of the crew is to watch out for these signals from the Flying Control Tower the whole time the aircraft is in the circuit. In case of doubt the Italian aircraft is to give way to any other aircraft which seem to be about to land. Likewise before take-off, the aircraft should position itself so that RED or GREEN aldis signals from the Control Tower can be easily seen, both before going on to the runway, and before taking-off.

9. As regards MILANO, should there be any difficulties or should the aircraft be delayed there over-night, the Captain of the aircraft is to get in touch with the Officer Commanding No.61 Holding Unit (MEDITERRANEAN LIAISON GROUP), who has agreed to make arrangements with the District Commissioner in MILANO, (Colonel HARLEY

Continued/

Declassified E.O. 12356 Section 3.3/NNM No. 98-0317

10. The Captain of the aircraft is to be instructed that no passengers are to be allowed to travel in the aircraft without a duly authorised travel order.

11. It is advisable that the crew shall carry rations for two days.

12. A copy of these instructions is to be carried by the Captain of the aircraft and produced to CAPTAIN MORRISON and other authorities if required - a copy is attached to this letter for this purpose.

13. No arrangements are yet to be made to put working parties on any airfields in the North, but plans to do so should be prepared.

I. L. Brown.

I.L. BROWN,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

COPY:
H.Q. COMMANDANT, ALLIED COMMISSION, NORF.
H.Q. M.A.A.F. C.M.F. (A.L.S). ✓

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

L.E. Brodie.

L.E. BRODIE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

COPY:
H.E. COMMANDANT, ALLIED COMMISSION, ROME.
H.Q. M.A.A.F. C.M.F. (A.I.S). ✓

n/s
~~[illegible]~~
45200

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C79 A/S
n/s
AKS.

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

0935

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

SECRET LOOSE MINUTE 32

To:- Group Captain, Ops.

1. Reference is made to your loose minute MAAF/1505/Ops dated 5th May 1945.

2. It is considered most advisable that Lecce Airfield should be handed over to the Italian Air Force as soon as possible.

3. I would be most grateful if you would take up the question on our behalf with MAAF Operations.

(C.GONROY)
Squadron Leader
for Wing Commander
Allied Liaison Section.

MAAF/4200/ALS.

6th May, 1945.

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

MAAF/1505/OPS.

SECRET.

LOOSE MINUTE.

A.L.S.

ASSIGNMENT OF LECCE AIRFIELD.

A.O.A. mentioned this morning that A.O.C. Air Forces Sub Commission, Allied Commission was anxious to have Lecce airfield derequisitioned and handed back to the Italians.

2. The assignment of all airfields in this Theatre is handled by M.A.A.F. Operations (Lt. Col. Cochran, Freedom 726). I accordingly contacted Col Cochran and asked him whether we were prepared to give up Lecce ; he was fairly sanguine and stated he would look into the question at once.

3. A.O.A. now advises me that Chief of Staff wishes this matter to be handled by your Section as it is so intimately connected with the general I.A.F. policy.

4. The position is that if you decide it is desirable that the I.A.F. should be given Lecce, please contact me and I will take up the question with Operations on your behalf.

5. I suggest this is a better course of action than for you to make direct application to Operations, as Organisation and Operations maintain a very close running liaison on matters connected with the assignment of airfields.

(I.H.M. [illegible])
Group Captain,
Organisation.

5 May 1945.

Copy to Lt. Col. Cochrane (MAAF Operations).

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

LOSS LETTER 30

To:- Chief of Staff

The attached memorandum is passed to you for information.

(C. CONROY)
Squadron Leader
for Wing Commander
Allied Liaison Section.

Ref:- MAAF/4200/ALS.

Date:- 11th May, 1945.

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

LOOSE MINUTE

29

To:- No. 216 Group (Advanced)

1. The Air Forces Sub-Commission are anxious to know when the Staging Posts in Northern Italy (in particular Milan) are likely to be formed.

2. The A.F.S.C. wish to emphasise that of the two airfields at Milan, the one located at LINATE is far superior in condition and position.

3. May the information requested in para. 1 above be given for onward transmission to the A.F.S.C.

(C. CONROY)
Squadron Leader
for Wing Commander
Allied Liaison Section.

Ref:- MAAF/4200/AL.S.

Date:- 11th May, 1945.

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

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From:- Allied Liaison Section, H.Q. M.A.A.F. U.S.F.

To:- A.F.H.Q. G.3.

Date:- 10th May, 1945.

Ref:- MAAF/4200/ALS

1. It is understood that at the present time there is a Bridge Building Training Unit operating on the River Tiber in the vicinity of Rome.

2. This Headquarters is considering the formation of a Seaplane Base for the use of the Italian Air Force Transport and Communications Squadron, and this particular strip of river appears to be the most advantageous.

3. It would be appreciated if you would advise this Headquarters of the future policy of the Bridge Building Unit, as to whether there is any possibility of its closing down, or failing that the chance of it being moved to another part of the river.

(G.CONROY)
Squadron Leader
for Air Vice-Marshal
Chief of Staff/RAF MedME.

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55 27

SECRET.

MAAF/1500/OPS.

100.

HQ/X HIRET.

M.A.A.F. OPERATIONS (Col.Cordiner.)

ASSISTANT OF ADVISING.

Further to our recent telephone conversation on the subject of Lecce, it is requested that consideration may be given to the de-requisitioning of this airfield and its transfer to the Italian Air Ministry.

2. In this connection you should see Loose Minute GG 1122 of 6th May, a copy of which is held by D.D. of Ops.

(I.H.M.MACKAY)
Group Captain,
Organisation.

11th May 1945.

Copy to: A.L.S. ✓

10/5
A.200.

SAC

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

CIPHER SECRET MESSAGE.

TO : AIR MINISTRY, WHITEHALL.

FROM : H.Q. M.A.A.F. A.F.H.Q.

CM.60. May 7th. 1945. TOP SECRET.

Following for A.C.A.S.(P) from BARTH.

Your M58.623, May 6th. P.39's were released as on loan for Italian Air Force by Washington with conditional return at end of hostilities.

2. So far as M.A.A.F. is concerned, no objection would be raised to handing over P.39's to us for use of Italians or to the Italian Air Force providing Washington cancel their original instructions. If the Italian Air Force is to remain in being during the interim period, it would be desirable to retain the P.39's and have possible calls on us for further aircraft for flying practice.

Priority :-

DEVONIANS.

Air Vice-Marshal,
Chief of Staff.

Distribution :-

C. of S. (Orig) CM.26.
C-in-C.
D/D.Ops.
A.I.3.

10/5
U.Zoo

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

SECRET CYPHER MESSAGE

To AIR FORCES SUBCOMMISSION, ALLIED COMMISSION, ROME.

From HQ MAAF CAF SEC

GB.59 May 7th 1945 TOP SECRET

Following for ROOTS from MAYER. 20

Reference my GB.56 May 5, Air Ministry are endeavouring to obtain an interim policy on lines suggested. Meanwhile a courier service limited to essential requirements can be permitted, but you should make sure that it is not taken for granted that this or other concessions are agreed policy.

2 We are exploring the possibility of retaining the P.39's to enable flying practice to be continued. This for your information only.

3 Please keep us closely in touch with reactions in any direction.

Priority :

IMPORTANT

Distribution :

C-in-C, Med.HQ
C of S (Orig) GB.16
D/D Ops.
A.L.S.

Air Vice-Marshal,
Chief of Staff.

7/5/45
1200.

0943

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

H. MEDITERRANEAN ALLIED AIR FORCE.
D.A.F. (DIRECT OPTOR.

DIRECTIVE UNDERSTANDING BETWEEN CERTAIN NATIONS.

2M1/6.

TO:- H. M.A.A.F. H.Q.G.

FROM:- AIR MINISTRY WHITEHALL.

REF:- MSW.623 MAY 6TH.

TOP SECRET. IMPORTANT.

FOR BAKER FROM A.C.A.S. (I).

YOUR GB.56 MAY 5TH.

2. WE FULLY REALISE NEED FOR INTERIM POLICY FOR I.A.F. AND WILL DO OUR BEST TO OBTAIN AGREEMENT FROM FOREIGN OFFICE TO POLICY OR LINES YOU SUGGEST.

3. UNDERSTAND FROM YOUR PARA 5 THAT YOU WISH US TO PRESS ALGIERS TO CANCEL ORDER FOR WITHDRAWAL OF U. 30's. BEFORE WE SIGNAL WASHINGTON CAN YOU GIVE US ANY FURTHER INFORMATION AS TO NUMBERS BY TYPE INVOLVED IN ORDER OF THESE OBSOLETE AIRCRAFT.

T.O.O. 061514 Z.

Z.O.R. 062035 B.

ALLIED LIAISON DEPT.
H.Q. M.A.A.F.
NOTA 7/5
FILE H-200

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AIR VICE MARSHAL BENNETT - 5 COPIES.

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31.
M.I.3.

0944

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23

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

TO: H.Q. M.A.A.F. C.M.F.
ATTENTION ALLIED LIAISON SECTION.

DATE: 5TH MAY, 1945.

REF: AFSC/23/1/AIR.

The attached precis of a memorandum from the Italian C.A.S. is forwarded for your information. I spoke of this memorandum to Air Vice-Marshal BAKER yesterday, and I think covered the enclosed pretty well in my conversation with him, but nevertheless you may consider it desirable to bring the precis to his notice.

I.E. BRODIE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

SECRET

SECRET

NED.AFHQ

R-2053/45

22 56

bb

DECLASSIFIED, AFHQ

Naples, Italy

4 May

45

lab

Italian Air Force, Air-Forces
Sub-Commission, Allied Commission

G-2

SUBJECT: 2101.
Mig 1002

ITALY

Pro-Allied Italian Air Force

Reference request from MIS, Source Control Number, Military-402, subject as above, information is forwarded herewith. The outline questionnaire received from MIS is followed throughout.

At the present time the Italian Air Force is in the process of reorganization and subsequent report will be more explicit.

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H200.

45 MAAF CMF
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ORG

1 Encl. Organizational Chart

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Reference request from MIS, Source Control Number, Military-402, subject as above. Information is forwarded herewith. The outline questionnaire received from MIS is followed throughout.

At the present time the Italian Air Force is in the process of reorganization and subsequent report will be more explicit.

9 10/5
H200.

75 773
ORG

1 Incl: Organizational Chart

DISTRIBUTION:
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REMC2/elw

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ALS.
(1)
ORGANISATION REG No 40
DATE RECD 10 MAY 1945
FILED BY Date
ACTIONED Date

SECRET

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220

a. Organization-(see Chart below)
b. Number of units-(see Chart below)

Unit	Command	Location	Strength: Officers	Other Ranks
Air Ministry, including STATO MAGGIORE, Etc.	Air Minister, H.E. CASTELLETTO Adjutant, Capt. TARI Under-Secty of State, M.G.Gen. PELLEGRINO Director of Military Personnel - Gen. B.A. ADRIANI ALFREDO Director Ordnance Dept. Col. PERLASCI Director Communication Dept Col. DE VINCENTI Dir. Quartermaster Dept. Col. BUCCIA Director Medical Dept. Lt.Col. BRUNI Chief of Staff, M.G.Gen. AMBROSIO-CAT Mario Deputy Chief of Staff, Col. RINALDINO ALDO	Rome	532	877
Unita Aerea (Operational Command)	Commanding General, Gen. GATTA Chief of Staff, Col. FRANCOIS	Bari	673	5990
Nucleo 3rd S.A.T.	Commanding Officer, Col. BOSCOMI	Rome	309	1903
Nucleo 4th S.A.T.	Commanding Officer, Col. SCARLATA	Bari	365	5304
Nucleo Aeronautica COMPANIA	Commanding Officer, Lt.Col. [illegible] D'ASCANIA	Naples	340	608
Nucleo Aeronautica SICILIA	Commanding Officer, Col. [illegible]	Palermo	73	362

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M.T.Gen. PELLEGRINO
Director of Military
Personnel -
Gen. E.A. ACHESI ALFREDO
Director Of Finance Dept.
Col. PELLACCI
Director Communication Dept
Col. DE VINCENTI
Dir. Quartermaster Dept.
Col. RICCIA
Director Medical Dept.
LA.Col. BRUNI
Chief of Staff,
M.T.Gen. AIRAGHI-CAT Mario
Deputy Chief of Staff,
Col. MERENDINO ALDO

Unita Aeree (Operational Command)	Commanding General, Gen. GATTA Chief of Staff, Col. TRASCONI	Bari	679	5990
Nucleo 3rd E.A.T.	Commanding Officer, Col. MASCONI	Rome	369	1903
Nucleo 4th E.A.T.	CommandingOfficer, Col. SCARLATA	Bari	345	5304
Nucleo Aeronautico CAMPANIA	Commanding Officer, Lt.Col. DENTICE D'ACCADIA	Naples	340	638
Nucleo Aeronautico SICILIA	Commanding Officer, Col. SPADINI	Palermo	73	982
Nucleo Aeronautico SARDEGNA	Commanding Officer, Col. MARTINI	Cagliari	116	1922
Serving with USAAF			157	5970
Serving with R.A.F.			33	2636
		Total	2,309	26,272

(For a more detailed outline of the organization and personnel of the Pro-Allied Italian Air Force, see JICAMED Rpt No. R-951/45, dated 6 March 1945)

SECRET

JICAMED No. R-[redacted]/45

SECRET

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SECRET

c. Strength of Units and location of each.

(1) Personnel - Units Annex, Bari
(a) Pilots and aircrew specialists - 2,584
(b) Ground, or service - 4,079
(A breakdown of flying and ground personnel is available only for Units Annex at the present. See Enclosure No. 1)

(2) Aircraft (I.A.F.)
(a) Total number by type (See Chart below)
(b) Number operational (See Chart below)

	Type	Authorized Strength	Number Operational	Reserve
Fighter				
	P.39	107	40	61
	Spitfire 5	19	18	1
	MC 200	23	6	17
	MC 202	38	21	22
	MC 205	32	18	16
	CR 42	11	6	4
	G 50	3	0	2
	MC 2001	11	0	11
	MC 2002	25	0	25
Light Bomber				
	Baltimore	43	35	3
	JU 87	4	0	4
Bomber Transport				
	G 82	21	5	5
	CR 1007	16	5	5
* Transport				
	S.84	7	4	1
	S 79	28	19	4
	S 75	2	2	0
	S 73	2	0	1
	G 12	2	0	0
	Ca 111	1	0	1
	Ca 133	1	0	0
	Ca 309	3	1	1
	Ca 310	1	0	0
	Ca 311	1	0	0
	Ca 313	1	0	0
	Ca 314	7	2	3

* Many of these were designed to be Bombers, but are now used as Transport.

Seaplane				
	CZ 501	24	11	9
	CZ 506	35	12	13

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		Effective	Operational	
Fighter				
	P.39	107	40	61
	Spitfire 5	19	10	1
	MC 200	25	6	17
	MC 202	38	21	22
	MC 205	32	16	16
	CR 42	11	6	4
	D 50	3	0	2
	RE 2001	11	0	11
	RE 2002	15	6	15
Light Bomber				
	Baltimore	43	35	3
	JU 87	4	0	4
Bomber Transport				
	S 82	21	5	5
	CR 1007	16	5	5
* **Transport**				
	S.84	7	4	1
	S 79	28	13	4
	S 75	2	2	0
	S 73	2	0	1
	G 12	2	0	0
	Ca 111	1	0	1
	Ca 133	1	0	0
	Ca 309	5	1	1
	Ca 310	1	0	0
	Ca 311	1	0	0
	Ca 313	1	0	0
	Ca 314	7	2	3

* Many of these were designed to be Bombers, but are now used as Transport.

Seaplane				
	CZ 501	24	11	9
	CZ 506	35	12	13
	RS 14	9	6	1
	S 66	1	0	1
Training				
	Sai 200	2	1	1
	Sai 202	17	8	6
	Ca 164	8	4	3
	Fn 305	1	1	0
	Fn 156	5	1	3
	Fl 3	1	0	1
	G 8	2	0	2
	Ro 37	1	0	1
	Ro 43	1	0	1
	TOTALS	509	218	219

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(c) Of the total number listed as reserve (see above chart), most of the aircraft are non-operational due to lack of spare parts.

(d) No aircraft are placed in reserve designated for a unit, but are held at the depot as replacements.

d. Airfields or bases being used.

ITALY

Lecce	Brindisi	Gaudo
Biferno	Gioia del Colle	Montecorvino
Centocelle (Rome)	Bari	
Leverno	Capodichino (Naples)	
Frosinone	Grottaglie	
Taranto	Crotone	

SARDINIA

Elmas (Cagliari)	Alghero	Decimomannu

SICILY

Palermo	Catania

e. Training.

(1) Organization of the schools is dependent upon the General Staff and administration is directed by Unite Aeree. The school at Frosinone has an R.A.F. officer, Wing Commander H.E. POCOCK, as Director of Training.

The school at Frosinone is OTU, with advance courses for Baltimore and Fighter pilots.

The school at Leverano includes basic pilot training and a refresher course.

(2) At present only two (2) schools are in operation:

(a) Frosinone
(b) Leverano

(3) Students at each school:

Frosinone - 29 students
Leverano - exact number is unknown at time of this report.

(4) Aircraft at Frosinone:

Baltimore	- 6
P-39	- 14
Spitfire 5c	- 2
Cat 302	- 1

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Taranto Crotaglie
Canne

SARDEGNA

Elmas (Cagliari) Alghero Decimomannu

SICILY

Palermo Catania

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(a) Frosinone
(b) Leverano

(3) Students at each school:

Frosinone - 29 students
Leverano - exact number is unknown at time of this report.

(4) Aircraft at Frosinone:

Baltimore	- 8
P-39	- 14
Spitfire 5c	- 2
Mai 202	- 1

Aircraft at Leverano:

MC 200	- 8
CR 42	- 5
G 50	- 1
Ca 164	- 3

JUN

f. Aircraft production is nil, however a few factories have been partly rehabilitated and are doing repair work. Below is a list of the plants, location, type of work done and approximate output.

"Bannita", at Benevento -
Major repairs of MC 200, 202 and 205 airframes: 2 to 3 per month

"Alfa Romeo" at Naples -
Major overhaul of DB 601 engines: approximately 20 test blocked per month.

SECRET 3.

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"Lacce", at Brindisi -
Major overhaul of Alfa 126 and 128 engines: 2 to 3 per month.
"Magnaghi", at Arsenal, Naples -
Repair of hydraulic equipment, exhaust stacks and similar accessories. Very low production.
"Navalmeccanica", at Naples -
Modifying Marrienne coolers to fit Macchi's. Very low production.
"C.M.A.", at Naples -
Repair of air screws. Very low production.
"S.R.A.M.", at Brindisi (Military Depot) -
Major overhaul of DB 605 engines: approximately 5 per month.
"Calistina", Depot at Lecce -
Major overhaul of radial engines: 5 to 10 per month.

E. Italian Air Force Transport Service:
(No. 2 Squadron - Centocelle)

(1) Planes assigned:

Type	Number	Passengers
S.79	20	8
S.84	6	5
S.75	2	24
S.73	1	12
G.12	1	15
Sai 202	1	2

(2) Routes flown:

(a) Rome-Naples-Bari-Lecce
Daily except Sunday
Departure Time - Rome 0915 Arrival Lecce 1300
" " -Lecce 0839 " Rome 1215

(b) Rome-Palermo-Sicily
Monday, Wednesday and Friday
Departure Time - Rome 0900 Arrival Palermo 1200
" Time - Palermo 1300 " Rome 1600

(c) Rome-Cagliari, Sardinia
Tuesday, Thursday and Saturday
Departure Time - Rome 0900 Arrival Cagliari 1040
" " - Cagliari 1120 " Rome 1600

(d) Proposed new Routes:
1. Rome to Siena and return
2. Naples to Rome (Tiber River) and return
3. Rome (Tiber River) to Cagliari and return.

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Major overhaul of radial engines: 5 to 10 per month.

2. Italian Air Force Transport Service:
(No. 2 Squadron - Centocelle)

(1) Planes assigned:

Type	Number	Passengers
S.79	20	9
S.84	6	8
S.75	2	24
S.73	1	12
G.12	1	15
Bal 202	1	2

(2) Routes flown:

(a) Rome-Naples-Bari-Lecce
Daily except Sunday
Departure Time - Rome 0915 Arrival Lecce 1300
" " -Lecce 0830 " Rome 1215

(b) Rome-Palermo-Sicily
Monday, Wednesday and Friday
Departure Time - Rome 0900 Arrival Palermo 1200
" Time - Palermo 1300 " Rome 1600

(c) Rome-Cagliari, Sardinia
Tuesday, Thursday and Saturday
Departure Time - Rome 0900 Arrival Cagliari 1040
" " - Cagliari 1120 " Rome 1600

(d) Proposed new Routes:
1. Rome to Siena and return
2. Naples to Rome (Tiber River) and return
3. Rome (Tiber River) to Cagliari and return.

307

Approved and Forwarded:

s) 7015 HAL B. McKNIGHT, Major, AC

SIDNEY R. SOUTHER, Colonel, G.S.C.,
Chairman, JIDASED, AFHQ

SECRET

4.

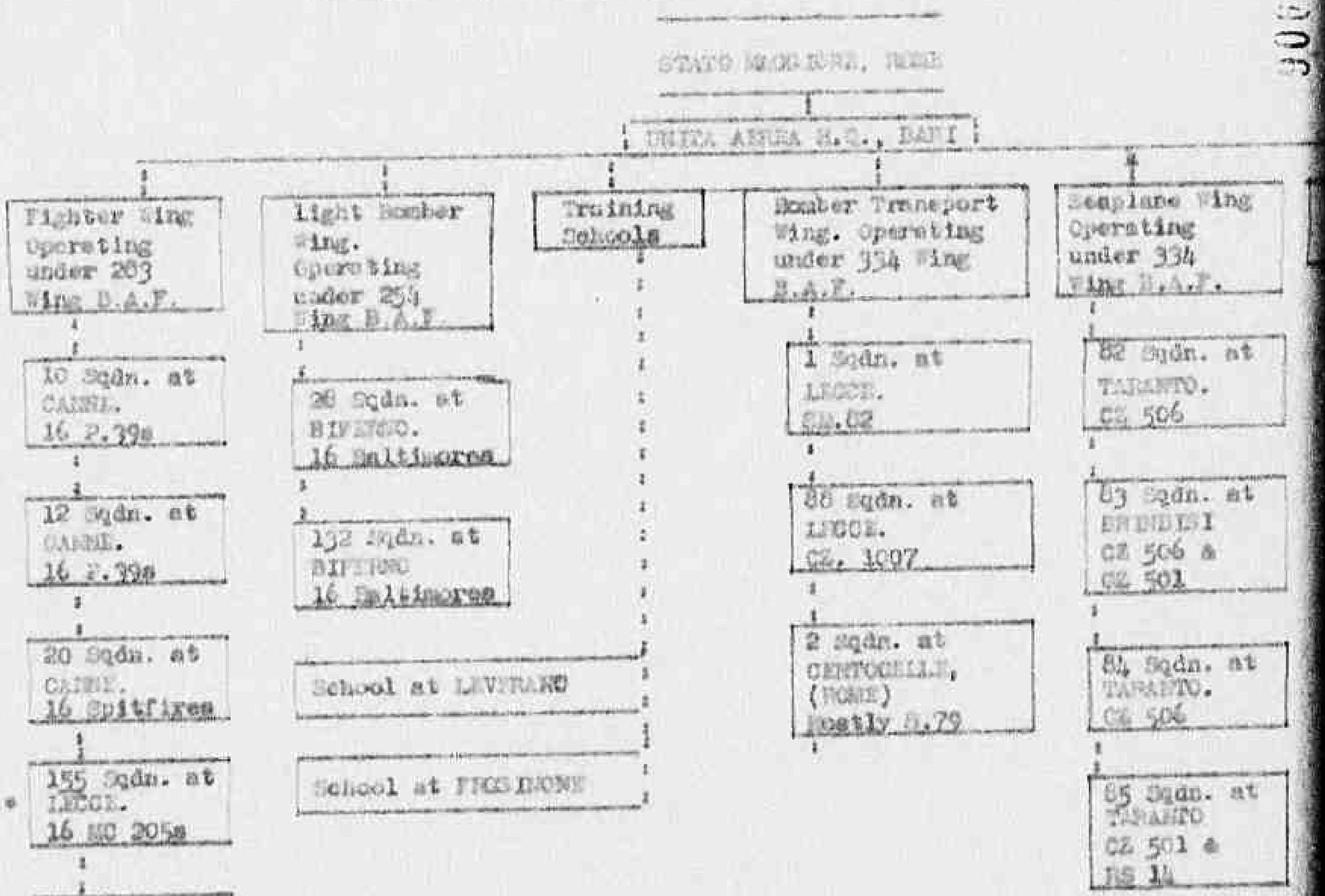
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0955

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A breakdown of Units Areas, the Operational Command, is shown below:-



* The two MACCHI Sqdns. are now non-operational and are being put t the Commanding Officer, LECCE.

Enclosure #1 to JIC(43)ED No.

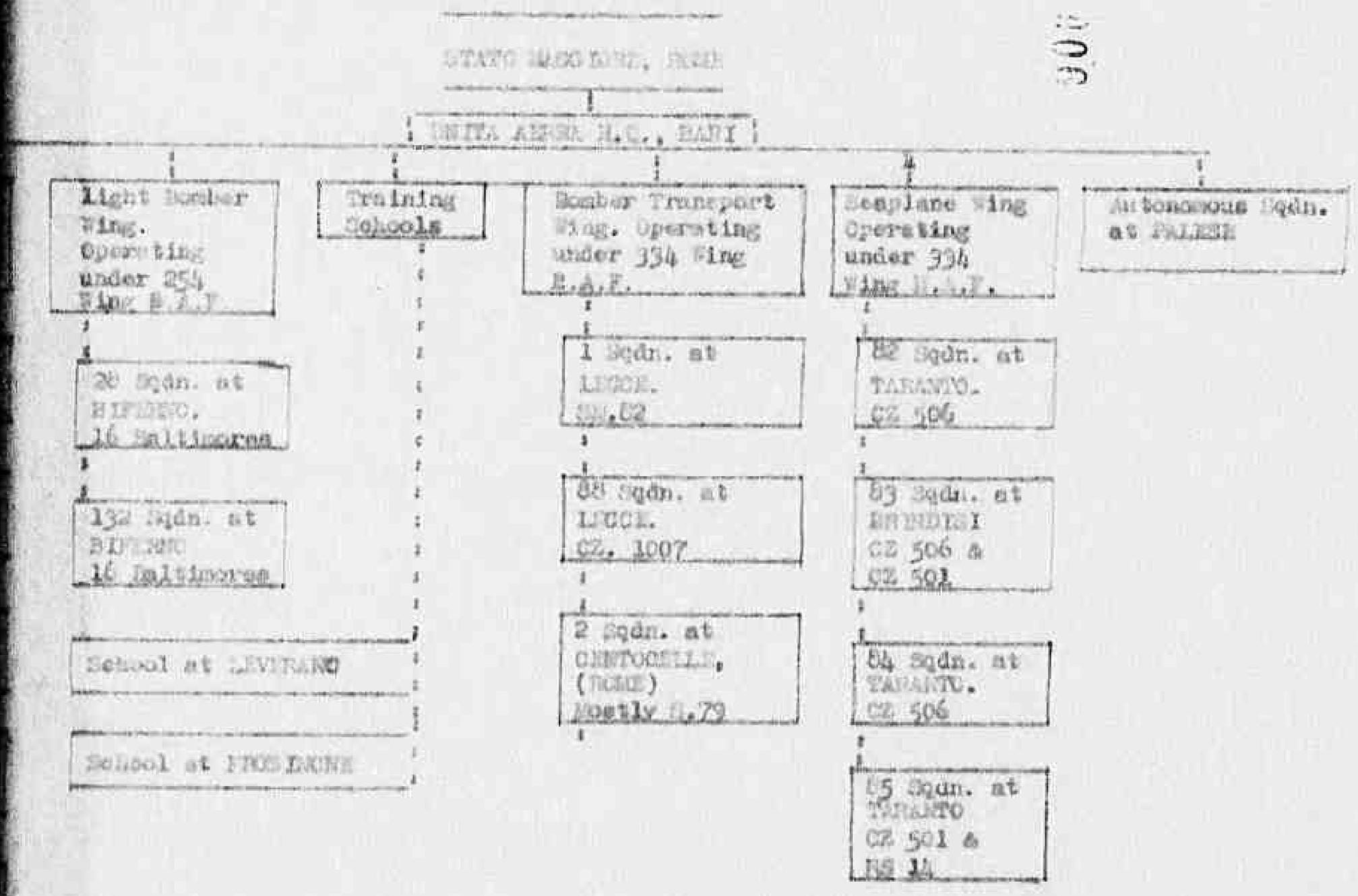
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SECRET

A breakdown of Balta Aeres, the Operational Command, is shown below:-



* The two LECCE Sqdns. are now non-operational and are being put under control of the Commanding Officer, LECCE.

Enclosure #1 to JIC(43)3 (O) No. B-284/45

SECRET

0957

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LOCAL MINUTE.

D 21

To:- G1/Ops.

1. Please see attached letter from AFSC. This is the letter A.V.M. Brodie mentioned to you.

2. I would appreciate your comments in order that a reply may be given to this letter.

lab

(G. CONROY)
Squadron Leader
for Wing Commander
Allied Liaison Section

Ref:- MAF/4200/ALS

Date:- 11th May, 1945.

0958

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COPY

TOP SECRET

From:- Allied Forces Sub-Commission
Allied Commission, ROME

To:- H.Q. M.A.A.F. C.M.F.
Allied Liaison Section.

Date:- 3rd May, 1945.

Ref:- AFSC/22/AIR.

BRACCIANO LAKE - SEAPLANE BASE

In view of the cessation of hostilities in Italy and the urgent requirement to establish a Seaplane Base near ROME in order to allow the extension of the courier service, it is requested that further consideration may be given to allowing the Italian Air Force to re-establish itself on LAKE BRACCIANO.

2. The history of this alighting area is that we asked for it to be requisitioned for the Italian Air Force last February and this was approved by H.Q. Peninsular Base Section, but rescinded shortly afterwards by H.Q. M.A.A.F. (H.Q. MAAF/SAA/1/AIR of 1st March 1945) because the lake was being used for research and development purposes for Tactical Weapons of the British Army, and it was considered highly desirable to have Italian aircraft and personnel flying in the area. Consequently the work and progress on the base at the Lake was suspended, and Italian personnel and equipment were evacuated.

3. The only alternative base near ROME is the mouth of the Tiber which is unsatisfactory as it is, in effect, a one-way strip, and accommodation is not immediately available.

4. If it is impractical to allow the Italian Air Force to use the Base on LAKE BRACCIANO immediately, it is requested that you will inform me when it is likely that it would be available; in this event it is suggested that the C.O. No.1 Training Establishment, R.A.F. be asked to inform this Sub-Commission direct, if and when they are to pull out.

(Signed) Ian K. BRODIE

AIR VICE-MARSHAL
AIR OFFICER COMMANDING

OUTGOING CYPHER MESSAGE.

TO : AIR MINISTRY, WHITEHALL

FROM : H.Q. M.A.A.F. S.A.C.

GB.56. May 6th, 1945. TOP SECRET.

Following for A.C.A.S.(P) from BAKER.

Further to your AX.747, January 12th, as a result of the surrender in Italy a policy is required for the Italian Air Force during the period between the present and the final settlement under the Peace Terms.

2. I suggest that our immediate policy should be conditioned by the assistance given by Italy in the latter stages of the battle here. I think that it is fair to say that the Italian Air Force despite many difficulties have made as effective a contribution as could be expected and that this effort has been of material help to us. Further, the Italian forces generally have played a notable part in liberation of Northern Italy. The Italian Air Force has considerable prestige in the eyes of the public and is on this account a factor of political significance.

3. In view of the foregoing, the following proposals are made in respect of the immediate employment of the Italian Air Force. An urgent need exists primarily for the benefit of the Allied Commission for an internal air transport courier service which would also be used for the movement of Italian Government officials and administrators. Such a service would in addition be of value to us in certain circumstances for transportation of spares and materials. The I.A.F. has some fifty

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surrender in Italy a policy is required for the Italian Air Force during the period between the armistice and the final settlement under the peace terms.

2. I suggest that our immediate policy should be conditioned by the assistance given by Italy in the latter stages of the battle here. I think that it is fair to say that the Italian Air Force despite many difficulties have made as effective a contribution as could be expected and that this effort has been of material help to us. Further, the Italian forces generally have played a notable part in liberation of Northern Italy. The Italian Air Force has considerable prestige in the eyes of the public and is on this account a factor of political significance.

3. In view of the foregoing, the following proposals are made in respect of the immediate employment of the Italian Air Force. An urgent need exists primarily for the benefit of the Allied Commission for an internal air transport courier service which would also be used for the movement of Italian Government officials and administrators. Such a service would in addition be of value to us in certain circumstances for transportation of spares and materials. The I.A.F. has some thirty SM.79 and 82's and about the same number of Cant 501 and 506 / Sepplanes 304, it is understood that spares and probably serviceable bomber/transport types are available at an undamaged factory near Milan. We propose, therefore, that a service should be initiated and operated by the Italian Air Force under the supervision of this Headquarters of a size sufficient to meet the reasonable needs of the Allied Commission and the requirements to reconstitute Italian administration as soon as possible.

/Continued Page 2.

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4200.

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M.36 (Continued).

4. BALTIMORES. The I.A.F. has 40 Baltimores on loan from us. We would suggest handing these over without backing to the Italian Air Force in recognition of the work they have played for conversion to passenger transport under their own Lend-Lease arrangements. Alternatively, we suggest that the loan should be continued for reasons given in para. 5 below.

5. FIGHTERS. The I.A.F. have 20 Spitfire V's, 70 Macchi and 105 P.39's. P.39's are scheduled to be withdrawn by the Americans and so far as we know, this condition will be implemented. There are more than 200 pilots who will raise a most difficult problem both for us and the Italian Authorities if they are produced and unemployed. We feel, therefore, that the aircraft should remain with the I.A.F. for the time being and that pilots should be allowed to fly. A proportion would be converted to Bomber/Transport role for use on the courier service and we would influence I.A.F. to start administrative and disciplinary training to occupy their personnel.

6. It would be made clear that any concessions given in this way would be without prejudice to the eventual Peace settlement. Such a policy would, without doubt, be much appreciated by Italians of consequence and would recognise the goodwill which the Italian Services have shown in the last stages of the war. If the peace treaty disallows any military

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transport aircraft about our commercial requirements. Alternatively, we could work out a plan should our services for reasons given in para. 3 above.

5. Finance. The I...F. have 60 Spitfire V's, 70 Macchi and 103 F.39's. F.39's are scheduled to be withdrawn by the Americans and so far as we know, this decision will be implemented. There are more than 300 pilots who will face a most difficult problem both for us and the Italian authorities in they are produced now unemployed. We feel, therefore, that the aircraft should remain with the I.A.F. for the time being and that pilots should be allowed to fly. A proportion would be converted to bomber/transport role for use on the courier service and we would influence I...F. to start administrative and disciplinary training to occupy their personnel.

6. It would be made clear that any concessions given in this way would be without prejudice to the eventual Peace settlement. Such a policy would, without doubt, be much appreciated by Italians at considerable cost would re-establish the goodwill which the Italian services have shown in the last stages of the war. If the peace treaty disallows any military /Air Force, these proposals would put them in the position of possessing an almost ready-made civilian air transport system. Any complete and immediate / termination of the I...F. as a flying service is bound to have 903 reaching repercussions which should be given full consideration in reaching a policy decision.

Urgency :-

Air Vice-Marshal,
Chief of Staff.

Distribution :-

C. of S. (Orig) Ch.16.
C-in-C.
D/D. Ops.
...A.S.

0963

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

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

TO: H.Q. M.A.A.F. C.M.F.
ALLIED LIAISON SECTION.

DATE: 3RD MAY, 1945.

REF: AFSC/22/AIR.

TOP SECRET.

BRACCIANO LAKE - SEAPLANE BASE.

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I.E. BRODIE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

c/s
H.200

Copy sent to Col/Ops

302

0964

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

From:- Allied Liaison Section, H.Q. M.A.A.F. C.M.F.

To:- Allied Force Headquarters.

Date:- 5th. May, 1945.

Ref:- MAAF/4200/ALS.

Italian Air Force - Policy.

1. Attached is a copy of a letter sent to the A.F.S.C., which in itself is a slight alteration to policy as regards the storage of obsolescent aircraft.

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

Encl:- 1.

0965

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

From:- Allied Liaison Section, H.Q. M.A.A.F. C.M.F.

To:- Air Force Sub-Commission, A.C. Rome.

Date:- 5th. May, 1945.

Ref:- MAAF/4200/ALS.

Seaplane Base for I.A.F.

1. Reference is made to your letter AFSC/22/ALS dated 20th. April, 1945.

2. It is agreed that the south side of the Tiber, as outlined in your letter under reference, may be used as a Seaplane Base for the I.A.F.

3. It is understood from the A.C.C. A.F.S.C., that the Pontoon Unit is no longer operating on this stretch, in which case there should be no complications.

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

0966

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

RESTRICTED

AFHQ MESSAGE CENTER

INCOMING MESSAGE

AFSC N 1050/03
hb

FILED: 031235B
RECD : 031550B

PRIORITY

FROM: (A) AFLRS ROME AREA ALLIED COMMAND

TO : AFHQ COMDR, US EIGHTH FLEET, CG MTOUSA, VICE ADMIRAL, MALTA & CENTRAL MED, RN (FCTALI) RN (FONAM), SENALUSNO, ITALY

REF.NO.THIS MESSAGE: LRS/211A, 03 May 1945

For FHRNA, FHCAO, FHGDS, FHGEC, FHGDQ, FHQAE, FHORR, FHFAD, MAAF (A) MAAF (B) LABOUR, AFHQ, Fiscal Director, AFHQ, FA RAF.

Reference LRS/211A dated 26 April.

23 meeting of Allied Force Local Resources Italian Board will be held at 1130 hours Saturday 5 May and not 1500 hours as previously arranged.

LRS/211A NOT IDENTIFIED IN AFHQ MC FILES

ACTION: G-4 G-4(B)

INFORMATION:

CINC MED	FLD ARTY
USN	MAAF
CAO	D/LABOUR
G-5	FIS DIR
Q(MAINT)	FIN ADV(B)
Q(AE)	AFLRS
REME	

MC IN 1963 3 May 45 1627B REF NO: LRS/211A, c/V/J

699

COPY NO.

RESTRICTED

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

0967

Declassified E.O. 12356 Section 3.3/NND No. 785019

15

From:- Allied Liaison Section, H.Q. M.A.A.F., C.M.F.

To:- AFHQ, G3 (Att. Lt/Col. Field.)

Date:- 3rd May, 1945.

Ref:- MAAF/4200/M.S.

Italian Air Force
Reception Centre and Salvage Units.

124

Reference is made to your buck-slip AS/922 - 8(a) dated 18th April 1945.

2. Attached is the draft directive as requested.

3. It would be appreciated if this is approved without delay. In view of the present position in Italy, the need for the immediate formation of these units is most urgent.

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

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DRAFT DIRECTIVE FO. ..A.F. REDETTION CENTRES AND SA[illegible]OE UNITS

1. The above named units will be set up initially at:

Milan	Ancona
Turin	Bologna
Padua	Forli
Genoa	Ravenna
Florence	Pistoria

They will be staffed by fully accredited Italian Air Force personnel who will have been previously approved by the Air Forces Sub Commission of the Allied Commission.

They will be entirely self-supporting except for POL which they are authorised to draw from Allied sources.

2. The units will be required to control and administer their own personnel, but will be subject to Allied Military Regulations insofar as these apply to all members of the armed forces.

3. The units will have the task of locating, collecting, interrogating and investigating Italian personnel who were known to be or whom it is reasonably believed were at some time, members of the Italian Air Force or of the Republican Air Force. Reports on these persons are to be made available to the Allied Military Security authorities, who shall have the right to demand the handing over of any Italian personnel if they should consider such a course necessary or expedient. The units will be responsible for detaining or disposing of all Italian personnel not so required by the Allied Military authorities. In the event of enemy military personnel falling into the hand of these units, they are to be handed over t the Allied Military authorities forthwith.

4. Any information of an intelligence nature which is discovered as a result of interrogation of such personnel is to be passed to the Allied intelligence authorities as quickly as possible.

5. The units will further be responsible for the location, collection and disposal of all material which is or has been the property of the Italian Air Force, with the exception of any experimental equipment in the development stage, or equipment manufactured for enemy use, all of which is to be handed over or reported to the Allied Military Intelligence authorities. Any enemy equipment which falls into the hands of the units is to be handed over to the Allied military authorities forthwith.

6. Close contact will be maintained with Allied for ard Intelligence formations, and information regarding personnel and material will be freely and expeditiously passed each way, through the forward representatives of the Air Forces Sub Commission of the Allied Commission.

7. If any further temporary sub-units are required to be set up as territory is liberated, the location of these shall not be

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

They will be entirely self-supporting except for POL which they are authorised to draw from Allied sources.

2. The units will be required to control and administer their own personnel, but will be subject to Allied Military Regulations insofar as these apply to all members of the Armed forces.

3. The units will have the task of locating, collecting, interrogating and investigating Italian personnel who were known to be or whom it is reasonably believed were at some time, members of the Italian Air Force or of the Republican Air Force. Reports on these persons are to be made available to the Allied Military Security authorities, who shall have the right to demand the handing over of any Italian personnel if they should consider such a course necessary or expedient. The units will be responsible for detaining or disposing of all Italian personnel not so required by the Allied Military authorities. In the event of enemy military personnel falling into the hand of these units, they are to be handed over t the Allied Military authorities forthwith.

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7. If any further temporary sub-units are required to be set up as territory is liberated, the location of these shall not be arranged without the approval of the Allied Military authorities on the spot, and this sub-commission is to be informed.

697

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Declassified E.O. 12356 Section 3.3/NND No. 785019

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14

ASD/922.2/7

26 April 1945

Increase of CARABINIERI

1. G-3 MAAF 28 Apr. 1. Reference is made to the attached copy of War Office cable 88443 IW 3 of 25 Apr 45.

2. The Allied Commission has requested that the manpower ceiling of the carabinieri police force in Italy be increased from 55,000 to 65,000. Application has been made to the Combined Chiefs of Staff, who have decided that no increase in the Italian Army ration commitment can be accepted.

3. Bids for Italian Army units now exceed the available manpower ceiling allotted by the Combined Chiefs of Staff. Investigation is being made to determine whether some of the existing or projected units can be surrendered in favour of the carabinieri.

4. It would be appreciated if you would review the present BR-ITI commitment within both the operational Italian Air Force and also the service units working for the R.A.F., to determine whether it would be possible to transfer a proportion of the allotted manpower ceiling to meet part of the demand for an increase in carabinieri. May the matter please be treated as urgent so that a fully representative reply may be sent to the War Office.

Encls: Copy of MC In 17497 - 26 April 1945

DANIEL NOCE,
Major General, G.S.C.,
Assistant Chief of Staff, G-3.

JNG/vp/Org-A

2. ~~ACC~~ ALS MAAF. G-3. 1 MAY. Reference is made to this matter, as above, and the situation has been considered accordingly.

2. It is regretted but it is not possible to transfer any portion of the allotted man-power ceiling to meet this commitment. On the con- [illegible] this HQ to increase [illegible]

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

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Encls: Copy of MC In 17497 - 26 April 1945

JNG/VP/CRE-A

DANIEL NOCE,
Major General, U.S.C.,
Assistant Chief of Staff, G-3.

2. ~~AGS~~ ALS MAAF. G-3. 1 MAY. Reference is made to this matter, as above, and the situation has been considered accordingly.

2. It is regretted but it is not possible to transfer any portion of the allotted man-power ceiling to meet this commitment. On the contrary it is the desire of this HQ to increase the number of BR-ITIs rather than to decrease their number.

(F.WARD),
Flight Lieutenant,
for Air Vice Marshal,
Chief of Staff/RAF, MedMS.

SECRET

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

0972

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

SECRET

14 17

COPY

PRIORITY

FROM: TROOPERS

TO : AFHQ

REF NO THIS MSG: 88443 LM3. 25 April 1945

Reference NAF 868 my 76807 15 March and your F 46129 19 March.

1. Combined Administrative Committee WASHINGTON is NOT prepared to meet any increased food commitment from American resources and it is now proposing that extra 10,000 Carabinieri shall be found at expense of UK commitment ceiling. Figures they quote show that of this ceiling which stands at 260,000 present strength is approximately 240,000. From this they argue that extra 10,000 Carabinieri would involve no additional call on US or UK planned resources.

2. May we have your comments earliest on feasibility of this. We understand that you are unable to make 6th Italian Gruppe operational because equipment allotted has been given to other requirements. Will it be possible to equip Carabinieri from British resources?

3. You will note that problem is now NOT whether extra 10,000 Carabinieri are necessary as this point seems to have been granted but as to from what source they are to fed and [redacted] equipped.

NOTE : NAF 868 IS REF NO FX 31016 MC OUT 7867 21/2/45
76807 MC IN 12030 16/3/45
F 46129 MC OUT 6822 19/3/45

MC IN 17497 26 April 1945 SECRET

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

SECRET

18

ALLIED FORCE HEADQUARTERS
AFO 512

Ref/rrt AP 735

SECRET
Auth: SAC MT [illegible]
Initials
1 May 1945

1 May 1945

AG 091.712/151 SUP-O

SUBJECT: Accomodation - Italian Air Force Units

TO: Commanding General
15th Army Group
APO 777

Duplicate of Conf'l

1. Further to letter, this headquarters, file as above, dated 7 April 1945, attached is a copy of Air Forces Sub-Commission letter AFSC/INT/10 dated 22 April 1945.

2. The Air Forces Sub-Commission letter sets out the details of accomodation required by approved Italian Air Force Organizations in the following cities:

MILAN
TURIN
PADUA
GENOA
BOLOGNA

3. You are requested to say whether these units should operate in the areas specified and to signify approval to the early dispatch of units as and when the cities in question are liberated.

BY COMMAND OF FIELD MARSHAL ALEXANDER:

EDMUND R. STUCART
Colonel, AGD
Asst Adjutant General

1 Incl
Ltr Air Forces Sub-Comm,
file AFSC/INT/10, dtd 22 Apr 45,
subj: "Italian Air Force Reception
Centres and Salvage Units".

DISTRIBUTION:
3 - CG, 15th Army Group
2 - CG, Fifth Army
2 - H. Qrtr Incr, Fifth Army
2 - Rear HQ Light Army
2 - Land Forces Sub-Commission AG (MMIA)
2 - Air Forces Sub-Commission AG
2 - HQ 1 District
2 - AIS, HQ NAAF 18-19
1 - G-3 Org, Foreign
1 - Q(Maint)
2 - HQ 2 District (with copy of AG letter under ref)
1 - AG Records
1 - AG M & D

Allied Liaison Section
H.Q. N.A.A.F. 2/5
APO 420

HQ MAAF CMF
SECRET REGISTRY
2/5 119
PASSED
AIS

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SECRET
SECRET

SECRET

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

To:- H.Q. M.A.A.F. Allied Liaison Section.

Date:- 22nd April 1945.

Ref:- AFSC/INT/10.

Italian Air Force Reception Centres
and Salvage Units.

1. Referring to the telephonic request of S/Ldr. Conroy, below are set out the requirements of the Italian Air Ministry for the setting up of their nuclei in Northern Italy.

1. Billeting Facilities.

Milan. - Base H.Q. 1st. Z.A.T. - 20 billets.
Reporting and Dispersal Centre - 20 billets.
Barracks suitable for Base H.Q. of Salvage Unit, Ration Stores, Mess and living quarters for N.C.O.s and airmen.
Quarters for 30 officers.
Parking site for transport etc.

The above billets could be requisitioned from the following addresses:-

Squadra H.Q. in Piazza Belbo and Via Statuto.
R.A. barracks in Via Francesco Ferruccio, Via Pace, Via Fatebenefratelli, Via Marconi, or Via Circo.

Turin - Area H.Q. - 20 billets.
Office, Enquiry Bureau, Salvage Equipment Store.
If available, the old R.A. barracks, Via Vigone 82; and the former Squadra H.Q. in Via Monte Stura or Via Moretta for N.C.O.s. and airmen's mess and living quarters.
Accomodation for 10 Officers.

Padua. - Base H.Q. 2nd. Z.A.T. - 20 billets.
Reporting and Dispersal Centre - 20 billets - Via Moschini 1.
Barracks suitable for Base H.Q. of Salvage Unit, Ration Stores, Mess and living quarters for N.C.O.s. and airmen site for M.T. etc.
House to accomodate 20 officers.

The above billet could be requisitioned from the following addresses:

Squadra H.Q. at Corso Umberto 1 no. 36.
Palazzo Riviera Ruzzante 8.
R.A. barracks in Riva Paleocapa [illegible]

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

1. Billeting Facilities.

Milan. - Base HQ 1st. Z.A.T. - 20 billets.
Reporting and Dispersal Centre - 20 billets.
Barracks suitable for Base HQ of Salvage Unit, Ration Stores, Mess and living quarters for N.C.O.s and airmen.
Quarters for 30 officers.
Parking site for transport etc.

The above billets could be requisitioned from the following addresses:-

Squadra HQ in Piazza Belbo and Via Statuto.
R.A. barracks in Via Francesco Perruccio, Via Pace, Via Fatebenefratelli, Via Marconi, or Via Circo.

Turin — Area HQ - 20 billets.
Office, Enquiry Bureau, Salvage Equipment Store.
If available, the old R.A. barracks, Via Vigone 82; and the former Squadra HQ in Via Conte Stura or Via Moretta for N.C.O.s. and airmen's mess and living quarters.
Accomodation for 10 Officers.

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Reporting and Dispersal Centre - 20 billets - Via Moschini 1.
Barracks suitable for Base HQ of Salvage Unit, Ration Stores, Mess and living quarters for N.C.O.s. and airmen site for M.T. etc.
House to accomodate 20 officers.

The above billet could be requisitioned from the following addresses:

Squadra H. at Corso Umberto 1 no. 36.
Palazzo Riviera Ruzzante 5.
R.A. barracks in Riva Paleocapa - Fiera Campionria.

Genoa. — Area HQ - 10 billets - former Luna HQ.
Office, Enquiry Bureau Salvaged Equipment Store Via Maddalena 1-5.
Quarters for 5 officers.

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Bologna. — Area HQ - 10 billets - former premises of Clerk of Works
Office, Enquiry Bureau, Salvaged Equipment Stores.
Quarters for 5 officers.

2. Transport Available

The Group Commander 1st Z.A.T. and C.A.R. have the following vehicles at thier disposal:-

1 autobus. 1 Fiat lorry, 626, 2 Fiat 1100, 2 light trucks.

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Declassified E.O. 12356 Section 3.3/NND No. 787017

2. Contd

The Salvage Party has 12 vehicles.

The Group Commander 2 Z.A.T. and C.A.R. is equipped as follows:-

2 cars, 1 autobus, 1 Fiat lorry 626.

The Salvage Party has 5 lorries and 2 cars.

The Padua, Turin, Genoa, Bologna parties have one car each.

All vehicles have petrol sufficient for 200 kms only and will be dependent upon Allied sources for further supplies.

3. Assembly point.

The assembly point is in Rome by the Cavour Barracks for all units except the Salvage Party of 2nd Z.A.T. which is at Viterbo on duty.

4. Supplies for personnel

Personnel will carry sufficient rations for fifteen days and each individual will take full kit in readiness to occupy permanent or temporary quarters. After fifteen days a lorry will be sent to Area Hq at Rome in order to draw rations from the stock which has already been organized.

5. Strength of Component Parties.

Milan.	Officers	20	
	N.C.O.s	16	
	O.R.s.	70	
			106
Padua.	Officers	20	
	N.C.O.s	16	
	O.R.s.	70	
			106
Turin.	Officers	2	
	N.C.O.s	1	
	O.R.s	1	
			4
Genoa.	Officers	2	
	N.C.O.s.	1	
	O.R.s.	1	
			4
Bologna.	Officers	3	
	N.C.O.s	5	
	O.R.s	4	
			12
			232

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Declassified E.O. 12356 Section 3.3/NND No. 789017

5. Assembly point.

The assembly point is in Rome by the Cavour Barracks for all units except the Salvage Party of 2nd Z.A.T. which is at Viterbo on duty.

4. Supplies for personnel

Personnel will carry sufficient rations for fifteen days and each individual will take full kit in readiness to occupy permanent or temporary quarters. After fifteen days a lorry will be sent to Area HQ at Rome in order to draw rations from the stock which has already been organized.

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	N.C.O.s	16	
	O.R.s.	70	
			106
Turin.	Officers	2	
	N.C.O.s	1	
	O.R.s	1	
			4
Genoa.	Officers	2	
	N.C.O.s.	1	
	O.R.s.	1	
			4
Bologna.	Officers	3	
	N.C.O.s	5	
	O.R.s	4	
			12
			232

In addition to the above personnel, who will establish themselves in the respective localities as soon as they are liberated, there will be one or two additional R.A. officers of Ufficio "I" who are on the strength of "S" Force or "I.C.U." and who will be administered by these formations.

/s/ T.G.N. Pearce W/Cdr.
for Air Vice-Marshal,
Air Officer Commanding.

SECRET

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

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

SECRET

19

RHE/rrt AP 735

ALLIED FORCE HEADQUARTERS
APO 512

SECRET
Auth: SAC MT Init
1 May 1945

AG 091.712/151 SUP-O

1 May 1945

SUBJECT: Accommodation - Italian Air Force Units

TO: Commanding General
15th Army Group
APO 777

See (7) 4 9 mw

1. Further to letter, this headquarters, file as above, dated 7 April 1945, attached is a copy of Air Forces Sub-Commission letter AFSC/INT/10 dated 22 April 1945.

2. The Air Forces Sub-Commission letter sets out the details of accommodation required by approved Italian Air Force Organizations in the following cities:

MILAN
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3. You are requested to say whether these units should operate in the areas specified and to signify approval to the early dispatch of units as and when the cities in question are liberated.

BY COMMAND OF FIELD MARSHAL ALEXANDER:

EDMUND R. STUCART
Colonel, AGD
Asst Adjutant General

1 Incl
Ltr Air Forces Sub-Comm,
file AFSC/INT/10, dtd 22 Apr 45,
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Centres and Salvage Units".

DISTRIBUTION:
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2 - CG, Fifth Army
2 - HQ Brit Incr, Fifth Army
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2 - Land Forces Sub-Commission AC (MMIA)
2 - Air Forces Sub-Commission AC
2 - HQ 1 District
2 - ALS, HQ MAAF
1 - G-3 Org, Foreign
1 - Q(Maint)
2 - HQ 2 District (with copy of AG letter under ref)
1 - AG Records
1 - AG M & D

892

SECRET

SECRET

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

To:- H.Q. M.A.A.F. Allied Liaison Section.

Date:- 22nd April 1945.

Ref:- AFSC/INT/10.

Italian Air Force Reception Centres and Salvage Units.

1. Referring to the telephonic request of S/Ldr. Conroy, below are set out the requirements of the Italian Air Ministry for the setting up of their nuclei in Northern Italy.

1. Billeting Facilities.

Milan. - Base HQ 1st. Z.A.T. - 20 billets.
Reporting and Dispersal Centre - 20 billets.
Barracks suitable for Base HQ of Salvage Unit, Ration Stores, Mess and living quarters for N.C.O.s and airmen.
Quarters for 30 officers.
Parking site for transport etc.

The above billets could be requisitioned from the following addresses:-

Squadra HQ in Piazza Balbo and Via Statuto.
R.A. barracks in Via Francesco Ferruccio, Via Pace, Via Fatebenefratelli, Via Marconi, or Via Circo.

Turin - Area HQ - 20 billets.
Office, Enquiry Bureau, Salvage Equipment Store.
If available, the old R.A. barracks, Via Vigone 62; and the former Squadra HQ in Via Monte Stura or Via Moretta for N.C.O.s. and airmen's mess and living quarters.
Accomodation for 10 Officers.

Padua. - Base HQ. 2nd. Z.A.T. - 20 billets.
Reporting and Dispersal Centre - 20 billets - Via Moschini 1.
Barracks suitable for Base HQ of Salvage Unit, Ration Stores, Mess and living quarters for N.C.O.s. and airmen site for M.T. etc.
House to accomodate 20 officers.

The above billet could be requisitioned from the following addresses:

Squadra HQ at Corso Umberto 1 no. 38.
Palazzo Riviera Ruzzante 5.
R.A. barracks in Riva Paleocapa - Fiera Campionria.

Declassified E.O. 12356 Section 3.3/NND No. 410581

below are set out the requirements of the Italian Air Ministry for the setting up of their nuclei in Northern Italy.

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House to accomodate 20 officers.

The above billet could be requisitioned from the following addresses:

Squadra HQ at Corso Umberto 1 no. 36.
Palazzo Riviera Ruzzante 5.
R.A. barracks in Riva Paleocapa - Fiera Campionria.

Genoa. — Area HQ - 10 billets - former Luna HQ.
Office, Enquiry Bureau Salvaged Equipment Store Via Maddalena 1-5.
Quarters for 5 officers.

Bologna. — Area HQ - 10 billets - former premises of Clerk of Works
Office, Enquiry Bureau, Salvaged Equipment Stores.
Quarters for 5 officers.

2. Transport Available

The Group Commander 1st Z.A.T. and C.A.R. have the following vehicles at thier disposal:-

1 autobus. 1 Fiat lorry, 626, 2 Fiat 1100, 2 light trucks.

SECRET

Declassified E.O. 12356 Section 3.3/NND No. 759871

2. Contd

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All vehicles have petrol sufficient for 200 kms only and will be dependent upon Allied sources for further supplies.

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	O.R.s.	70	
			106
Turin.	Officers	2	
	N.C.O.s	1	
	O.R.s	1	
			4
Genoa.	Officers	2	
	N.C.O.s.	1	
	O.R.s.	1	
			4
Bologna.	Officers	3	
	N.C.O.s	3	
	O.R.s	4	
			12
			232

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11860

3. Assembly Point.

The assembly point is in Rome by the Cavour Barracks for all units except the Salvage Party of 2nd Z.A.T. which is at Viterbo on duty.

4. Supplies for personnel

Personnel will carry sufficient rations for fifteen days and each individual will take full kit in readiness to occupy permanent or temporary quarters. After fifteen days a lorry will be sent to Area HQ at Rome in order to draw rations from the stock which has already been organized.

5. Strength of Component Parties.

Milan.	Officers	20	
	N.C.O.s	16	
	O.R.s.	70	
			106
Padua.	Officers	20	
	N.C.O.s	16	
	O.R.s.	70	
			106
Turin.	Officers	2	
	N.C.O.s	1	
	O.R.s	1	
			4
Genoa.	Officers	2	
	N.C.O.s.	1	
	O.R.s.	1	
			4
Bologna.	Officers	3	
	N.C.O.s	5	
	O.R.s	4	
			12
			232

In addition to the above personnel, who will establish themselves in the respective localities as soon as they are liberated, there will be one or two additional R.A. officers of Ufficio "I" who are on the strength of "S" Force or "I.C.U." and who will be administered by these formations.

/s/ T.G.N. Pearce W/Cdr.
for Air Vice-Marshal,
Air Officer Commanding.

SECRET

0982 21

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FROM: AIR FORCES SUB-COMMISSION, LECCE.

TO: AIR FORCES SUB-COMMISSION, ROME.

DATE: 17TH APRIL, 1945.

REF: AFSC/2/42/T.

TRAINING IN I.A.F.

Allied Liaison Section
H.Q. M.A.A.F.
APO 2914
4700

The Italian Air Force has two special features essential to efficiency:

(a) Highly skilled craftsmen for the maintenance of aircraft - and -

(b) Pilots who are generally experienced in flying these aircraft.

Between these two points there is at present a gap which could only be filled by a process of educating the Italian Air Force. The following are some outstanding points and suggested remedies, although not a complete picture.

2. BRIEFING.

It is understood that during the fascist regime only the Squadron Commander or Flight Commander was briefed for any mission, the remainder of the formation merely being told to follow. This system eventually led to very bad supply dropping and was discontinued after an enquiry on bad dropping revealed this weakness. A system of briefing has been started, which is as follows :-

"The British operations officer receives daily from 334 Wing at 15.00 hours the programme for the following day. To this he adds any further information likely to affect the operation, such as target signals, enemy disposition or Allied activity in the area and passes the whole to the Raggruppamento Operations room. This Operations room passes the information to the Stormo Operations room who in turn relay it to the Squadrons. I consider the use of two Operations rooms is completely unnecessary and that one should be closed immediately as redundant. No serious attempt has been made by the Italians to conduct a complete briefing of all crews together although they have been fully informed of the methods adopted by us. I feel this is probably due to the lack of suitable accommodation in the past, and think we may get this done properly if we move into better accommodation, where a combined briefing and information room can be started. A news room recently started seems to have caught the imagination of most air-crew personnel, although this is partly due to the sensational news from the war fronts. I suggest for briefing that only one Operations room should be used on the station and all crews made to report to a central briefing room. At this briefing all relevant information should be given to all aircrew categories by the Italian specialist officers or Squadron commanders."

3. NAVIGATION.

This does not exist as we know it. The system followed is that the captain

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(b) Pilots who are generally experienced in flying these aircraft.

Between these two points there is at present a gap which could only be filled by a process of educating the Italian Air Force. The following are some outstanding points and suggested remedies, although not a complete picture.

2. BRIEFING.

It is understood that during the fascist regime only the Squadron Commander or Flight Commander was briefed for any mission, the remainder of the formation merely being told to follow. This system eventually led to very bad supply dropping and was discontinued after an enquiry on bad dropping revealed this weakness. A system of briefing has been started, which is as follows :-

"The British operations officer receives daily from HQ Wing at 15.00 hours the programme for the following day. To it he adds any further information likely to affect the operation, such as target signals, enemy disposition or Allied activity in the area and passes the whole to the Raggruppamento Operations room. This Operations room passes the information to the Stormo Operations room who in turn relay it to the Squadrons. I consider the use of two Operations rooms is completely unnecessary and that one should be closed immediately as redundant. No serious attempt has been made by the Italians to conduct a complete briefing of all crews together although they have been fully informed of the methods adopted by us. I feel this is probably due to the lack of suitable accommodation in the past, and think we may get this done properly if we move into better accommodation, where a combined briefing and information room can be started. A news room recently started seems to have caught the imagination of most air-crew personnel, although this is partly due to the sensational news from the war fronts. I suggest for briefing that only one Operations room should be used on the station and all crews made to report to a central briefing room. At this briefing all relevant information should be given to all aircrew categories by the Italian specialist officers or Squadron commanders."

3. NAVIGATION.

This does not exist as we know it. The system employed is that the captain of an aircraft is responsible for getting the aircraft to the target and he generally hands over to the second pilot after take-off and then map reads to the target or does a very sketchy form of DR, but keeps no log. The Italian training seems to consist of sending an extra pilot to learn map reading. The only aid to navigation is a homing beacon on which the wireless operator takes bearings and some operators take back bearings on outward journey. Several of the more experienced officers have shown a keen interest in navigational problems from time to time and I suggest there is ample scope for classes in DR, navigation, etc. which should be made compulsory for all pilots. Equipment required would be plotting charts, parallel rules, dividers, logs, protractors, navigational catchain, topographical maps and text books. (The aircraft at present in use would have to have navigation tables fitted but this could be done locally without difficulty). One difficulty would be teaching, due to the shortage of interpreters, but failing the provision of interpreters we should be able to teach satisfactorily using the same text book in Italian and English. The Italians would fit well into the scheme as they are keen to learn English, and English classes are about to be started by the Operations and Intelligence Officers of this detachment.

Continued /2.....

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4. OPERATIONS FLYING-CREW CO-OPERATION.

Crew co-operation is poor due to lack of inter-communication. When dropping point is reached the signal given by the captain to the member operating the bomb doors in generally a whistle or a bag on the floor. This is of course a very unsatisfactory state of affairs and is very inefficient but the only solution without R/T inter-communication sets. I feel, another point which leads to a lack of aircrew training is familiarity. The present crews have been going to the same targets for about 15 months. Thus they are very familiar with the terrain and I think have come to the stage where they consider the job easy enough to accomplish without maps. We have had a few new targets recently and I have noted an added interest in maps; routeing etc. but not anything like the amount desired. I suggest a solution to this would be briefing for all crew members, strict routeing and timing being specially stressed and dog-leg routes being used to increase navigational work.

5. SIGNALS PROCEDURE.

There is a very good signals officer here at present who seems to get better results out of wireless operators than any other crew members. A system of reporting weather and success of drop in code was recently started and works very well now.

6. FLYING CONTROL.

It is difficult to say what extent the Italian Air Force has adopted Flying Control, as this has been an American field since I have been here and the Italian Air Force has been controlled visually. However, I think Flying Control is almost non-existent. This could be remedied by setting up a Flying Control organisation similar to ours but to get proper responsibility I think some I.A.F. officers should be established as Flying Control officers. This would also ensure continuity of control watches. It would be necessary to fit aircraft with R/T to maintain proper control and to have a ground set in the tower.

7. INTERROGATION.

There is very sketchy partly due to the fact that there is little to report as a rule other than successful drops or reasons for unsuccessful drops. We have instituted a proforma recently to be completed after flight but this is done by telephone to the Storno Operations room chiefly due to the lack of transport. I suggest the remedy is to insist on all crews reporting to a central interrogation room. The transport situation should improve if the Italians can be withdrawn from Lecce and concentrated on the field.

8. EQUIPMENT.

0985

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8. EQUIPMENT.

Their system of equipment management is poor but our system is being adopted gradually and it is rather premature to suggest further improvements.

9. ENGINEERING.

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Craftsmen are excellent and the technical officers are generally speaking quite efficient. Planned flying was introduced recently and should give improved serviceability. Maintenance and inspections have been introduced, but it is nigh impossible for an officer to cover all aspects of maintenance without assistance. The technical officer here suggests one or two tour-expired flight engineers could probably supervise inspection schedules satisfactorily.

Continued /3.....

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10. ORGANISATION AND ADMINISTRATION.

We do not mix to any great extent with these, but it would appear that the system is rather top-heavy. For example there is a Station Commander, a Deputy Station Commander and Administration Officer to run a small organisation like this. In addition there is a Stormo Notturno Commander and Deputy to run both squadrons, followed by Squadron Commanders and Deputies. In the case of the S.M.82, the squadron strength is 20 (twenty) and the Cant Z 10 (ten). Thus it appears there is much scope for cutting out redundant appointments and much dead wood and concentrating effort.

11. The foregoing, generally speaking, applies to the Bombers, but I assume that the Fighters are similarly organised. In the time available it has not been practicable to check the Fighters accurately, or give a more detailed report on the subject.

(SGD). W.C. OLLASON,
Group Captain.

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AIR FORCE SUB-COMMISSION, ALLIED CONTROL COMMISSION.
A.F.H.Q. 2003.

AFSC/672/Eq.

28th April, 1945.

Review of the Equipment Organisation in the I.A.F.

With reference to Air Marshal Sir JOHN SLESSOR's letter to you under reference J.S.S. 1076 dated 15th March, 1945, you will remember that at paragraph 9 of that letter he stated that he had made arrangements for an Equipment Organisation to be set on foot to advise you on supply organisation in the Italian Air Force and, in collaboration with your Staff, to establish a proper system on I.A.F. lines.

2. The head of the Equipment Organisation referred to was appointed to my Staff as Senior Equipment Officer and he has been engaged during the past few months on an examination of your present organisation. The results of his investigation have now been incorporated in a report which I have given careful consideration, and the main conclusions which he has reached are quoted for your information, as follows:-

"i) I consider that the fundamental fault in the present Italian supply organisation lies in the fact that supply to the Italian Air Force as a whole has been subordinated to the needs of the operational units of UNITA AEREA. While the desire to accord priority to the requirements of operational units is understandable, it is not desirable that unlimited control over the bulk of available Air Force stocks should be placed in the hands of UNITA AEREA, nor that the main supply responsibility should pass from the hands of the Air Ministry into those of a subordinate formation whose strength represents only a fraction of the total strength of the Italian Air Force.

ii) I am of the opinion that the Italian supply organisation, when it is functioning normally, is sufficiently sound to provide the framework of a system adequate for present conditions. It is essential, however, that control should be exercised centrally by the Air Ministry, and I also consider that all demands for equipment from Allied sources should be coordinated at Air Ministry level and submitted to this sub-commission, and not to UNAI. This is all the more necessary when it is borne in mind that it is in the supply of clothing, boots, M.T. tyres, R.A.F. and other non-technical equipment that the need for greatest economy is essential. Such items are required equally by all units of the Italian Air Force and not merely by UNITA AEREA.

iii) The supply of equipment to non-operational personnel of the Italian Air Force, working with British or Italian units, and the supply of equipment to operational units of the UNITA AEREA are two facets of the same problem and should receive equal attention. Any re-organisation should ensure that the method of supply is the same for each and that the supply to one should not be to the detriment of the other.

3. I am in agreement with the above and feel that these conclusions can [illegible] a reasonable basis for a general overhaul of the Italian

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2. The head of the Equipment Section referred to was appointed to my Staff as Senior Equipment Officer and he has been engaged during the past few weeks on an examination of your present organisation. The results of his investigation have now been incorporated in a report which I have given careful consideration, and the main conclusions which he has reached are quoted for your information, as follows:-

i) I consider that the fundamental fault in the present Italian supply organisation lies in the fact that supply to the Italian Air Force as a whole has been subordinated to the needs of the operational units of [redacted] Area. While the desire to accord priority to the requirements of operational units is understandable, it is not desirable that unlimited control over the bulk of available Air Force stocks should be placed in the hands of [redacted] Area, nor that the main supply responsibility should pass from the hands of the Air Ministry into those of a subordinate formation whose strength represents only a fraction of the total strength of the Italian Air Force.

ii) I am of the opinion that the Italian supply organisation, when it is functioning normally, is sufficiently sound to provide the framework of a system adequate for present conditions. It is essential, however, that control should be exercised centrally by the Air Ministry, and I also consider that all demands for equipment from Allied sources should be coordinated at Air Ministry level and submitted to this Sub Commission, and not to [redacted] Area. This is all the more necessary when it is borne in mind that it is in the supply of clothing, boots, M.T. tyres, M.T. and other non-technical equipment that the need for greatest economy is essential. Such items are required equally by all units of the Italian Air Force and not merely by [redacted] Area.

iii) The supply of equipment to non-operational personnel of the Italian Air Force, working with British or Italian units, and the supply of equipment to operational units of the [redacted] Area are two facets of the same problem and should receive equal attention. Any proposed reorganisation should ensure that the method of supply in the case for each and that the supply to one should not be to the detriment of the other.

3. I am in agreement with the above and feel that these conclusions can be accepted as providing a reasonable basis for a general overhaul of the Italian Air Force supplies organisation. It is not the intention to recommend the introduction of any radical change in your present organisation, nor, if the report of my Senior Equipment Officer is to be accepted, are such changes necessary. It would, however, that the present division of responsibility for supply matters between the various formations of the Italian Air Force and the present channelling of demands for equipment from Allied sources requires clarification. You will appreciate that your own supply organisation and the internal organisation of this Sub Commission are closely interconnected, and it is only if both are efficiently organised that our twin object of assisting the Italian Air Force with essential materials and ensuring that these are utilised to the best advantage can effectively be attained.

4. I am moving the main Equipment Section of this Sub Commission from [redacted] to [redacted], leaving Squadron Leader [redacted] in [redacted] to act as liaison officer to Headquarters [redacted] Area and Headquarters IV A.A.F.. All demands received from the Italian Air Force for equipment from Allied sources will, therefore, be handled in the future by the Headquarters of this Sub Commission here in [redacted]. I intend to order the move of the Equipment Section to [redacted] in the near future.

Yours,

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5. In effecting this change in our own organisation I have particularly in mind the necessity for centralising the control of my supply organisation in anticipation of the probable deployment of part of the Italian Air Force northwards, if and when such a move takes place we shall be faced with a situation with which, in my opinion, your present supply organisation will be quite unable to deal effectively. The chief difficulty will, as always, be one of communications and it is, I think, obvious that NAAFI will become, to an increasing extent, the hub of the communications system in Italy.

6. I would, therefore, make the following recommendations regarding modification of your present supply organisation and I would ask you to give particular consideration to putting these into effect at the earliest possible date. I am prepared, if necessary, to postpone the move of my main Equipment Section from NAAFI in order that the change-over in our organisations shall coincide. While this would, I think, be highly desirable I must, however, set a period on such a postponement.

7. My recommendations, then, are as follows:-

i) All demands for equipment are to be sent by Italian units to their formation headquarters for approval, i.e. to H.A.I. ... or to H.Q. U.S.T.A.F.A.F.

ii) Demands from units of U.S.T.A.F.A.F. are to have priority of issue of equipment available from Italian sources but the question of reserving equipment in [illegible] against possible future requirements of that formation is to cease.

iii) [illegible] is to be placed under the sole administrative and technical control of Headquarters IV A.A.F. and any control exercised over that depot by H.Q. U.S.T.A.F.A.F. is to cease.

iv) All demands for equipment which is not available from local Italian depots are to be passed by the Headquarters concerned to respective Directorates at the Italian Air Ministry who will investigate whether such equipment is available from alternative sources. If equipment is still not available, the demands will be passed to the Air Forces Sub-Commission, NAAFI, who will demand on Allied sources.

v) A.O.G. and urgent operational demands of U.S.T.A.F.A.F. should be passed to [illegible] who will telephone or signal them to this Sub-Commission.

vi) Urgent demands of an operational character or demands for spares for Allied aircraft and other equipment available only from Allied sources will also be passed to [illegible] who will forward them direct to this Sub-Commission by telephone, signal or post at his discretion according to the urgency.

vii) The number of depots used for the storage of Italian and Allied equipment will be restricted to one depot in the [illegible] area, one depot in the PISA area and one in the ANCONA area. Copies of the monthly stock situation reports forwarded to your Air Ministry Directorates will be furnished for the Senior Equipment Officer of this Sub-Commission.

viii) In the event of the move of certain of your squadrons and units [illegible]

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this would, I think, be highly desirable I must, however, set a period to such a post-movement.

7. In connection with this, you are to follow:-

i) All demands for equipment are to be sent by Italian units to their formation headquarters for approval, i.e. to H.Q.A.A.F. or to H.Q. U.S.A.A.F.

ii) Demands from units of either Air Force are to have priority of issue of equipment available from Italian sources and the question of reserving equipment in [illegible] against possible future requirements of that formation, is to cease.

iii) [illegible] is to be placed under the sole administrative and technical control of headquarters [illegible] and any control exercised over that depot by [illegible] is to cease.

iv) All demands for equipment which is not available from local Italian depots are to be passed by the headquarters concerned to respective Directorates at the Italian Air Ministry who will investigate whether such equipment is available from alternative sources. If equipment is still not available, the demands will be passed to the Air Forces sub-Commission, [illegible], who will demand on Allied sources.

v) A.O.G. and urgent operational demands on [illegible] should be passed to [illegible] who will telephone or signal them to this sub-Commission.

vi) Urgent demands of an operational character or demands for spares for Allied aircraft and other equipment available only from Allied sources will also be passed to [illegible] who will forward them direct to this Sub-Commission by telephone, signal or post at his discretion according to the urgency.

vii) The number of depots used for the storage of Italian and Allied equipment will be restricted to one depot in the [illegible] area, one depot in the [illegible] area and one in the [illegible] area. Copies of the monthly stock situation reports forwarded to your Air Ministry Directorates will be furnished to the Senior Equipment Officer of this sub-Commission.

viii) In the event of the move of certain of your squadrons and units mentioned, as envisaged in para. 5 above, a similar procedure to that outlined in subparas. v) and vi) above will be adopted in respect of A.O.G. and urgent operational demands. Apart in to say that such demands will be passed to this sub-Commission direct by your operational headquarters and not through the Air Ministry. It will, similarly, probably be necessary to establish an equipment depot in the north, for example at [illegible], in addition to those at subpara. vii) above.

8. You will observe that the above recommendations are designed to centralise control of your supplies organisation at the Italian Air Ministry and will materially reduce [illegible]'s present responsibility for supply matters. This action, in conjunction with the centralisation of our own organisation will, I confidently expect, result in greatly increased co-ordination between us and will prove of greater benefit to the Italian Air Force.

9. I would, at this stage and on the recommendation of my Senior Equipment Officer, like to pay tribute to the excellent work done by the Intendenza of [illegible] Colonel [illegible], and to appreciate that the proposed change in your organisation

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is in no way a reflection on his cooperation or on his capabilities. He has, on the contrary, shown a lively desire to cooperate with this Sub-Commission at all times and has by his willingness contributed in large measure to the smoothness of our relations.

10. I would like to stress that I attach great importance to speedy action being taken to put the above proposals into effect forthwith.

11. I have no doubt, however, that you would wish to discuss this matter with me in greater detail and I will be only too pleased to arrange a conference at any time together with my Senior Equipment Officer.

I. E. BRADIE,
Air Vice Marshal,
Air Officer Commanding.

H. E. General M. Aimone-Cat,
Chief of Air Staff,
Italian Air Ministry,
ROME.

Copy to: Headquarters, M.A.A.F., C.M.F.✓

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9

From:- Allied Liaison Section, H.Q. M.A.A.F. C.M.F.

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

Date:- 28th. Apr. 1945.

Ref:- MAAF/4200/A1.S.

1. Reference is made to the telephone conversation between Wing Commander Pearce and S/Ldr. Conroy, on 27 Apr.

2. Allied Force Headquarters have agreed to make bids to the Army Group for accommodation etc as outlined in AFSC/INT/10 dated 22nd. Apr, 1945.

3. It is pointed out that there cannot be any decision on this question until the Allies have decided as to the accommodation not required by them.

4. Every effort has been promised to give a decision as quickly as possible.

5. As regards the RAF officers proceeding to these districts, this Headquarters agrees that these officers should proceed as soon as practicable. Application should be made to the Army Group concerned, quoting this Headquarters support.

(H.M. Fisher),
Wing Commander,
for Air Vice-Marshal,
Chief of Staff/RAF, MAAF.

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From:- Allied Liaison Section, H.Q. M.A.A.F. C.M.F.

To:- Allied Force Headquarters (Main).

Date:- 27th. Apr. 1945.

Ref:- MAAF/4200/35.

1. Reference is made to AFH letter reference AC.021. 712/151/G(T) dated 7th. April, and to back-up reference AFH/922.C (A) dated 11th. April.

2. It is noted that the C.C. 15th. Army Group has agreed to the operation of such units in Army Areas.

3. Attached is a letter received from the I.A.F. which outlines the requirements of the Italian Air Force in these areas.

4. This is supported by this Headquarters and it would be appreciated if you will endeavour to comply with the wishes enunciated therein.

5. Will you please inform this Headquarters of the action taken.

[illegible]
(L. [illegible]),
Squadron Leader,
Air Vice Marshal,
for Chief of Staff/AOP, MAAF.

Encls: 1.

7

From : AIR FORCES SUB COMMISSION, H.Q. ALLIED COMMISSION

To : H.Q. M.A.A.F. Attention ALLIED LIAISON SECTION

Date : 22nd April 1945

Ref. ; AFSC/INT/10

see Enc 12.

I.A.F. Reception Centres and Salvage Units.-

Referring to the telephonic request of S/Ldr Conroy, below are set out the requirements of the Italian Air Ministry for the setting up of their nuclei in Northern Italy.

1.- Billeting Facilities.

MILAN = Base H.Q. 1st S.A.T. - 20 billets
= Reporting & Dispersal Centre - 20 billets
= Barracks suitable for Base H.Q. of Salvage Unit, Ration Stores, Mess and Living Quarters for N.C.O's and airmen.
= Quarters for 30 officers
= Parking site for transport etc.

The above billets could be requisitioned from the following addresses :-

Squadra H.Q. in Piazza Balbo and Via Statuto
R.A. barracks in Via Francesco Ferruccio, Via Pace, Via Fatebenefratelli, Via Marconi, or Via Circo.

TURIN = Area H.Q. - 20 billets
= Office, Enquiry Bureau, Salvaged Equipment Store.
If available, the old R.A. barracks, Via Vigone 62; and the former Squadra H.Q. in Via Ponte Stura or Via Moretta for N.C.O's and airmen's mess and living quarters.
= Accomodation for 10 officers.

PADUA = Base H.Q., 2nd S.A.T. - 20 billets
= Reporting & Dispersal Centre - 20 billets - Via Moschini 1
= Barracks suitable for Base H.Q. of Salvage Unit, Ration Stores, Mess and living quarters for N.C.O's and airmen, site for M/T etc.
= House to accomodate 20 officers.

The above billets could be requisitioned from the following addresses:-

Squadra H.Q. at Corso Umberto I no. 36

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Referring to the telephonic request of S/Ldr Conroy, below are set out the requirements of the Italian Air Ministry for the setting up of their nuclei in Northern Italy.

1.- Billeting Facilities.

MILAN = Base H.Q. 1st Z.A.T. - 20 billets
= Reporting & Dispersal Centre - 20 billets
= Barracks suitable for Base H.Q. of Salvage Unit, Ration Stores, Mess and living Quarters for N.C.O's and airmen.
= Quarters for 30 officers
= Parking site for transport etc.

The above billets could be requisitioned from the following addresses :-

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R.A. barracks in Via Francesco Ferruccio, Via Pace, Via Fatebenefratelli, Via Marconi, or Via Circo.

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PADUA = Base H.Q., 2nd Z.A.T. - 20 billets
= Reporting & Dispersal Centre - 20 billets - Via Moschini 1
= Barracks suitable for Base H.Q. of Salvage Unit, Ration Stores, Mess and living quarters for N.C.O's and airmen, site for M/T etc.
= House to accomodate 20 officers.

The above billets could be requisitioned from the following addresses:-

Squadra H.Q. at Corso Umberto I no. 36
Palazzo Riviera Ruzzante 5
R.A. barracks in Riva Paleocapa - Piera Campionaria.

GENOA = Area H.Q. - 10 billets - former PADUA H.Q.
= Office, Enquiry Bureau Salvaged Equipment Store Via Maddalena 1-3
= Quarters for 5 officers.

BOLOGNA = Area HQ. - 10 billets - former premises of Clerk of Works
= Office, Enquiry Bureau, Salvaged Equipment Store
= Quarters for 5 officers

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2.- Transport Available.-

The group commanding 1st Z.A.T. and G.A.P. have the following vehicles at their disposal :-

1 autobus, 1 Fiat lorry 626, 2 Fiat 1100, 2 light trucks.

The Salvage Party has 12 vehicles.

The group commanding 2nd Z.A.T. and G.A.P. is equipped as follows ;-

2 cars, 1 autobus, 1 Fiat lorry 626

The Salvage Party has five lorries and two cars.

The Padua, Turin, Genoa, Bologna parties have one car each.

All vehicles have petrol sufficient for 200 kms only and will be dependent upnn Allied sources for further supplies.-

3.- Assembly Point.-

The assembly point is in Rome by the Cavour Barracks for all units except the Salvage Party of 2nd G.A.T. which is at Viterbo on duty.

4.- Supplies for Personnel

Personnel will carry sufficient rations for fifteen days and each individual will take full kit in readiness to occupy permanent or temporary quarters. After fifteen days a lorry will be sent to Area H.Q. at Rome in order to draw rations from the stock which has already been organised.

5.- Strength of Component Parties.-

MILAN	Officers	20
	N.C.O's	16
	O.R's	70
		106

PADUA	Officers	20
	N.C.O's	16
	O.R's	70
		106

TURIN Officers 2

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The Padua, Turin, Genoa, Bologna parties have one car each.

All vehicles have petrol sufficient for 200 kms only and will be dependent upon Allied sources for further supplies.-

3.- Assembly Point.-

The assembly point is in Rome by the Cavour Barracks for all units except the Salvage Party of 2nd E.A.T. which is at Viterbo on duty.

4.- Supplies for Personnel.

Personnel will carry sufficient rations for fifteen days and each individual will take full kit in readiness to occupy permanent or temporary quarters. After fifteen days a lorry will be sent to Area H.Q. at Rome in order to draw rations from the stock which has already been organised.

5.- Strength of Component Parties.-

MILAN	Officers	20
	N.C.O's	16
	O.R's	70
		106
PADUA	Officers	20
	N.C.O's	16
	O.R's	70
		106
TURIN	Officers	2
	N.C.O's	1
	O.R's	1
		4
GENOA	Officers	2
	N.C.O's	1
	O.R's	1
		4
BOLOGNA	Officers	3
	N.C.O's	5
	O.R's	4
		12
		232

882

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78

In addition to the above personnel, who will establish themselves in the respective localities as soon as they are liberated, there will be one or two additional R.A. officers of Uff clo "Z" who are on the strength of "S" Force or "I.C.U.", and who will be administered by these formations.

T.G.M. Pearce

for T.G.M. PEARCE W/CDR RNT
AIR VICE MARSHAL
AIR OFFICER COMMANDING

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1000

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From:- Allied Liaison Section, H.Q. M.A.A.F. C.M.F.

To:- Allied Force Headquarters.

Date:- 26th. Apr. 1945.

Ref:- MAAF/4200/ALS.

Seaplane Base for I.A.F.

1. Attached is a copy of a letter from the Italian Air Ministry, which is self-explanatory.

2. It would be appreciated if AFHQ will inform this Headquarters whether there is any possibility of complying with the requests made therein.

3. This Headquarters supports the application made by the Italian Air Ministry, and an early reply would be appreciated.

C. Conroy

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

Encl: 1.

880

1001

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

(5)

From: Air Forces Sub-Commission, Rome

To: U.S. M.A.A.F.

Date: 20th April, 1945

Ref.: AFSC/32/AIR

SEAPLANE BASE FOR I.A.F.

The original request from the Italian Air Force Chief of Staff was forwarded to you on 24th March, 1945. We have been informed that this had not been received by U.S. M.A.A.F. We, therefore, enclose a second copy for your attention and early action.

It is not known whether the Pontoon training units mentioned could be moved to another location, but possibly the training will cease at an early date, making the location available to the I.A.F.

R
22/4
ALS

For E. SASS,
MAJOR, AIR CORPS
AIR VICE MARSHAL
AIR OFFICER COMMANDING

23/4
4200

Copy of letter by this Mission
Copy of reply from us objecting
to be sent to Rome
8/5

10021

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COPY 5A

TRANSLATION

From: Stato Maggiore, I.A.F.

To: Air Forces Sub-Commission, Rome

Date: 10th March, 1945

Ref.: 2526/op/2300 Coll

SEAPLANE BASE FOR MILITARY AIR COURIER

1. The South side of the TIBER was visited on the 25th inst. with a view to finding a suitable place for a Seaplane Base for the link up with SARDINIA.

2. The only part of the river is that which flows from the river south (corresponding approximately to 0C° 12' 00" Meridian West of Monte MARIO) to the first Island in the river (corresponding to 0C° 11' 50" Meridian West of M. MARIO).

3. This stretch of the river, roughly 1,600 metres, is at present being used by Allied Pontoon Units for the training of mobile Units in bridge construction.

4. If the Pontoon Units have no objection, we request you to find out whether it is possible for the Training to take place a little further up-river.

5. The acquisition of this stretch as a Seaplane Base could be of great value as a link up between ROME and SARDINIA; this offers the only possible alternative to Lake BRACCIANO as a Seaplane Base for RCAF.

6. With reference to para 4. Should this not be possible, we request the use of MISIDA (SARDINIA) as standing place for the Seaplane link-up between MALTA and SARDINIA, and the permission to land on Lake PATRIA should weather conditions prevent landing at MISIDA.

Signed: The Chief of Staff

872

1003

(4)

From : Air Forces Sub Commission ,AC. Rome.

To : HQ MAAF Allied Liaison Section.

Date : 21st April 1945

Ref. : AFSC/360/1/ORG.

I.A.F. PERSONNEL WITH R.A.F. UNITS

In reply to your letter MAAF/4200/ALS 15th April, you are advised that work has commenced on the necessary charts,one at the Air Forces Sub Commission,and one at the Italian Air Ministry.

2. Further to para 6 may permission be granted this Sub Commission to communicate with the RAF units direct,if and when necessary,regarding personnel (IAF) and any queries regarding their returns?

3. Several units of Transport Command are holding I.A.F. personnel,and it is felt that direct communication would help to keep matters up to date,e.g. no return has yet been received from 249 Wing (for March 1st) (Your MAAF/ 4201/2/ALS refers),with direct communication,this could have been signalled for.

4. From the writer's personal experience,it is felt that few C.O.s of units know what function this Sub Commission has in the matter of I.A.F. personnel,and it is therefore suggested that all units employing them might be sent an explanatory letter showing the necessity for keeping the Air Forces Sub Commission well"in the picture"in any case affecting the Italian Personnel.

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I.A.F. PERSONNEL WITH R.A.F. UNITS

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2. Further to para 6 may permission be granted this Sub Commission to communicate with the RAF units direct, if and when necessary, regarding personnel (LAF) and any queries regarding their returns?

3. Several units of Transport Command are holding I.A.F. personnel, and it is felt that direct communication would help to keep matters up to date, e.g. no return has yet been received from 249 Wing (for March 1st) (Your MAAF/4201/2/ALS refers), with direct communication, this could have been signalled for.

4. From the writer's personal experience, it is felt that few C.O.s of units know what function this Sub Commission has in the matter of I.A.F. personnel, and it is therefore suggested that all units employing them might be sent an explanatory letter showing the necessity for keeping the Air Forces Sub Commission well"in the picture"in any case affecting the Italian Personnel.

ALLIED LABOUR SECTION
HQ
ACC
FILE 23/4 4200

F.L. Bradshaw S/Ldr.

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

R
23/4
1926 AS

1004
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(4)

A.F.S.C. ROME. H.D.S.

ROUTINE.

U. . M.A.A.F. C.M.F.

22 APRIL.

U. 255.

1. Request made to 15 ARMY GROUP in AFH letter, ref. AG. 091.712/151 GCT of 7 APR. have been agreed (.) 15 ARMY GROUP S.D.1465 Apr. 17 refers (.)

1600

A.L.S.

4200/ALS.

(C. CONROY) S/Ldr.

Ciphers (2)
Sigs. Reg.

876

1006

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AGD/922.8(A)

18 April.1945.

IAF Reception Centres and Salvage Units.

G-3 AIS. 18 Apr. MAAF.

Reference MAAF/4200/AIS of 27 March 45 and this HQ AO 091.712/1SI GCT-O of 7 April 45.

1. Requests made to 15 Army Group in the second letter under reference have been agreed. 15 Army Group SD 1465 of 17 refers.

2. You are requested to prepare a draft directive on the lines of para 6d of letter AFSC/INT/2 for submission to appropriate authorities.

DANIEL NOCE.
Major General, GSC.,
Assistant Chief of Staff G-3.

JNG/mmc/Org-A

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2. AHS. 93. 20/4/45. 1. Comments above have been noted & the information requested in para 2 will be forwarded forthwith.

AHS

873

NOTES OF CONFERENCE ON ITALIAN AIR [illegible] HELD AT ROME (3)
ON 10TH APRIL, 1945.

Present: A.V-M. P.J. JOGARTY. A.C.A. V.A.A.F.
A.V.M. W.A. [illegible]-CHESCAULT. A.C.C. A.F.H.Q. A.C.
A.V-M. I.F. BRODIE. A.C.C. Designate A.F.H.Q.
G/C. L.E. JARVAS. G/C. CSC. A.F.H.Q.
S/L. P.L. BRAIDWAR. S/L. CSC. A.F.H.Q.
W/C. F.D. BARLAS. CSC. [illegible]. M.A.A.F.
S/L. MORGAN. P.A. TO A.C.A. V.A.A.F.

[illegible] ORGANISATION OF I.A.F.

The Italian Air Force is organised under the Air Ministry into the Rhita Area, which is the Operational Command, and four R.A.F's which are geographical administrative areas. Two of these are only in existence on paper, as they are in enemy occupied territory. The Rhita Area has no administrative function.

The Fighter Wing at CAMPO consists of 2 P.39 and 1 Spitfire Squadron and operates with a R.A.F. Wing. With them is part of the Fighter Liaison Section which was established when the Fighter Wing was operating as an independent Italian Wing. The operational part of the Fighter Liaison Section belongs to Balkan Air Force, and the Technical and Equipment part of it belongs to the Air Forces Sub-Commission. At LECCE are 2 SPITFIRE Squadrons which were part of the Fighter Wing, and are now waiting to go into reserve.

The Bomber Transport Wing at LECCE consists of one SM.82 Squadron and one CANT.1007 Squadron. These operate under Balkan Air Force and are engaged in supply dropping over YUGOSLAVIA. The CANT.1007's are dying out rapidly. At LECCE there is a Group Captain (Acting Unpaid) who was given this rank to be on an equal footing to the American Commander of the station. There is also a Squadron Leader Engineer who was placed at LECCE as this is the centre of the work-shop activity of the Italian Air Force.

At BIENNO is the Light/Bomber Wing consisting of 2 Baltimore Squadrons. This is an integral part of No.254 Wing and there is only one Liaison Officer there belonging to the Air Forces Sub-Commission.

At SARATTO is the Seaplane Wing with a detachment at MINORCA. This is equivalent to about 3 R.A.F. Squadrons, and they have CANT.506, 501 and RS.14 aircraft. They are engaged in Air/Sea Rescue, mine spotting and a small amount of courier work. One Wing Commander belonging to the Air Forces Sub-Commission is the Liaison Officer with this Wing.

At LECCE is the Courier Transport Squadron which operates an internal air line with a daily service LECCE, NAPLES, ROME and a service three times a week each way, LECCE, SICILY, SARDINIA. Their main function is to carry Government Officials who otherwise have no means of rapid transport about the country.

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administrative areas. Two of these are only in existence on paper, as they are in enemy occupied territory. The Unita Aerea has no administrative function.

The Fighter Wing at CAPUA consists of 2 R.39 and 1 Spitfire Squadron and operates with a R.A.F. Wing. With this is part of the Fighter Liaison Section which was established when the Fighter Unit was operating as an independent Italian Wing. The operational part of the Fighter Liaison Section belongs to Italian Air Force, and the Technical and Equipment part of it belongs to the Air Forces Sub-Commission. At LECCE are 2 MACCHI Squadrons which were part of the Fighter Wing, and are now waiting to go into reserve.

The Bomber Transport Wing at LECCE consists of one SM.82 Squadron and one CANT.1007 Squadron. These operate under Italian Air Force and are engaged in supply dropping over YUGOSLAVIA. The CANT.1007's are dying out rapidly. At LECCE there is a Group Captain (Acting Unpaid) who was given this rank to be on an equal footing to the American Commander of the station. There is also a Squadron Leader Engineer who was placed at LECCE as this is the centre of the work-shop activity of the Italian Air Force.

At FOGGIA is the Light/Bomber Wing consisting of 2 Baltimore Squadrons. This is an integral part of No.294 Wing and there is only one Liaison Officer there belonging to the Air Forces Sub-Commission.

At TARANTO is the Seaplane Wing with a detachment at BRINDISI. This is equivalent to about 3 R.A.F. Squadrons, and they have CANT.506, 501 and RS.14 aircraft. They are engaged in Air/Sea Rescue, mine spotting and a small amount of courier work. One Wing Commander belonging to the Air Forces Sub-Commission is the Liaison Officer with this Wing.

At LECCE is the Courier Transport Squadron which operates an internal air line with a daily service LECCE, BARI, ROME and a service three times a week each way, LECCE, SICILY, SARDINIA. Their main function is to carry Government Officials who otherwise have no means of rapid transport about the country.

At LEVERANO is a flying refueller unit, and there is no representative of the Air Forces Sub-Commission there as it is alongside LECCE.

At FRONTICONE is the R.T.O. with one Wing Commander as C.I.

At NAPLES is a Wing Commander Admin. who looks after the factories which are working for the R.A.F. in the Naples Area, and is also liaison between the Sub-Commission, the Italian Air Force, 214 Group and AASC/AFHQ. There is also one Flight Lieutenant Equipment Held at CAPUA.

At BARI there is one Wing Commander Air Staff whose duty it is to run the BARI detachment and to provide liaison between the H.Q. of the Unita Aerea and Italian Air Force. There is also one Wing Commander Engineer who is C.T.O. of the Air Forces Sub-Commission. Up to the present he has been held at Bari as it was necessary for him to carry out day-to-day work with the Italian Air Force without which the operation

Contd

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4200

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effort would have suffered. There is also a Squadron Leader and Flying Officer Equipment who are mainly employed in day-to-day tasks and the W.T. Staff Officer of the Air Forces Sub-Commission who again is largely employed on day-to-day matters. It is the intention to withdraw the S.T.O. and the W.T.S.O. to ROME as soon as the Italian Air Force in the BARI area are stand on its own feet.

The new organisation as laid out in the appendix to Air Marshal Sir John Slessor's letter AOA.1379 dated 23rd February, 1945, is almost in being with the exception of the fact that the 2 MACCHI squadrons have not yet been moved to the S.T.O as, in the first place the airfield has only just been repaired and made fit to land on, and secondly the training of Baltimore replacement crews has first priority. Instructions have been given to the Italian Air Ministry to break-down the aircraft not required for first flying or reserve, of all types given in that table.

The ceiling of 34,000 is split up into 9,000 in substitution for Allied manpower and 22,000 for the Italian Air Force. The 22,000 for the Italian Air Force are allocated roughly as follows:-

VENTA AREMA (Operational Command)	6,000
AIR MINISTRY HEADQUARTERS SERVICES	900
3RD ZONE	2,000
4TH ZONE	5,300
CAGLIARI DISTRICT	700
SICILY	900
SARDINIA	2,000

The Sardinian contingent is being reduced to 1,036 when sea transport is available.

The 5,300 in the 4th Zone are being reduced to 3,400.

The reductions will release a total of roughly 5,000 men, most of which the Italian Air Ministry wish to earmark for the 2 Northern zones when these are liberated.

There is definitely a case for a large number of men in the Northern area in view of the fact that such installations as are left will have to be guarded against looting by the civilian population.

It has been agreed with Wing Commander HARLOW that he will review these figures in the light of future commitments and the new establishments which have been produced by the Italian Air Ministry are still awaiting agreement, and H.Q. A.A.F. will then instruct the Italian Air Ministry to produce a definite number of personnel to add to those already employed in substitution of Allied manpower, and that it be left to the Italian Air Ministry how this can be done.

There are 1,600 Fitters and 1,200 Fitters (airframe) in the Italian Air Force who are skilled men (equivalent to R.A.F. Fitter IIA). The position of the Italian Air Force should be clarified on the cessation of hostilities to see how many of these men can be employed by the Allies.

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The ceiling of 31,000 is split up into 9,000 in substitution for Allied manpower and 22,000 for the Italian Air Force. The 22,000 for the Italian Air Force are allocated roughly as follows:-

[illegible] (Operational Command)	6,000
[illegible]	900
[illegible]	2,000
[illegible]	5,200
[illegible]	700
[illegible]	900
[illegible]	2,000

The Sardinian contingent is being reduced to 1,036 when sea transport is available.

The 5,200 in the 4th Zone are being reduced to 3,400.

The reductions will release a total of roughly 5,000 men, part of which the Italian Air Ministry wish to earmark for the 2 Northern zones when these are liberated.

There is definitely a case for a large number of men in the Northern area in view of the fact that such installations as are left will have to be guarded against looting by the civilian population.

It has been agreed with Wing Commander BADLAM that he will review these figures in the light of future commitments and the new establishments which have been produced by the Italian Air Ministry are still awaiting agreement, and A.C.A.S.(P). will then instruct the Italian Air Ministry to produce a definite number of personnel to add to those already employed in substitution of Allied manpower, and that if he left to the Italian Air Ministry how this can be done.

There are 1,600 Fitters and 1,200 Fitters (airframe) in the Italian Air Force who are skilled men (equivalent to R.A.F. Fitter IIA). The position of the Italian Air Force should be clarified on the cessation of hostilities to see how many of these men can be employed by the Allies.

In the event of a decision being arrived at that the front line aircraft should not be flown after the cessation of hostilities, the first-line squadrons would not, no doubt, continue to operate at their present intensive scale of effort. It has, however, suggested that we would have to operate the 15 S.M.79 aircraft, 12 S.M.82 aircraft and approximately 15 Flost Planes for essential communication and transport work within Italy - all these are 3 engine aircraft - especially as communications with the North are likely to be bad.

If, after the cessation of hostilities, A.C.A.S.(P) decide to use groups of I.A.F. skilled tradesmen, there should be no objection on the part of the Italian Air Ministry to send Italian Officers with each group.

In regard to the problem of rehabilitation, a section in A.C.A.S.(P) to deal with Italian matters, air forces Sub-Commission is at present consulting the Foreign Office on this subject. The suggestion of establishing a Italian Staff of A.C.A.S. might lead to more complications and confusion, and

Continued /.....

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As far as the establishment for the Air Forces Sub-Commission is concerned, (reference LEC/AAAP/21629 dated 12th March 1945,) this appears to be satisfactory at the moment, although there is some reshuffling going on. It was pointed out that if A.F.H.Q. required any Adsin Staff to go into the North with an Intelligence Staff, these personnel would be extremely difficult to find, if, in fact, they could be found at all.

As far as training is concerned, the Fighters and Transport aircraft have sufficient fat to feed themselves for some 3-6 months. As regards the Deltaforce they are in a poor state for crews, and A.F.H.Q. is trying to organise some training for them so that they will not fold-up for crews. This is being done at FROSINONE under the supervision of a Royal Air Force Wing Commander. It was proposed to ask for some assistance from R.A.F. Operational Groups, in the shape of specialist leaders, to advise on aircrew training.

GROUP CAPTAIN L.N. JARMAN, Air Forces Sub-Commission, thought that his job should include the "Air" side as well as the "Organisation" side. It was suggested that as A.F.H.Q. were now in the stage where a certain amount of re-organisation of staff was going on, the "Air" and "Org" side could be tied up together, and there would be no call for additional staff, at the moment.

Receipt is acknowledged at Air Forces Sub-Commission, Allied Commission, Rome, of copy of letter reference MAAP/1651/21/ORG addressed to Colonel PENSUTINO, Deputy Chief of Staff, Italian Air Ministry dated 8th March, also copy of "Report by Wing Commander R.D. Harlos on visit to A.F.H.Q. to negotiate the construction and issue of Establishments for the Italian Air Force", dated 12th March, 1945.

W.A.B. HOGEN-BRAMLEY,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Air Forces Sub-Commission,
Allied Commission, Rome.
Date; 10th April, 1945.
Ref: AFSC/23/AIR.

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GROUP CAPTAIN L.F. JARMAN, Air Forces Sub-Commission, thought that his job should include the "Air" side as well as the "Organisation" side. It was suggested that as A.F.S.C. were now in the stage where a certain amount of re-organisation of staff was going on, the "Air" and "Org" side could be tied up together, and there would be no call for additional staff, at the moment.

Receipt is acknowledged at Air Forces Sub-Commission, Allied Commission, Rome, of copy of letter reference MAAF/1451/21/ORG addressed to Colonel [redacted], Deputy Chief of Staff, Italian Air Ministry dated 8th March, also copy of "Report by Wing Commander R.D. Harlas on visit to A.F.S.C. to negotiate the construction and issue of Establishments for the Italian Air Force", dated 12th March, 1945.

W.A.B. [redacted]-INGRAM,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Air Forces Sub-Commission,
Allied Commission, Rome.
Date; 10th April, 1945.
Ref: AFSC/23/AIR.

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

(2)

From:- Allied Liaison Section, H.Q. M.A.A.F. C.M.F.

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

Date:- 20th. Apr. 1945.

Ref:- MAAF/4200/A.C.

Italian Air Force.

1. Careful consideration has been given to the appeal made by the Italian Authorities, as regards the recent instruction from this Headquarters to the effect that the obsolescent miscellaneous aircraft must be reduced to produce. In view of the decline in the morale of the Italian Air Force consequent upon such action, it is ruled that these aircraft can be stored, providing the minimum man-power is used for maintenance.

2. It is desired to emphasise that on no account will spares or raw material be supplied for the upkeep of these aircraft.

(H.M. Fisher),
Wing Commander,
for Air Vice-Marshal,
Chief of Staff SAF, MedME.

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