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

ACC

10000/135/629
(IV)

ALLIED
JULY 1942
(1 OF 2)

1420

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

10000/135/629
(IV)

ALLIED LIAISON SECTION, ITALIAN AIR FORCE, POLICY
JULY 1942; APR. 1946 – SEPT. 1947
(1 OF 2)

TOP SECRET

SECRET. ROYAL AIR FORCE. PAR. 4.

Reference:- BRANCH.

AIR/4[illegible]/[illegible] AIR MINISTRY SECTION. 1334 1561

Date of opening:- SUBJECT.

ITALIAN AIR FORCE POLICY

Ref. other papers.

21

1421

Declassified E.O. 12356, Section 3.3/NND No. 798017

Date of opening:-

SECRET

ITALIAN AIR FORCE POLICY

Ref. other folders.

21

10000 .135 629

THIS FOLDER CONTAINS PAPERS FROM APR - 1946 TO SEPT - 1947 CLASSIFIED.

1422

Declassified E.O. 12356 Section 3.3/NND No. 18447

1423

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

INFORMAL ROUTING SLIP

Log:

ALLIED FORCE HEADQUARTERS
APO 512

Suspense:

File

SUBJECT: ~~Report on Italian air ops Mission to Germany.~~

No.	From	Phone	To	Date
1.	MAAC	276	Col Brown (G-4)	8 Sep
			Col Malin (G-4)	
			Col Smith (G-3)	

Forwarded for your information.

Last named please return to MAAC.

T.S. RIVETT CAMRAC
Secretary to MAAC

1351

[4241]

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

R. E. Lee

1423

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

SECRET

FROM : M.A.A.C. SECRETARIAT

TO : C-3 MTOUSA
HQ RAF MED/ME
AHQ ITALY (for CIO)
AHQ ITALY (for Org)

DATE : 8 September 1947

Attached for information and retention is copy of Strength and Location Statement of the Italian Air Force as at 1 August 1947.

T.S. RIVETT-CARNAC,
Wing Commander,
Secretary to the
Mediterranean Allied Air Committee.

1426

Declassified E.O. 12356 Section 3.3/NND No. 78-017

COPY. SECRET

A.H.Q. MEDITERRANEAN,
ALLIED COMMISSION,
B.E.I.

13th December, 1946.

Ref: AMED/S/25/AIR.

SPEECH GIVEN BY C.A.S. AT LECCE ON 11th DECEMBER, 1946.

1. The speech was made to all officers assembled at Lecce, after the departure of the British and American Inspecting Officers. I was unable to attend but received the following information from reliable sources.

2. The speech contained four main themes :
(a) An expression of satisfaction displayed by visiting Allied officers, their regret that the weather did not permit of a full flying programme, and sympathy with the pilots who had trained so hard and were unable to show their qualities to better advantage.

(b) A request to all officers for better co-operation between seniors and juniors both officers and formation, pointing out that unless a good esprit de corps was established and maintained any attempt at efficiency would end in failure. (This may refer to the recent transfer of two officers from the 51st Stormo, Major Zecchini and Spaniolini. Both seem to have been handled badly and were transferred while Col. Zappetta was the Fighter Commander).

(c) The transfer to the North of certain Stormo's. He pointed out that after a long and dreary wait their reward for patience was at last in sight and that the 5th, 51st Stormo's would be transferred as soon as the necessary arrangements could be made. The announcement was received by these Stormo's with hilarious enthusiasm, but the 4th Stormo were not over enthusiastic about remaining in the South. (The possibility of their being moved to Bari, however, is under discussion, and I would recommend that this be authorised to leave Lecce free for all forms of training activity).

(d) The possibility of being re-equipped with new aircraft. He stated that he had been asked his views on re-equipping the Fighters with Mustangs or Spitfires and after his staff had studied the problem he had told the Allied Commission that they would prefer Mustangs. (This is not the generally accepted view of the Fighters at Lecce, as they are very pleased with their Spit's at present. Also they point out that the source of supply, Britain, is nearer an more accessible to Italy. Also the I.A.F. have had Spit's now for three years and know the aircraft both from the flying and maintenance points of view, thus they feel that Spit's would be a better proposition.).

3. The C.A.S. also referred to the excellent co-operation enjoyed between the I.A.F. and the Allies.

(RCM) W.F. CLARKE, S/Cdr.

1427

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

SECRET

1141

AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION,
AFO 794

Subject: Report on Speech Made by C.A.S. at Lecce on 11th December, 1946.

File No: AFSC/567/2/ORG.

Date : 16th Dec. '46.

To :- M.A.A.C. Secretariat (Please show to Lt. Col. Hewitt, G-3 AFHQ)

Attached three (3) copies of report on speech made by the Chief of Staff, Italian Air Force, at Lecce on 11th December, 1946, are forwarded for your information and guidance.

Copy passed to Lt Col Hewitt as requested

Frank E. Marek

FRANK E. MAREK,
Lt/Col., Air Corps,
Deputy Director,
Air Forces Sub-Commission.

Secret Control Station
3/1
46250

1531

4281

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

COPY.

SECRET

AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION,
BARI.

Ref: AFSC/B/25/AIR. 13th December, 1946.

REPORT ON SPEECH MADE BY C.A.S. AT LECCE ON 11th DECEMBER, 1946.

The speech was made to all officers assembled at Lecce, after the departure of the British and American Inspecting Officers. I was unable to attend but received the following information from reliable sources.

2. The speech contained four main themes :

(a) An expression of satisfaction displayed by visiting Allied Officers, their regret that the weather did not permit of a full flying programme, and sympathy with the pilots who had trained so hard and were unable to show their qualities to better advantage.

(b) A request to all officers for better co-operation between seniors and juniors both officers and formations, pointing out that unless a good esprit de corps was established and maintained any attempt at efficiency would end in failure. (This may refer to the recent transfer of two officers from the 51st Stormo, Majors Leoncini and Spadolini. Both seem to have been handled badly and were transferred while Col. Zappetta was the Fighter Commander).

(c) The transfer to the North of certain Stormo's. He pointed out that after a long and dreary wait their reward for patience was at last in sight and that the 5th, 51st Stormo's would be transferred as soon as the necessary arrangements could be made. The announcement was received by these Stormo's with hilarious enthusiasm, but the 4th Stormo were not over enthousiastic about remaining in the South. (The possibility of their being moved to Bari, however, is under discussion, and I would recommend that this be authorised to leave Lecce free for all forms of training activity).

(d) The possibility of being re-equipped with new aircraft. He stated that he had been asked his views on re-equipping the Fighters with Mustangs or Spitfires and after his staff had studied the problem he had told the Allied Commission that that they would prefer Mustangs. (This is not the generally accepted view of the Fighters at Lecce, as they are very pleased with their Spit's at present. Also they point out that the source of supply, Britain, is nearer an more accessible to Italy. Also the I.A.F. have had Spit's now for three years and know the aircraft both from the flying and maintenance points of view, thus they feel that Spit's would be a better proposition.).

3. The C.A.S. also referred to the excellent co-operation/between the I.A.F. and the Allies.

(SGD) W.C. CLEASON, W/CDR.

14291

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

CIP Serial No. 3623
M/C No. MM/15

AFHQ SIGNAL CENTRE

INCOMING MESSAGE

From AFSC ROME
To AIRMINISTRY LONDON FOR AMG ITALY
MARC SECRETARIAT (AFHQ).

Time of Origin 141050A
Time Received 150310A

Ref. No. OX13 14 DEC. Precedence IMMEDIATE Classification SECRET

FOR ASSISTANT DIRECTOR ORGANISATION FOREIGN AIR FORCES. ITALIAN AIR MINISTER STATES VERBALLY MINISTER AND OTHER INTERESTED MINISTERS VERBALLY AGREE IN PRINCIPLE TO PLANS DISCUSSED WITH TEDDER SUBJECT TO MUTUAL QUOTE AGREEMENT. THEREFORE SUGGEST YOU CONTINUE DISCUSSION WITH FINANCE AS WELL AS WASHINGTON ON MUSTANG QUESTION . EXPECT TO POSITIVE REPLY FROM ITALIANS UNTIL ANSWER TO THESE TWO QUESTIONS ARE COMMUNICATED TO US. AIR MINISTRY VERY APPRECIATIVE OF WORK ALREADY DONE AND SO ARE WE .

PRIORITY

CRYPTO SECURITY APPLIES.

SECRET

THIS MESSAGE WILL NOT BE DISTRIBUTED OUTSIDE BRITISH OR U.S.A. GOVERNMENTS OR HEADQUARTERS OR RETRANSMITTED EVEN IN CIPHER WITHOUT BEING PARAPHRASED. (MESSAGES MARKED O.T.P. NEED NOT BE PARAPHRASED.)

I 430
Declassified E.O. 12356 Section 3.3/NND No. 1/85017

112

TOP SECRET.

MINUTES OF CONFERENCE HELD IN ALLIED COMMISSION, ROME, 29TH NOV., 1946.

ON RE-ORGANISATION OF ITALIAN AIR FORCE.

The Director opened the Meeting by introducing Colonel HEWITT, U.S.A.A.F. (G-3 at Caserta).

Those present - A/C. Hamilton, S/L. Marriot, (RAF Equipment), S/L. Thompson (Air Ministry), and A.P.S.O. Staff Officers.

2. Colonel Hewitt stated there was no further news from the War Department concerning the Mustangs proposition for the Italian Air Force. Copies of signals from U.S. authority at Caserta were handed to the Director for information.

3. After considerable discussion it was finally agreed that after a conference this afternoon, the Director with A/C., S/L. Thompson, and A.P.S.O. would visit the Italian Air Ministry on Monday 2nd December and ask them the following questions:-

Subject to final financial agreement as between the British Government and the Italian Government -

(a) Do you accept the British Air Ministry Plan (DR.Pol(AS)3/71 of September, 1946) and the re-organisation shown in the diagram attached to letter AMI/A.21/A.P. of 20th March, 1946 (i) in part or (ii) in whole ?

(b) If available would you accept P-51's (Mustangs) or P-47's (Thunderbolts) as equipment for all the I.A.F. Fighter Squadrons?

(c) Would you accept P-51's or P-47's in place of P-39's and FS's with or without extra payment ? (The remaining 5 Squadrons to be Spitfire IX's).

(d) Do you wish to postpone making a decision on the acceptance of the whole British Air Ministry Plan, etc., until the Allied answer about the practicability of supplying P-51's or P-47's together with spares for three years, ground equipment and publications is available, or do you wish to postpone the decision only on that part of the Plan as it affects the type of aircraft for re-equipment of all the Fighter Squadrons ?

In considering this you must bear in mind that the British Air Ministry cannot await you decision for more than about two or three weeks and nor can the Italian Air Force itself afford to lose more time in coming to a decision now. (The British Air Ministry hopes for a decision this week, 2nd - 7th December).

4. The next step after receiving the Italian Air Ministry's ... be for S/L. Thompson to report back ...

sent concerning the Mustangs proposition for the Italian Air Force. Copies of signals from U.S. authority at Caserta were handed to the Director for information.

3. After considerable discussion it was finally agreed that after a conference this afternoon, the Director with D/D., S/L. Thompson, and A.F.O. would visit the Italian Air Ministry on Monday 2nd December and ask them the following questions:-

Subject to final financial agreement as between the British Government and the Italian Government -

(a) Do you accept the British Air Ministry Plan (M.Pol(S)3/71 of September, 1946) and the re-organisation shown in the diagram attached to letter AHI/71.72/A.M. of 20th March, 1946 (i) in part or (ii) in whole ?

(b) If available would you accept P-51's (Mustangs) or P-47's (Thunderbolts) as equipment for all the I.A.F. Fighter Squadrons?

(c) Would you accept P-51's or P-47's in place of P-38's and F5A's with or without extra payment ? (the remaining 5 Squadrons to be Spitfire IX's).

(d) Do you wish to postpone making a decision on the acceptance of the whole British Air Ministry Plan, etc., until the Allied answer about the practicability of supplying P-51's or P-47's together with spares for three years, ground equipment and publications is available, or do you wish to postpone the decision only on that part of the Plan as it affects the type of aircraft for re-equipment of all the Fighter Squadrons ?
In considering this you must bear in mind that the British Air Ministry cannot await your decision for more than about two or three weeks and nor can the Italian Air Force itself afford to lose more time in coming to a decision now. (The British Air Ministry hopes for a decision this week, 2nd - 7th December).

4. The next step after receiving the Italian Air Ministry's answer will be for S/L. Thompson to report back to the Air Ministry and if the answer is favourable to go into the financial side of the whole question.

5. The Director noted name of Air Commodore Bates D. of M. (D) at Air Ministry; to be recorded in these minutes. (C/C. Core's contact at British A.M.).

6. The Director after discussion with W/C. Hamilton stated that letters from this Sub-Commission, concerning the re-organisation of the Italian Air Force to the Air Ministry, London, and War Department, Washington should be sent direct to those Departments concerned, copy only to A.F.H.Q., but if Anglo-American interests were both involved, the letter should pass through AFHQ in the first place for their onward transmission to London & Washington respectively. This was agreed; also demands for U.S.A. equipment for I.A.F. to go direct to U.S. and not to A.F.H.Q., who are interested only in policy. (U.S.C. to ensure that A.F.H.Q. amend their instructions).

5/1—

.../para. 7 .....

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7. Colonel Hewitt told the Director that a letter was on its way to us suggesting the formation of Engineer Groups in the Italian Air Force, these are composed of three Battalions (750 men in each Battalion) consisting of four Companies, of which :-

(i) H.Q. Company.
(ii) Equipment Company.
(iii) Construction Company.
(iv) Maintenance Company.

These Groups will be essential to handle heavy ground equipment, the Americans propose to hand over to the Italian Air Force. The Americans do not want inexperienced personnel handling the equipment. Agreed - to be added to Re-organisation of I.A.F. diagram.

After further discussion it was agreed to hold another conference in the afternoon on civil aviation.

Conference closed at 13.15 hours.

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

Reference: AFSC/367/2/Gen. 2nd December, 1946.

Distribution.

M.A.A.C. Secretariat - W/Cdr. Hamilton please show to Colonel Hewitt.
S/Ldr. Thompson - British Air Ministry.
Director, A.F.S.C.
File.

1432

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

FROM :- MEDITERRANEAN ALLIED AIR COMMITTEE SECRETARIAT

TO AIR FORCES SUB-COMMISSION, ALLIED COMMISSION, ROME,
(THROUGH: CHIEF COMMISSIONER).

UX.302 (.) 9.DEC.MIDD (.) TOP SECRET (.) IMPORTANT (.)

REFERENCE YOUR AFSC/356/ORG DATED 19TH AUGUST 1946 APPROVAL IS GIVEN FOR THE MOVE OF THE 2NO FIGHTER WINGS FROM LECCE TO VICENZA AND ORIO NEAR BERGAMO RESPECTIVELY (.)

09 12.00

TOP SECRET
IMPORTANT

(S.J.B. HAMILTON
Wing Commander
Secretary to the
MEDITERRANEAN ALLIED AIR COMMITTEE)

INTERVAL

CHIEF OF STAFF
G-2 A.F.H.Q.
G-3 A.F.H.Q.

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

UK.502 (.) 5.DEC.HELP (.) TOP SECRET (.) IMPORTANT (.)

REFERENCE YOUR AFSC/358/ORG DATED 19TH AUGUST 1946 APPROVAL IS GIVEN FOR THE MOVE OF THE TWO FIGHTER WINGS FROM LECCE TO VICENZA AND ORIO NEAR BERGAMO RESPECTIVELY (.)

09 12.00

TOP SECRET
IMPORTANT

(S.J.R. HAMILTON
Wing Commander
Secretary to the
MEDITERRANEAN ALLIED AIR COMMITTEE)

INTERNAL

CHIEF OF STAFF
G-2 A.F.H.Q.
G-3 A.F.H.Q.
G-5 A.F.H.Q.
G-4 M.T.O.U.S.A.
A.H.Q. ITALY
U.S. POLAD.
BRITISH POLAD.

1552

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

1 4 3 6

Abbey 2211
Telephone:
Extn. 5082

AIR MINISTRY,
LONDON, S.W.1.

Any communications on the subject of this letter should be addressed to:-
THE
UNDER SECRETARY,
OF STATE,
and the following number quoted:- SD.Pol.(AS)3/71

SECRET

Sir,

I am commanded by the Air Council to refer to telegram AAI.1169 of 25th June, from the Supreme Allied Commander Mediterranean, to the Combined Chiefs of Staff in which proposals were made for the establishment of an interim Italian Air Force, based on the limitations laid down in the draft Peace Treaty.

2. I am to say that as a result of this telegram a suggested Order of Battle has been drawn up by the Air Ministry in order to assist you in the necessary re-organisation of the Italian Air Force when the proposals put forward by the Supreme Allied Commander have been approved by the Combined Chiefs of Staff.

3. A copy of this Order of Battle together with an Outline Signals Plan are contained at Appendices 'A' and 'B'.

4. It will be seen that the basis for this Order of Battle is R.A.F. rates of effort and wastage but scales of issue. The U.E. of aircraft in squadrons which are equipped with British types has been adjusted to fit in order that R.A.F. establishments, scales of issue and rates of effort and wastage can be used. The reserve and wastage aircraft are calculated on R.A.F. operating scales. The Italians can vary the U.E. as they wish, but any variations in the U.E. will have repercussions in training requirements and the scales of issue. Availability of aircraft to be supplied from R.A.F. sources is confirmed.

5. The availability of spares for three years backing for the units in the Order of Battle from R.A.F. surpluses is at present undetermined since it would depend, in part, upon holdings in Italy. R.A.F. stocks, however, must should the Italian Air Force be created in the same way as Allied Air Forces the full range could be met by going to new production where necessary.

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

Sir,

I am commanded by the Air Council to refer to telegram [illegible] of 26th June, from the Deputy Allied Commander Mediterranean, to the Combined Chiefs of Staff in which proposals were made for the establishment of an interim Italian Air Force, based on the limitations laid down in the Draft Peace Treaty.

2. I am to state that as a result of this telegram a suggested Order of Battle has been drawn up by the Air Ministry in order to assist you in the necessary re-organisation of the Italian Air Force when the proposals put forward by the Supreme Allied Commander have been approved by the Combined Chiefs of Staff.

3. A copy of this Order of Battle together with an Outline Signals Plan are contained in Appendices 'A' and 'B'.

4. It will be seen that the basis for this Order of Battle is R.A.F. units of effort and wastage and scales of issue. The U.K. of aircraft in squadrons which are equipped with British types has been adjusted to fit in order that R.A.F. establishments, scales of issue and rates of effort and wastage can be used. The reserve and wastage aircraft are calculated on R.A.F. peacetime scales. The Italians can vary the U.K. as they wish, but any variations in the U.K. will have repercussions in training requirements and the scales of issue. Availability of aircraft to be supplied from R.A.F. sources is confirmed.

5. The availability of spares for three years working for the units in the Order of Battle from R.A.F. surpluses is at present undetermined since it would depend, in part, upon holdings in Italy. U.S.A. stocks, however, that should the Italian Air Force be treated in the same way as Allied Air Forces the full range could be met by going to new production where necessary.

6. Servicing and repair will be undertaken by Servicing Wing Echelons to and up to second line. Planning provides for third line repair in a Repair and Salvage Unit and it has been assumed that fourth line repair will be undertaken in the Italian aircraft industry. This would presumably involve

/supply...

Air Officer Commanding,
Air Headquarters,
Italy,
C.M.F.

Copy to:

Air Commander-in-Chief,
Royal Air Force,
M.E.M.E.,
M.E.F.

[illegible] -

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

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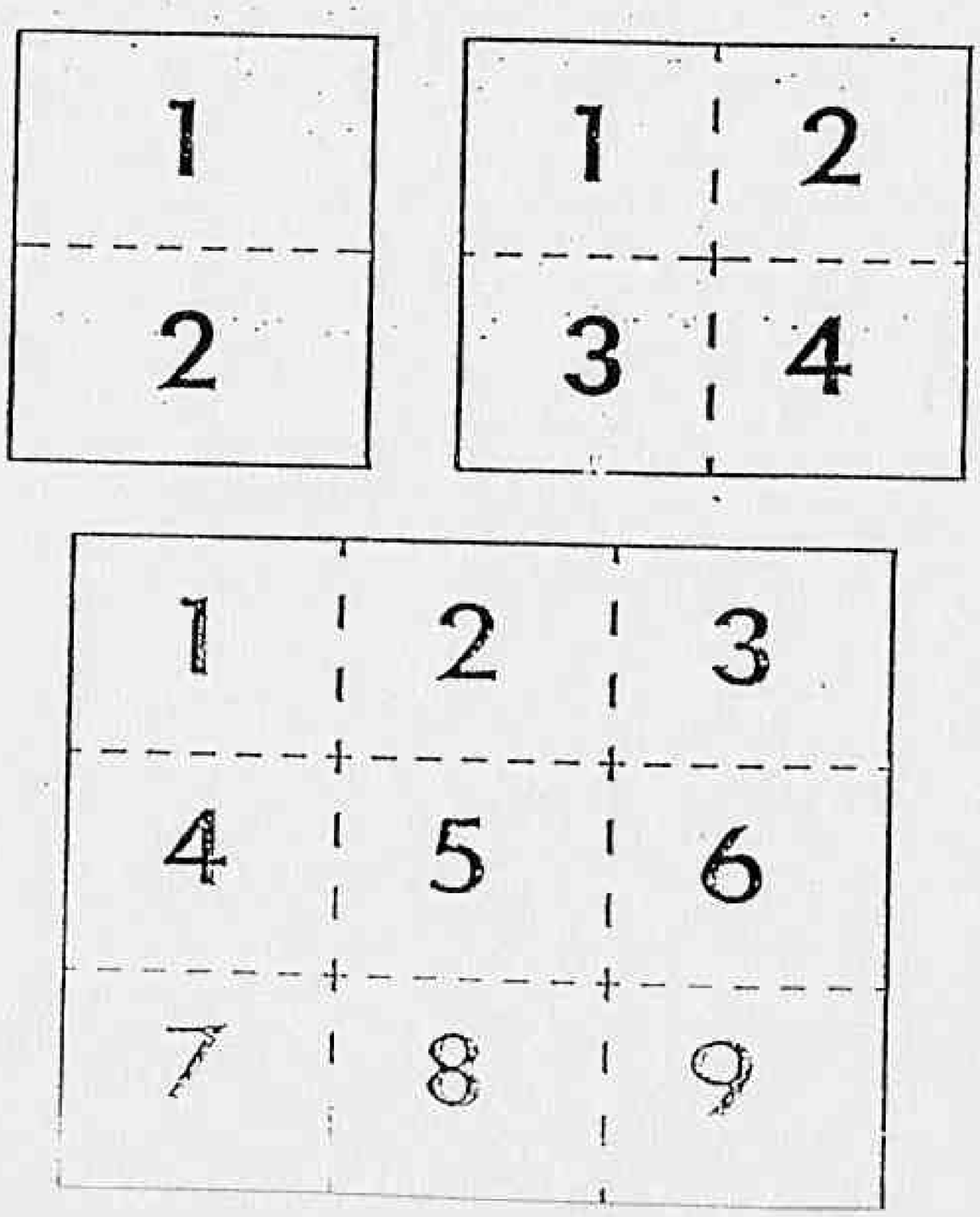
Declassified E.O. 12356 Section 3.3/NND No. 785017

MAPS AND CHARTS TOO LARGE TO FILM
ON ONE EXPOSURE ARE FILMED CLOCKWISE
BEGINNING IN THE UPPER LEFT CORNER,
LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.



1438

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

UNIT OR FORMATION	AIRCRAFT					UNIT EQUIPMENT	SPARES RATES	ST. GROUND EQUIPMENT	ST. OF UNIT M.T.	ST. OF [illegible] SUPP
	TYPE	U.S.	RESERVE	CHANGE PER 3 YEARS	TOTAL					
1	2	3	4	5	6	7	8	9	10	
(i) Training Gd. Communication Aircrd't	Italian Type	(4)	–	–	–	–	–	–	–	
(ii) 1 Flying Trg. Station H.Qs.	–	–	–	–	–	–	–	–	–	
(iii) 1 E.F.T.S.	Magistors	22	4	5	31	–	–	–	–	
(iv) 1 S.F.P.S. (Includes F.I.S.)	(a) Italian Type (C.55)	(4)	(2)	(2)	(18)	–	–	–	–	
	(b) Anson I	1		1	2	–	–	–	–	
	(c) Italian Type (C.55)	(2)		(1)	(3)	–	–	–	–	
	(d) Spitfires IX	2	1	1	4	–	–	–	–	
	(e) Magistors	2		1	3	–	–	–	–	
(v) 1 A.A.C.U.	Anson	8	2	3	13	–	–	–	–	
(vi) Radio School	Anson I	8	4	4	16	–	–	–	–	

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SECRET

APPENDIX "A".
"OTTER OF BATTLE".
Western Italian Air Force.

	UNIT EQUIPMENTS	SERVICE ESTABLISHMENTS	SPARE A/C INCLUDED IN UNIT EQUIPMENTS	SPARE A/C NOT INCLUDED IN U.E.	U.S. FIGHTING SQUADRONS	5 YEARS LIFE-WEIGHT OF FIGHTING SERVICES				5 YEARS LIFE-WEIGHT OF FIGHTER SQUADRONS	REMARKS
Col.5						Col.7	Col.9	Col.10	Col.11		
6	7	8	9	10	11	12	13	14	15	16	17
--	--	--	--	"	--	--	--	"	--	--	(i) Col.10 includes M.T. for Cadet College & Command H.Q.
--	--	--	"	"	"	--	"	"	"	--	(ii) Col.9 includes synthetic Training equipment.
31	"	"	--	--	--	"	--	--	--	"	(iii) Includes I.T.S. 4 a/c. for Landing.
30)	--	--	--	--	--	--	--	--	--	--	(iv
2	"	"	--	--	--	"	--	--	--	"	(iv) (b) a/c. for Navi-gational exercises.
(3)	--	"	--	--	--	"	--	--	--	"	
4	"	"	--	--	--	"	--	--	--	"	
2	"	"	--	--	--	"	--	--	--	"	a/c. at (iv)(c),(d) & (e) for E.F.S.
15	"	"	--	--	--	"	--	--	--	"	

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[illegible]	(b) Anson I	1	3		1	2	"	"	"	"
	(c) Italian Type (G.55)	(2)			(1)	(3)	"	"	"	"
	(d) Spitfire IX	2		1	1	4	"	"	"	"
	(e) Magistors	2			1	3	"	"	"	"
(v) 1 A.F.S.	Anson	6		2	3	13	"	"	"	"
(vi) Radio School	Anson I	2		1	2	5	"	"	"	"
(vii) 1 Air Gunnery School	Martinets (target towers)	4		1	1	6	"	"	"	"
(viii) Technical Trg. School	-	-		-	-	-	-	-	"	"
(ix) Recruits Centre	-	-		-	-	-	-	-	-	"
(x) Fighter Command Communication aircraft	Italian type	(12)		-	-	-	-	-	-	"
(xi) 1 Station H.Q.	-	-		-	-	-	-	-	"	"
(xii) 2 S.E. Day Fighter Sqdn.	F.36	(25)		(10)	(16)	(55)	-	-	-	-
(xiii) 1 Station H.Qs.	-	-		-	-	-	-	-	"	"
(xiv) 2 S.E. Day Fighter Sqdn.	Spitfire LF.IX	32		10	15	58	"	"	"	-

16120.

A 3/10 -

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

(iv) (c) a/c. for naval-
national exercises.

a/c. at (iv)(c),(c) & (c)
for S.E.A.

(viii) Sch.9 includes (a)
Signal Training
Regiment (b)
Synthetic training
equipment.

(ix) Includes I.F.F.
Equation.

(x) Sch.10 represents I.F.
for General H.Q.

(xii) Aircraft from
American sources.

/(xiv)

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UNIT OR FORMATION	AIRCRAFT & MARINE CRAFT									
	TYPE	U.S.	RESERVE	WASTAGE PER 3 MONTHS	TOTAL	UNIT EQUIPMENT	SPARES ENGINES	TEL. GROUND EQUIPMENT	STN. OR UNIT M.T.	W/T & C SUPP
1	2	3	4	5	6	7	8	9	10	1
Fighter Command (Contd.)										
(xv) 1 Wing H.Qs.	-	-	-	-	-	-	-	-	-	
(xvi) 2 Fighter/ Bomber Sqdns.	Spitfire LF.IX	32	10	16	58	"	"	-	"	
(xvii) 1 T.A.C./R. Squadron	Spitfire LF.IX	16	5	8	29	"	"	-	"	
(xviii) Coastal Command										
Communication aircraft	Italian type	(3)	-	-		-	-	-	"	
(xix) 1 Station H.Q.		-	-	-	-	-	-	"	"	
(xx) 1 G.R. Flight	Sea Otters	8	1	4	13	"	"	-	-	
(xxi) 1 G.R. Squadron	Italian type	(15)	(2)	4	21	-	-	-	-	
(xxii) 1 Air Sea Rescue Unit	Italian Craft (M.T.B.'s.)	14	-	-	14	"	"	-	-	

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	UNIT EQUIPMENT	SPARES ENGINES	SPL. GROUP EQUIPMENT	SPL. OR UNIT M.T.	V.E. TECHNICAL SUPPLIES	5 YEARS MAINTENANCE SPARES				5 YEARS ATTRITION SPARES & ENGINE SPARES	REMARKS
						COL. 7	COL. 9	COL. 10	COL. 11		
	7	8	9	10	11	12	13	14	15	16	17
-	-	-	-	*	-	-	-	*	-	-	
58	-	*	-	*	-	*	-	*	-	*	Serials (xv), (xvi), (xvii) to be fully mobile.
29	*	*	-	*	-	*	-	*	-	*	
	-	-	-	*	-	-	-	*	-	-	(xviii) Col.10 represents M.T. for Command H.Q.
-	-	-	*	*	*	-	*	*	*	-	(xix)
13	*	*	-	-	-	*	-	-	-	*	Col.9 includes marine craft repair Section. Col.10 includes marine craft (xx) and (xxi) Tank T. . . for ship/bon Naval Base.
21	-	-	-	-	-	-	-	-	-	-	
14	-	-	-	-	-	*	-	-	-	*	

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aircraft											
(xxiv) 1 Station H.Q.		–	–	–	–	–	–	–	–	–	–
(xxv) 1 G.C. Flight	Sea Otters	6	1	4	13	–	–	–	–	–	–
(xxvi) 1 G.C. Squadron	Italian Type	(15)	(2)	4	21	–	–	–	–	–	–
(xxvii) 1 Air Sea Rescue Unit	(Various Craft) (U.S.A'n.)	14	–	–	14	–	–	–	–	–	–
(xxviii) Transport Command											
Air Ministry Communication aircraft	Italian types	(12)	–	–		–	–	–	–	–	–
(xxix) 1 Station H.Qs.	–	–	–	–	–	–	–	–	–	–	–
(xxx) 2 Transport Squadrons	Italian type	(32)	(3)	(4)	(39)	–	–	–	–	–	–
(xxxi) 1 ..C.T. Sqdn.	Italian type	(14)	(3)	(4)	(21)	–	–	–	–	–	–
(xxxii) 1 Met. Flight	Italian type	(6)	–	(1)	(7)	–	–	–	–	–	–
(xxxiii) Maintenance Command											
Communication Aircraft	Italian type	(8)	–	–	–	–	–	–	–	–	–
(xxxiv) 1 R.A.U.	–	–	–	–	–	–	–	–	–	–	–
(xxxv) 1 U.S.D.	–	–	–	–	–	–	–	–	–	–	–
(xxxvi) Signals & Radar	–	–	–	–	–	–	–	–	–	–	–

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--	--	"	"	"	--	"	"	"	--	(xix)
"	"	--	--	--	"	--	--	--	"	Col.9 includes marine craft repair section. Col.11 includes Marine craft (--) and (xx) Bomb D.C. (--) Airborne Rescue Boat.
--	--	--	--	--	--	--	--	--	--	
"	--	--	--	--	"	--	--	--	"	
										(xviii) Col.10 represents M.L. For Command H.Q.
--	--	--	"	--	--	--	"	--	--	
--	--	"	--	"	--	"	"	"	--	
--	--	--	--	--	--	--	--	--	--	
--	--	--	--	--	--	--	--	--	--	
--	--	--	--	--	--	--	--	--	--	
										(xviii) Col.10 represents M.L. For Command H.Q.
--	--	--	"	--	--	--	"	--	--	
--	--	"	"	"	--	"	"	"	--	(xxix) Mobile Salvage Unit Repair element includes M.T.L.C.U. & Signals Repair Sections.
--	--	--	"	--	--	"	"	--	--	
--	--	--	--	--	--	--	--	--	--	Outline plan at Paper No.1.

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NOTE 1 Aircraft

(a) Aircraft in brackets will not be supplied from R.A.F. sources

(b) The aircraft in colum 3 and 4 are totalled below, showing combi

Combat Types U.E. & Reserve	
S.E. Day Fighter	81
F/Bomber	42
Tac/R	21
G/R A/S Rescue	26
A.O.P.	17
	187

Note: The aircraft figures above are inside the limitation imp

(c) In addition consideration must be given to wastage aircraft for given below based on R.A.F. peace time rate of effort.

Combat Types
Wastage

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not be supplied from U.A.F. sources

and 4 are totalled below, showing combat and non-combat types.

		Non-combat Types U.K. & Reserve		TOTALS
81		Training Aircraft	68	
42		Transport	35	
21	10 W	Met. Flight	6	
26		Communications	39	
17				
187		148	=	335

ures above are inside the Limitation imposed by the Peace Treaty.

must be given to wastage aircraft for 3 years behind U.K. aircraft as
.F. peace time rates of effort.

Non-combat Types
Wastage

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Note: The aircraft figures above are inside the limitation imposed

(c) In addition consideration must be given to wastage aircraft for 3 m
given below based on R.A.F. peace time rate of effort.

Combat Types	Wastage
S.E. Day Fighters	32
Fighter Bombers	16
Tac/R	8
G/R A/S Rescue	8
M.O.F.	4
	68

Note:- The aircraft above are outside the limitations imposed by

NOTE II Servicing and Repair will be undertaken by Servicing Wing Echelon backed
repair organisation.

NOTE III Columns starred (*) represent a requirement under that heading.

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Note: The aircraft figures above are inside the limitation imp

(c) In addition consideration must be given to wastage aircraft for given below based on R.A.F. peace time rates of effort.

Combat Types (wastage)	
S.E. Day Fighters	32
Fighter Bombers	16
Tac/R	8
C/E A/S Beacns	8
A.O.P.	4
	68

Note:- The aircraft above are outside the limitations imposed

NOTE II Servicing and Repair will be undertaken by Servicing Wing Echelon and repair organisation.

NOTE III Columns starred (*) represent a requirement under that heading.

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187	148	=	335

ven above are inside the limitation imposed by the Peace Treaty.

t must be given to venture aircraft for 3 years behind U.S. aircraft as
.F. peace time rates of effort.

	Non-combat Types Wasted	
32		
16	Reconnaissance	16
8	Transport	4
8	Jet. Flight	1
4	Communications	9
68	30	= 98

ove are outside the limitations imposed by the Peace Treaty 433

ntenance by Servicing Wing Echelon aided by an E.S.U. with Line Repair Civilian

a requirement under this heading.

APPENDIX B

OUTLINE SIGNALS PLAN FOR ITALIAN AIR FORCE

1. Defensive Radar

(a) The equipment available for this purpose will be that surplus to theatre requirements, plus a few stations surplus to U.K. requirements. All will be of the "UNCLASSIFIED" category. This equipment limitation, and the need to keep the size of the signals organisation compatible with the size of the force as a whole, restricts the scope of the plan. The following is therefore proposed:-

(i) Early warning and interception of low, medium, and high flying attack from the East against the industrial North. Provided by (a) all-round-looking early warning stations sited on the coastline Rimini-Venice-Marengo; and (b) GCI centimetre height-finding stations in the MANTUA and TREVISO areas. Radar information to be co-ordinated in a sector operations room in the Treviso-Venice area, controlling defencing fighters based in the same area.

(ii) Radar aid to the Support Wing. This would take the form of lightweight warning sets, plus a few mobile GCI/GCL, deployed as circumstances dictate (presumably in the NE district). Radar information and control of the support aircraft to be co-ordinated in a mobile operations room in the Support Wing. (Control of aircraft by VCP's also to be provided for).

(iii) Early warning and interception of low, medium and high-flying attack from the East on the south-eastern ports. Provided by (a) all-round-looking early warning stations sited in the area Barletta-Taranto-Brindisi; and (b) GCI stations in the same area. Radar information to be co-ordinated in a sector operations room in the Bari area, controlling defencing fighters based at Bari.

(b) It is appreciated that this leaves a long stretch of the eastern seaboard lacking cover, but it is felt that since any cover provided there within the limitations would be very sketchy, it is better to concentrate the resources. (This cover would no doubt be extended for a long-term plan).

(c) All stations to have IFF interrogation facilities.

2. Air/ground Communications

It is considered that the defensive nature of the force, and its composition, allows V/F/ R/T to provide all necessary air/ground communications. Ground stations would be provided at sector ops. rooms, at GCI's, at airfields

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plan. The following is therefore proposed:-

(i) Early warning and interception of low, medium, and high flying attack from the East against the industrial North. Provided by (a) all-round-looking early warning stations sited on the coast-line Rimini-Venice-Marenga; and (b) GCI continuous height-finding stations in the MANTUA and TREVISO areas. Radar information to be co-ordinated in a sector operations room in the Treviso-Venice area, controlling defencing fighters based in the same area.

(ii) Radar aid to the Support Wing. This would take the form of lightweight warning sets, plus a few mobile GCI/GCA, deployed as circumstances dictate (presumably in the IE district). Radar information and control of the support aircraft to be co-ordinated in a mobile operations room in the Support Wing. (Control of aircraft by VCP's also to be provided for).

(iii) Early warning and interception of low, medium and high-flying attack from the East on the south-eastern ports. Provided by (a) all-round-looking early warning stations sited in the area Barletta-Taranto-Brindisi; and (b) GCI stations in the same area. Radar information to be co-ordinated in a sector operations room in the Bari area, controlling defencing fighters based at Bari.

(b) It is appreciated that this leaves a long stretch of the eastern seaboard lacking cover, but it is felt that since any cover provided there within the limitations would be very sketchy, it is better to concentrate the resources. (This cover would no doubt be extended for a long-term plan).

(c) All stations to have IFF interrogation facilities.

2. Air/Ground Communication

It is considered that the defensive nature of the force, and its composition, allows VHF/ R/T to provide all necessary air/ground communications. Ground stations would be provided at Sector Ops Room, at GCI's, at airfields for flying control; and mobile equipment with the Support Wing and VCP's (if any).

3. Aids to Navigation

(a) VHF D/F Homing stations would be provided at each fighter airfield, plus mobile equipment with the Support Wing sufficient for three advanced landing grounds.

(b) Beacons, and other aids to cross-country flying, are not provided for in the plan.

4. Point-to-Point Communications

(a) Landline. The two concentrations of force are so widely separate that it would be unwise to rely on line communication between them

/and

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and the Air H.Q. landline communications (teleprinter and speech) to be provided for operational control in the static sectors; for AMES reporting to Sector Ops. Rooms; and for administrative purposes within the Static Wing Units and their stations.

(b) Wireless. W/T communications to be provided on a static basis for administrative chain of command; to supplement AMES reporting landlines where these are vulnerable; and for meteorological broadcasts, Mobile W/T communications between the Support Wing, and Air H.Q., advanced radar units, and advanced landing grounds.

5. Airborne Radar

The exact requirement is not known. It is presumed that night defence is anticipated, in which case AI should be supplied. Surface-search apparatus and bombing aids are presumably not required. IFF will be required.

6. Signals Maintenance

A base Signal Repair Unit should be established, capable of carrying out third and fourth line maintenance. In view of the air concentration in the North, and the industrial resources there, it should be located in the Treviso-Venice area. A detachment should also be available in the Pari area.

7. Equipment (General)

So that the demand can so far as possible be met from theatre surplus, radio equipment supplied will be, wherever possible, of the mobile or transportable type. This will also enable the plan to be implemented without the delay resulting from awaiting Works Services for technical buildings. Approx. two-thirds of the equipment will eventually be static and the equipment can then be transferred from vehicles to buildings on site.

8. Rough Estimates

More comprehensive estimates of the resources needed to meet this plan are being prepared. In the meantime, the following rough estimates may be of some value:-

(a) Signals Personnel: 45 Officers, 300 W/Os, 900 other ranks.

(b) Equipment 27 Radar Stations: 300 various Signals vehicles.

(c) Cost:- Initial cost, disregarding financial commitments, for the equipment, less that fitted in W/T, and not including spares and maintenance;

£60,000

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and Air H.Q., divisional avenue units, and divisional training grounds.

5. Airborne Radar

The exact requirement is not known. It is presumed that night defence is anticipated, in which case AI should be supplied. Surface-search apparatus and bombing aids are presumably not required. IFF will be required.

6. Signals Maintenance

A base Signal Repair Unit should be established, capable of carrying out third and fourth line maintenance. In view of the air concentration in the North, and the industrial resources there, it should be located in the Treviso-Venice area. A detachment should also be available in the Bari area.

7. Equipment (General)

So that the demand can so far as possible be met from theatre surplus, radio equipment supplied will be, wherever possible, of the mobile or transportable type. This will also enable the plan to be implemented without the delay resulting from awaiting Works Services for technical buildings. Approx. two-thirds of the equipment will eventually be static and the equipment can then be transferred from vehicles to buildings on site.

8. Rough Estimates

More comprehensive estimates of the resources needed to meet this plan are being prepared. In the meantime, the following rough estimates may be of some value:-

(a) Signals Personnel: 45 Officers, 360 NCO's, 305 other ranks.

(b) Equipment: 27 Radar Stations; 300 various signals vehicles.

(c) Cost:- Initial cost, disregarding financial considerations, for the equipment, less than fitted in a/c, and not including spares and supplements:

£500,000

9. Information Required

The production of a preliminary working plan, and the provision of overall estimates, must await further information regarding the locations of the force, the number and type of ancillary units, the equipment available, and the reactions of the Italian authorities to this outline plan. It should be noted that if the static radar sites are located at the existing airfields, the equipment and manpower thereat would be in hand.

Sigs. 1/C&S/Gen

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LDIL GTD NR 818

L V MEXS NR 052020

FROM GHQ CMF. 08 2101A

TO MEDITERRANEAN ALLIED AIR COMMITTEE RAF LIAISON SERTION
WITH SACMED AFHQ.
BT

GO 369 . UNCLASSIFIED.
YOUR UX 495 OF 3 DEC (.) NO OBJECTION TO PROPOSED MOVES.
BT

RPTNS GO369 UX 495

SENT AT 0555 BBB BOCK..

RAF Liaison Section
212

1347

819

112

ARMY FORM C2156 (Large)

MESSAGE FORM

Register No.

Call	Set No.	Priority	Transmission Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY.

FROM (A) Originator: MEDITERRANEAN ALLIED AIR COMMITTEE SECRETARIAT
RAF LIAISON SECTION TO S.A.C. MED,
A.P.O. No., C/O C.M.F.

Date-Time of Origin: 07 12.30

Office Date Stamp

TO AIR FORCE SUB-COMMISSION, ALLIED COMMISSION, ROME
(W) For Information (INFO)
(THROUGH CHIEF COMMISSIONER)

Message Instructions | C.R.

Originator's No.
UX.5001 7.DECEMBER (.) TOP SECRET (.) IMMEDIATE (.)

THE FOLLOWING IS CUT OF MY SIGNAL UX.495 3RD DECEMBER (.)

QUOTE TOP SECRET (.) IMPORTANT (.)

APPROVAL IS GIVEN FOR THE ESTABLISHMENT OF INTERNAL AIR TAXI AND FERRY SERVICES BY THE ITALIAN GOVERNMENT AND FOR THE ISSUANCE OF LICENSES FOR PRIVATE FLYING AS OUTLINED IN RAF 1197 (.)

APPROVAL IS ALSO GIVEN FOR THE CONSTRUCTION BY THE ITALIANS OF CIVIL AIRCRAFT OF SUFFICIENT NUMBERS AND OF SUITABLE TYPES TO FULFIL THE REQUIREMENTS FOR USE WITHIN ITALY (.)

THE IMPORTANCE OF ENSURING PROPER SUPERVISION OF THIS CONSTRUCTION CANNOT BE OVER EMPHASISED (.) THE LIMITS SET WILL BE AT THE DISCRETION OF THE A.F.S.C. WITH THE APPROVAL OF THE CHIEF COMMISSIONER (.) ALL MATTERS OF MAJOR IMPORTANCE ARE TO BE REPORTED IMMEDIATELY TO THIS HEADQUARTERS (.) UNQUOTE (.)

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

(E) For Information (INFO)

(THROUGH CHIEF COMMISSIONER)

Message Instructions	C.R.

Originator's No.

UK.5007 7. DEFENCE (.) TOP SECRET (.) DOMINION (.)

THE FOLLOWING IS COPY OF MY SHAPAF UK.495 3RD DECEMBER (.)

QUOTE TOP SECRET (.) DOMINION (.)

APPROVAL IS GIVEN FOR THE ESTABLISHMENT OF DIVERSE AIR ARMS AND PUBLIC SERVICES BY THE ITALIAN GOVERNMENT AND FOR THE ISSUANCE OF LICENSES FOR PRIVATE FLYING AS OUTLINED IN MAP 1197 (.)

APPROVAL IS ALSO GIVEN FOR THE CONSTRUCTION BY THE ITALIANS OF CIVIL AIRCRAFT OF SUPPLEMENT NUMBERS AND OF SUITABLE TYPES TO FULFIL THEIR REQUIREMENTS FOR USE WITHIN ITALY (.)

THE IMPORTANCE OF ENSURING PROPER SUPERVISION OF THIS CONSTRUCTION CANNOT BE OVER EMPHASISED (.) THE LIMITS HERE WILL BE AT THE DISCRETION OF THE A.C.A.S.C. WITH THE APPROVAL OF THE CHIEF COMMISSIONER (.) ALL MATTERS OF MAJOR IMPORTANCE ARE TO BE REPORTED IMMEDIATELY TO THIS SUBORDINATE (.) UNQUOTE (.)

This message may be sent AS WRITTEN by any means except: _____ WIRELESS.	If liable to be intercepted or to fall into enemy hands this message must be sent IN CIPHER.	Originator's Instructions. Degree of Priority. TOP SECRET DOMINION	Time	System	Op.
Signed	Signed	1	THI or TOR 1546		
			Time Cleared		

Declassified E.O. 12356 Section 1.3/NND No. 789317

1457

CONFIDENTIAL

[illegible]
G-3 Division

FILE : G-3 [illegible]/31/1 4 December 1946

SUBJECT : Provisions of the Draft Peace Treaty Affecting the Italian Armed Forces

TO : See Distribution

1. The draft Peace Treaty with [illegible], agreed by the Council of Foreign Ministers in [illegible] on 12 July 1946, imposes certain restrictions on the [illegible] armed forces.

2. While these restrictions are not final they do affect every day dealings with the [illegible] armed forces and planning for their future.

3. A summary of those provisions of interest is attached as Appendix ' ' for your information.

4. In this summary are interpolated notes on [illegible] interpretation, interim policy etc.

for [illegible]
L. C. [illegible]
Brigadier GS
AC of S, G-3

DISTRIBUTION:

[illegible] DA (Europe)
[illegible]
[illegible]
G-3

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

1458

1. The draft Peace Treaty with IT AL, agreed by the Council of Foreign Ministers in PARIS on 18 July 1946, imposes certain restrictions on the IT ITALIAN armed forces.

2. While these restrictions are not final they do affect every day dealings with the IT ITALIAN Armed Forces and planning for their future.

3. A summary of those provisions of interest is attached as Appendix ' ' for your information.

4. In this summary are interpolated notes on their interpretation, interim policy etc.

for [illegible]
E. C. [illegible]
Brigadier GS
AC of S, G-3

DISTRIBUTION:

Gen Staff (1-Ops)
WDGS
AFHQ
G-5
G-4 Air
G-3 TPU
FLC

CONFIDENTIAL

ALLIED LIAISON SECTION
5/12
420

1345

227

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APPENDIX 'B'.

ARMED FORCES

Part IV. NAVAL, MILITARY AND AIR CLAUSES

Section I. DURATION

Article 38:

Until modified by agreement between Allied and Associated Powers and ITALY on after ITALY becomes a member of the UNITED NATIONS:

NOTE: It is assumed that a UNO control committee will be established to enforce the Peace Treaty terms, but note that these provisions are void immediately ITALY is accepted as a member nation of UNO.

Section II. GENERAL LIMITATIONS

Article 39:

Demilitarisation of the FRANCO-ITALIAN frontier.

Article 41:

Demilitarisation of the ITALO-JUGOSLAV frontier.

NOTE: While permanent fortifications cannot be erected within a certain distance non-permanent accommodations and installations designed to meet requirements of an internal defense and local defense of the frontiers is permitted. Thus there is no bar to the occupation of the agreed ITALO-JUGOSLAV boundary by the Italian Army.

Article 42:

Demilitarization of PANTELLERIA, the PELAGIAN ISLANDS (LAMPEDUSA, LAM-

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Treaty terms, but note that these provi-

sions are void immediately ITALY is accept-

ed as a member nation of UNO.

Section II. GENERAL LIMITATIONS

Article 40:

Demilitarization of the FRANCO-ITALIAN frontier.

Article 41:

Demilitarization of the ITALO-JUGOSLAV frontier.

NOTE: While permanent fortifications cannot be erected within a certain distance non-permanent accommodations and installations designed to meet requirements of an internal defense and local defense of the frontiers is permitted. Thus there is no bar to the occupation of the agreed ITALO-YUGOSLAV boundary by the Italian Army.

Article 42:

Demilitarization of PANTELLERIA, the PELAGIAN ISLANDS (LAMPEDUSA, LAMPIONE and LINOSA) and PIANOSA (in the ADRIATIC).

NOTE: Pantelleria, Lampedusa and Linosa were ordered demilitarized by UNO as a condition to their return to ITALIAN sovereignty. This demilitarization is currently being effected under supervision of the "Demilitarization Committee" - See C.3 AFHQ/131/2 to July 1945 "Demilitarization of the Fortress Islands".

Article 43:

Demilitarization of SICILY and SARDINIA:

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(Article 43 continued)

b. Complete [illegible] Sardinia within 50 Km of French territorial waters. Remainder of Sardinia and all of Sicily certain specified types of installations to be removed and no expansion permitted. Normal maintenance in these areas is authorized.

NOTE: The French have on several occasions requested SHAEF to effect demilitarization of Sardinia as was being done in Pantelleria etc. AFHQ policy is that Pantelleria etc were being demilitarized as directed by JCS as condition for their hand back to the Italians. No such directive received as regards Sardinia. It should be noted that, had AFHQ complied with French request, a much greater degree of demilitarization would have been effected than is provided for by the Treaty. See G-4 AFHQ 910.11-3, 13 Sept 46, "Demilitarization of Italian Government Territory".

NOTE: All demilitarization directed to be completed within one year of coming into force of the Treaty.

Article 44:

ITALY not to possess, construct or experiment with:

guided missiles

guns with range over 30 km.

sea mines of non-contact types.

[illegible] capable of being moved.

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for their hand back to the Italians. No such directive received as regards Sardinia. It should be noted that, had AFHQ complied with French request, a much greater degree of demilitarization would have been effected than is provided for by the Treaty. See G-5 AFHQ 010.11-5, 13 Sept 46, "Demilitarization of Italian Government Territory".

NOTE: All demilitarization directed to be completed within one year of coming into force of the Treaty.

Article 44:

ITALY not to possess, construct or experiment with:

GUIDED MISSILES

GUNS with range over 30 Km.

New mines of non-contact types.

Torpedoes capable of being manned.

Article 45:

Acquisition or manufacture of war material of GERMAN or JAPANESE origin or design either from inside or outside ITALY is prohibited.

NOTE: One of German origin has not been permitted to be turned over to the Italians. See AFHQ MEMO 140, 1946. However, undoubtedly some one of Italian origin is of German design.

Article 46:

Manufacture or possession, publicly or privately, of war material different

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(Article 46 continued)

in type from, or exceeding in quantity that required by forces permitted in sections III, IV and V is prohibited.

NOTE: It is a known fact that there are large quantities of various types of war material in the hands of dissident elements in ITALY. It is easy for the Treaty to direct that these will not be held, but it seems beyond the Italian government's power to round them up, even though it is to their own best interests.

Section III. LIMITATIONS TO BE IMPOSED ON THE ITALIAN NAVY

Article 47:

Present Italian Navy to be reduced to:

2 - BATTLESHIPS

4 - CRUISERS

4 - FLEET DESTROYERS

18 - TORPEDO BOATS

20 - CORVETTES and

such number of minor war and auxiliary vessels as can be manned and maintained in full commission by a maximum of 25000 officers and men.

Vessels to be retained shall be those named.

Article 48:

Instructions for disposal of excess ships, stores and armament.

NOTE: As these instructions provide for the turnover of excess war vessels to various members of the UNITED NATIONS it is possible that some of-

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government's power to round them up, even

though it is to their own best interests.

Section III. LIMITS NOT TO BE EXCEEDED BY THE ITALIAN NAVY

Article 47:

Present Italian Navy to be reduced to:

2 - BATTLESHIPS

4 - CRUISERS

4 - FLEET DESTROYERS

18 - TORPEDO BOATS

20 - CORVETTES and

such number of minor war and auxiliary vessels as can be manned and maintained in full commission by a maximum of 25000 officers and men.

Vessels to be retained shall be those named.

Article 48:

Instructions for disposal of excess ships, stores and armament.

NOTE: As these instructions provide for the turnover of excess war vessels to various members of the UNITED NATIONS it is possible that some effort may be made to scuttle them by their crews.

Article 49:

Instructions for disposal of submarines and non-operational ships.

Article 50:

Restrictions on construction acquisition employment or experimentation of ships, etc.

NO BATTLE SHIPS

NO AIRCRAFT CARRIERS, SUBMARINES MTB or specialised assault craft. Total standard displacement of the war vessels other than battleships shall not exceed 6,800 tons.

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(Article 59 continued)

No new war vessels before 1 Jan 1952 except to replace any ship accidentally lost.

Terms defined.

Article 61:

Personnel limited to 22,500 all ranks excluding any naval air personnel, additional for minesweeping 2500 for period to be established. Reduction from present strength dated from coming into force of Peace Treaty:

TO 27,500 within 6 months

TO 25,500 " 9 "

No Naval training to any personnel other than above and naval air personnel authorized under Article 68.

Section IV. LIMITATIONS IMPOSED ON THE ITALIAN ARMY

Article 62:

Italian Army, including Frontier Guards, of 185,000 combat and overhead and 65,000 Carabinieri, either of which may be varied by 10,000 as long as total does not exceed 250,000. Organization armament and deployment throughout Italy to be designed to meet only tasks of internal character, local defense and anti-aircraft defense. No more than 200 tanks, medium and heavy.

NOTE: Current ceilings as authorized by CCS:

ARMY 140,000

CCSE 75,000

SAC has authorized a temporarily lowered ceiling for the army of 121,000 and actual strength is about 122,000 (at 31 August). Organization of the Army as now constituted:

6 INF DIVS (3 x Gruppi)

To 22,800 " 9 "

No Naval training to any personnel other than above and naval air personnel authorized under Article 62.

Section IV. LIMITATIONS TO BE IMPOSED ON THE ITALIAN ARMY

Article 61:

Italian Army, including Frontier Guards, of 185,000 combat and overhead and 65,000 Carabinieri, either of which may be varied by 10,000 as long as total does not exceed 250,000. Organization armament and deployment throughout Italy to be designed to meet only tasks of internal character, local defense and anti-aircraft defense. No more than 200 tanks, medium and heavy.

NOTE: Current ceilings as authorized by CCS:

ARMY 140,000

CCSR 75,000

SAC has authorized a temporarily lowered ceiling for the army of 185,000 and actual strength is about 162,882 (as 31 August). Organization of the Army as now constituted:

6 INF DIVS (1 x Cruci)

10 INDEPENDENT TERRITORIAL UNITS

3 INTERNAL SECURITY BRIGADES

NOTE: AFSC interpretation of the police agency situation (other than CCSR, which is considered part of the Army) is that the ceiling of the CCSR does not apply and it is the ITALIAN government's decision how they shall be armed.

Article 62:

Excess of Italian Army to be disbanded within 3 months of coming into force of present Treaty.

- 4 -

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

Article 54:

No other personnel to receive any form of military training as defined.

Section V. LIMITATIONS IMPOSED ON THE ITALIAN AIR FORCE

Article 55:

Italian Air Force, including any naval air arm, limited to:

250 fighter and reconnaissance types

150 transport, air sea rescue, training

[illegible] and liaison types

200 total which includes reserves

Only fighter and reconnaissance types to be armed.

Organization, armament and redeployment throughout ITALY to be designed to meet only tasks of internal character, local defense of ITALIAN frontiers and defense against enemy air attack.

No aircraft designed primarily as bombers with internal bomb-carrying facilities.

NOTE: No indication of any plan to establish NAVAL air arm under this authority.

NOTE: Organization of IAF as approved by CCS. Jan 947.

4 Interceptor Sqns

3 Fighter/Bomber Sqns

1 Tac/Recce Sqn

plus necessary supporting and overhead Sqns.

Article 56:

Personnel, including any naval air personnel, limited to 50,000 effectives, including cadre, service and overhead. No other personnel to receive any form of military air training as defined.

NOTE: Presently authorized strength 51,000.

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and total which includes reserves

only fighter and reconnaissance types to be stated.

Organization, armament and redeployment throughout life to be designed to meet only tasks of internal character, local defence of frontier and defence against enemy air attack.

No aircraft designed primarily as bombers with internal bomb-carrying facilities.

Part I: No indication of any plan to establish ~~an~~ NAVAL air arm under bilateral parity.

Part II: Organization of TAF as approved by Ann. Jun 1947.

4 interceptor sqns

5 fighter/bomber Sqns

1 Tac/Recce Sqn

plus necessary supporting and overhead forces.

Article 13:

Personnel, including any naval air personnel, limited to 67,000 effectives, including combat, service and overhead. No other personnel to receive any form of military air training as defined.

Part I: Presently authorized strength 51,000.

Actual strength as of 1 August 1948, 50,855.

Article 37:

Excess to be disbanded within 3 months of coming into force of present Treaty.

Section VI. DISPOSAL OF WAR MATERIAL

DEFINITION - ANNEX 6

"All arms, ammunition and implements specially designed or adapted for use in war as listed."

Article 42:

Disposal instructions.

1960

- 1 -

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

~~Treaty for Italy~~

~~Disposal of Questions~~:

SECTION VII. PREVENTION OF GERMAN AND JAPANESE REARMAMENT

Article 58:

Cooperate to prevent.

Article 60:

ITALY will not train technicians (including military or civil aviation personnel) who are or have been nationals of Germany or Japan.

Article 61:

ITALY will not acquire or manufacture civil aircraft of German or Japanese design or which embody major assemblies of German or Japanese manufacture feature or design.

NOTE: The CCS have authorized civil air lines, private flying and commensurate manufacture of civil aircraft. See SAC 699. There is no limitation affecting these authorizations in the Peace Treaty.

Section VIII. PRISONERS OF WAR

Article ~~62~~ 62:

Repatriation agreement.

PART V WITHDRAWAL OF ALLIED FORCES

Article 63:

All to be withdrawn as soon as possible and in any case not later than 90 days from coming into force of present treaty.

Goods cash and credit to be returned to ITALIAN Government.

NOTE: The matter of the withdrawal of Allied Forces from ITALY within 90 days is now

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

1470

ITALY will not acquire or manufacture civil aircraft of German or Japanese design or which embody major assemblies of German or Japanese manufacture or design.

NOTE: The CCS have authorized civil air lines, private flying and commercial manufacture of civil aircraft. See FAN 689. There is no limitation affecting these authorizations in the Peace Treaty.

Section VIII. PRISONERS OF WAR

Article ~~XXX~~ 62 :

Repatriation agreement.

PART V DISPOSAL OF ALLIED FORCES

Article 63:

All to be withdrawn as soon as possible and in any case not later than 90 days from coming into force of present treaty.

Goods cash and credit to be returned to ITALIAN Government.

NOTE: The matter of the withdrawal of Allied Forces from ITALY within 90 days is now under study.

NOTE: It should be noted that no provisions are included in this Treaty as regards the force to occupy and administer the TRIESTE Free Territory nor the functions of that force. Planning is going forward on that subject as information becomes available.

1132

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

110

FROM : MEDITERRANEAN ALLIED AIR GO HEADQUARTERS,
R.A. PLAISG SECTION WITH S.A.C. H.Q.S.,
A.F.H.Q. CASERTA D.T.G.

TO : A.F.S.C. THROUGH CHIEF OF MISSION MR ALLIED MCOB.

ZX 495 3rd DECEMBER, 1944. (.) TOP SECRET (.) EMERGENT (.)

APPROVAL IS GIVEN FOR THE ESTABLISHMENT OF INTERNAL AIR MAIL AND FEEDER SERVICES BY THE ITALIAN GOVERNMENT AND FOR THE ISSUANCE OF LICENSES FOR PRIVATE FLYING AS OUTLINED IN MAP 1197 (.)

APPROVAL IS ALSO GIVEN FOR THE CONSTRUCTION OF ONE EMERGENCY LANDING GROUND IN SUFFICIENT NUMBERS AND OF SUITABLE TYPES TO FULFILL THE REQUIREMENTS FOR USE WITHIN ITALY (.)

THE RESPONSIBILITY FOR ENSURING PROPER SUPERVISION OF AIR OPERATIONS AND/OR OF OVER FLIGHTS (.) THE RIGHTS SET FORTH IN THE CONVENTION ARE TO BE EXERCISED BY THE A.F.S.C. WITH THE APPROVAL OF THE CHIEF COMMISSIONER (.) ALL QUESTIONS OF MAJOR IMPORTANCE ARE TO BE REPORTED IMMEDIATELY BY THE COMMISSION (.)

T.O.O. 031230.A.

TOP SECRET
EMERGENT

(S.A.C. MARRAKECH
FOR INFORMATION
SENT DIRECT TO THE
MEDITERRANEAN ALLIED AIR HEADQUARTERS)

INTERNAL

CHIEF OF STAFF
G-3 A.I.T.F.H.Q.
G-5 A.F.H.Q.

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

A.A. LIAISON SECTION WAR S...
A.F.H.Q. CASERTA, S.W.P.

TO : A.F.S.C. THROUGH CHIEF OF MISSIONS ALLIED C...

DX 495 3rd DECEMBER, 1945. (.) TOP SECRET (.) IMPORTANT (.)

APPROVAL IS GIVEN FOR THE ESTABLISHMENT OF UNIVERSAL AIR LAG AND REPORT SERVICES BY THE ITALIAN GOVERNMENT AND FOR THE ISSUANCE OF LICENSES FOR PRIVATE FLYING AS OUTLINED IN MAF 1157 (.)

APPROVAL IS ALSO GIVEN FOR THE CONSTRUCTION OF THE AIRPLANE OR OTHER AIRCRAFT IN SUPPLIED T...URPOSES AND OF SUITABLE TYPES TO SATISFY ITALIAN REQUIREMENTS FOR USE WITHIN ITALY (.)

THE IMPOSITION OF RESTRICTIVE POWER SUPERVISION OF THIS CONSTRUCTION SHOULD BE OVER EMPHASISED (.) THE LICENCE SHALL BE THE RESPONSIBILITY OF THE A.F.S.C. WITH THE APPROVAL OF THE CHIEF COMMISSIONER (.) ANY INSTANCE OF MAJOR IMPORTANCE ARE TO BE REPORTED IMMEDIATELY TO THIS HEADQUARTERS (.)

T.O.O. 031230.A.

TOP SECRET
IMPORTANT

(S...S. CASTELLO
MAJOR (GENERAL)
Secret...ry to the
GOVERNMENT ALLIED AIR COMMISSION

EXTERNAL

CHIEFS OF STAFF
G-3 A.F.H.Q.
G-5 A.F.H.Q.
G-4 H.T.C.U.S.A.
A.H.Q. MALTA.
U.S. MILAD.
BRITISH MILAD.

1334

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

1474

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

TOP SECRET

INFORMAL ROUTING SLIP Log: 104

ALLIED FORCE HEADQUARTERS
APO 512

File AF 091.711-1 Suspense:

SUBJECT: Interim Policy - Italian Air Force

No.	From	Phone	To	Date	
1.	~~SAC~~ SAC	26	Med Allied Air Com Sec	Dec 1946	1. Your Staff Study on the above subject with your draft of cable attached is returned to you having been approved by the Chief of Staff. 2. Please take appropriate action. W H Salmon W. H. SALMON Major, G.S.C. Asst Sec to SAC

1537

TOP SECRET

TOP SECRET

From :- Mediterranean Allied Air Committee Secretariat.

To :- Chief of Staff, Allied Force Headquarters, C.M.F.

Date :- October, 1946.

Ref :- MAAC/4200/AFALS.

INTERIM POLICY - ITALIAN AIR FORCE

1. DISCUSSION:

1. At FLAG "A" is a letter from the Air Force Sub-Commission, Allied Commission, Rome in which a request is made that approval be given for the move of two fighter wings from Lecce to Vicenza and Orio near Bergamo respectively.

2. At FLAG "B" the A.O.C. A.H.Q. Italy who is also the British member of the Mediterranean Allied Air Committee was asked if he agreed to this move, at FLAG "C" is his agreement.

3. It is the opinion of this Secretariat that this move be approved on the following grounds.

(a) To enable the Italian Air Force personnel to be nearer their homes and so raise moral which the A.F.S.C. states is at a very low level, owing to their long absence from home due to transport and financial difficulties.

(b) That although the intention to use the Italian Air Force is not included in any Allied plan, its use has been envisaged for the protection of certain parts of Italy against air attacks emanating from areas outside her frontiers. It is considered that the industrial North would offer the most likely targets.

4. It has been ascertained that the airfields concerned are not earmarked for any reinforcement plan.

11. ACTION RECOMMENDED:

That the signal at FLAG "D" be approved for dispatch.

111. CONCURRENCES:

G-2 A.F.H.Q.
G-3 A.F.H.Q.

Declassified E.O. 12356 Section 3.3/NND No. 178047

INTERIM POLICY - ITALIAN AIR FORCE

1. DISCUSSION:

1. At FLAG "A" is a letter from the Air Force Sub-Commission, Allied Commission, Rome in which a request is made that approval be given for the move of two fighter wings from Lecce to Vicenza and Orio near Bergamo respectively.

2. At FLAG "B" the A.O.C. A.H.Q. Italy who is also the British member of the Mediterranean Allied Air Committee was asked if he agreed to this move, at FLAG "C" is his agreement.

3. It is the opinion of this Secretariat that this move be approved on the following grounds.

(a) To enable the Italian Air Force personnel to be nearer their homes and so raise moral which the A.F.S.C. states is at a very low level, owing to their long absence from home due to transport and financial difficulties.

(b) That although the intention to use the Italian Air Force is not included in any Allied plan, its use has been envisaged for the protection of certain parts of Italy against air attacks emanating from areas outside her frontiers. It is considered that the industrial North would offer the most likely targets.

4. It has been ascertained that the airfields concerned are not earmarked for any reinforcement plan.

11. ACTION RECOMMENDED:

That the signal at FLAG "D" be approved for dispatch.

111. CONCURRENCES:

G-2 A.F.H.Q.
G-3 A.F.H.Q.
G-4 AIR ADVISORY SECTION (M.T.O.U.S.A.)
G-5 A.F.H.Q.
U.S. POLAD
BRITISH POLAD

(S.J.B. HAMILTON)
Wing Commander
Secretary to The
MEDITERRANEAN ALLIED AIR COMMITTEE

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

From:- Air Forces Sub-Commission, Allied Commission, NAAB.

To:- Mediterranean Allied Air Headquarters, c/o. Base A.H.Q., Italy, C.M.F. Copy to Air Headquarters, Italy (Unite).

Date:- 19th August, 1946.

Ref:- AFSC/JSO/Gen.

TOP SECRET.

VISIT OF DEPUTY DIRECTOR AND DEPUTY DIRECTOR, A.F.S.C. TO A.H.Q., ITALY (UNITE) ON 26TH AUGUST, 1946.

Subject to the approval of A.C.C., Italy, the Deputy Director and I propose to visit Salzburg, Vienna, Klagenfurt and Udine between 24th and 28th August, inclusive.

2. We will be arriving at Udine (Campoformido) at about 10.00 hours on Wednesday, 28th August, and it would be appreciated if transport could be provided by A.H.Q.

Redeployment of Italian Fighter Squadrons.

3. It is desired to obtain approval for the deploying of the majority of Italian fighter squadrons to the North, taking into account the political aspect and also any plans you may have for using certain airfields in the event of Allied re-inforcements being sent to Italy should there be any trouble on the North-Eastern frontier. I have spoken briefly with the A.C.C. Italy about this.

4. I have discussed with the Italian Chief, Vice Chief and Deputy Chief of Air Staff. For several reasons they are hoping to move two wings of fighters to the North, largely so that the personnel will be nearer their homes and in order to show the Italians in the North that Italy still has an Air Force. Furthermore, if it is still SACMED's intention to use the I.A.F. as backing to Allied Air Forces in N.E. Italy, some Italian squadrons should be stationed in the North.

The general idea is (i) to move three Spitfire squadrons of the Mobile Tactical Wing to an area immediately to the West of that occupied by the R.A.F. squadrons of this type.

(ii) to move the static interceptor wing of two Spitfire squadrons to the Milan area, (when or before they are re-equipped).

5. When the moves are completed, all the Spitfire squadrons will be in the North, leaving one static wing of two interceptor fighting squadrons at Lecce. It is therefore proposed to have a Spitfire Maintenance Unit in the North, which should present no difficulties politically or otherwise.

6. As regards (i) above the airfield which the Italians would like to

Declassified E.O. 12356 Section 3.3/NNDI No. 798017

Subject to the approval of A.O.C., Italy, the Deputy Director and I propose to visit Salzburg, Vienna, Klagenfurt and Udine between 24th and 28th August, inclusive.

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4. I have discussed with the Italian Chief, Vice Chief and Deputy Chief of Air Staff. For several reasons they are hoping to move two wings of fighters to the North, largely so that the personnel will be nearer their homes and in order to show the Italians in the North that Italy still has an Air Force. Furthermore, if it is still Badoglio's intention to use the I.A.F. as bowing to Allied Air Forces in N.E. Italy, some Italian squadrons should be stationed in the North.

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(ii) to move the static interceptor wing of two Spitfire squadrons to the Milan area, (when or before they are re-equipped).

5. When the moves are completed, all the Spitfire squadrons will be in the North, leaving one static wing of two interceptor fighting squadrons at Lecce. It is therefore proposed to have a Spitfire Maintenance Unit in the North, which should present no difficulties politically or otherwise.

6. As regards (i) above the airfield which the Italians would like to rebuild and occupy is situated near Vicenza, where the buildings are in ruins but the airfield itself (including a concrete strip) is serviceable. It is hoped that there will be room at Vicenza for two Allied squadrons as well as the three Italian squadrons in the event of re-inforcements flying in. During the war it was the custom for Italian squadrons to occupy the same airfields as British squadrons and largely for that reason, the Italian squadrons obtained a very good write-up from the A.O.C. Balkan Air Force and the N.A.S.A.F. Station Commanders.

7. An advantage of Vicenza over any other vacant aerodrome in the North is that it is comparatively free from fog in the winter. The alternatives to Vicenza are Villafranca (Verona), where there are no buildings, or Bologna which has no runway and no buildings.

8. Supposing the three Italian squadrons were to Vicenza it will be necessary to allocate air and ground air firing ranges and a bombing range, preferably at the mouth of the Piave under arrangements to be made by the Italian Air Force with your advice and approval; the Italians would also like to borrow target towing aircraft until such time as the Italians themselves are able to supply their own target towing aircraft.

1935

...../Para 9.

I 4781

Declassified E.O. 12356 Section 3.3/NND No. 1/8500/7

9. In regards (ii.) above, the best new drome in the Milan area for the static is for fighter wing (two Spitfire squadrons) is Orio, near Bergamo. Orio has a reasonable concrete runway, 10" deep, not re-inforced but on gravel mid-soil.

10. It has the advantage over all other airfields in the Milan area in that it hardly ever becomes fogbound and it would, therefore, also be used as a diversion base for civil and other air traffic normally using Linate; it was, in fact, used for this purpose with success last winter, though the facilities were very meagre. Orio already has radio facilities both for air traffic and point-to-point. The alternative to Bergamo is Treviglio, which is at present being used as a large A.M.G.O. dump and suffers from fog in the winter.

11. The Italian Air Ministry has plans for putting up wooden hutted accomodation at Orio; they desire to get on with it as soon as possible so as to finish it before the winter sets in, therefore, I am giving the Italian Air Ministry verbal authority to complete their preparations. As soon as we receive your approval it is proposed to give written authority for the building programme to be put into operation.

12. It would be appreciated if you would consider this problem so that decisions may be arrived at on the 25th August. For your information I have told the Italian Air Ministry that it would be unwise to move the Spitfire squadrons to the North until they are fully trained individually, in flying the aircraft, air firing, and bombing. In the case of the TAC/R squadron of the mobile wing, the groundwork in training should also be completed before the move to the North takes place.

13. Intelligence. On the 25th August, we will be bringing with us, an intelligence officer, Flight Officer Ingot, to discuss with your Intelligence staff as to the exchange of intelligence between A.M.G. and A.F.H.Q.

14. Personnel Matters. During this visit I would also appreciate advice from your [illegible] Staff. In connection with the case of Wing Commander Reid and the posting of Flight Lieutenant Reid, should these matters not already have been settled, our Letter AMG/702/4/1/P.1., dated 14th August, 1945 and signal M.764 dated 17th August, 1945 refer respectively.

[redacted]
A.M. [redacted],
Air Vice-Marshal,
[redacted],
Air Officer Administration.

Declassified E.O. 12356 Section 3.3/NND No. [redacted]

14801

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

OUTGOING ACTION / MESSAGE

TO: AIR HEADQUARTERS MALTA (ADVANCED)

FROM: MED. ALLIED AIR CONSTABLE SECRETARIAT, A.F.H.Q. G.H.F.

TOP SECRET(.) UX.374(.) SEPT 20(.)

REFERENCE A.F.H.Q. SIGNAL AX 821 AUG 29(.) REQUEST YOU CONFIRM

A.O.C. AGREES TO MOVE OF TWO ITALIAN SPITFIRE WINGS FROM LECCE TO VICENZ

AND BERGATO---

IMMEDIATE

2015(5)

FILE: MAAC/1200/AFAIB.

(S.J.E. HAMILTON)
WING COMMANDER
SECRETARY TO THE
MED. ALLIED AIR COMMITTEE.

FLAG "B"

1481

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

(65) LAEE V MEXK 'T122/21 ROUTINE.

OUZ1,3

FROM AUS ITALY

TO M.A.A.C.,

CINCLANT ,

A.F.H.Q. CAF

GR-- ET

ASR 21ST SEPT UNCLASSIFIED

YOUR U.374 SEPT 20 TH CONFIRMED A.C.C. AGREES (.)

T 211135Z

SENT A.T. 3Z

LDIL - SDS - R

QURY

R.L.S.

(9)

23/4
4200

R 14 WDJ 0912

R19 Z/22

1482

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

(GS) LAEE V NMKK T122/21 ROUTINE.

OW11,3

FROM AHQ ITALY

TO M.A.A.C.,

CHWECHAT ,

A.F.H.Q. CMF

CR-- DT

ASG 21 ST SEPT UNCLASSIFIED

YOUR U.374 EPT 20 TU CONFIRMED A.C.C. AGREES (.)

211135B

CENT A.T. DB

LDIL - SDS - R

QWRI

R. L. S.

(7)

23/9
4200

R 14 Wgf 0912

B192/22

Enc "C"

1483

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

D R A F T S I G N A L

FROM MEDITERRANEAN ALLIED AIR COMMITTEE SECRETARIAT

TO A.F.S.C. THROUGH CHIEF COMMISSION/AALCOM ROME

20. NOVEMBER (.) TOP SECRET (.) IMPORTANT (.)

REFERENCE YOUR AFSC/358/ORG DATED 19TH AUGUST 1946 APPROVAL IS GIVEN FOR THE MOVE OF THE TWO FIGHTER WINGS FROM LECCE TO VICENZA AND ORIO NEAR BERGAMO RESPECTIVELY (.)

FLAG "D"

1484

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

TOP SECRET

Interim Policy - Italian Air Force

1.	~~SGS~~ SACS	26	Med Allied Air Com Sec	Dec 1946	1. Your Staff Study on the above subject with your draft of cable attached is returned to you having been approved by the Chief of Staff.

2. Please take appropriate action.

W. H. SALMON
Major, G.S.C.
Asst Sec to SAC

485

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

MESSAGE FORM

Register No.

Transmission Instructions

Order | Ref. No. | Priority

ABOVE THIS LINE FOR SIGNALS USE ONLY

Originator

FROM MEDITERRANEAN ALLIED AIR COMMITTEE SECRETARIAT
R.A.F. LIAISON SECTION WITH S.A.C. M.E.D. 0316.00
A.F.H.Q. CASERTA, C.M.F.

Date Time of Origin

Office Date Stamp

107

TO G.H.Q. C.M.F.

(Air Top Transmission (ENEC))

Message Instructions (1)

Originator's No.

UX.495 3.DECEMBER (.) TOP SECRET (.) IMPORTANT (.)

REQUEST YOUR APPROVAL FOR MOVE OF TWO ITALIAN FIGHTER WINGS FROM LECCE TO VICENZA AND ORIO NEAR BERGAMO RESPECTIVELY (.) A.F.H.Q. AND A.H.Q. ITALY HAVE APPROVED (.)

AS WRITTEN

IN CIPHER

Originator's Instructions Degree of Priority

TOP SECRET
IMPORTANT

Time Signature (2)

THI or TOR
1630

TOP SECRET

1486

From :- Mediterranean Allied Air Committee Secretariat.

To :- Chief of Staff, Allied Force Headquarters, C.M.F.

Date :- October, 1946.

Ref :- MAAC/4200/AF/LA.

ENTERIC POLICY - ITALIAN AIR FORCE

1. DISCUSSION:

1. At FLAG "A" is a letter from the Air Force Sub-Commission, Allied Commission, Rome in which a request is made that approval be given for the move of two fighter wings from Lecce to Viterbo and Orio near Bergamo respectively.

2. At FLAG "B" the A.O.C. A.H.Q. Italy who is also the British member of the Mediterranean Allied Air Committee was asked if he agreed to this move, at FLAG "C" is his agreement.

3. It is the opinion of this Secretariat that this move be approved on the following grounds.

(a) To enable the Italian Air Force personnel to be nearer their homes and so raise morale which the A.F.S.C. states is at a very low level, owing to their long absence from home due to transport and financial difficulties.

(b) That although the intention to use the Italian Air Force is not included in any Allied plan, its use has been envisaged for the protection of certain parts of Italy against air attacks emanating from areas outside her frontiers. It is considered that the industrial North would offer the most likely targets.

4. It has been ascertained that the airfields concerned are not earmarked for any reinforcement plan.

11. ACTION RECOMMENDED:

That the signal at FLAG "D" be approved for dispatch.

111. CONCURRENCES:

G-2 A.F.H.Q.
G-3 A.F.H.Q.
G-4 AIR ADVISORY SECTION (A.F.H.Q.)

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

INTERIM POLICY - ITALIAN AIR FORCE

1. DISCUSSION:

1. At FLAG "A" is a letter from the Air Force Sub-Commission, Allied Commission, Rome in which a request is made that approval be given for the move of two fighter wings from Lecce to Vicenza and Orio near Bergamo respectively.

2. At FLAG "B" the A.O.C. A.H.Q. Italy who is also the British member of the Mediterranean Allied Air Committee was asked if he agreed to this move, at FLAG "C" is his agreement.

3. It is the opinion of this Secretariat that this move be approved on the following grounds.

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(b) That although the intention to use the Italian Air Force is not included in any Allied plan, its use has been envisaged for the protection of certain parts of Italy against air attacks emanating from areas outside her frontiers. It is considered that the industrial North would offer the most likely targets.

4. It has been ascertained that the airfields concerned are not earmarked for any reinforcement plan.

11. ACTION RECOMMENDED:

That the signal at FLAG "D" be approved for dispatch.

111. CONCURRENCES:

C-2 A.F.H.Q.
C-3 A.F.H.Q.
C-4 AIR ADVISORY SECTION (M.T.O.U.S.A.)
C-5 A.F.H.Q.
U.S. POLAD
BRITISH POLAD

(S.J.R. MAULLION
Wing Commander
Secretary to The
MEDITERRANEAN ALLIED AIR FORCES)

Declassified E.O. 12356 Section 3.3/NND No. 759819

1488

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

CY. 1/25.

INCOMING CYPHER MESSAGE.

TO: A.M. LONDON.

REPEATED: M.A.A.C.SECRETARIAT.

FROM: A.F.S.C.ROME.

OX 70 21 NOVEMBER SECRET.

FOR A.V.M. EMPRY FROM BRODIE. 55

SUBJECT TRAINING COURSES IN U.K. FOR ITALIAN AIR FORCE.

REFERENCE MY AFSC/367/2/ORG OF 20TH JUNE PARA 5 WILL BE GRATEFUL IF YOU WOULD SIGNAL CHARGE PER HEAD WHICH WOULD BE MADE AGAINST ITALIAN GOVERNMENT. COMBINED CHIEFS OF STAFF IN FAN 697 HAVE APPROVED REORGANISATION OF ITALIAN AIR FORCE AND THEREFORE WE CAN NOW GO AHEAD OBTAINING COURSES AND EQUIPMENT.

TOO. 211645A

ROUTINE.

Decyphered by F/O. Chapman.

17AAC.

17

ALLIED LIAISON SECTION
25/11
4200

14891

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

3485
NOV 22 1946

TOP SECRET

AFHQ MESSAGE CENTER

OUTGOING SECRET MESSAGE PRIORITY

TOP SECRET

TO FOR ACTION : AGWAR WASHINGTON FOR COMBINED CHIEFS OF STAFF CABINET OFFICES WHITEHALL FOR BRITISH CHIEFS OF STAFF

INFO : AGWAR FOR WDGFO TROOPERS AHQ ITALY(ADV)

REF NO : FX-73372

SIGNED : GAGNON CITE : FHCC

This is NAF 1235.

Equipment of Italian Air Force is subject.

1. At time NAF 1169 was written P-38 and Spitfire 9 aircraft were best combat types procurable.

2. I now understand possibility exists of more modern fighter types being made available to Italian Air Force. If this is so I strongly urge they be supplied as I consider most essential for Allied Forces to leave behind most efficient Air Force possible within Peace Treaty limitations.

3. Care should be taken that ultimate Air Force contains NO more than 2 and if possible only one type combat aircraft.

ORIGINATOR : G-3(AFHQ) AUTH : K C CUCHER, Brig.

INFORMATION : SACS C/S MID G-2(MTO) G-4
US POLAD BRIT POLAD AHQ ITALY(REAR)
"

ALLIED LIAISON

ACC
Plans MC OUT 579 21 Nov 46 TOP SECRET 1830A Ref No FX-73372 hr/l
WdCarHamilton ✓

1527

TOP SECRET COPY NO.

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

TOP SECRET.

MEETING IN THE DIRECTOR'S OFFICE - 10.30HRS ON THE 5TH NOVEMBER,1946.

Present : A.V.M. I.E. BRODIE)
1T/COL. F.E. MANEK (For Air Forces Sub-Commission.
G/CAPT. L.E. JAGMAN)

Col. HEWITT For G.3., A.F.H.Q.
W/Cdr. HAMILTON For M.A.A.C. Secretariat.
Major STOLL Representing American Embassy.

INFORMATION OR ACTION.

The Director opened the meeting by explaining that he had invited W/Cdr. Hamilton and Colonel Hewitt to Rome to discuss several outstanding points connected with A.F.S.C. Work.

1. Italian Civil Aviation. The Director stated that the Chief Commissioner Allied Commission and the Air Forces Sub-Commission wished to be disassociated from any delay in inaugurating Italian Internal Civil Aviation operations. He stated that the Air Forces Sub-Commission had done all in its power to have civil aviation authorised and that there was nothing in any A.F.H.Q. directive which would now prevent Italian internal civil airlines from operating, except that the Supreme Allied Commander required some planning details some of which had recently come to A.F.S.C. from the Prime Minister's Office.

Director D.D. S.S.C. M.A.A.C. The A.F.S.C. would also need these details (outlined in A.F.H.Q. letter dated 6th April, 1946) but in view of FAN.649 the Director considered that it is not necessary to have them in toto before authorising some of the airlines to operate. The Director asked W/Cdr. Hamilton if he could obtain agreement that the A.F.S.C. take over supervision of Italian internal civil aviation from M.A.A.C. informing M.A.A.C. of action taken, and keeping numbers of aircraft within reasonable limits It was agreed that M.A.A.C. should represent the case to the Chief of Staff and ask his authority to farm out to A.F.S.C. and give authority to A.F.S.C. to proceed under the terms of FAN.649 and FAN.694, provided civil aviation remained within reasonable bounds and within the territory under Italian Government control (excluding Pantelleria and Lampedusa).

2. Interim Policy for Italian Air Force. The Director asked W/Cdr. Hamilton what was holding up approval for the Interim Policy laid down in NAF.1179 in view of approval from C.C.S. having been received at Caserta. It is the subject of a staff study in that Headquarters; the Director considered that such a study was unnecessary and asked if approval could be given quickly in order that our training and some of the re-equipping plans could be put into operation. It was agreed that a directive to A.F.S.C. would be sent out very soon, but that no action to procure Spitfire IX's would be taken pending settlement of possible supply of Mustangs by the War Department (Washington). Later it was agreed that Colonel Hewitt would signal the War Department to send a representative to Rome to discuss and decide supply and to arrange the timing of the visit to co-incide with that of a representative from the British Air Ministry who may, however, come before in order to be put into the picture.

Director D.D. S.S.C. C.E.O. S.E.O. M.A.A.C.

3. Air Ministry (R.A.F.) Staff Officers' Visit. W/Cdr. Hamilton was

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Commissioner Allied Commission and the Air Forces Sub-Commission wished to be disassociated from any delay in inaugurating Italian Internal Civil Aviation operations. He stated that the Air Forces Sub-Commission had done all in its power to have civil aviation authorised and that there was nothing in any A.F.H.Q. directive which would now prevent Italian internal civil airlines from operating, except that the Supreme Allied Commander required some planning details some of which had recently come to A.F.S.C. from the Prime Minister's Office.

Director
D.D.
S.S.O.
M.A.A.C.

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Director
D.D.
S.S.C.
C.E.C.
S.E.C.
M.A.A.C.

3. Air Ministry (R.A.F.) Staff Officers' Visit. W/Cdr. Hamilton was asked to notify the British Air Ministry that the M.A.A.C. Secretariat had no objection and would welcome this officers' visit.

M.A.A.C.

4. New A.F.S.C. Directive. W/Cdr. Hamilton stated that no action had been taken at Caserta to issue a new directive for the Air Forces Sub-Commission. It was agreed that the A.F.S.C. will draft amendments to the current directive and submit to M.A.A.C. Secretariat for approval.

D.D.
S.S.C.

5. Move of Squadrons to Northern Italy. The Director asked if permission to move two squadrons to Northern Italy could be expedited. W/Cdr. Hamilton stated that Bergamo airfield was a possibility, but was not sure of the political advisor's reaction to a move to Vicenza. He also stated that there was no mention in any Air Staff Plan of the Italian Air Force being used as a backing to Allied Units in the event of trouble. The Director stated that both SAC/MED. and A.C.C. Italy had verbally agreed that the I.A.F. should be so trained as to be an effective backing to the R.A.F. (and has again taken this matter up with the A.C.C. Italy, on 6th November, 1946).

Director
D.D.

...../PAGE 2.....

Declassified E.O. 12356 Section 3.3/NND No. 787617

INFORMATION OR ACTION.

6. Extension of Northern Courier Service. The Director asked if approval could now be given to extend the Northern Courier Service beyond Treviso to Udine. He stated that A.H.Q. Italy were in agreement and that in his opinion and that of the Chief Commissioner there should be no delay in altering the schedule. W/Cdr. Hamilton replied that approval will be given subject to G.H.Q. concurrence.

Director D.D. CRG.I.

7. Construction of Civil Aircraft. The Director raised the question of civil aircraft construction in Italy and said that he could not understand M.A.A.C's refusal to authorise the building of the proto-types G.218 and BZ.308. He pointed out that if this approval was given now the proto-types could not possibly be ready for flight tests for at least 6 to 9 months and that there would be an even longer period before production models were available. As plans were being drafted for internal civil aviation and approval in principle had already been given to operate internal airlines, he considered a reasonable industrial backing for these services was necessary. W/Cdr. Hamilton said that he would reconsider the question of these two aircraft and also stated that, in view of the Director's remarks, he would consider giving authority to build proto-type light aircraft for feeder work and for transportation of industrialists. The Director added that the sale of any of these aircraft to foreign countries should be encouraged if only to help the Italian economy in obtaining foreign credits in order to assist the generally agreed policy to help Italy in every possible way towards rehabilitation.

Director D.D. C.T.O.

8. Pantelleria. The Director stated that M.A.A.C. Secretariat's reply to our request to have meteorological personnel on Pantelleria was not satisfactory. There are no civilian met. personnel and we therefore wished to have service personnel in civilian clothes for that work. If M.A.A.C. insisted upon civilian employees the setting up of this important meteorological station would be indefinitely delayed. W/Cdr. Hamilton and Colonel Hewitt replied that they, personally, would not object to service personnel in civlian clothes. It was agreed that the Director A.F.S.C. would take this up with the Navy S/C. in order to "oil the wheels" with C-in-C. Med. to whom M.A.A.C. will refer the question. (See A.H.Q. Italy letter AHQI/1101/7/MET., dated 4th November, 1946 to M.A.A.C.).

Director D.D. CRG.I. MET.

9. Capodichino Airfield. The Director asked Colonel Marek to notify M.A.A.C. Secretariat that the American Officer Commanding Capodichino had granted landing facilities to the Italian Military Courier. He questioned whether a hold harmless agreement with the American authorities was necessary and asked also what would be the American reactions to a request that the Italian civil airlines use Capodichino as their Naples terminal. No officers present had seen a hold harmless agreement and Major Stoll, (the American Air Attache'), promised to obtain copies for perusal by the A.F.S.C. and M.A.A.C. Meantime when permission is granted to the Italians they must be asked to confirm that in the event of any untoward incidents no financial recompense would be claimed from the U.S. Government by the Italian Government or other Italian authorities.

Director D.D. CRG.I. M.A.A.C.

L.E. JARMAN, G/CAPT.,
SENIOR STAFF OFFICER,
AIR FORCES SUB-COMMISSION.

6th November, 1946.

Declassified E.O. 12356, Section 3.3/NND No. 1785017

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Director D.D. C.T.C.

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Director D.D. ORG.I. MET.

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Director D.D. ORG.I. M.A.A.C.

L.E. JAFMAN, G/CAPT,
SENIOR STAFF OFFICER,
AIR FORCES SUB-COMMISSION.

6th November, 1946.

Distribution.

Chief Commissioner Allied Commission.
Director A.F.S.C.
M.A.A.C. Secretariat (2)
A.H.Q. Italy (Attention A.C.C.)
G.3. A.F.H.Q. (Colonel Hewitt).
Files (2)

1923

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

TOP SECRET.

MEETING IN THE DIRECTOR'S OFFICE - 10.30 HRS ON 7TH NOVEMBER, 1946.

Present : A.V.M. I.E. BROOKE)
W/CDR. R.B. MARK (For Air Forces Sub-Commission.
G/CAPT. L.E. JARMAN)

COL. HEWITT For G.3., A.F.H.Q.
W/CDR. HAMILTON For M.A.A.C. Secretariat.
MAJOR STOCK Representing American Embassy.

INFORMATION OR ACTION

The Director opened the meeting by explaining that he had invited W/Cdr. Hamilton and Colonel Hewitt to Rome to discuss several outstanding points connected with A.F.H.Q. Work.

1. Italian Civil Aviation. The Director stated that the Chief Commissioner Allied Commission and the Air Forces Sub-Commission wished to be disassociated from any delay in inaugurating Italian Internal Civil Aviation operations. He stated that the Air Forces Sub-Commission had done all in its power to have civil aviation authorised and that there was nothing in any A.F.H.Q. directive which would now prevent Italian internal civil airlines from operating, except that the Supreme Allied Commander required some planning details some of which had recently come to A.F.H.Q. from the Prime Minister's Office. The A.F.H.Q. would also need these details (outlined in A.F.H.Q. letter dated 6th April, 1946) but in view of F.W.649 the Director considered that it is not necessary to have them in toto before authorising some of the airlines to operate. The Director asked W/Cdr. Hamilton if he could obtain agreement that the A.F.H.Q. take over supervision of Italian internal civil aviation from M.A.A.C. informing M.A.A.C. of action taken, and keeping numbers of aircraft within reasonable limits. It was agreed that M.A.A.C. should represent the case to the Chief of Staff and ask him authority to farm out to A.F.H.Q. and give authority to A.F.H.Q. to proceed under the terms of F.W.649 and F.W.694, provided civil aviation remained within reasonable bounds and within the territory under Italian Government control (excluding Pantellaria and Lampedusa).

Director
D.D.
S.S.O.
M.A.A.C.

2. Interim Policy for Italian Air Force. The Director asked W/Cdr. Hamilton what was holding up approval for the Interim Policy laid down in NAF.1179 in view of approval from C.C.S. having been received at Caserta. It is the subject of a Staff Study in that Headquarters; the Director considered that such a study was unnecessary and asked if approval could be given quickly in order that our training and some of the re-equipping plans could be put into operation. It was agreed that a Directive to A.F.H.Q. would be sent out very soon but that no action to procure Spitfire IX's would be taken pending settlement of possible supply of Mustangs by the War Department (Washington). Later it was agreed that Colonel Hewitt would signal the War Department to send a representative to Rome to discuss and decide supply and to arrange the timing of the visit to

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M.A.A.C.

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

points connected with A.F.S.C. Work.

Director D.D. S.S.O. M.A.A.C.

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Director D.D. S.S.O. S.E.O. M.A.A.C.

2. Interim Policy for Italian Air Force. The Director asked W/Cdr. Hamilton what was holding up approval for the Interim Policy laid down in M.W.1179 in view of approval from C.C.S. having been received at Caserta. It is the subject of a Staff Study in that Headquarters; the Director considered that such a study was unnecessary and asked if approval could be given quickly in order that our training and some of the re-equipping plans could be put into operation. It was agreed that a Directive to A.F.S.C. would be sent out very soon but that no action to procure Spitfire IX's would be taken pending settlement of possible supply of Mustangs by the War Department (Washington). Later it was agreed that Colonel Hewitt would signal the War Department to send a representative to Rome to discuss and decide supply and to arrange the timing of the visit to co-incide with that of a representative from the British Air Ministry who may, however, come before in order to be put into the picture.

M.A.A.C.

3. Air Ministry (D.A.P.) Staff Officers' Visit. W/Cdr. Hamilton was asked to notify the British Air Ministry that the M.A.A.C. Secretariat had no objection and would welcome this officers' visit.

D.D. S.S.O.

4. New A.F.S.C. Directive. W/Cdr. Hamilton stated that no action had been taken at Caserta to issue a new directive for the Air Forces Sub-Commission. It was agreed that the A.F.S.C. will draft amendments to the current directive and submit to M.A.A.C. Secretariat for approval.

Director D.D.

5. Move of Squadrons to Northern Italy. The Director asked if permission to move two squadrons to Northern Italy could be expedited. W/Cdr. Hamilton stated that Bergamo airfield was a possibility, but was not sure of the political adviser's reaction to a move to Vicenza. He also stated that there was no mention in any Air Staff Plan of the Italian Air Force being used as a backing to Allied Units in the event of trouble. The Director stated that both S.A.C./S.D. and A.C.C. Italy had verbally agreed that the I.A.F. should be so trained as to be an effective backing to the A.A.F.

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Declassified E.O. 12356 Section 3.3/NND No. 1/0

INFORMATION OR ACTION

(and has again taken this matter up with A.C.C. Italy, on 6th November, 1946).

Director D.D. CRC.I.

6. Extension of Northern Courier Service. The Director asked if approval could now be given to extend the Northern Courier Service beyond Treviso to Udine. He stated that A.M.G. Italy were in agreement and that in his opinion and that of the Chief Commissioner there should be no delay in altering the schedule. W/Cdr. Hamilton replied that approval will be given subject to C.A.C. concurrence.

Director D.D. C.T.O.

7. Construction of Civil Aircraft. The Director raised the question of civil aircraft construction in Italy and said he could not understand M.A.A.C's refusal to authorise the building of the prototypes G.212 and P.306. He pointed out that if this approval was given now the prototypes could not possibly be ready for flight tests for at least 6 to 9 months and that there would be an even longer period before production models were available. As plans were being drafted for internal civil aviation and approval in principle had already been given to operate internal civil airlines, he considered a reasonable industrial backing for these services was necessary. W/Cdr. Hamilton said that he would reconsider the question of these two aircraft and also stated that, in view of the Director's remarks, he would consider giving authority to build prototype light aircraft for feeder work and for transportation of industrialists. The Director added that the sale of any of these aircraft to foreign countires should be encouraged if only to help the Italian economy in obtaining foreign credits in order to assist the generally agreed policy to help Italy in every possible way towards rehabilitation.

Director D.D. C.R.I. M.E.T.

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Director D.D. C.R.I. M.A.A.C.

9. Capodichino Airfield. The Director asked Colonel Marek to notify M.A.A.C. Secretariat that the American Officer Commanding Capodichino had granted landing facilities to the Italian Military Courier. He questioned whether a hold harmless agreement with the American authorities was necessary and asked also what would be the American reaction to a request that the Italian civil airlines use Capodichino as their Naples terminal.
No officers present had seen a hold harmless agreement and Major Stoll, (the American Air Attaché), promised to obtains copies for perusal by the A.F.H.Q. and M.A.A.C. Meantime when permission is granted to the Italians they must be asked to confirm that in the event of any untoward incidents no financial recompense would be claimed from the American Government by the Italian Government or other Italian authorities.

Declassified E.O. 12356 Section 3.3/NND No. 1989019

M.A.A.C's refusal to authorise the building of the prototypes G.218 and BZ.308. He pointed out that if this approval was given now the prototypes could not possibly be ready for flight tests for at least 6 to 9 months and that there would be an even longer period before production models were available. As plans were being drafted for internal civil aviation and approval in principle had already been given to operate internal civil airlines, he considered a reasonable industrial backing for these services was necessary. W/Cdr. Hamilton said that he would reconsider the question of these two aircraft and also stated that, in view of the Director's remarks, he would consider giving authority to build prototype light aircraft for feeder work and for transportation of industrialists. The Director added that the sale of any of these aircraft to foreign countries should be encouraged if only to help the Italian economy in obtaining foreign credits in order to assist the generally agreed policy to help Italy in every possible way towards rehabilitation.

Director
D.D.
C.T.O.

3. Pantelleria. The Director stated that M.A.A.C. Secretariat's reply to our request to have meteorological personnel on Pantelleria was not satisfactory. There are no civilian met. personnel and we therefore wished to have service personnel in civilian clothes for that work. If M.A.A.C. insisted upon civilian employees the setting up of this important meteorological station would be indefinitely delayed. W/Cdr. Hamilton and Colonel Hewitt replied that they, personally, would not object to service personnel in civilian clothes. It was agreed that the Director A.F.S.C. would take this up with the Navy S/C. in order to "oil the wheels" with C-in-C. Med. to whom M.A.A.C. will refer the question. (See A.H.Q. Italy letter AHQ/11/1/7/MET., dated 4th November, 1946 to M.A.A.C.).

Director
D.D.
C.C.I.
MET.

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Director
D.D.
C.C.I.
M.A.A.C.

L.S. JARMAN, S/Ldr.,
SENIOR STAFF OFFICER,
AIR FORCES SUB-COMMISSION.

6th November, 1946.

Distribution.

Chief Commissioner, Allied Commission.
Director, A.F.S.C.
M.A.A.C. Secretariat. (2)
A.H.Q. Italy (Attention A.C.C.).
C.I. A.F.H.Q. (Colonel Hewitt).
Files (2).

Declassified E.O. 12356 Section 3.3/NND No. 950017

TOP SECRET.

FROM: AIR VICE MAR. J. I.E. RHODES, O.B.E.

AIR FORCES SUB-COMMISSION,

ALLIED COMMISSION,

R O M E .

AFSC/367/2/GEN.

8th November, 1946.

Many thanks for your letter D.D.Policy(A.S)3/863., dated 31st October, 1946; it is a great blessing to us out here to know that the British Air Ministry is taking a real and active interest in the future of the Italian Air Force. It is my opinion and that of Air Vice Marshal Darvall (A.O.C. Italy) that the Italian Air Force should be assisted in every way possible to become an efficient fighting force to act as a backing to the R.A.F. squadrons in the North East, and in order to ensure that the Italians have an efficient fighting force before the Allies pull out. We have not enough time left so far as we can foresee really to finish the job properly therefore the sooner we can get the Italian Air Force re-equipped and trained the better. There is no time to lose.

I would be very glad to see one of D.C.O's staff officers visit this Headquarters: in which connection it will be of interest to you to know that the Senior Equipment Staff Officer at A.F.H.Q. Italy (Group Captain Gore) has written, we think, to A/Cdre. Bates, D. of E. (D), to try and get an equipment policy that will enable the Italians at least to obtain ammunition, spares and such like essential materials, with which the existing Italian Air Force will be able to do some operational training; I am afraid I can't send you a copy because I haven't got it.

Your letter D.D.Pol(AS)3/71 (undated), containing the British Air Ministry Order of Battle for the Italian Air Force and the Outline Signals Plan, is most helpful. A complication has, however, arisen because the War Department, Washington has suddenly woken up to the fact that it is in the Anglo-American interest to so re-equip and train the Italian Air Force that it will be an efficient force and they have communicated to General Lee (American Commander in Italy) offering 200 Mustangs. As to whether or not the Italian Air Force should be re-equipped with British or American aircraft seems to be for C.C.S. to settle at a high level rather than for ourselves. Our policy is to get the best we can for the Italian Air Force provided spares and reserve backing will be available for say the next three years. We have just agreed that the Americans at A.F.H.Q. (Caserta) will signal the War Department to send a representative to this country and so to time the visit that it will co-incide with a visit of the D.C.O's representative. This business may take some time to settle and therefore I would much prefer not to wait for decisions from the War Department (through C.C.S?) and would ask you to send the D.C.O. Staff Officer here to find out, on the spot, what is really required and to advise us what is likely to be available from U.K. and then we would like him again to visit us when the American War Department representative comes, so that decisions may be taken the more effectively here in Rome.

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

Italy) that the Italian Air Force should be assisted in every way possible to become an efficient fighting force to act as a backing to the M.A.A.F. squadrons in the North East, and in order to ensure that the Italians have an efficient fighting force before the Allies pull out. We have not enough time left so far as we can foresee really to finish the job properly therefore the sooner we can get the Italian Air Force re-equipped and trained the better. There is no time to lose.

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Your letter D.D. Pol(AS)5/71 (undated), containing the British Air Ministry Order of Battle for the Italian Air Force and the Outline Signals Plan, is most helpful. A complication has, however, arisen because the War Department, Washington has suddenly woken up to the fact that it is in the Anglo-American interest to so re-equip and train the Italian Air Force that it will be an efficient force and they have communicated to General Lee (American Commander in Italy) offering 200 Mustangs. As to whether or not the Italian Air Force should be re-equipped with British or American aircraft seem to be for C.C.S. to settle at a high level rather than for ourselves. Our policy is to get the best we can for the Italian Air Force provided spares and reserve backing will be available for say the next three years. We have just agreed that the Americans at A.F.H.Q. (Caserta) will signal the War Department to send a representative to this country and so to time the visit that it will co-incide with a visit of the D.C.O.'s representative. This business may take some time to settle and therefore I would much prefer not to wait for decisions from the War Department (through C.C.S?) and would ask you to send the D.C.O. Staff Officer here to find out, on the spot, what is really required and to advise us what is likely to be available from U.K. and then we would like him again to visit us when the American War Department representative comes, so that decisions may be taken the more effectively here in Rome. Incidentally the Italians are willing to send maintainers and pilots to England to prepare aircraft and fly them to Italy.

The point I wish to emphasise particularly is that the I.A.F. is potentially an efficient air force within the limitations imposed by the Allies and those limitations are lack of modern equipment, ammunition and bombs, and training. Tentative arrangements for certain training courses for a limited number of Italians in England (especially Radar) have been agreed with D.C.O. but no executive action has yet been taken.

As regards major changes in the I.A.F. Order of Battle and general state of I.A.F. efficiency I will keep you informed, but suggest that the A.F.H.Q. Monthly Air Report will go a long way in providing you with detail, (indeed too much detail); a copy of this should be available in your department every month but I am taking steps to send you a copy direct in the future instead of through M.A.A.C. at Caserta.

typed

1321 -

It will be of interest to you to know that the War Department, Washington is, according to Lt/Colonel Hewitt (American) of G.3. Ops at A.F.H.Q., also taking a bigger interest in the Italian Army in that they are suggesting supplying more modern equipment from European sources as in the case with the Mustangs.

...../Para 2.....

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

Thank you very much for the interest you are taking in the Italian Air Force; I am sure that our strategic policy should be to encourage the Italians to have efficient though small armed forces and this is also the opinion of the A.O.C. Italy, who has seen our previous correspondence.

Yours

Air Commodore W.A.D. Brook, C.B.E.,(2 Copies).
Air Ministry,
King Charles Street,
Whitehall, S.W.1.

Copy to: A.V.M. Darvall, A.H.Q. Italy.
" " W/Cdr. Hamilton, M.A.A.C.
" " L/Col. Hewitt, G.3., A.F.H.Q.

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

1501

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

From :- Middle East Allied Air Committee Secretariat.

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

Date :- 18th November, 1916.

Ref :- MAAC/4200/APAIR.

MIXED MARRIAGES AGREEMENTS.

With reference to Conversation A.V.M. Brodie - F/Lt. de Iongh, the attached copy Agreement is forwarded as requested.

(S.J.B. HASELDEN)
Wing Commander
Secretary to The
MEDITERRANEAN ALLIED AIR COMMITTEE

1520

OUTGOING CYPHER MESSAGE

FROM : MEDITERRANEAN ALLIED AIR COMMITTEE SECRETARIAT, A.F.H.Q.

TO : AIR FORCES SUB COMMISSION, ALCOM, ROME
(THROUGH CHIEF COMMISSIONER)

see Part 5 4200

UX.473 TOP SECRET IMPORTANT 15th November, 1946

THE COMBINED CHIEFS OF STAFF IN FAN.697 HAVE APPROVED THE PROPOSALS CONTAINED IN MAF.1169 INCLUDING IN PRINCIPLE THE INCREASES OVER PARA. 5 OF MAF.1103 (.)

YOU ARE THEREFORE TO PROCEED WITH THE REORGANISATION OF THE INTERIM ITALIAN AIR FORCE TO THE EXTENT THE ITALIAN GOVERNMENT DESIRES WITHIN THE LIMITS SET BY MAF.1169 AND IN CONFORMITY WITH THE LIMITATIONS TO BE IMPOSED ON THE ITALIAN AIR FORCE AS AGREED BY THE COUNCIL OF FOREIGN MINISTERS (SECTION V, PART IV, DRAFT PEACE TREATY WITH ITALY)(.) THIS IS NOT TO BE CONSTRUED AS A COMMITMENT TO FURNISH UNITED STATES AND BRITISH EQUIPMENT (.)

IT IS DESIRED TO POINT OUT THAT MODIFICATION TO SOME OF THESE PROPOSALS WILL BE NECESSARY, TO ENSURE THAT TOTALS, NOT ONLY AS TO OVERALL TOTAL AIRCRAFT BUT ALSO AS TO TYPES, ARE WITHIN LIMITS AGREED BY COUNCIL OF FOREIGN MINISTERS IN PARIS (.) IN PARTICULAR, THE SCALE OF RESERVE AIRCRAFT AND UNIT EQUIPMENT FOR TRAINING TO BACK THE FORCE WILL PROBABLY NEED MODIFICATION IN THE LIGHT OF EXPERIENCE GAINED BY THE ROYAL AIR FORCE AND THE U.S. ARMY AIR FORCES (.)

IN ORDER TO ARRANGE MATTERS OF DETAIL AND ON REQUIRING TECHNICAL AND ADMINISTRATIVE ADVICE YOU ARE TO COMMUNICATE WITH THE WAR DEPARTMENT AND WITH AIR MINISTRY AS APPROPRIATE THROUGH THE MEDITERRANEAN ALLIED AIR

1502
Declassified E.O. 12356 Section 3.5/NND No. 785017

CHIEFS OF STAFF IN FAN.697 HAVE APPROVED THE PROPOSALS CONTAINED IN NAF.1169 INCLUDING IN PRINCIPLE THE INCREASES OVER PARA. 5 OF NAF.1103 (.)

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IN ORDER TO ARRANGE MATTERS OF DETAIL AND ON REQUIRING TECHNICAL AND ADMINISTRATIVE ADVICE YOU ARE TO COMMUNICATE WITH THE WAR DEPARTMENT AND WITH AIR MINISTRY AS APPROPRIATE THROUGH THE MEDITERRANEAN ALLIED AIR COMMITTEE (.)

NOTWITHSTANDING THE APPROVAL GIVEN ABOVE IT WILL ALWAYS BE SUBJECT TO THE SUPREME ALLIED COMMANDER'S OVER-RIDING RESPONSIBILITIES SHOULD ANY OPERATIONAL COMMITMENT ARISE (.)

(S.J.B. HAMILTON)
Wing Commander

T.O.O. 151645.
IMPORTANT
TOP SECRET.

INTERNAL DISTRIBUTION: Chief of Staff, AFHQ.
G-3 A.F.H.Q.
G-5 A.F.H.Q.
G-4 (Air Advisory Section) MTOUSA.
Air Headquarters Italy.
U.S. POLAD.
BRIT. POLAD.

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

1504

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

TOP SECRET

INFORMAL ROUTING SLIP

Log:

ALLIED FORCE HEADQUARTERS
APO 512

File AF 091.711-1

Suspense:

SUBJECT: Interim Policy - Italian Air Forces

No.	From	Phone	To	Date	
1.	SGS	26	Med Allied Air Com Sec	14 Nov 1946	1. Your Staff Study on the above subject with your draft of cable attached is returned to you, having been approved by the Acting Chief of Staff. 2. Please take appropriate action. W. H. Salmon W. H. SALMON Major, U.S.C. Asst Sec to SAC 12.07.001

From:- Mediterranean Allied Air Committee Secretariat.

To :- Chief of Staff, Allied Force Headquarters.

Date:- 23rd October, 1946.

Ref :- MAAC/4200/AFALS.

TOP SECRET

INTERIM POLICY - ITALIAN AIR FORCE

I. DISCUSSION:

In NAF.1103 permission was requested from the Combined Chiefs of Staff for the re-organisation of the Italian Air Force on an interim basis. Inter-alia permissive approval was given in FAN.649, subject to the provision that a detailed plan be submitted for approval prior to implementation.

In NAF.1169 at FLAG "A" this plan was submitted and a reply was received in FAN.697 at FLAG "B" giving general approval with certain modifications.

The Italian Air Ministry have already agreed in principle to the re-organisation along the lines suggested by the Mediterranean Allied Air Committee. This Secretariat considers that the plan as approved by the Combined Chiefs of Staff can be implemented by the Air Forces Sub-Commission under the supervision of the M.A.A.C.

II. ACTION RECOMMENDED:

That the draft signal at FLAG "C" to the Chief Commissioner, Allied Commission, Rome, be approved for despatch, copies to the following :-

Chief of Staff, A.F.H.Q.
G-3 A.F.H.Q.
G-5 A.F.H.Q.
G-4 (Air Advisor) MTOUSA.
Air Headquarters Italy
U.S. POLAD.
BRIT. POLAD.

III. CONCURRENCES:

G-3 A.F.H.Q.
G-2 A.F.H.Q.
G-5 A.F.H.Q.
G-4 (Air Advisory Section) M.T.O.U.S.A.
Air Headquarters Italy (AIR PLANS).
U.S. POLAD.
BRIT. POLAD.

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

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In NAF.1169 at FLAG "A" this plan was submitted and a reply was received in FAN.697 at FLAG "B" giving general approval with certain modifications.

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Chief of Staff, A.F.H.Q.
G-3 A.F.H.Q.
G-5 A.F.H.Q.
G-4 (Air Advisor) MTOUSA.
Air Headquarters Italy
U.S. POLAD.
BRIT. POLAD.

III. CONCURRENCES:

1317

G-3 A.F.H.Q. We
G-2 A.F.H.Q. Not
G-5 A.F.H.Q.
G-4 (Air Advisory Section) M.T.O.U.S.A.
Air Headquarters Italy (AIR PLANS).
U.S. POLAD. Recommend last sentence of Flag C be omitted. Full discussion
BRIT. POLAD. I don't properly understand the last sentence of FLAG 'C' - I think it would in any case be better omitted. In any case I presume overriding powers in any case and I see no objection in subscribing to it as am. JS.

If the "drawing" is time
consumed - the word
"responsibilities" also, be
it so. RAF 7/11

(S.J.B. HAMILTON)
Wing Commander
Secretary to The
MEDITERRANEAN ALLIED AIR COMMITTEE

→ Covered 13 Nov 43 OPD

IV. DISCUSSION OF NON CONCURRENCE BY U.S. POLAD.

To comply with the wishes of U.S. POLAD. the last para of Tab 'C' has been amended. Amendment has been concurred by all concerned.

(S.J.B. HAMILTON) MEDITERRANEAN ALLIED AIR COMMITTEE

45

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

1507

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

TOP SECRET
AFHQ MESSAGE CENTER

TOP SECRET PRIORITY

OUTGOING MESSAGE

TO FOR ACTION: AGWAR WASHINGTON FOR COMBINED CHIEFS OF STAFF CABINET OFFICES WHITEHALL FOR BRITISH CHIEFS OF STAFF

INFO : ALCOM ROME CINC MED

REF NO : FX-68344

SIGMED : SACMED CITE: FHCIC

TOP SECRET

This is NAF 1169.

1. I forward the following detailed plan for the interim Italian Air Force. This Force to be reorganized under the Italian Air Ministry into the following; Fighter Headquarters, Air Transport Headquarters, General Reconnaissance and Aircraft Safety Headquarters, Training Headquarters, Maintenance Headquarters, Directorate of Meteorology, Directorate of Civil Aviation. which is at present under the Ministry of Aviation but is to be transferred to the Ministry of Transport of the Italian Government in time.

2. Fighter Headquarters to command through subordinate formations a total of 7 squadrons 4 of these to be interceptor, 2 fighter bomber and 1 tactical reconnaissance. The unit equipment of each squadron to be 14 aircraft. Additionally 1 aircraft is established for each of the 3 wing leaders. Grand total 101 aircraft. 2 of the interceptor squadrons to be equipped with American P 38 aircraft and the remaining 5 squadrons with British Spitfire IX aircraft. A communication squadron consisting of 12 Italian light type aircraft to be provided for communication purposes throughout the Command.

3. Air Transport Headquarters to command 2 squadrons of aircraft each of 16 U.E. These to be; SM 79s, SM 82s, SM 95s or similar types. An Air Ministry Communication squadron of 25 aircraft of Italian type to include multi engine and light passenger carrying aircraft is also necessary. A meteorological flight of 6 single engine aircraft of Italian type is required.

4. General Reconnaissance and Aircraft Safety Headquarters to command 2 squadrons of aircraft each of 15 U.E.

MC OUT 943

TOP SECRET

TOP SECRET COPY No. 1 of 2
THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

1508

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

1 squadron to be equipped with Catalina or similar type aircraft and 1 with Italian multi engine seaplanes. A communication flight of 3 Italian light type aircraft is also required.

5. Training Headquarters to command the following flying units comprising a flying training school. Elementary squadron equipped with 12 month or Magister or similar type aircraft. An advanced squadron comprising 1 single engine flight equipped with 15 Italian type G. 55 or similar type aircraft and 1 twin engined flight equipped with 15 Oxford or similar type aircraft. A navigator and wireless operators training flight consisting of 6 Baltimore or similar Italian type aircraft. Additionally a communication flight of 4 Italian light aircraft will be required to serve the needs of the training Headquarters as a whole.

6. Ground Training units commanded by Training Headquarters will comprise; Cadet college, Recruit Depot, Technical Training school, Flying Control Training Flight.

7. Maintenance Headquarters will require a communication flight comprising 8 U.E. aircraft of Italian make. 4 of these to be SM 82s or similar type and 4 light type Italian aircraft.

8. Aircraft requirements in connection with the Directorate of Meteorology are listed in paragraph 3 above.

9. Italian Civil Aviation requirements are NOT covered in this signal as the Italian Government's intentions have NOT yet been made known to me.

10. Although NOT covered by my recommendations in NAF 1103 the following are now considered essential:- A target towing flight consisting of 8 Martinet aircraft. An AOP squadron consisting of 14 U.E. Italian light aircraft (L.M. 5 or similar type).

11. All figures for numbers of aircraft quoted above are without consideration to reserves. These to be made available on the following scales andare listed below as a percentage wastage of unit equipment per month:-

1509

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

3427

FLAG "B"

96

AFHQ MESSAGE CENTER

INCOMING MESSAGE

TOP SECRET

FILED : 102204Z PARAPHRASE UNNECESSARY AFSC NR 82772
ROUTINE TOP SECRET

FROM : AGWAR FROM CCS BOOK MESSAGE

TO : AFHQ FOR MORGAN INFO : CABINET OFFICES FOR BRITISH
CHIEFS OF STAFF

REF NO THIS MESSAGE : W-82772 10 October 46

Adc
Gcc
AFAIS
Plans

This is FAN 697.

FLAG "B"

1. We generally approve the proposals contained in NAF 1169 including in principle the increases over paragraph 5 of NAF 1103 as a basis on which the reorganization of the interim Italian Air Force may proceed to the extent the Italian Government desires within the limits set by NAF 1169, and in conformity with the limitations to be imposed on the Italian Air Force as agreed by the Council of Foreign Ministers (Section V, part IV, Draft Peace Treaty with ITALY). This is NOT to be construed as a commitment to furnish United States and British equipment.

2. We desire to point out that modifications to some of these proposals will be necessary within the general trend of your proposals in order to ensure that totals, NOT only as to over-all total aircraft but also as to types, are within limits agreed by Council of Foreign Ministers in PARIS. In particular, the scale of reserve aircraft and unit equipment for training to back the force will probably need modification in the light of experience gained by the Royal Air Force and the US Army Air Forces.

3. You are therefore authorized to communicate direct with the War Department and with Air Ministry as appropriate in order to arrange matters of detail.

PARAPHRASE UNNECESSARY
TOP SECRET

1514

MC IN 487
11/8
4200

TOP SECRET COPY NO. 10

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

1510

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

REF NO THIS MESSAGE : W-82772 (Cont'd) 10 October 46

NOTE : NAF 1169 IS FX 68344 MC OUT 943 26/6/46 C/S
NAF 1103 IS FX 56901 MC OUT 1194 21/11/45 C/S

ACTION : G-3(AFHQ)

INFORMATION : SACS C/S MTO AIR HQ(REAR) G-2 BRIT POLAD
US POLAD NLO G-5 G-4 USN "

DRAFT SIGNAL

FROM : MEDITERRANEAN ALLIED AIR COMMITTEE SECRETARIAT.

TO : ACTION TO:CHIEF COMMISSIONER, ALCOM, ROME
INFORMATION TO : A.F.S.C., ALCOM, ROME.

THE COMBINED CHIEFS OF STAFF IN FAN.697 HAVE APPROVED THE PROPOSALS CONTAINED IN NAF.1169 INCLUDING IN PRINCIPLE THE INCREASES OVER PARAGRAPH 5 OF NAF.1103(.)

YOU ARE THEREFORE TO PROCEED WITH THE REORGANISATION OF THE INTERIM ITALIAN AIR FORCE TO THE EXTENT THE ITALIAN GOVERNMENT DESIRES WITHIN THE LIMITS SET BY NAF.1169 AND IN CONFORMITY WITH THE LIMITATIONS TO BE IMPOSED ON THE ITALIAN AIR FORCE AS AGREED BY THE COUNCIL OF FOREIGN MINISTERS (SECTION V, PART IV, DRAFT PEACE TREATY WITH ITALY) (.) THIS IS NOT TO BE CONSTRUED AS A COMMITMENT TO FURNISH UNITED STATES AND BRITISH EQUIPMENT (.)

IT IS DESIRED TO POINT OUT THAT MODIFICATION TO SOME OF THESE PROPOSALS WILL BE NECESSARY , TO ENSURE THAT TOTALS, NOT ONLY AS TO OVERALL TOTAL AIRCRAFT BUT ALSO AS TO TYPES, ARE WITHIN LIMITS AGREED BY COUNCIL OF FOREIGN MINISTERS IN PARIS (.) IN PARTICULAR, THE SCALE OF RESERVE AIRCRAFT AND UNIT EQUIPMENT FOR TRAINING TO BACK THE FORCE WILL PROBABLY NEED MODIFICATION IN THE LIGHT OF EXPERIENCE GAINED BY THE ROYAL AIR FORCE AND THE U.S. ARMY AIR FORCES (.)

IN ORDER TO ARRANGE MATTERS OF DETAIL AND ON REQUIRING TECHNICAL AND ADMINISTRATIVE ADVICE YOU ARE TO COMMUNICATE WITH THE WAR DEPARTMENT AND WITH AIR MINISTRY AS APPROPRIATE THROUGH THE MEDITERRANEAN ALLIED AIR COMMITTEE (.)

NOTWITHSTANDING THE APPROVAL GIVEN ABOVE IT WILL ALWAYS BE SUBJECT TO THE SUPREME ALLIED COMMANDER'S OVER-RIDING RESPONSIBILITIES SHOULD ANY OPERATIONAL COMMITMENT ARISE (.)

Has been Amended and concurred by U.S. POLAD. RJZ

FLAG "C"

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

FORCE AS AGREED BY THE COUNCIL OF FOREIGN MINISTERS (SECTION V, PART IV, DRAFT PEACE TREATY WITH ITALY) (.) THIS IS NOT TO BE CONSTRUED AS A COMMITMENT TO FURNISH UNITED STATES AND BRITISH EQUIPMENT (.)

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NOTWITHSTANDING THE APPROVAL GIVEN ABOVE IT WILL ALWAYS BE SUBJECT TO THE SUPREME ALLIED COMMANDER'S OVER-RIDING RESPONSIBILITIES SHOULD ANY OPERATIONAL COMMITMENT ARISE (.)

Has been Amended and censored by U.S. POAD. RE

TAB "C"

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

1513

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

TOP SECRET

Interim Policy - Italian Air Forces

1.	SGS	26	Med Allied Air Com Sec	14 Nov 1946	1. Your Staff Study on the above subject with your draft of cable attached is returned to you, having been approved by the Acting Chief of Staff. 2. Please take appropriate action.

W. H. SALMON
Major, G.S.C.
Asst Sec to SAC

- -

1512

TOP SECRET

T/1631 1444 150,000 pads 3/44 MP (52 6567)

ARMY FORM C 2136 (Large) **MESSAGE FORM** Register No.

Call	Srl. No.	Pri	Transmission Instructions
			/08

ABOVE THIS LINE. FOR SIGNALS USE ONLY. Office Date Stamp

FROM	Originator	Date-Time of Origin.	
(A)	M.A.A.C. SECRETARIAT	091200	
	For Action.		
	AIR MINISTRY (R) HND/MS (R) AFHQ. ITALY.		
TO	(W) For Information (INFO)	Message Instructions	GR

Originator's No. UX.463 TOP SECRET IMPORTANT 9.NOV.

REFERENCE YOUR DD. POL(AS)3/71 DATED TO AFHQ. ITALY THE FOLLOWING EXTRACT OF SIGNALS BETWEEN AGWAR AND CINCMED IS PASSED FOR YOUR INFORMATION QUOTE

FROM : AGWAR SIGNED HILLO TO : CINCMED FOR SHERIDAN URGENT SECRET UNREPEATED

REF NO THIS MESSAGE : WX 83726. 23 OCT 46

REFERENCE WZ 6344, OCTOBER 17 WDS. NOW UNDER CONSIDERATION IS ITALIAN AIR FORCE MODERNIZATION BY MEANS OF AGENCY UNITED STATES ASSISTANCE IN LIQUIDATING B-24 OR B-17 TYPE AIRCRAFT FROM USAFE SURPLUSES(.) FOR ACTION AND CERTIFICATE OF EFFECTIVE ITALIAN ARMED FORCE HAS BEEN RECOGNIZED AS IMPORTANT PARTICIPATION TO ITALIAN INTERNAL SECURITY AND ANCHOVIES PROTECTION (.) POLICY OF SHIFT IS FULL SUPPORT TO ATTEMPT BY ITALIAN GOVERNMENT TO BUILD AND ORGANIZE ITALIAN ARMED FORCES (.) REFERENCE IS MADE TO WDS 1693/2 WHICH HAS CONCURRED BY STATE AND UNITED BY P AND O MEMO DATED 18 SEPTEMBER, FILE 400 (.) ATTENTION INVITED (.) INTENTION STATED PERMIT OF B-17 AND B-24 SUB-LOTS REQUIRED SECRET (.) GIVE SPECIAL REGARD TO POSSIBLE DUAL CAPABILITY TO OPERATIONAL STATUS (.) ITALIAN AIR EXPERTS PROBABLY MAXIMUM OF 200 ONE TYPE AIRCRAFT WITH ABOUT 10 PER CENT ADDITIONAL FOR CANNIBALIZATION (.) PLEASE INFORM TYPES OF AIRCRAFT NEEDED (.) ATTENTION INVITED (.) BASIS OF JCS 1693/2 WAS ASSUMPTION THAT UNITED STATES COULD MEET ITALIAN REQUIREMENTS IN VIEW OF BRITISH CAPABILITIES ONLY AND ASSUMED THAT SURPLUS WOULD BE AVAILABLE (.) FOR FURTHER MENTION ABOUT B-17 AND B-24 CANNIBALIZED TO MEET REQUIREMENTS IN FULL (.) REFERENCE JCS MEMO 1103, 11-8, AND PAR 6(.)

Declassified E.O. 12356 Section 3.3/NND No. 785417

(W) For Information (INFO) | Message Instructions | GR

Originator's No. UX.463 TOP SECRET IMPORTANT 3.NOV.

REFERENCE YOUR DO. POL(AS)3/71 DATED 30 OCT. ITALY [illegible] EXCLUDE OR SIGNALS NOT YET AGREED AND CIRCULATED IS PASSED FOR YOUR INFORMATION ONLY.

FROM : ALWAR SIGNED CYPHO TO : JSM FOR GENERAL WESTAD CONFIDENTIAL
REF TO THIS MESSAGE : UX 03726. 25 OCT 46

REFERENCE WE [illegible], OCTOBER 17 [illegible]. FOR UNION CONSIDERATION IT WOULD APPEAR DESIRABLE BY MEANS OF ACTIVE UNITED STATES ASSISTANCE TO REHABILITATE B-24 OR B-17 TYPE AIRCRAFT FOR USEFUL PURPOSES(.) FOR ATTACK AND DESTRUCTION OF AT PRESENT ITALIAN ARMED FORCE HAS BEEN EXPRESSED AS IMPORTANT CONSIDERATION TO ITALIAN INTERNAL SECURITY AND MAINTENANCE OF [illegible] (.) POLICY OF SUCH A REHABILITATION SHOULD BE LIMITED TO REPORTS OF ITALIAN GOVERNMENT TO SECRET AND SPECIFIED ITALIAN ARMED FORCES (.) REFERENCE IS MADE TO JCS 1693/2 WHICH HAS DETERMINED MYRSA AND UNDER IN P AND O WORD DATED 10 SEPTEMBER, FILE 4.4 (.) ATTENTION INVITED (.) EFFECTIVE STATUS REPORT ON B-17 AND B-24 SURPLUS REQUIRED BY JCS (.) GIVE SPECIAL REGARD TO ECONOMIC COST POSSIBILITY TO OVERALL STATUS (.) ITALIAN [illegible] PROBABLY HANDLE OF 2-3 GRP TYPE AIRCRAFT WITH ABOUT 10 PER CENT ADDITIONAL FOR CONSOLIDATION (.) FUNDS WITHIN DEPARTMENT FOR AIRCRAFT FUND (.) ATTENTION INVITED (.) BASIS OF JCS 1693/2 WAS ASSUMPTION THAT UNITED STATES WOULD NOT FURNISH EQUIPMENTS IF CHIEF OF BRITISH CAPABILITIES WAS ALTERED BEFORE DECISION COULD BE AT HAND (.) NO SUCH QUESTION ARISES IF BRITISH CANCELLATIONS TO MAKE REQUIREMENTS DO EXIST (.) REFERENCE YOU DATED JCS 1403, 11-3, and FAN 69? WITH VIEW TO REVISING US PLANS OF PROGRAM REQUIREMENTS FOR UNITED STATES SURPLUS (.) PLANNING AND RELIEF ASSISTANCE FOR [illegible] TROOPS BY [illegible] PROGRAMS OF ITALIAN AIR FORCE REHABILITATION BY UNITED STATES MUST NOT RAISE ITALIAN [illegible] STANDARDS OR BE OF SUCH NATURE AS CONSIDERATION WHEN CONSIDERED SERIOUS (.) MISSION AUTHORIZED TO CALL ON CHIEF FOR PURCHASE OF SURPLUS AIR FORCE EQUIPMENT FOR ASSISTANCE IN REHABILITATION OF ITALIAN AIR FORCE CONSIDERED AND RECOMMEND (.) EFFECT TO AVAIL ITALIAN MOTIVE NOT TO BECOME INVOLVED AGAINST OR INDICATE OPPOSITION (.) ECONOMIC EXPLOITATION AND PATRONAGE CONSIDERATION FROM US, THE LEVELS OF JCS AND SHAPE (.) UNQUOTE

This message may be sent AS WRITTEN by any means except } WIRELESS.
Cypher.

If liable to be intercepted or to fall into enemy hands this message must be sent IN CIPHER.

B E de Lange F/L
Signed.

Originator's Instructions. Degree of Priority.
TOP SECRET IMPORTANT

Time | Date | Op
Tel. or TOR
Time Cleared

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

ARMY FORM C 2136 (Large) **MESSAGE FORM** Register No.

Call	Srl. No.	Pr.	Transmission Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY.

FROM (A) Originator	Date-Time of Origin.	Office Date Stamp
For Action.		
TO (W) For Information (INFO)	Message Instructions.	G P.

Originator's No.

CHOTE FROM : CONGRESS TO : ACSAF FOR SHAPO INFO : SHS FOR CHERART USFET ACSAF EX 83726 (NOT TO ALL) AND CONGRESS EX 72067 (NOT TO ALL) REPTR

1(.) CURRENT STATUS OF ITALIAN AIR FORCE FIGHTER AIRCRAFT SUPPLY HAS BEEN EXAMINED AND REVEALS : (a) NAF 1169 AS AMENDED BY NAF 697 PROPOSED SEVEN FIGHTER TYPE SQUADRONS (.) OF THESE TWO WERE TO HAVE P-38'S AND FIVE SPITFIRES (.) ITALIAN AIR FORCE HAS BEEN SUPPLIED 100 P-38'S WHICH IS LOCAL OF UNITED STATES SUPPLY (.) TWO OF REMAINING FIVE SQUADRONS HAVE SPITFIRES (.) THREE SQUADRONS NOW IN NO IS SUPPLIED BY R.A.F. (.) (b) AVAILABILITY OF BALANCE NEEDED FROM RAF HAS BEEN EXPLORED IN AFM MEMPHIS (.) (c) SQUADRONS USING SPITFIRES ARE NOW ALONE IN TRAINING OR SPITFIRES (.) PROMISE FOR SPARES FOR SPITFIRES ARE BEING PROVIDED (.) (2) REQUEST IMMEDIATE CLARIFICATION OF EQUIPMENT SITUATION IN VIEW OF ABOVE (.) UNQUOTE

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

(W) For Information (INFO) | Message Instructions. | G.R.

Originator's No.

CODE FROM : CONSIGNED TO : ACSAF FOR MEDFO INFO : WDS FOR CHIEFART USFET ACSAF IDC 35726 (NOT TO A&L) AND (CONSIGNED FX 72667 (NOT TO ALL) REFER 1(.) CURRENT STATUS OF ITALIAN AIR FORCE FIGHTER AIRCRAFT SUPPLY HAS BEEN EXAMINED AND DETAILS : (a) NAF 1169 AS AMENDED BY NAF 697 PROPOSED SEVEN FIGHTER TYPE SQUADRONS (.) OF THESE TWO WERE TO HAVE P-38'S AND FIVE SPITFIRES (.) ITALIAN AIR FORCE HAS BEEN SUPPLIED 100 P-38'S WHICH IS EQUAL OF UNITED STATES SUPPLY (.) TWO OF REMAINING FIVE SQUADRONS HAVE SPITFIRES (.) THREE SQUADRONS REMAIN TO BE SUPPLIED BY R.A.F. (.) (b) AVAILABILITY OF BALANCE NEEDED FROM RAF HAS BEEN QUESTIONED BY AIR MINISTRY (.) (c) SQUADRONS USING SPITFIRES ARE NOW ALONE IN TRADING ON SPITFIRES (.) DEMANDS FOR SPARES FOR SPITFIRES ARE BEING PASSED (.) (2) REQUEST URGENTLY CLARIFICATION OF EQUIPMENT SITUATION IN VIEW OF ABOVE (.) ENDNOTE

This message may be sent AS WRITTEN by any means except WIRELESS.	If liable to be intercepted or to fall into enemy hands this message must be sent IN CIPHER	Originator's Instructions. Degree of Priority.	Time	System
Signed.	Signed. B E de Long Lt/K	T P SECRET IMPORTANT	THI or TOR	
			Time Cleared	

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

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

FROM: AMEMBASSY [illegible]

TO: AIRMUSTAFF [illegible] INFO: [illegible]

REF YOUR DD. POL(DS) [illegible] TO CHOSTIN;

TOP SECRET [illegible] THE FOLLOWING EXCHANGE OF SIGNALS BETWEEN AGHAR AND [illegible] IS PASSED FOR YOUR INFORMATION.

[illegible]

[illegible]

[illegible]

COPY/

TOP SECRET

FROM ; AGWAR SIGNED WD&PO

TO : WBS FOR GERHART USFET COMGENMED

REF NO THIS MESSAGE : WX 83726. 23 Oct 46

Reference WB 2364, October 17 WBS.

Now under consideration is Italian Air Force modernization by means of active United States assistance in releasing P-51 or P-47 type aircraft from USFET surpluses.

Formation and maintenance of an effective Italian Armed Force has been recognised as important prerequisite to Italian internal security and frontier protection. Policy of SWNCC is full supports to efforts of Italian govermment to equip and organise Italian Armed Forces. Refereene is made to JCS 1693/2 which was furnished MTOUSA and USFET by P and O memo dated 18 September, file 400.

Attention USFET. Inventory Status report on P-47 and P-51 surplus required soonest. Give special regard to economic restorability to operational status. Italian requirements probably maximum of 200 one type aircraft with about 10 per cent additional for cannibalisation. Furnish interim report when aircraft found.

Attention MTOUSA. Basis of JCS 1693/2 was assumption that United States would meet Italian requirements in excess of British capabilities only and assumed British sources would be available. Now some question about British capabilities to meet requirements in full. Request you review NAFS 1103, 1169 and FAN 697 with view to revising estimates of probable requirements from United States sources. Transfer and delivery, arrangements for transitional training and revision, if necessary, of Italian Air Force organisation if United States equipment rather than British standardized on to be left for consideration after equipment question settled.

MTOUSA authorized to call on USFET for temporary use of qualified Air Force personnel for assistance in re-examination of Italian Air Force organization and equipment.

Intend to await Italian government request before further action on equipment question. Present indications are favourable consideration from planning levels of JCS and SWNCC.

NOTE : WB 2364 NOT IDENTIFIED IN AFHQ FILES.
NAF 1103 IS FX 56901 MC OUT 1194 21/12/45 C/S
NAF 1169 IS FX 68344 MC OUT 943 26/6/46 C/S

Declassified E.O. 12356 Section 3.3/NND No. 760181

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NOTE : WB 2364 NOT IDENTIFIED IN AFHQ FILES.
NAF 1103 IS FX 66901 MC OUT 1194 21/12/45 C/S
NAF 1169 IS FX 68344 MC OUT 943 26/6/46 C/S
FAN 697 IS W 82772 MC IN 467 11/10/46 G-3 (AFHQ)

ACTION : COL PERRY MC C SMITH.
INFORMATION : MAJ GEN L C JAYNES COL C G BLAKENEY
COL H H SMITH MR H M SYINGTON
COL A L HANSLEN

1300

MC IN 1077 23 October 46 1220A Ref No Wx 83726 rf/R

I-32 a
Declassified E.O. 12356 Section 3.3/NNB No. 785017

1521

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

COPY/

1 November 1946

Paraphrase

FROM (CONCERNED)

TO : AGWAR for WDGPO

INFO: WBS for GERHART USFET

AGWAR WX 83726 (not to all) and COMGENMED

FX 72867 (not to all) refer

1. Current status of Italian Air Force fighter aircraft supply has been examined and reveals :

a NAF 1169 as approved by FAN 697 proposed seven fighter type squadrons. Of these two were to have P-38's and five spitfires. Italian Air Force has been supplied 100 P-38's which is total of United States supply. Two of remaining five squadrons have spitfires. Three squadrons remain to be supplied by R.A.F.

b Availability of balance needed from R.A.F. has been confirmed by Air Ministry.

c Squadrons using spitfires are well along in training on Spitfires. Indents for spares for Spitfires are being pressed.

2. Request urgently clarification of equipment situation in view of above.

DISTRIBUTION:

SACS
AHQ ITALY (REAR)
BR MILAD
G-3 AFHQ.

1507

99

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

To :- Air Ministry, Kingsway. (Personal for Director of Policy Air Staff).
Copy to: Mediterranean Allied Air Committee Secretariat.
Air Headquarters, ITALY.
Headquarters, Royal Air Force, MED/HQ.

Date:- 21st October, 1946.

Ref :- AFSC/360/3/TSC.

TOP SECRET.

ITALIAN AIR FORCE.

With reference to your signal MAX 360 dated 18th October, 1946, the Order of Battle of the Italian Air Force is as follows :-

FIGHTER GROUP - LEGNAGO.

4° WING.	5° SQUADRON	73 Flight 96 Flight 97 Flight	No. of Pilots		57
			Lightning A/C	M.38	29
				F.39	22
	10° SQUADRON	84 Flight 90 Flight 91 Flight			
5° WING	8° SQUADRON	92 Flight 93 Flight	No. of Pilots		68
	101° SQUADRON	206 Flight	Macchi 205 A/C.		27
		236 Flight	Macchi 202 A/C.		13
	102° SQUADRON	205 Flight 239 Flight.			
51° WING	20° SQUADRON	356 Flight 360 Flight	No. of Pilots		70
	21° SQUADRON	351 Flight 386 Flight	Spitfire IX A/C.		35
	155° SQUADRON	361 Flight 378 Flight			

1506 -

TRANSPORT GROUP - URBE (LITTORIO).

BALTIMORE WING	132° SQUADRON	251 Flight) 231 Flight)	No. of Crews	29
	28° SQUADRON	13 Flight) [illegible] Flight)	Baltimore M.187 A/C.	24

HIGH MAKIS SEA GROUP.

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

With reference to your signal MX 360 dated 18th October, 1945, the Order of Battle of the Italian Air Force is as follows :-

FIGHTING GROUP - LECCE.

4° WING.	9° SQUADRON	73 Flight	No. of Pilots	57
		96 Flight		
		97 Flight	Lightning A/C F.30	29
	10° SQUADRON	84 Flight	F.32	22
		90 Flight		
		91 Flight		
5° WING	8° SQUADRON	92 Flight	No. of Pilots	68
		93 Flight		
	103° SQUADRON	208 Flight	Macchi 205 A/C.	27
		256 Flight	Macchi 202 A/C.	13
	1/2° SQUADRON	203 Flight		
		239 Flight.		
51° WING	20° SQUADRON	356 Flight	No. of Pilots	70
		360 Flight		
	21° SQUADRON	351 Flight	Spitfire IX A/C.	35
		346 Flight		
	155° SQUADRON	361 Flight		
		378 Flight		

1506 -

TRANSPORT GROUP - BRARI (LATTARIO).

BALTIMORE WING	132° SQUADRON	253 Flight)	No. of Crews	29
		281 Flight)		
	28° SQUADRON	13 Flight)	Baltimore M.187 A/C.	24
		260 Flight)		

MIXED FLYING WING CECCHINA.

	1° SQUADRON	1 Flight	No. of Crews	44
		3 Flight	S.82 A/C.	27
	85° SQUADRON	190 Flight		
		265 Flight		

TRANSPORT WING - CERVIGNOLA.

	2° SQUADRON	102 Flight	No. of Crews	55
		103 Flight	S.73/S.75/S.83/S.84	
	98° SQUADRON	240 Flight	S.93/G.12 A/C.	40
		241 Flight		

SEA PLANE GROUP.

	82° SQUADRON (Taranto)	139 Flight	No. of Crews	16
		140 Flight	Cn. S.66/SU = Cn.308/C.	7

Allied Liaison
24/10
0100

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83' SQUADRON	141 Flight	No. of Crews	14
(Brindisi)	147 Flight	Cz.506 - Cz.501	10
84' SQUADRON	149 Flight	No. of Crews	29
(Vigna di Valle)	208 Flight	Cz.506/B - Cz.506/8	8
85' SQUADRON	153 Flight	No. of Crews	11
(Taranto)	267 Flight	Cz.501 - R.S.14	12

2. Aircrew.

The Fighter Pilots of both Spitfire and P.38 Squadrons are in full flying training on their types but have had no operational training due to lack of ammunition, bombs, bomb gear and photographic reconnaissance equipment. The Baltimore crews are fully trained to operational standards for reconnaissance and photography. The Night Flying Wing is equipped with obsolescent Italian S.M.82 aircraft whose crews are not in night flying practice. The Seaplane crews are employed effectively in Air Sea Rescue and Courier Services. The Transport Wing crews are efficient on military courier duties, but neither they nor the Seaplane crews have been allowed to do any operational training since hostilities ended.

3. Air-Fields and Seaplane Bases.

The Air-fields and Seaplane Bases being used by the I.A.F. are shown hereunder :-

(a) Those controlled by I.A.F. - Pratoviano, Centocelle, Frosinone, Lavarano, Monterreto, Nadia, Perugia, Urbe, Taranto, (seaplanes), Turin, Verdue, Bologna, Brindisi, Cagliari, (seaplanes), Caldonia, Lecce, Milan, Idrato, Palermo, Pontigliano, Margara.

(b) Allied Bases used by I.A.F.- Bari, Elmas, Treviso, Ciampino, Capodichino.

4. Training Schools.

(i) Frosinone. There is a navigation school at Frosinone. Courses last for three months and are attended by 36 officers Pilots on each course. Pupils are either navigators or pilots. The standard of training is quite good, photographic exercises and Land Recce reporting are good, but D.R. navigation over the sea, square searches and other exercises of a G/S nature are rather inadequate. There is no night flying training and no Astro. The school uses Baltimores and each pupil does about 35 hours flying training.

(ii) Lecce. There is a refresher flying school at Lecce, where Macchi 200 and 202 aircraft are used. Training is on a separated primary and secondary basis.

(iii) Cadet College. This is a purely academic training college with an intake of 15 cadets a year, for a three years course. Flying training is not permitted.

1524

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crews are not in night flying practice. The Seaplane crews are employed effectively in Air Sea Rescue and Courier Services. The Transport Wing crews are efficient on military courier duties, but neither they nor the Seaplane crews have been allowed to do any operational training since hostilities ended.

5. Air-fields and Seaplane Bases.

The Air-fields and Seaplane Bases being used by the I.A.F. are shown hereunder :-

(a) Those controlled by I.A.F. - Benedetto, Centocelle, Practicone, Taverano, Mancarrato, Biella, Perugia, Urbe, Terreto, (Seaplanes), Turin, Verona, Bologna, Brindisi, Cagliari, (seaplanes), Guidonia, Lecce, Milan, Linate, Palermo, Pontelliero, Bergamo.

(b) All 6 Bases used by R.A.F.- Bari, Elmas, Treviso, Ciampino, Capodichino.

4. Training Schools.

(i) Practicone. There is a navigation school at Practicone. Courses last for three months and are attended by 36 officers pilots on each course. Pupils are either navigators or pilots. The standard of training is quite good, photographic exercises and Land Recce reporting are good, but D.R. navigation over the sea, square search s and other exercises of a G/T nature are rather inadequate. There is no night flying training and no Astro. The school uses Baltimores and each pupil does about 35 hours flying training.

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(iii) Cadet College. This is a purely academic training college with an intake of 15 cadets a year, for a three years course. Flying training is not permitted.

5. Aircraft Serviceability and General Efficiency of Maintenance Organisation.

The maintenance on I.A.F. types of aircraft is good, spares being obtainable but with difficulty. The serviceability state on 30th September, 1946 was as follows:-

Fighters	60%
Transport	70%
Seaplanes (506)	50%

On British and American types, the maintenance is also good when repairs are not delayed by lack of spares and tools. The serviceability state for these aircraft on 30th September, 1946 was :-

U.S. Aircraft	P.38	62%
	P.39	35%
British Aircraft	Spitfire V. (HF.)	0
	Spitfire IX.	30 (Believed optimistic)
	Baltimore	85%

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The I.A.F. maintenance organisation in Squadrons and Wings is good and is backed by few but efficient repair depots. These could be expended or increased in number. There is also the commercial industry to back the maintenance organisation if necessary.

6. Aircrew Strength.

The I.A.F. has a monthly a secret publication "The Italian Military Air Force Strength State". The figures given in the September issue for aircrews are as follows :-

Pilots	1890
Navigators	124
Wireless Operators	987
Air Gunners	693

These figures include those already given against Squadrons on the Order of Battle.

7. State of Training.

The purely flying training of all aircrews is average according to U.S.A.F. standards, although shortage of petrol and lack of spares has cut the monthly flying hours per pilot well below the authorised six hours per month.

Operationally however, these pilots and aircrews are out of practice as they have not been permitted any training in an offensive or defensive role since the end of the European War. Their operational efficiency is therefore low although a short period of training, following the provision of spares for aircraft and engines and the supply of offensive and defensive equipment would suffice to make a force as effective and perhaps more so than they were under Balkan Air Force during the war.

8. Morale.

The morale of the I.A.F. particularly in flying units is good, due its setbacks due to the recommendations at the Peace Conference, the change over from a Monarchy to a Republic and to the uncertainty of the future of their Air Force - with the exception of the Spitfire Squadrons which have been grounded for over two months for lack of spares. In these squadrons the morale of flying personnel and ground crews is low but will recover once the aircraft are airborne again.

9. Conclusion.

1504

(i) If at any time it is desired to employ the I.A.F. operationally, and assuming that the R.A.F. would countermand existing instructions and supply the I.A.F. with spares and possibly such backing as is practicable, the I.A.F., could be employed to a limited extent in minor operational roles. In coming to this conclusion it is borne in mind that almost all the Italian aircrews and a large number of the ground crews are fully trained in their respective operational roles and were employed on operations during the war in the Balkan Air Force and Mediterranean

1526

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Wireless Operators 987
Air Gunners 693

These figures include those already given against Squadrons in the Order of Battle.

7. State of Training.

The purely flying training of all aircrews is average according to R.A.F. standards, although shortage of petrol and lack of spares has cut the monthly flying hours per pilot well below the authorised six hours per month.

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1507

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(ii) If the I.A.F. were called upon for active operations, some notice would be required for strategic moves to be made, preferably to R.A.F. stations in order to facilitate supplies and operational instructions.

(iii) The following could be employed in the operational roles indicated :-

(a) Fighters - Escorts to bombers, local air defence and low strafing with guns only unless supplied with bomb carriers and bombs by the R.A.F.

Spitfire IX's	35
P.38's	25
Macchi 205's	27 (Not fitted for bomb carriers)

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(b) Seaplanes - Air Sea Rescue and coastwise reconnaissance.

(c) Bomber Transport - At the expense of existing Military Courier Services to help move units, e.g. Fighter Squadrons to the North, and dropping of supplies and parachutists.

(d) Baltimore Light Bombers - Medium Bombing but with about a week's notice in order to refit armament (changing over from a transport role).

10. I assume that you will read this in conjunction with SAC/MED's signal MAF.1169 which lays out his proposed detailed re-organisation of the Italian Air Force and which also requests procurement of Radar and V.H.F. equipment, spares, and ancillary equipment for aircraft, including bombs, and S.A.A. It is believed that Combined Chiefs of Staff have now approved MAF.1169, and with perhaps a few amendments, therefore, it would be appreciated if arrangements could soon be made for an Air Ministry Staff Officer to visit this H.Q. (Subject to concurrence from M.A.A.C. Caserta) as was suggested in para. 9 of Air Ministry letter DD.Pol(AS 3/71.

11. Please acknowledge.

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

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

(changing over from a transport role).

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

1502

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

1530

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

INFORMAL ROUTING SLIP Log:

ALLIED FORCE HEADQUARTERS
APO 512

File _____ Suspense:

SUBJECT: Interim Policy - Italian Air Force.

No.	From	Phone	To	Date	
6	BRPOLAD	231	~~[illegible]~~ MRACS	21/10	Min 5 Concurred.

J. Burrows
for Brig. [illegible]
for British Political Advisor.

1502

1531

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

Interim Policy - Italian Air Force.

6 FOREIGN 231 C-3 21/10 Mmi Concerned.

J. Bruton
S.V. Dept.II.
for British Political Adviser.

1501

T 5 3 2!

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

el/

INFORMAL ROUTING SLIP

Log: R+C

TOP SECRET

ALLIED FORCE HEADQUARTERS
APO 512

D-263 T

TOP SECRET

File

Suspense:

SUBJECT: Interim Policy - Italian Air Force.

No.	From	Phone	To	Date	
1.	G-3 AFHQ	169	G-2	8 Oct 46	Attached staff study concurred. K.C. COOPER, Brigadier, G.S., AC of S, G-3.
2.	G - 2 AFHQ	165	G - 5 AFHQ		Concurred. HARVEY H. SMITH Colonel, GSC A. C. of S., G-2
3.	G-5	167	G-4	9 Oct 46	Concurred. A. I. HAMBLEN Colonel, G.S.C. Assistant Chief of Staff, G-5.
4.	G-4	4	U. S. POLAD	10 Oct	Concurred. DOUGLAS K. LAWLEY Colonel, GSC Acting A.C/S, G-4
5	USPOLAD	132	BRITOLAD	16 Oct.	Receipt of FAN 697 apparently takes care of this situation. Homer M. Byington, Jr. Deputy U. S. Political Adviser

TOP SECRET

1300

110

ASH

3.	G-5	G-4	9 Oct 46		Concurred.

A. L. HAMBLEN
Colonel, G.S.C.
Assistant Chief of Staff, G-5.

4.	G-4	4	U. S. POLAD	10 Oct	Concurred.

DOUGLAS N. LAWLEY
Colonel, GSC
Acting A C/S, G-4

Q-MWQ/alk

5	USPOLAD	132		16 Oct.	Receipt of FAN 697 apparently takes care of this situation.

Homer M. Byington, Jr.
Deputy U. S. Political Adviser

Declassified E.O. 13526 section 3.3/NND No. 785017

1534

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

051

3.	G-5	G-4	9 Oct 46	Concurred.

A. L. HAMBLEN
Colonel, G.S.C.
Assistant Chief of Staff, G-5.

4.	G-4	4 U. S. POLAD	10 Oct	Concurred.

DOUGLAS N. LAWLEY
Colonel, GSC
Acting A.C/S. G-4

D-MWD/alk

5	USPOLAD 132		16 Oct.	Receipt of FAN 697 apparently takes care of this situation.

Homer M. Byington, Jr.
Deputy U. S. Political Adviser

1535

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

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

TOP SECRET

1537

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

FLAG "A"

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

To :- Mediterranean Allied Air Committee, Secretariat, c/o. Rear A.H.Q., Italy.

Date:- 9th September, 1946.

Ref :- AFSC/367/2/CRG.

TOP SECRET.

INTERIM POLICY - ITALIAN AIR FORCE.

I am considerably concerned over the delay in activating the proposed interim policy for the Italian Air Force. It would be appreciated if hastening action were taken with the Combined Chiefs of Staff to reply to SACMED's signal MAF.1169 of 26th June, 1946. It is believed that the Military clauses of the Italian Peace Treaty have now been agreed.

2. From previous correspondence (such as our letter AFSC/360/3/CRG., dated 30th August, 1946 as amplified by similar reference of 2nd September, 1946, also by AFSC/864/12/20., dated 9th September, 1946) it is apparent that until a satisfactory answer to MAF.1169 is obtained, nothing further can be done by the British Air Ministry or the R.A.F. in supplying the wherewithal by which the Italian Air Force, particularly the fighters can :-

(i) be re-equipped,

(ii) begin operational training (with ammunition and practice bombs supplied by the Allies),

(iii) arrange procurement of and training in Radar,

(iv) arrange training courses for certain specialists in the United Kingdom (letter AFSC/367/2/CRG., dated 20th June, 1946, refers, etc.

3. It seems to be in the Allied interest that the small Italian Air Force shall be efficient, sufficiently to back the Royal Air Force in Italy, but it is again emphasised that the severe restrictions which do not admit of the Italian Air Force becoming operationally efficient are those stipulated by the Allied authorities.

4. It is requested that you will initiate action requesting a reply to MAF.1169.

Declassified E.O. 12356 Section 3.3/NND No. 798017

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2. From previous correspondence (such as our letter AFSC/360/3/ORG., dated 30th August, 1946 as amplified by similar reference of 2nd September, 1946, also by AFSC/664/12/ORG., dated 9th September, 1946) it is apparent that until a satisfactory answer to NAF.1169 is obtained, nothing further can be done by the British Air Ministry or the R.A.F. in supplying the wherewithal by which the Italian Air Force, particularly the fighters can :-

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(iii) arrange procurement of and training in Radar,

(iv) arrange training courses for certain specialists in the United Kingdom (letter AFSC/367/2/ORG., dated 20th June, 1946, refers, etc.

3. It seems to be in the Allied interest that the small Italian Air Force shall be efficient, sufficiently to back the Royal Air Force in Italy, but it is again emphasised that the severe restrictions which do not admit of the Italian Air Force becoming operationally efficient are those stipulated by the Allied authorities.

4. It is requested that you will initiate action requesting a reply to NAF.1169.

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

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

1540

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

1493

1541.

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

DRAFT

From : [illegible]

To : [illegible]

Date : [illegible]

Ref. : [illegible]

[illegible]

1. [illegible]

2. [illegible]

3. [illegible]

4. [illegible]

[illegible]

(D.V. [illegible])
[illegible]
[illegible]
[illegible]

1542

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

TOP SECRET

Interim Policy - Italian Air Force.

4.	G-4	4	U. S. POLAD	10 Oct	Concurred.

DOUGLAS N. LAWLEY
Colonel, GSC
Acting A.C/S. G-4

Q-MWO/glk

FRO: Interim Policy - Italian Air Force. Staff study on disposition of and request for approval from CCS of plans for reorganization of the Italian Air Force.

M. W. OBENOUR
Lt. Col., GSC
Exec., G-4 Opns Br

149)

TOP SECRET

From:- Mediterranean Allied Air Committee Secretariat.

To :- Chief of Staff, Allied Force Headquarters.

Date:- 23rd October, 1946.

Ref :- MAAC/4200/AFALS.

TOP SECRET

INTERIM POLICY - ITALIAN AIR FORCE

I. DISCUSSION:

In MAF.1103 permission was requested from the Combined Chiefs of Staff for the re-organisation of the Italian Air Force on an interim basis. Inter-alia permissive approval was given in FAM.649, subject to the provision that a detailed plan be submitted for approval prior to implementation.

In MAF.1169 at FLAG "A" this plan was submitted and a reply was received in FAM.697 at FLAG "B" giving general approval with certain modifications.

The Italian Air Ministry have already agreed in principle to the re-organisation along the lines suggested by the Mediterranean Allied Air Committee. This Secretariat considers that the plan as approved by the Combined Chiefs of Staff can be implemented by the Air Forces Sub-Commission under the supervision of the M.A.A.C.

II. ACTION RECOMMENDED:

That the draft signal at FLAG "C" to the Chief Commissioner, Allied Commission, Rome, be approved for despatch, copies to the following :-

Chief of Staff, A.F.H.Q.
G-3 A.F.H.Q.
G-5 A.F.H.Q.
G-4 (Air Advisor) MTOUSA.
Air Headquarters Italy
U.S. POLAD.
BRIT. POLAD.

III. CONCURRENCES:

G-3 A.F.H.Q.
G-2 A.F.H.Q.
G-5 A.F.H.Q.
G-4 (Air Advisory Section) M.T.O.U.S.A.
Air Headquarters Italy (AIR PLANS).
U.S. POLAD.
BRIT. POLAD.

1543

Declassified E.O. 12356 Section 3.3/NND No. 785419

In NAF.1103 permission was requested from the Combined Chiefs of Staff for the re-organisation of the Italian Air Force on an interim basis. Inter-alia permissive approval was given in FAN.649, subject to the provision that a detailed plan be submitted for approval prior to implementation.

In NAF.1169 at FLAG "A" this plan was submitted and a reply was received in FAN.697 at FLAG "B" giving general approval with certain modifications.

The Italian Air Ministry have already agreed in principle to the re-organisation along the lines suggested by the Mediterranean Allied Air Committee. This Secretariat considers that the plan as approved by the Combined Chiefs of Staff can be implemented by the Air Forces Sub-Commission under the supervision of the M.A.A.C.

II. ACTION RECOMMENDED:

That the draft signal at FLAG "C" to the Chief Commissioner, Allied Commission, Rome, be approved for despatch, copies to the following :-

Chief of Staff, A.F.H.Q.
G-3 A.F.H.Q.
G-5 A.F.H.Q.
G-4 (Air Advisor) MTOUSA.
Air Headquarters Italy
U.S. POLAD.
BRIT. POLAD.

III. CONCURRENCES:

G-3 A.F.H.Q.
G-2 A.F.H.Q.
G-5 A.F.H.Q.
G-4 (Air Advisory Section) M.T.O.U.S.A.
Air Headquarters Italy (AIR PLANS).
U.S. POLAD.
BRIT. POLAD.

(S.J.B. HAMILTON)
Wing Commander
Secretary to the
MEDITERRANEAN ALLIED AIR COMMITTEE

1544
Declassified E.O. 12356 Section 3.3/NND No. 785017

D R A F T S I G N A L

FROM : MEDITERRANEAN ALLIED AIR COMMITTEE SECRETARIAT.

TO : ACTION TO: CHIEF COMMISSIONER, ALCOM, ROME
INFORMATION TO : A.F.S.C., ALCOM, ROME.

THE COMBINED CHIEFS OF STAFF IN FAN.697 HAVE APPROVED THE PROPOSALS CONTAINED IN MAP.1169 INCLUDING IN PRINCIPLE THE INCREASES OVER PARAGRAPH 5 OF MAP.1103(.)

YOU ARE THEREFORE TO PROCEED WITH THE REORGANISATION OF THE INTERIM ITALIAN AIR FORCE TO THE EXTENT THE ITALIAN GOVERNMENT DESIRES WITHIN THE LIMITS SET BY MAP.1169 AND IN CONFORMITY WITH THE LIMITATIONS TO BE IMPOSED ON THE ITALIAN AIR FORCE AS AGREED BY THE COUNCIL OF FOREIGN MINISTERS (SECTION V, PART IV, DRAFT PEACE TREATY WITH ITALY) (.) THIS IS NOT TO BE CONSTRUED AS A COMMITMENT TO FURNISH UNITED STATES AND BRITISH EQUIPMENT (.)

IT IS DESIRED TO POINT OUT THAT MODIFICATION TO SOME OF THESE PROPOSALS WILL BE NECESSARY (.) TO ENSURE THAT TOTALS (,) NOT ONLY AS TO OVERALL TOTAL AIRCRAFT BUT ALSO AS TO TYPES, ARE WITHIN LIMITS AGREED BY COUNCIL OF FOREIGN MINISTERS IN PARIS (.) IN PARTICULAR (,) THE SCALE OF RESCUE AIRCRAFT AND UNIT EQUIPMENT FOR TRAINING TO BACK THE FORCE WILL PROBABLY NEED MODIFICATION IN THE LIGHT OF EXPERIENCE GAINED BY THE ROYAL AIR FORCE AND THE U.S. ARMY AIR FORCES (.)

IN ORDER TO ARRANGE MATTERS OF DETAIL AND ON REQUIRING TECHNICAL AND ADMINISTRATIVE ADVICE YOU ARE TO COMMUNICATE WITH THE WAR DEPARTMENT AND WITH AIR MINISTRY AS APPROPIATE THROUGH THE MEDITERRANEAN ALLIED AIR COMMITTEE (.)

YOU ARE TO MAKE CLEAR TO THE ITALIAN GOVERNMENT THAT NOTWITHSTANDING THE APPROVAL GIVEN ABOVE IT WILL ALWAYS BE SUBJECT TO THE SUPREME ALLIED COMMANDER'S OVERRIDING RESPONSIBILITIES SHOULD ANY OPERATIONAL COMMITMENT ARISE (.)

Declassified E.O. 12356 Section 3.3/NNO No. 78447

HAF.1169 AND IN CONFORMITY WITH THE LIMITATIONS TO BE IMPOSED ON THE ITALIAN AIR FORCE AS AGREED BY THE COUNCIL OF FOREIGN MINISTERS (SECTION V, PART IV, DRAFT PEACE TREATY WITH ITALY) (.) THIS IS NOT TO BE CONSTRUED AS A COMMITMENT TO FURNISH UNITED STATES AND BRITISH EQUIPMENT (.)

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1546

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

D R A F T S I G N A L

FROM : MEDITERRANEAN ALLIED AIR COMMUNICATIONS SECRETARIAT

TO : ACTION TO: CHIEF COMMISSIONER, ALCOM, ROME
INFORMATION TO : A.F.S.C., ALCOM, ROME.

THE COMBINED CHIEFS OF STAFF IN FAN.697 HAVE APPROVED THE PROPOSALS CONTAINED IN NAF.1169 INCLUDING IN PRINCIPLE THE INCREASES OVER PARAGRAPH 5 OF NAF.1103(.)

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IN ORDER TO ARRANGE MATTERS OF DETAIL AND ON REQUIRING TECHNICAL AND ADMINISTRATIVE ADVICE YOU ARE TO COMMUNICATE WITH THE WAR DEPARTMENT AND WITH AIR MINISTRY AS APPROPRIATE THROUGH THE MEDITERRANEAN ALLIED AIR COMMITTEE (.)

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1490

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

FORCE AS AGREED BY THE COUNCIL OF FOREIGN MINISTERS (SECTION V, PART IV, DRAFT PEACE TREATY WITH ITALY) (.) THIS IS NOT TO BE CONSTRUED AS A COMMITMENT TO FURNISH UNITED STATES AND BRITISH EQUIPMENT (.)

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1490

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

1549

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

INCOMING CYPHER MESSAGE

CY2/8In

TO M.A.A.C. SECRETARIAT.

FROM A.F.S.C. ROME.

AX932 7 OCTOBER SECRET.

FROM GREECE TO HAMILTON.

I REFER TO AIR MARSHALL BROME'S LETTER TO YOU A.F.S.C.358 ORGANISATION 19 AUGUST AND TO SIGNAL A865 9 SEPTEMBERORIO REPEAT ORIO WILL BE READYTO RECEIVE INTERCEPTOR WINGS BY 1 NOVEMBER.VICENZA REPEAT VICENZA WILL BE READY TO RECEIVE ONE SQUADRON ON 1ST NOVEMBER AND REMAINDER OF WINGS ON 1ST DECEMBER. ITALIAN AIR FORCE HAVE EXPEDITED WORKS SERVICES AT BOTH AIRFIELDS ON VERBAL AUTHORITY OF DIRECTOR IN ORDER TO EFFECT MOVES BEFORE WINTER AND TO BOOST MORALE OF FIGHTER WINGS. TACTICAL WINGS CREWS ARE NOW CONVERTED TO SPITFIRE MARK9 AND INTERCEPTOR STILL HAVE THEIR MACCHI'S REPEAT MACCHI'S.VERY LITTLE FLYING NOW BEING CARRIED OUT AT LECCE REPEAT LECCE DUE TO SHORTAGE OF TYRES AND SPARES.CONSIDER WINGS SHOULD MAKE MOVES NORTH DURING NOVEMBER AND DECEMBER.MAY DECISION BE GIVEN ON ABOVE QUOTED LETTER SOONEST POSSIBLE.

8/10
4200

IMPORTANT
T.O.O. 071230A

20
14

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

To :- Air Headquarters, Italy, C.M.F. (MEDIM).
(For attention Air Commodore A.J. Rankin).
Copy to Mediterranean Allied Air Secretariat,
c/o. Rear A.H.Q., Italy.

Date:- 4th October, 1946.

Ref :- AFSC/S9/AIR.

SECRET.

INTERPRETATION OF POLICY RELATIVE TO ITALIAN MILITARY AND CIVIL AVIATION.

At the meeting held in the Director's (A.F.S.C.) Office on Friday 2nd August, 1946, Air Vice Marshal Dearvall required clarification on three points (para. 2 of minutes, Ref. AFSC/358/3/Air.).

(a) The Policy on Italian Civil Aviation.
Action: A signal MAF.1197 was sent by the Supreme Allied Commander to the Combined Chiefs of Staff on 17th August, covering the Italian Government's proposals for Civil Aviation. No reply has yet been received, although efforts have been made at fairly high level to expedite an answer.

(b) The Clearance of Special Flights by Foreign Aircraft.
Action: A.F.M.A.C. have agreed to the Italian Government assuming responsibility for clearance of foreign aircraft to and over Italy subject to certain provisions. The Italian Air Ministry were asked to produce a draft policy letter for approval by M.A.A.C. before the scheme is put into operation. The Draft policy was received from the Italian Air Ministry on 22nd August, and this is now under consideration at the Mediterranean Allied Air Committee Secretariat.

(c) The Policy on Italian Aircraft Construction.
Action: In MAF.1197 the Supreme Allied Commander asked the Combined Chiefs of Staff to what extent the Italians will be permitted to construct civil aircraft.

2. Referring to para. 9 of the minutes referred to above, the new Directive for the A.F.S.C. in its draft form has not yet reached this Head quarters for perusal and approval by the Director and the Chief Commissioner.

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

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L.E. JARMAN, S/LDR.,
for AIR VICE MARSHAL,
DIRECTOR,
ITALIAN SUB-COMMISSION.

Y40
4215

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

From : Mediterranean Allied Air Committee Secretariat.

To : Chief of Staff, Allied Force Headquarters, C.M.F.

Date : 3rd October, 1946.

Ref : MAAC/4200/AFHQ.

93

INTERIM POLICY - ITALIAN AIR FORCE.

DISCUSSION:

1. Under the Armistice terms the Italian Air Force was grounded, this policy was subsequently modified to enable the Italian Air Force to carry out Courier Services and Air Sea Rescue duties.

2. In MAF.1105 the Combined Chiefs of Staff were requested to grant permission for the reorganisation of the Italian Air Force on an interim basis. Inter alia permissive approval was given in FAN.649, subject to the provision that a detailed plan be submitted for approval prior to implementation, this plan was submitted in MAF.1169, to which no reply has yet been received.

3. At FLAG "A" the Air Forces Sub-Commission, Allied Commission, Rome have requested that hastening action be taken with the Combined Chiefs of Staff for a reply to MAF.1169.

4. At FLAG "B" an application has been received from the Air Forces Sub-Commission, Allied Commission, Rome, for the move of two fighter wings from Lecce to Vicenza and Orio near Bergamo respectively.

5. At FLAG "C" the Air Officer Commanding, Air Headquarters, Italy, who is also the British member of the Mediterranean Allied Air Committee, was asked if he agreed to this move, at FLAG "D" is his agreement.

6. In the opinion of this Secretariat the points raised by the Director of the Air Forces Sub-Commission, Allied Commission, Rome, at FLAG "A" are well made.

7. It is the intention of the Allies to withdraw all troops from Italy 61 days after the signing of the peace treaty, it is essential, therefore, that the Interim Italian Air Force policy be implemented before this withdrawal, if full advantage is to be taken of the Technical and Administrative facilities now available. This will ensure the building up of an efficient Air Force.

ACTION RECOMMENDED:

T 5532

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

DISCUSSION:

1. Under the Armistice terms the Italian Air Force was grounded, this policy was subsequently modified to enable the Italian Air Force to carry out Courier Services and Air Sea Rescue Duties.

2. In NAF.1103 the Combined Chiefs of Staff were requested to grant permission for the reorganisation of the Italian Air Force on an interim basis. Inter alia permissive approval was given in FAN.649, subject to the provision that a detailed plan be submitted for approval prior to implementation, this plan was submitted in NAF.1169, to which no reply has yet been received.

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ACTION RECOMMENDED:

8. (i) The draft cable at FLAG "E" hastening the reply from the Combined Chiefs of Staff be approved for despatch.

(ii) That the draft letter at FLAG "F" to the Air Forces Sub-Commission, Allied Commission, Rome, be approved for despatch.

Copies of (i) and (ii) be sent to the following:

Chief of Staff, Allied Force Headquarters.
G-3, Allied Force Headquarters.
G-2, Allied Force Headquarters.
G-5, Allied Force Headquarters.
G-4, (Air Advisory Section, MFOUSA.
Air Headquarters, Italy.
United States Poland.
British Poland.

1487

/2.....

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

CONCURRENCES:

9. G-3, Allied Force Headquarters.
G-2, Allied Force Headquarters.
G-5, Allied Force Headquarters.
G-4, (Air Advisory Section), MTOUSA.
Air Headquarters, Italy, (Air Plans).
United States Poland.
British Poland.

(S.J.2. HAMILTON)
Wing Commander,
Secretary to The,
MEDITERRANEAN ALLIED AIR COMMITTEE.

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

From:- Mediterranean Allied Air Committee Secretariat.

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

Date:- 27th September, 1945.

Ref:- MAAC/L200/AFALS.

92

See 90

ROYAL AIR FORCE ESTABLISHMENTS.

Reference is made to your letter AFSC/351/Org. dated 26th July, 1945.

2. Your request was put up to Air Ministry and Washington respectively, and the following is an extract of a letter from Air Headquarters, Italy, together with the percentages required.

"The figures do not include personnel under instruction. The figures given for peace time establishments are drived from provisional assessments made in connection with the Post War Air Force, and may be subject to revision when firm decisions on the size, distribution, career and other requirements are finally decided."

3. When the figures from Washington are to hand they will be communicated to you.

(S.J.B. HAMILTON)
Wing Commander
Secretary to The
MEDITERRANEAN ALLIED AIR COMMITTEE.

Declassified E.O. 12356, Section 3.3/NNB No. 789017

15561

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

ALLIED LIAISON
16/8 Lond/11

INFORMAL ROUTING SLIP

Log: D-7094
D-7312

ALLIED FORCE HEADQUARTERS
APO 512

91

File

Suspense:

SUBJECT: Tables of Organization, Army Air Forces.

No.	From	Phone	To	Date	
2.	G-3 AFHQ	864	G-4 (Air)	15 Aug 1946	1. Since no data on the War and Peacetime composition of the U.S. Air Forces are available in this section, accurate figures cannot be given in answer to information requested in basic communication. Attached herewith is an index of Army Air Forces T/O's that would prove useful in securing the desired information. Wm. H. Mulcahy Capt. Inf. for J.D'A ANDERSON, Brigadier G.S., AC of S, G-3.
3	G-4 AIR	394	MAAC SEC	16/8 46	listed 1. Inclosed are/Tables of Organization relative to the U. S. Army Air Forces. This is a list of T/O's, which is the extent to which we were able to obtain information. 2. Should AFSC be interested in obtaining these tables, this list may be used as a basis for requisitioning them from AG Publications, MTOUSA, or from AG Publications Peninsular Base Section in Leghorn. J. W. Brown J. W. BROWN, Colonel, AC, Air Advisor, G-4

AUG 15 1946
2-cm

MM/co'c.

1184

1557

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

G-1 MTOUSA
No. 7114

Log: D 7094

INFORMAL ROUTING SLIP

HEADQUARTERS
MEDITERRANEAN THEATER OF OPERATIONS
UNITED STATES ARMY
APO 512

Suspense:

File

SUBJECT Tables of Organization, Army Air Forces

No.	From	Phone	To	Date
1	G-4 Air	508	G-3	8/8

1. According to the request contained in Tab "A", letter from AFSC, Rome, and forwarded to this office by Tab "B" from Med. Allied Air Committee, the Air Forces Sub-Commission has been asked by the Italian Government to assist in the reorganization of their Air Force along the lines of the British and American Air Forces.

2. This office is not in possession of Tables of Organization upon which to base percentage figures desired, and it is also doubted whether figures could be obtained which would be accurate.

3. If any assistance in this matter could be rendered by G-3, this office would be in a position to pass the information on to the Air Forces Sub-Commission.

for Harold R. Bixler, Lt Col AC
J. W. BROWN,
Colonel, AC
Air Advisor.

AUG 1946

87

1483

1558

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

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

To : Mediterranean Allied Air Commottee,
A.H.Q. Italy, C.M.F.

Date : 26th July, 1946.

Ref : AFSC/

A

AIR FORCE - ESTABLISHMENTS

To assist this Sub Commission in giving advice to the Italian Air Ministry on establishment questions it would be appreciated if we could have the following information from the United States Army Air Force and the Royal Air Force.

(a) Officer, N.C.O. and other rank establishments for flying personnel in the peace time airforces each expressed as a percentage of the total peace establishment.

(b) Officer, N.C.O. and other rank establishments of ground personnel in the peace time airforces each expressed as a percentage of the total peace establishment.

(c) Officer, N.C.O. and other rank establishments for flying personnel in the war time airforces each expressed as a percentage of the total war establishment.

(d) Officer, N.C.O. and other rank establishments of ground personnel in the war time airforces each expressed as a percentage of the total war establishment.

2. As no figures other than percentages are asked for it is thought that the information requested will not infringe any security regulation.

L.E. JARMAN, G/C,
for Air Vice-Marshal,
Director,
Air Forces Sub Commission.

1484

1359

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

From:- Member (Group Captain) Allied Air Committee Secretariat.

To:- Headquarters, M.E.T.O.U.S.A. (G-4 Air Advisory Section).
Air Headquarters, M.A.F. Italy (Advanced). (Attention Organisation).

Date:- 7th August, 1946.

Ref:- MAAC/2015/1/AFHQ. — Transfer to Policy file - 1945

AIR FORCE - ES ALLIESSEMTO.

The attached copy letter from the Air Forces Sub-Commission reference AF30/351/Org. dated 6th July, 1946, is forwarded for action.

2. It would be appreciated if the answers to sub-paragraphs (a), (b), (c) and (d) to paragraph 1 could be forwarded to this Secretariat as soon as possible.

(MARCELL PISCES)
Wing Commander,
Secretary to the,
MEDITERRANEAN ALLIED AIR COMMITTEE.

Enclosure 1.

TABLES OF ORGANIZATION

Army Air Forces

NO.	TITLE	DATE	CHANGES
T/O 1-137----	Bombardment Squadron, Light	1 July 1942	C1, 2
1-200-1--	Air Corps Headquarters and Headquarters Squadron, Interceptor Command.	1 July 1941	--------
1-287----	Reconnaissance Squadron, Separate.	21 Feb. 1942	C1, 2
1-300-1--	Headquarters and Headquarters Squadron, Troop Carrier Command.	1 July 1942	--------
1-412----	Headquarters and Headquarters Squadron, Service Group.	----do----	C1
1-450-1--	Air Corps Headquarters and Headquarters Squadron, Air Force Base Command.	16 Dec. 1941	----------
1-500-1--	Headquarters and Headquarters Squadron, Air Support Command.	1 July 1942	C1
1-650-1--	Headquarters and Headquarters Squadron, Transport Wings.	----do----	C1, 2
1-652----	Headquarters and Headquarters Squadron, Transport Group.	----do----	C1, 2, 3, 4
1-657----	Ferrying Squadron----------	----do----	C1, 2, 3
1-687----	Airways Detachment----------	----do----	----------
1-700-1--	Air Corps Headquarters and Headquarters Squadron, Technical Training Command	16 July 1941	----------
1-717----	Air Corps Squadron, Staff-----	1 July 1941	----------
1-750-1--	Air Force Headquarters and Headquarters Squadron, Technical Training Command District.	4 Mar. 1942	----------
1-758----	Photographic Mapping Squadron.	1 July 1942	C1, 2
1-801-1--	Headquarters and Headquarters Squadron, Air Force, Composite Command.	----do----	----------
1-812----	Headquarters and Headquarters Squadron, Basic Flying Training Group (500 Students).	----do----	----------
1-817----	Basic Flying Training Squadron	----do----	----------
1-822----	Headquarters and Headquarters Squadron, Single Engine Flying Training Group (220 Students).	----do----	----------
1-827----	Single Engine Flying Training Squadron.	----do----	----------

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

	mand.		
1-412----	Headquarters and Headquarters Squadron, Service Group.	-----do----	C1
1-450-1--	Air Corps Headquarters and Headquarters Squadron, Air Force Base Command.	16 Dec. 1941	----------
1-500-1--	Headquarters and Headquarters Squadron, Air Support Command.	1 July 1942	C1
1-650-1--	Headquarters and Headquarters Squadron, Transport Wings.	-----do----	C1, 2
1-652----	Headquarters and Headquarters Squadron, Transport Group.	-----do----	C1, 2, 3, 4
1-657----	Ferrying Squadron----------	-----do----	C1, 2, 3
1-687----	Airways Detachment----------	-----do----	----------
1-700-1--	Air Corps Headquarters and Headquarters Squadron, Technical Training Command	16 July 1941	----------
1-717----	Air Corps Squadron, Staff-----	1 July 1941	----------
1-750-1--	Air Force Headquarters and Headquarters Squadron, Technical Training Command District.	4 Mar. 1942	----------
1-758----	Photographic Mapping Squadron.	1 July 1942	C1, 2
1-801-1--	Headquarters and Headquarters Squadron, Air Force, Composite Command.	-----do----	----------
1-812----	Headquarters and Headquarters Squadron, Basic Flying Training Group (500 Students).	-----do----	----------
1-817----	Basic Flying Training Squadron	-----do----	----------
1-822----	Headquarters and Headquarters Squadron, Single Engine Flying Training Group (220 Students).	-----do----	----------
1-827----	Single Engine Flying Training Squadron.	-----do----	----------
1-832----	Headquarters and Headquarters Squadron, Flying Training, Two-engine Group (220 Students.)	-----do----	----------
1-837----	Two-engine Flying Training Squadron.	-----do----	----------
1-842----	Headquarters and Headquarters Squadron, Navigation Training Group (600 Students).	-----do----	----------
1-847----	Navigation Training Squadron--	-----do----	----------
1-862----	Headquarters and Headquarters Squadron, Bombardier Training Group (200 Students).	-----do----	----------
1-867----	Bombardier Training Squadron--	1 July 1942	C1----------
1-872----	Headquarters and Headquarters Squadron, Observation Training Group (132 Students).	-----do----	----------
1-877----	Observation Training Squadron.	-----do----	----------
1-882----	Headquarters and Headquarters Squadron, Flexible Gunnery Training Group (800 Students).	-----do----	----------

1561

Declassified E.O. 12356 Section 3.3/NND No. 778049

TABLES OF ORGANIZATION

Army Air Forces

NO.	TITLE	DATE	CHANGES
T/O 887	Flexible Gunnery Training Squadron	do	
1-912	Headquarters and Headquarters Squadron, Classification Center Group (Aircrew)	do	
1-917	Classification Center Squadron (Aircrew) (2000 Aviation Cadets).	do	
1-922	Headquarters and Headquarters Squadron, Preflight Training Group (Pilot and/or Bombardier-navigator).	do	
1-927	Preflight Training Squadron (Pilot and/or Bombardier-navigator), 2000 students.	do	
1-932	Headquarters and Headquarters Squadron, Single Engine Gunnery Training Group.	do	
1-937	Single Engine Gunnery Training Squadron.	do	

1562

Declassified E.O. 12356 Section 3.3/NND No. 178047

1563

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

3 G-4 AIR 394 MAAC SEC 16/8 46

listed

1. Inclosed are/Tables of Organization relative to the U. S. Army Air Forces. This is a list of T/O's, which to the extent to which we were able to obtain information.

2. Should AFSC be interested in obtaining these tables, this list may be used as a basis for requisitioning them from AG Publications, MTOUSA, or from AG Publications Peninsular Base Section in Lephorn.

J. F. IRONS,
Colonel, AC,
Air Advisor, G-4

1484

1564

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

Resumption of Custom Controls at Italian Airports.

1 G-4 344 G-5 5 Aug 46

1. Reference AC Letter AS/13062/F and minute SACS to G-5 26 July 1946.

2. Recommend a letter substantially as AG 091.311 GDS-O 9 May 1946 subject : "Reopening of Italian Customs Service at Ciampino Airport" be directed to Commanding Officer HATS Capodichino.

3. Reference file has been forwarded to G-5 through Air HQ Italy for British consents on Bari and Pomigliano for which they are operationally responsible.

For the AC/S, G-4:

ROBERT C. KILBORN
Lt Col, GSC
Chief, G-4 Opns Br

O-CKL/rrb

1565

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

Resumption of Custom Controls at Italian Airports.

1 G-4 3/4 G-5 5 Aug 46

1. Reference AC Letter AC/13062/F and minute SACS to G-5 26 July 1946.

2. Recommend a letter substantially as AG 091.311 GDS-O 9 May 1946 subject : "Reopening of Italian Customs Service at Ciampino Airport" be directed to Commanding Officer ATC Capodichino.

3. Reference file has been forwarded to G-5 through Air HQ Italy for British comments on Bari and Foniglianc for which they are operationally responsible.

For the AC/S, G-4:

ROBERT C. KILBORN
Lt Col, GSC
Chief, G-4 Opns Br

O-CSI/rrb

1566

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

From:- Mediterranean Allied Air Committee Secretariat.

To:- Headquarters, M.A.A.F. (Gd Air Advisory Section).
Air Headquarters, A.A.F. Italy (Advanced). (Attention Organization).

Date:- 7th August, 1946.

Ref:- MAAC/4015/1/AMAS.

AIR FORCE - [illegible]

The attached copy letter from the Air Force Sub-Commission reference AFSC/351/Org. dated 26th July, 1946, is forwarded for action.

2. It would be appreciated if the answers to sub-paragraphs (a), (b), (c) and (d) to paragraph 1 could be forwarded to this Secretariat as soon as possible.

(RANDELL FLEET)
Wing Commander,
Secretary to the,
MEDITERRANEAN ALLIED AIR COMMITTEE.

Enclosure 1.

1470

1567

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

From : Air Headquarters, R.A.F., ITALY.

To : Secretary, MEDITERRANEAN ALLIED AIR COMMITTEE.

Date : 20th September, 1946.

Ref : AHQI/3002/1/ORG.

ROYAL AIR FORCE ESTABLISHMENTS.

Reference is made to your MAAC/4015/1/AFAIS dated 7th August, 1946.

2. Appended is information as required by you, supplied by the Director of Organisation (Establishments), Air Ministry.

3. The figures do not include personnel under instruction. The figures given for peace time establishments are derived from provisional assessments made in connection with the Post War Air Force, and may be subject to revision when firm decisions on the size, distribution, career and other requirements are finally decided.

25 SEP 1946

Encl: 1

for (T.N. STAPLES) S/Ldr.,
Group Captain,
Staff Officer i/c Administration,
Air Headquarters, R.A.F., ITALY.

MAAC
AIR
FILE

1563

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

Appendix "A" to AHQI/3002/1/ORG.

R. A. F. E S T A B L I S H M E N T S.

(EXCLUDING TRAINEES)

PEACE ESTABLISHMENTS

(a) Flying Personnel expressed as a percentage of Total Establishment.

Officers	2.3
N.C.O's	5.5
Other Ranks	Nil

(b) Ground Personnel expressed as a percentage of Total Establishment.

Officers	6.4
N.C.O's	28.3
Other Ranks	57.5

WAR ESTABLISHMENTS

(c) Flying Personnel expressed as a percentage of Total Establishment.

Officers	2.7
N.C.O's	3.5
Other Ranks	Nil

(d) Ground Personnel expressed as a percentage of Total Establishment.

Officers	5.9
N.C.O's	26.3.
Other Ranks	61.6

1569

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

INCOMING CYPHER SIGNAL. CX 2/25

3384
25 SEP

TO AM LONDON.

(R) AHQ ITALY, MEDME, MAAC SECRETERIAT AHQ ITALY REAR.

FROM AFSC ROME.

MSX 897 24 SEPTEMBER. TOPSECRET

FROM JARMAN TO ASST C. OF A. S. "P".

REFERENCE YOUR MSX287 10 AUGSUT. TO AVM BRODIE ORIGINAL SIGNAL NOT RECEIVED BUT COPY OBTAINED FROM MEDME 23 SEPTEMBER TOO LATE FOR THIS HEADQUARTERS TO TAKE ACTION TO DISSUADE THE ITALIAN C. OF A.S. FROM SPEAKING AT PARIS CONFERENCE.

IMPORTANT.
241435.B

DECYPHERED BY J.L.WILKINSON. F/O.

2319
4209

ACC
AFALS
Plans
Brit Admin

84

From:- Mediterranean Allied Air Committee Secretariat.

To:- Chief of Staff, Allied Force Headquarters.

Date:- 13th September, 1946.

Ref:- MAAC/4200/AFALS.

REDEPLOYMENT OF ITALIAN FIGHTER SQUADRONS

1. DISCUSSION.

At Flag "A" application has been made by the Air Forces Sub-Commission, Allied Commission, Rome, for the move of two Fighter Wings from LECCE to VICENZA and ORIO, near BERGAMO respectively.

2. At Flag "B" the Air Officer Commanding, Air Headquarters Italy, has agreed to this move.

3. ACTION RECOMMENDED.

That approval be given to the proposal in paragraph 1.

4. CONCURRENCES.

G.3 Allied Force Headquarters.

G.5 Allied Force Headquarters.

G.2 Allied Force Headquarters.

British Polad.

United States Polad.

(S.J.B. HAMILTON)
Wing Commander,
Secretary to The,
MEDITERRANEAN ALLIED AIR COMMITTEE.

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

1. DISCUSSION.

At Flag "A" application has been made by the Air Forces Sub-Commission, Allied Commission, Rome, for the move of two Fighter Wings from LECCE to VICENZA and ORIO, near BERGAMO respectively.

2. At Flag "B" the Air Officer Commanding, Air Headquarters Italy, has agreed to this move.

3. ACTION RECOMMENDED.

That approval be given to the proposal in paragraph 1.

4. CONCURRENCES.

G.3 Allied Force Headquarters.

G.5 Allied Force Headquarters.

G.2 Allied Force Headquarters.

British Polad.

United States Polad.

(S.J.B. HAMILTON)
Wing Commander,
Secretary to The,
MEDITERRANEAN ALLIED AIR COMMITTEE.

1472

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

Record Copy to Replace Unstable Original
Property of the National Archives

83

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

To :- Mediterranean Allied Air Committee, Secretariat, c/o. Rear A.H.Q., Italy.

Date:- 5th September, 1946.

Ref :- AFSC/367/2/ORG.

ACP SECRET.

ITALIAN POLICY - ITALIAN AIR FORCE.

I am considerably concerned over the delay in activating the proposed interim policy for the Italian Air Force. It would be appreciated if hastening action were taken with the Combined Chiefs of Staff to reply to SACMED's signal NAF.1169 of 26th June, 1946. It is believed that the Military clauses of the Italian Peace Treaty have now been agreed.

2. From previous correspondence (such as our letter AFSC/367/2/ORG., dated 30th August, 1946 as amplified by similar reference of 2nd September, 1946, also by AFSC/664/2/ORG., dated 5th September, 1946) it is apparent that until a satisfactory answer to NAF.1169 is obtained, nothing further can be done by the British Air Ministry or the R.A.F. in supplying the wherewithal by which the Italian Air Force, particularly the fighters can :-

(i) be re-equipped,

(ii) begin operational training (with ammunition and practice bombs supplied by the Allies),

(iii) arrange procurement of and training in Radar,

(iv) arrange training courses for certain specialists in the United Kingdom (letter AFSC/367/2/ORG., dated 20th June, 1946, refers, etc.

3. It seems to be in the Allied interest that the small Italian Air Force shall be efficient, sufficiently to back the Allied Air Forces in Italy, but it is again emphasised that the severe restrictions which do not admit of the Italian Air Force becoming operationally efficient are those stipulated by the Allied authorities.

It is requested that you will initiate action

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

I am considerably concerned over the delay in activating the proposed interim policy for the Italian Air Force. It would be appreciated if hastening action were taken with the Combined Chiefs of Staff to reply to SACMED's signal NAF.1169 of 26th June, 1946. It is believed that the Military clauses of the Italian Peace Treaty have now been agreed. — No. 78

2. From previous correspondence (such as our letter AFHQ/320/2/CRS., dated 30th August, 1946 as amplified by similar reference of 2nd September, 1946, also by AFHQ/564/22/AD., dated 6th September, 1946), it is apparent that until a satisfactory answer to the above is outlined, nothing further can be done by the British Air Ministry or the R.A.F. in supplying the wherewithal by which the Italian Air Force, particularly the fighters can :-

(i) be re-equipped,

(ii) begin operational training (with ammunition and practice bombs supplied by the Allies),

(iii) arrange procurement of and training in Radar,

(iv) arrange training courses for certain specialists in the United Kingdom (letter AFHQ/307/2/CRS., dated 20th June, 1946, refers, etc.

3. It seems to be in the Allied interest that the small Italian Air Force shall be efficient, sufficiently to back the Royal Air Force in Italy, but it is again emphasised that the severe restrictions which do not admit of the Italian Air Force becoming operationally efficient are those stipulated by the Allied authorities.

4. It is requested that you will initiate action requesting a reply to NAF.1169.

162

Ian S. Standish.

1471

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

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

To :- Mediterranean Allied Air Committee, Secretariat, c/o. Rear A.H.Q., Italy.

Date:- 9th September, 1946.

Ref :- AFSC/367/2/ORG.

TOP SECRET.

INTERIM POLICY - ITALIAN AIR FORCE.

I am considerably concerned over the delay in activating the proposed interim policy for the Italian Air Force. It would be appreciated if hastening action were taken with the Combined Chiefs of Staff to reply to SACMED's signal NAF.1169 of 26th June, 1946. It is believed that the Military clauses of the Italian Peace Treaty have now been agreed.

2. From previous correspondence (such as our letter AFSC/360/3/ORG., dated 30th August, 1946 as amplified by similar reference of 2nd September, 1946, also by AFSC/664/12/EQ., dated 9th September, 1946) it is apparent that until a satisfactory answer to NAF.1169 is obtained. nothing further can be done by the British Air Ministry or the R.A.F. in supplying the wherewithal by which the Italian Air Force, particularly the fighters can :-

(i) be re-equipped,

(ii) begin operational training (with ammunition and practice bombs supplied by the Allies),

(iii) arrange procurement of and training in Radar,

(iv) arrange training courses for certain specialists in the United Kingdom (letter AFSC/367/2/ORG., dated 20th June, 1946, refers, etc.

3. It seems to be in the Allied interest that the small Italian Air Force shall be efficient, sufficiently to back the Royal Air Force in Italy, but it is again emphasised that the severe restrictions which do not admit of the Italian Air Force becoming operationally efficient are those stipulated by the Allied authorities.

4. It is requested that you will initiate action requesting a reply to NAF.1169.

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

I am considerably concerned over the delay in activating the proposed interim policy for the Italian Air Force. It would be appreciated if hastening action were taken with the Combined Chiefs of Staff to reply to SACMED's signal NAF.1169 of 26th June, 1946. It is believed that the Military clauses of the Italian Peace Treaty have now been agreed.

2. From previous correspondence (such as our letter AFSC/360/3/ORG., dated 30th August, 1946 as amplified by similar reference of 2nd September, 1946, also by AFSC/664/12/SO., dated 9th September, 1946) it is apparent that until a satisfactory answer to NAF.1169 is obtained. nothing further can be done by the British Air Ministry or the R.A.F. in supplying the wherewithal by which the Italian Air Force, particularly the fighters can :-

(i) be re-equipped,

(ii) begin operational training (with ammunition and practice bombs supplied by the Allies),

(iii) arrange procurement of and training in Radar,

(iv) arrange training courses for certain specialists in the United Kingdom (letter AFSC/367/2/ORG., dated 20th June, 1946, refers, etc.

3. It seems to be in the Allied interest that the small Italian Air Force shall be efficient, sufficiently to back the Royal Air Force in Italy, but it is again emphasised that the severe restrictions which do not admit of the Italian Air Force becoming operationally efficient are those stipulated by the Allied authorities.

4. It is requested that you will initiate action requesting a reply to NAF.1169.

I.S. BRODIE,
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

1470

Declassified E.O. 12356 Section 3.3/NND No. 770017

INCOMING CIPHER MESSAGE. CY 4/10

42

TO MED ALLIED AIR SECRETARIAT.

FROM AIR FORCE SUB COMISSION ROME.

AX 865 10 SEPTEMBER TOPSECRET. TOO 091640B

FROM AIR VICE MARSHALL BRODIE TO WING COMMANDER HAMILTON.

REFERENCE TELEPHONE CONVERSATION 9SEPTEMBER QUOTE.

REF MY AFSC/358/ORG DATED 19 AUGUST. AIR VICE MARSHALL DARVALL FAVOURS 2 REPEAT 2 ITALIAN SPITFIRE WINGS MOVING FROM LECCE TO VICENZA AND BERIAMO RESPECTIVELY PROVIDED NO POLITICAL OBJECTION FROM AFHQ. REQUEST YOU INVESTIGATE BEFORE ANY REPLY. MOVE UNLIKELY TO BE EFFECTED IN IMMEDIATE FUTURE PENDING REBUILDING OF ACCOMMODATION. CHEIF COMMISSIONER AGREES AND SEES NO REPEAT NO POLITICAL OBJECTION. UNQUOTE.

IMPORTANT.
TOO830B

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

RESPECTIVELY PROVIDED NO POLITICAL OBJECTION FROM AFHQ. REQUEST YOU INVESTIGATE BEFORE ANY REPLY. MOVE UNLIKELY TO BE AFFECTED IN IMMEDIATE FUTURE PENDING REBUILDING OF ACCOMODATION. CHEIF COMMISSIONER AGREES AND SEES NO REPEAT NO POLITICAL OBJECTION. UNQUOTE.

IMPORTANT.
100830B

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

From:- Mediterranean Allied Air Committee Secretariat.

To:- Office of the British Political Adviser.

Date:- 10th September, 1946.

Ref:- MAAC/4200/AVALS.

81

SECRET

ITALIAN PEACE TREATY.

See 79A

The attached copy of comments made by the Italian Government on the Peace Treaty, as it affects the Italian Military Air Force, may be of interest to you.

2. The Director of the Air Forces Sub-Commission, obtained this copy of the original translation from the Chief of Air Staff, Italian Air Force, and states that those parts of the comments deleted in red pencil were omitted from the document sent to the Secretary of the Peace Conference, for obvious reasons.

A bad letter I fear - but too much trouble to re-write.

Bdel.

for (S.J.R. HAMILTON)
Wing Commander,
Secretary to the,
MEDITERRANEAN ALLIED AIR COMMITTEE.

Copy to: Air Plans, Air Headquarters, Italy (Rear).

1578

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

1579

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

184 LAEE V MMXK NR T281/7 ROUTINE

Q V R 1

FROM AIR FORCES SUB COMMISSION A.C. ROME 1640/06 SEPT 1946

TO MEDITERRANEAN ALLIED AIR COMMITTEE (R) AIR HEADQUARTERS ITALY

BT

4882 . UNCLASS ABLE EIGHT FIVE EIGHT PD MAY IMMEDIATE REPLY BE GIVEN

Z/M/ TO MY ABLE EIGHT TWO ONE OF TWO NINE EIG /// AUGUST PD

BT

SENT CFC B5

RD NR 281 BREN AR TKS KK

[5 8 0]

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

Col. Hewitt engaged in subsidy
Enid 83 in Staff Study — name
will then use de la expedite C. Ch. S.
discussion on NAF 116.

Bld

581

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

ALLIED FORCE HEADQUARTERS
SUPREME ALLIED COMMAND[redacted]S SECRETARIAT

Date

TO:

Disc

1. Application has been made Tab A

2. Air Hd has agreed Tab B

Reco

That approval be given to the proposal in para 1.

Conc

G-3/A (NZ)
G-5
G-2
Polish Bland
US Poland.

1403

1582

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

Col Smith
PSGS

Fyi

For concurrence.

1. See para 4 of FLAG A.
So far as I know no plans have been laid for the use of Stalwart Air Force in any possible ops. AHQ Recon ops plan made no mention of Nellis ops.

2. Recommend Concurrence in MMAC's approval of the mods.

1464 -

From:- Air Officer Allied Air Committee Secretariat.

To:- Chief of Staff, Allied Force Headquarters.

Date:- 15th September, 1944.

Ref:- AAC/1010/ACSEC.

TOP SECRET

AUTHORITY TO FLY AIR FORCE MISSIONS

1. DECISION.

As Chief "A" application has been made by the Air Force Sub-Commission, Allied Commission, Rome, for the move of two Fighter Wings from LUCCE to VIGNA and CRIO, near PISA "E" respectively.

2. As Flag "B" the Air Officer Commanding, Air Headquarters to Italy, has agreed to this move.

3. Action recommended.

That approval be given to the proposal in paragraph 1.

4. Conclusions.

a.) Allied Force Headquarters.

b.) Allied Force Headquarters.

c.) Allied Force Headquarters.

British Chief.

United States Chief.

1467

(A.C.A.S. (I) ROME)
Wing Commander,
Secretary to the,

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

1. DISTRIBUTION.

A. The [redacted] publication has been made by the Air Forces Publications, Allied Commands, Army, for the use of the Fighter Wings from 1 CCAF to VIII FTR and CBAD, were included exclusively.

B. As [redacted] for the purpose described, air headquarters in Italy, and Allied Commands.

2. [redacted] CLASSIFICATION.

Such approval be given to the material as marked.

3. [redacted].

a.) Allied Force Headquarters.

b.) Allied Force Headquarters.

c.) Allied Force Headquarters.

British Zones.

United States Zones.

1402

B. Bonnell

(B. C. BONNELL)
Wing Commander,
Secretary to the,
[redacted] ALLIED AIR FORCES.

1468

I 5 8 4

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

1585

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

INCOMING CYPHER SIGNAL CX 3/13

3367

13 SEP 1943

XXXC

TO MAAC
(R) AHQ ITALY.
FROM AFSC ROME.

AX 821 29 AUGUST. TOPSECRET

REFERENCE MY AFSC 358/ORG DATED 19 AUGUST. AVM DARVALL FAVOURS TWO ITALIAN SPITFIRE WINGS MOVING FROM LECCE TO VICENZA AND BERGABO RESPECTIVELY PROVIDED NO POLITICAL OBJECTION FROM AFHQ REQUEST YOU INVESTIGATE AND REPORT MOVES UNLIKELY TO BE EFFECTED IN IMMEDIATE FUTURE PENDING REBUILDING OF ACCOMADATION.

IMMEDIATE.
122030

MAAC
ACC
Plans.

TOP SECRET

13/9 1162
0200

1586

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

74

From: Air Forces Sub Commission, H.Q. Allied Commission, ROME.

To: Mediterranean Allied Air Committee.

Date: 4th September, 1946.

Ref: AFSC/1115/INT

Actioned at 87.

Peace Treaty - 1946.

Herewith three copies of the comments made by the Italian Government on the Peace Treaty as it affects the Italian Military Air Force.

2. The Director of Air Forces Sub Commission obtained these copies of the original translation from the C.A.S. of the Italian Air Force, and in agreement with A.O.C. Italy and C.I.O. Med/ME they are forwarded to you.

3. Please observe that those parts of the comments deleted in red pencil, were omitted from the document sent in to the Secretary of the Peace Conference for obvious reasons.

R.E. REID W/CDR
FOR AIR VICE MARSHAL
DIRECTOR
AIR FORCES SUB COMMISSION.

1461

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

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78

From :- Air Forces Sub-Commission, Allied Commission, ECIL.

To :- Mediterranean Allied Air Command Secretariat, c/o. Peny A.H.Q., Italy.
Air Headquarters, Italy, C.M.F. (UDINE).

Date:- 2nd September, 1946.

Ref :- AFSC/360/3/ORG.

SECRET.

ITALIAN AIR FORCE - ORDER OF BATTLE.

In amplification of our letter AFSC/360/3/ORG., dated 30th August, 1946, it is desired to add a conclusion, which is as follows :-

"Conclusion. (i) If at any time it is desired to employ the Italian Air Force operationally, and assuming that the C.C.S. would countermand existing instructions and supply the I.A.F. with spares and possibly such facilities as are applicable, the I.A.F. could be employed to a limited extent in minor operational roles. In coming to this conclusion it is borne in mind that almost all the Italian aircrews and a large number of the ground crews are fully trained in their respective operational roles and were employed on operations during the War in the Italian Air Force and Mediterranean Allied Coastal Air Forces Commands. For the most part they operated from I.A.F. operations stations. Since the end of hostilities, however, severe restrictions have been placed by the Allies on the I.A.F. in training, supply of equipment, etc., and consequently the experienced Italian aircrews are out of practice except in actual flying.

(ii) If the I.A.F. is called upon for active operations, a few days notice would be required for strategic moves to be made, preferably to I.A.F. Stations in order to facilitate supplies and operational instructions.

(iii) The following could be employed on the operational roles indicated :-

(a) Fighters - Escorts to bombers, local air defence and low

ITALIAN AIR FORCE - ORDER OF BATTLE.

In amplification of our letter [illegible], dated 30th August, 1946, it is desired to add a conclusion, which is as follows :-

"Conclusion. (i) If at any time it is desired to employ the Italian Air Force operationally, and assuming that the R.A.F. would countermand existing instructions not to supply the I.A.F. with spares and possibly such facilities as are available, the I.A.F. could be employed to a limited extent in minor operational roles. In coming to this conclusion it is borne in mind that at best all the Italian aircrews and a large number of the ground crews are fully trained in their respective operational roles and were employed on operations during the War in the Italian Air Force and Mediterranean Allied Coastal Air Forces Commands. For the most part they operated from R.A.F. operational stations. Since the end of hostilities, however, severe restrictions have been placed by the Allies on the I.A.F. in training, supply of equipment, etc., and consequently the experienced Italian aircrews are out of practice except in actual flying.

(ii) If the I.A.F. is called upon for active operations, a few days notice would be required for strategic moves to be made, preferably to R.A.F. Stations in order to facilitate supplies and operational instructions.

(iii) The following could be employed on the operational roles indicated :-

(a) Fighters - Escorts to bombers, local air defence and low strafing with guns only unless supplied with bomb carriers by the R.A.F.:

Spitfire IX's - 30.
P.51's - 16.
Macchi 205's - 25 (Not fitted for bomb carriers).

(b) Seaplanes - Air Sea Rescue and convoy reconnaissance.

(c) Bomber Transports - At the expense of the existing military courier services, to fly move units, e.g. Italian Fighter Squadrons to the North, and dropping of supplies and parachutists.

(d) Baltimore Light Bombers - Night Bombing duty with about a week's notice in order to refit armament (changing over from a transport role)."

L.E. Brodie.

L.E. BRODIE,
AIR VICE MARSHAL,
DIRECTOR,
AIR POWER SUB-COMMISSION.

Allied Liaison Section
3/9
4200

1457

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

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

To :- Mediterranean Allied Air Committee Secretariat, c/o. Near A.H.Q., Italy.
Air Headquarters, Italy, C.M.F. (UDITE).

Date:- 2nd September, 1946.

Ref :- AFSC/360/3/ORG.

SECRET.

ITALIAN AIR FORCE - ORDER OF BATTLE.

In amplification of our letter AFSC/360/3/ORG., dated 30th August, 1946, it is desired to add a conclusion, which is as follows :-

"Conclusion. (i) If at any time it is desired to employ the Italian Air Force operationally, and assuming that the R.A.F. would countermand existing instructions and supply the I.A.F. with spares and possibly such backing as is practicable, the I.A.F. could be employed to a limited extent in minor operational roles. In coming to this conclusion it is borne in mind that almost all the Italian aircrews and a large number of the ground crews are fully trained in their respective operational roles and were employed on operations during the War in the Balkan Air Force and Mediterranean Allied Coastal Air Forces Commands. For the most part they operated from R.A.F. operations stations. Since the end of hostilities, however, severe restrictions have been placed by the Allies on the I.A.F. in training, supply of equipment, etc., and consequently the experienced Italian aircrews are out of practice except in actual flying.

(ii) If the I.A.F. is called upon for active operations, a few days notice would be required for strategic moves to be made, preferably to R.A.F. Stations in order to facilitate supplies and operational instructions.

(iii) The following could be employed on the operational roles indicated :

(a) Fighters - Escorts to bombers, local air defence and low strafing with guns only unless supplied with bombcarriers by the R.A.F.:

Spitfire IX's	-	48.
P.38's	-	16.
Macchi 205's	-	25 (Not fitted for bomb carriers).

(b) Seaplanes - Air Sea Rescue and coastline reconnaissance.

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In amplification of our letter AFSC/360/3/ORG., dated 30th August, 1946, it is desired to add a conclusion, which is as follows :-

Conclusion. (i) If at any time it is desired to employ the Italian Air Force operationally, and assuming that the R.A.F. would countermand existing instructions and supply the I.A.F. with spares and possibly such backing as is practicable, the I.A.F. could be employed to a limited extent in minor operational roles. In coming to this conclusion it is borne in mind that almost all the Italian aircrews and a large number of the ground crews are fully trained in their respective operational roles and were employed on operations during the War in the Balkan Air Force and Mediterranean Allied Coastal Air Forces Commands. For the most part they operated from R.A.F. operations stations. Since the end of hostilities, however, severe restrictions have been placed by the Allies on the I.A.F. in training, supply of equipment, etc., and consequently the experienced Italian aircrews are out of practice except in actual flying.

(ii) If the I.A.F. is called upon for active operations, a few days notice would be required for strategic moves to be made, preferably to R.A.F. Stations in order to facilitate supplies and operational instructions.

(iii) The following could be employed on the operational roles indicated :

(a) Fighters & Escorts to bombers, local air defence and low strafing with guns only unless supplied with bombcarriers by the R.A.F.:

Spitfire IX's	-	48.
P.38's	-	16.
Macchi 205's	-	25 (Not fitted for bomb carriers).

(b) Seaplanes - Air Sea Rescue and coastwise reconnaissance.

(c) Bomber Transports - At the expense of the existing military courier services, to help move units,,e.g. Italian Fighter Squadrons to the North, and dropping of supplies and parachutists.

(d) Baltimore Light Bombers - Medium Bombing but with about a week's notice in order to refit armament (changing over from a transport role)."

L.E. BROOME,
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

1436

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

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

To :- Mediterranean Allied Air Committee Secretariat, c/o. Near A.H.Q., Italy.
Air Headquarters, Italy, C.M.F. (MEDITO).

Date:- 2nd September, 1946.

Ref :- AFSC/360/3/ORG.

SECRET.

ITALIAN AIR FORCE - ORDER OF BATTLE.

In amplification of our letter AFSC/360/3/ORG., dated 30th August, 1946, it is desired to add a conclusion, which is as follows :-

Conclusion. (i) If at any time it is desired to employ the Italian Air Force operationally, and assuming that the R.A.F. would countermand existing instructions and supply the I.A.F. with spares and possibly such backing as is practicable, the I.A.F. could be employed to a limited extent in minor operational roles. In coming to this conclusion it is borne in mind that almost all the Italian aircrews and a large number of the ground crews are fully trained in their respective operational roles and were employed on operations during the War in the Balkan Air Force and Mediterranean Allied Coastal Air Forces Commands. For the most part they operated from R.A.F. operation stations. Since the end of hostilities, however, severe restrictions have been placed by the Allies on the I.A.F. in training, supply of equipment, etc., and consequently the experienced Italian aircrews are out of practice except in actual flying.

(ii) If the I.A.F. is called upon for active operations, a few days notice would be required for strategic moves to be made, preferably to R.A.F. Stations in order to facilitate supplies and operational instructions.

(iii) The following could be employed on the operational roles indicated :

(a) Fighters - Escorts to bombers, local air defence and low strafing with guns only unless supplied with bombcarriers by the R.A.F.:

Spitfire IX's	-	48.
P.38's	-	16.
Macchi 205's	-	25 (Not fitted for bomb carriers).

(b) Seaplanes - Air Sea Rescue and coastwise reconnaissance.

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In amplification of our letter AFHC/36/3/ORG., dated 30th August, 1946, it is desired to add a conclusion, which is as follows :-

Conclusion. (i) If at any time it is desired to employ the Italian Air Force operationally, and assuming that the R.A.F. would countermand existing instructions and supply the I.A.F. with spares and possibly such backing as is practicable, the I.A.F. could be employed to a limited extent in minor operational roles. In coming to this conclusion it is borne in mind that almost all the Italian aircrews and a large number of the ground crews are fully trained in their respective operational roles and were employed on operations during the War in the Balkan Air Force and Mediterranean Allied Coastal Air Forces Commands. For the most part they operated from R.A.F. operations stations. Since the end of hostilities, however, severe restrictions have been placed by the Allies on the I.A.F. in training, supply of equipment, etc., and consequently the experienced Italian aircrews are out of practice except in actual flying.

(ii) If the I.A.F. is called upon for active operations, a few days notice would be required for strategic moves to be made, preferably to R.A.F. Stations in order to facilitate supplies and operational instructions.

(iii) The following could be employed on the operational roles indicated :

(a) Fighters & Escorts to bombers, local air defence and low strafing with guns only unless supplied with bombcarriers by the R.A.F.:

Spitfire IX's	-	48.
P.38's	-	16.
Macchi 205's	-	25 (Not fitted for bomb carriers).

(b) Seaplanes - Air Sea Rescue and coastwise reconnaissance.

(c) Bomber Transports - At the expense of the existing military courier services, to help move units, e.g. Italian Fighter Squadrons to the North, and dropping of supplies and parachutists.

(d) Baltimore Light Bombers - Medium Bombing but with about a week's notice in order to refit armament (changing over from a transport role)."

I.E. BROOKE,
AIR VICE MARSHAL,
DEPUTY,
AIR FORCES SUB-COMMISSION.

1155

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approximately 430 aircraft; about 330 of which are serviceable and comprise American, British and Italian aircraft such as P.38's, 39's, Spitfire V's and IX's, S.M.79's, G2's and Cants. These figures are as at 30th June, 1946.

The following is a breakdown of the above figures.

FIGHTER AIRCRAFT.

2 Squadrons P.39's.	(47 aircraft)	at Lecce.
1 Squadron Spitfires.	(12 aircraft)	
1 Squadron Macchi 202.	(16 aircraft)	
1 Squadron Macchi 205.	(18 aircraft)	

LIGHT BOMBER AIRCRAFT.

2 Squadrons B.137.	(26 aircraft)	at Urbe.

TRANSPORT AIRCRAFT.

2 Squadrons S.M.79's	(24 aircraft)	at Centocelle (Rome)
7 S.42 aircraft	(7 aircraft)	
2 Squadrons S.M.82	(21 aircraft)	at Guidonia.

SEAPLANES.

4 Squadrons, comprising	Divided between.
23 Cant. 506.	Vigna de Valle.
23 Cant. 250.	Bardufoni.
7 R.S.	Elmas.
	Venice.
	Spezia.
	Taranto.

NOT ASSIGNED TO SQUADRONS.

44 Fighter aircraft.
22 Transport aircraft.
26 Seaplanes.

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2 Squadrons M.167. (26 aircraft) at Orbe.

TRANSPORT AIRCRAFT.

2 Squadrons S.79's (24 aircraft) } at Centocelle (Rome)
7 S.12 aircraft (7 aircraft) }

2 Squadrons BR.82 (24 aircraft) at Guidonia.

SEAPLANES.

4 Squadrons, comprising } Divided between.
23 Cant. 506. } Vigna de Valle.
23 Cant. 250. } Orbetello.
7 R.S. } Elmas.
} Venice.
} Spezia.
} Taranto.

NOT ASSIGNED TO SQUADRONS.

44 Fighter aircraft.
22 Transport aircraft.
26 Seaplanes.

(R.J.L. HOLLAND)
Wing Commander,
Secretary to the,
MEDITERRANEAN ALLIED AIR COMMAND.

COPY TO: MAAC/4208/AFALS.
MAAC/4214/AFALS.

1454

16001

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1601

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

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

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9. As regards (ii) above, the best aerodrome in the Milan area for the static base of the fighter wing (two Spitfire squadrons) is Orio, near Bergamo. Orio has a reasonable concrete runway, 10" deep, not re-inforced but on gravel sub-soil.

10. It has the advantage over all other airfields in the Milan area in that it hardly ever becomes fog bound and it could, therefore, also be used as a diversion base for civil and other air traffic normally using Linate; it was, in fact, used for this purpose with success last winter, though the facilities were very meagre. Orio already has radio facilities both for air traffic and point-to-point. The alternative to Bergamo is [illegible], which is at present being used as a large [illegible] dump and suffers from fog in the winter.

11. The Italian Air Ministry has plans for putting up prefabricated accommodation at Orio; they desire to get on with it as soon as possible so as to finish it before the winter sets in. Therefore, I am giving the Italian Air Ministry verbal authority to complete their preparations. As soon as we receive your approval it is proposed to give written authority for the building programme to be put into operation.

12. It would be appreciated if you could consider this problem so that decisions may be arrived at on the 25th August. For your information I have told the Italian Air Ministry that it would be unwise to move the Spitfire squadrons to the North until they are fully trained individually, in flying the aircraft, air firing, and bombing. In the case of the TAC/R. squadron of the mobile wing, the groundwork in training should also be completed before the move to the north takes place.

13. Intelligence. On the 25th August, I will be bringing with me, an Intelligence officer, Flight Officer [illegible], to discuss with your Intelligence staff [illegible] the exchange of intelligence between [illegible] and [illegible].

14. Personnel Matters. During this visit I would also appreciate advice from your 'A' Staff in connection with the case of Wing Commander [illegible] and the posting of Flight Lieutenant [illegible] should these matters not already have been settled, our letter [illegible] dated 1st August, 1946 and signal [illegible] dated 17th August 1946 refer respectively.

G. E. Brodie

G.E. BRODIE,
GROUP CAPTAIN,
[illegible],
[illegible] AIR FORCE MISSION.

From:- Mediterranean Allied Air Committee Secretariat.

To:- Allied Force Headquarters, G-3 A. .C. (Attention Lt. Col. Howitt).

Date:- 29th August, 1946.

Ref:- MAAC/1200/AFHQ.

SECRET.

ITALIAN AIR FORCE.

Further to verbal request by G-3 A.F.H.Q. (Lt. Col. Howitt), the following information, gleaned from the Training Branch of the Air Forces Sub-Commission, Allied Commission, Cmd, is submitted. Comments by the Mediterranean Allied Air Committee Secretariat Staff are added.

2. ITALIAN AIR FORCE STRENGTH.

The strength of the Italian Air Force as at the 1st August, 1946, is 26,895. The ceiling allowed under the "Interim Policy for the Italian Air Force" reference AF.091.711/23/(AC)-O dated 23rd September, 1945, is 31,000.

Comments by Mediterranean Allied Air Committee Secretariat Staff.

It is unofficially understood that under the terms of the Peace Treaty with Italy, the ceiling of the Italian Air Force will be 25,000.

3. EFFICIENCY OF THE ITALIAN AIR FORCE.

The efficiency of the Italian Air Force is hard to assess as under the Interim Policy mentioned above very little flying is allowed except for Courier service crews, and flying has been restricted also due to the fact that the Italians have experienced difficulty in obtaining aviation petrol, fuel, etc. The Air Forces Sub-Commission, Training Branch state that considering the obsolescent types of aircraft being flown at present, such as Baltimores, Spitfire V's and IX's, P.38's etc. the actual flying efficiency is classed as 90%. No night flying is at present carried out but most pilots are classed as efficient on "instruments".

Comments by Mediterranean Allied Air Committee Secretariat Staff.

It is hard to accept the figure of 90% efficiency, as it is stated no night flying is at present carried out and very little gunnery and no bomb practice is allowed, and apart from the Courier service crews, only 10 hours flying a month is allowed per pilot (this when petrol etc. is available). The undersigned has experienced actual flying conditions and mean ground organisation at Centro Cellie (Rome), and was favourably impressed by the pilots handling of the aircraft, in this case, SM.79's, but was not impressed with the office and administrative organisation.

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Committee Secretariat Staff are added.

2. ITALIAN AIR FORCE CEILING.

The strength of the Italian Air Force as at the 1st August, 1946, is 25,895. The ceiling allowed under the "Interim Policy for the Italian Air Force" reference AC.093.711/23/ACS-6 dated 23rd September, 1946, is 31,000.

Comments by Mediterranean Allied Air Commanders-in-Chief Staff.

It is unofficially understood that under the terms of the Peace Treaty with Italy, the ceiling of the Italian Air Force will be 25,000.

3. EFFICIENCY OF THE ITALIAN AIR FORCE.

The efficiency of the Italian Air Force in hand to endeavour to carry out the Interim Policy mentioned above very little flying is allowed except for Courier service crews, and flying has been restricted also due to the fact that the Italians have experienced difficulty in obtaining aviation petrol, fuel, etc. The Air Forces Sub-Commission, Training Branch state that considering the obsolescent types of aircraft being flown at present, such as Baltimores, Spitfire V's and IX's, C.50's etc. the actual flying efficiency is classed as 90%. No night flying is at present carried out but most pilots are classed as efficient on "instruments".

Comments by Mediterranean Allied Air Commanders Secretariat Staff.

It is held to accept the figure of 90% efficiency, as it is stated no night flying is at present carried out and very little gunnery and no bombing practice is allowed, and apart from the Courier service crews, only 10 hours flying a month is allowed per pilot (this when petrol etc. is available). The undersigned have experienced actual flying conditions and seen ground organisation at Centro Sulle (Rome), and was favourably impressed by the pilots handling of the aircraft, in this case, SM.79's, but was not impressed with the office and administrative organisation.

As far as air firing and bombing is concerned, it is the policy at present to allow the Italian Air Force only small amounts of ammunition for air firing and no bombs. It should however be noted that permission has been sought from the Combined Chiefs of Staff in MAF.1169 for the Italians to obtain full backing for a force commensurate with the role envisaged for the Interim Italian Air Force. It is felt that when these requests are approved by the Combined Chiefs of Staff the Italian Air Force might become more efficient operational air force in time. It is the considered opinion of the Staff of the Mediterranean Allied Air Commanders Secretariat that under present conditions the Italian Air Force is very far from being operationally efficient, owing to the obsolescent types of aircraft at present being flown by the Italians and due also to the restricted amount of training carried out.

4. ITALIAN STRENGTH QUOTA.

According to the latest available figures, the Italian Air Force personnel

/approximately.....

From :- Air Forces Sub-Commission, Allied Commission, H.Q.

To :- Mediterranean Allied Air Headquarters, c/o. Base A.P.O., Italy, C.M.F.
Copy to Air Headquarters, Italy (MAAIR).

Date :- 19th August, 1946.

Ref :- AFSC/JCS/Sec.

TOP SECRET.

VISIT OF DEPUTY AIR MEMBER, A.C.C. TO A.H.Q., ITALY (MAAIR) OF 28TH AUGUST, 1946.

Subject to the approval of A.C.C., Italy, the Deputy Director and I propose to visit Salzburg, Vienna, Klagenfurt and Udine between 24th and 28th August, inclusive.

2. We will be arriving at Udine (Campoformido) at about 10.00 hours on Wednesday, 28th August, and it would be appreciated if transport could be provided by A.H.Q.

Redeployment of Italian Fighter Squadrons.

3. It is desired to obtain approval for the deploying of the majority of Italian fighter squadrons to the North, taking into account the political aspect and also any plans you may have for using certain airfields in the event of Allied re-inforcements being sent to Italy should there be any trouble on the North-Eastern frontier. I have spoken briefly with the A.C.C. Italy about this.

4. I have discussed with the Italian Chief, Vice Chief and Deputy Chief of Air Staff. For several reasons they are hoping to move two wings of fighters to the North, largely so that the personnel will be nearer their homes and in order to show the Italians in the North that Italy still has an Air Force. Furthermore, if it is still SACMED's intention to use the I.A.F. as backing to Allied Air Forces in N.W. Italy, some Italian squadrons should be stationed in the North.

The general idea is (i) to move three Spitfire squadrons of the Mobile Tactical Wing to an area immediately to the West of that occupied by the R.A.F. squadrons of this type.

(ii) to move the static interceptor wing of two Spitfire squadrons to the Milan area, (when or before they are re-equipped).

5. When the moves are completed, all the Spitfire squadrons will be in the North, leaving one static wing of two interceptor fighting squadrons at Lecce. It is therefore proposed to have a Spitfire Reconnaissance Unit in the North, which should present no difficulties politically or otherwise.

6. As regards (i) above the airfield which the Italians would like to rebuild and occupy is situated near Vicenza, where the buildings are in ruins but the airfield itself (including a concrete strip) is serviceable. It is hoped that there will be room at Vicenza for two fighter squadrons as well as

Declassified E.O. 12356 Section 3.3/NND No. 1/88017

[illegible] subject to the approval of A.A.C., Italy, the Deputy Minister and I propose to visit Salzburg, Vienna, Klagenfurt and Wien between 24th and 29th August, inclusive.

4. He will be arriving at Villa (Campoformido) at about 10.00 hours on Saturday, 20th August, on it would be appreciated if transport could be provided by A.H.Q.

Employment of Italian Fighter Squadrons.

5. It is desired to obtain approval for the deployment of the majority of Italian fighter squadrons to the North, taking into account the political aspect and also any plans you may have for using certain airfields in the event of Allied re-deployments being sent to Italy should there be any trouble on the North-Eastern frontier. I have spoken briefly with the A.O.C. Italy about this.

6. I have discussed with the Italian Chief, Vice Chief and Deputy Chief of the Staff. For several reasons they are hoping to move two wings of fighters to the North, largely so that the personnel will be nearer their homes and in order to show the Italians in the North that Italy still has an Air Force. Furthermore, if it is still A.F.H.Q.'s intention to use the I.A.F. as backing up Allied Air Forces in N.W. Italy, some Italian squadrons should be stationed in the North.

The general idea is (i) to move three Spitfire squadrons of the Mobile Tactical Wing to an area immediately to the West of that occupied by the I.A.F. squadrons of this type.

(ii) to move the static interceptor wing of two Spitfire squadrons to the Milan area, (when or before they are re-equipped).

7. When the moves are completed, all the Spitfire squadrons will be in the North, leaving one static wing of two interceptor fighting squadrons at Lecce. It is therefore proposed to have a Spitfire Maintenance Unit in the North, which should present no difficulties politically or otherwise.

8. As regards (i) above the airfield which the Italians would like to rebuild and occupy is situated near Vicenza, where the buildings are in ruins but the airfield itself (including a concrete strip) is serviceable. It is hoped that there will be room at Vicenza for two Allied squadrons as well as the three Italian squadrons in the event of re-inforcements flying in. During the war it was the custom for Italian squadrons to occupy the same airfields as British squadrons and largely for that reason the Italian squadrons enjoyed a very good write-up from the A.O.C. Italian Air Force and the R.A.F. Station Commandant.

9. An advantage of Vicenza over any other vacant aerodrome in the North is that it is comparatively free from fog in the winter. The alternatives to Vicenza are Villafranca (Verona), where there are no buildings, or Bologna which has no runway and no buildings.

10. Supposing the three Italian squadrons move into Vicenza it will be necessary to allocate air and ground air firing ranges and a bombing range, preferably at the north of the Adriatic where arrangements to be made by the Italian Air Force with your advice and approval. The Italians would also like to borrow transit landing aircraft until such time as they themselves are able to supply their own target towing aircraft.

...../Page 2.

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9. As regards (iii) above, the best aerodrome in the Milan area for the static interior fighter wing (two Spitfire squadrons) is Orio, near Bergamo. Orio has a reasonable concrete runway, 10" deep, not re-inforced but on gravel sub-soil.

10. It has the advantage over all other airfields in the Milan area in that it hardly ever becomes fog-bound and it would, therefore, also be used as a diversion base for civil and other air traffic normally using Linate; it was, in fact, used for this purpose with success last winter, though the facilities were very meagre. Orio already has radio facilities both for air traffic and point-to-point. The alternative to Bergamo is Lavagna, which is at present being used as a large G.A.F. drop and suffers from fog in the winter.

11. The Italian Air Ministry has given the guarantee of wooden hutted accommodation at Orio. They declare to get on with it as soon as possible so as to finish it before the winter sets in, therefore, I am giving the Italian Air Ministry verbal authority to complete their preparations. As soon as we receive your approval it is proposed to give written authority for the building programme to be put into operation.

12. It would be appreciated if you could consider this problem so that decisions may be arrived at on the 26th August. For your information, I have told the Italian Air Ministry that it would be unwise to move the fighter squadrons to the North until they are fully trained individually, in flying the aircraft, air firing, and bombing. In the case of the Z/F. squadron of the mobile wing, the groundwork in training should also be completed before the move to the North to an place.

13. Intelligence. On the 26th August, we will be bringing with us, an intelligence officer, Flight Officer Legit, to discuss with your intelligence staff as to the exchange of intelligence between A.H.Q. and A.F.H.Q.

14. Personal Visits. During this visit I would also appreciate advice from your A.G. Dept in connection with the case of Wing Commander Reid and the posting of Flight Lieutenant Reid should these matters not already have been settled, our letter 8/2/702/A/A.G.1., dated 14th August, 1946 and signal A.702 dated 17th August, 1946 refer respectively.

L. F. Brodie.

L.F. BRODIE,
Air Vice Marshal,
Chief,
Air Staff (Mediterranean).

1608

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

before the winter sets in, therefore, I am giving the Italian Air Ministry verbal authority to expiate their preparations. As soon as we receive your approval it is proposed to give written authority for the building programme to be put into operation.

2. It would be appreciated if you would consider this problem so that decisions may be arrived at on the 25th August. For your information I have told the Italian Air Ministry that it would be unwise to move the Spitfire squadrons to the North until they are fully trained individually, in flying the aircraft, air firing, and bombing. In the case of the R.A.F. squadron of the mobile wing, the groundwork in training should also be completed before the move to the North takes place.

3. Intelligence. On the 25th August, we will be bringing with us, an intelligence officer, Flight Lieut. Light, to discuss with your intelligence staff as to the exchange of intelligence between A.H.Q. and A.F.H.Q.

4. Personal Matters. During this visit I would also appreciate advice from you as to what is correct in connection with the case of Flt. Commander Heid and the posting of Flight Lieutenant Reid should these matters not already have been settled, our letter A.H.Q./703/4/1/A.1., dated 16th August, 1940 and signed R.A.F. dated 17th August, 1940 refer respectively.

Yours sincerely,

L. S. Brodie.

L.S. BRODIE,
AIR VICE MARSHAL,
DIRECTOR,
AIR MINISTRY INTELLIGENCE BRANCH.

1449

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

LOOSE MINUTE

TO : A.C.A.
CHIEF OF AIR PLANS.

75
(12)

Interpretation of Interim Policy for Italian Military and Civil Aviation.

The attached copy of the Minutes reference AFHC/358/3/CRC dated 2nd August, 1946, is forwarded for your information.

69.

(D/W)

S.J.B. HAMILTON)
Wing Commander
Secretary to the
MEDITERRANEAN ALLIED AIR COMMITTEE

MAAC/4200/AFALS.

2nd August, 1946.

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

A.C.A.S.
CHIEF OF AIR PLANS.

Interpretation of Interim Policy for Italian Military and Civil Aviation.

The attached copy of the Minutes reference AFHC/358/3/CRG dated 2nd August, 1946, is forwarded for your information.

69.

S.J.B. HAMILTON)
Wing Commander
Secretary to the
MEDITERRANEAN ALLIED AIR COMMITTEE

MAAC/4200/AFALS.

23rd August, 1946.

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

LOOSE MINUTE

TO : AIR HEADQUARTERS ADVANCED (ATTENTION CHIEF SECTION)

AIR FORCE - ESTABLISHMENTS

It would be appreciated if an answer could now be given to this Secretariat's letter reference MAAC/4015/1/ /AMLS dated 7th August, 1946.

170

D

A. J.B. HAMILTON)
Wing Commander
Secretary to the
MEDITERRANEAN ALLIED AIR COMMANDS

MAAC/4230/AMLS.

23rd August, 1946.

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

It would be appreciated if an answer could now be given to this Secretariat's letter reference MAAC/4015/1/ /AFLS dated 7th August, 1946.

170

S.J.B. HAMILTON)
Wing Commander
Secretary to the
MEDITERRANEAN ALLIED AIR COMMITTEE

MAAC/4200/AFLS.

23rd August, 1946.

1 1 1

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

1614

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

From:- Mediterranean Allied Air Committee Secretariat.

To:- Air Forces Sub-Commission, Allied Commission, ROME (Att. Col. Marek).

Date:- 17th August, 1946.

Ref:- MAAC/1200/AFAIS.

File 73 A6

ITALIAN AIR FORCE - ESTABLISHMENT.

Further to telephone conversation this date, between Col. Marek and S/Ldr. Walmsley.

2. The attached Tables of Organination - U.S. Army Air Forces are forwarded for information.

3. It is understood that you are writing direct to Washington for the desired information.

4. With reference to your letter AFSC/351/ORG. dated 26th July, 1946, you are informed that no reply has yet come to hand from R.A.F. Establishments Section. Their reply will be forwarded as soon as it is received.

for

(S.J.D. HAMILTON)
Wing Commander,
Secretary to the,
MEDITERRANEAN ALLIED AIR COMMITTEE.

1440

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

TOP SECRET

AFHQ MESSAGE CENTER

OUTGOING MESSAGE

TOP SECRET

TO FOR ACTION : ACMAB WASHINGTON FOR COMBINED CHIEFS OF STAFF
CABINET OFFICES WHITEHALL FOR BRITISH CHIEFS OF STAFF

INFO : ALCOM AFN HEADQUARTERS ITALY

REF TO : WX 70565

SIGNED : SACMED CITE : WX03

This is WAR 1197.

1. In view of the fact that civil aviation was not considered in the air clauses of the Peace Treaty and also that approval was given by you to WAR the for the establishment of civil airlines in ITALY I assume that there will be NO restrictions, presumably, of Internal Civil Aviation in this country.

2. In WAR 1103 I asked authority for Internal Civil Aviation including a limited amount of private flying. WAR 1197 however only authorized Internal Civil Airlines. I therefore request authority to give approval for a limited amount of private flying for commercial purposes in addition to the British/Italian and American/Italian Airlines already approved or under approval by the United States State Department and the British Foreign Office. Do you approve the Italian Air Ministry proposals which are strongly recommended by us and are as follows:

3.

NO COPY 302

TOP SECRET

-2-

ALLIED MILITARY GOVERNMENT SECTION
FILE 17/4
G-2(c)

TOP SECRET COPY NO 1418

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

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

(2) A limited number of licences for private aircraft used by local owners for commercial and executive purposes and permission to licence a few aircraft to be engaged in publicity flying.

4. The following are the details of the above

(a) For the air taxi, freight companies they intend to use 10 aircraft with a load capacity of between 2,500 4,000 kilograms. The types will probably be DC-3, DC-4 C-46 or C-47.

(b) The air taxi services will use aircraft having a lifting load of under 1000 kilograms with engine horse power limited to 200. They do NOT expect to operate more than 10 aircraft on this service, but demand for 15 first line aircraft is sought by Air Force for Commission.

(c) There is a demand from commercial and business men to fly light aircraft of under 150 horse power for rapid transportation in connection with their work. The applications at present number 20 but they are expected to reach 50 and permission to grant this number of licences is requested.

(d) 2 Licences to operate aircraft for advertising purposes using NOT more than 5 aircraft of low horse power are also requested

5. These requests are considered justified as they will give employment to aeronautical workers, the majority of whom are unemployed, and will assist in the rehabilitation of training personnel and Indian civil aviation.

6. The above services will be supervised by the Inspectorate of Civil Aviation under the supervision of the Air Force Commission. The DCA will issue the necessary certificates of airworthiness for aircraft, licences for pilots and will insist on third party insurance and the acceptance of International Air Traffic Regulations by the companies or individuals concerned.

1617

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

TOP SECRET

AFHQ MESSAGE CENTER

OUTGOING MESSAGE

TOP SECRET

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

1618

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

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

To : Mediterranean Allied Air Headquarters, A.A.F.O. Italy, C.M.F.

Date : 26th July, 1946.

Ref : AF30/351/Org.

AIR FORCE - ESTABLISHMENTS

To assist this Sub Commission in giving advice to the Italian Air Ministry on establishment questions it would be appreciated if we could have the following information from the United States Army Air Force and the Royal Air Force.

(a) Officer, N.C.O. and other rank establishments for flying personnel in the peace time airforces each expressed as a percentage of the total peace establishment.

(b) Officer, N.C.O. and other rank establishments of ground personnel in the peace time airforces each expressed as a percentage of the total peace establishment.

(c) Officer, N.C.O. and other rank establishments for flying personnel in the war time airforces each expressed as a percentage of the total war establishment.

(d) Officer, N.C.O. and other rank establishments of ground personnel in the war time airforces each expressed as a percentage of the total war establishment.

2. As no figures other than percentages are asked for it is thought that the information requested will not intringe any security regulation.

L. E. JARLAN, S/C,
for Air Vice-Marshal,
Director,
Air Forces Sub Commission.

SECRET
31/1
1200

1619

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

From:- Mediterranean Allied Air Committee Secretariat.

To:- Headquarters, M.T.O.U.S.A. (G-4 Air Advisory Section).
Air Headquarters, R.A.F. Italy (Advanced). (Attention Organization).

Date:- 7th August, 1946.

Ref:- MAAC/1015/1/APMAM.

AIR FORCE - ESTABLISHMENTS.

The attached copy letter from the Air Forces Sub-Commission reference APSC/351/Org. dated 26th July, 1946, is forwarded for action.

2. It would be appreciated if the answers to sub-paragraphs (a), (b), (c) and (d) to paragraph 1 could be forwarded to this Secretariat as soon as possible.

(MAXWELL FISHER)
Wing Commander,
Secretary to the,
MEDITERRANEAN ALLIED AIR COMMITTEE.

Enclosure 1.

16201

Reference: AFSC/358/3/CAS.

Date: 2nd August, 1946.

Minutes of a Meeting held in the Office of the Director, A.F.S.C. Allied Commission Rome at 10.30 hours on Friday 2nd Aug. 1946.

Subject: Interpretation of Interim Policy for Italian Military and Civil Aviation.

Present:		
Air Vice Marshal	L. Darvall	A.C.C., A.M.G., Italy.
Air Vice Marshal	I.E. Brodie	Director, A.F.S.C./A.C.
Lt. Colonel	F. Marek	Deputy Dir. A.F.S.C./A.C.
Group Captain	L.E. Jarman	Senior Staff Officer.
Wing Commander	M. Fisher	M.A.A.C. Secretariat.
Squadron Leader	F.W.E. Ward	M.A.A.C. Secretariat.

ACTION.

Introduction.

1. The Director stated that the meeting was called to discuss signals MAF.1103 and FAN.649 concerning Military and Civil Aviation and to agree on their correct interpretation.

Civil Aviation.

2. A.V.M. Darvall considered that there were three main points which required clarification.

(i) The policy on Italian Civil Aviation.
(ii) The clearance of special flights by foreign aircraft.
(iii) The policy on Italian aircraft construction.

3. After a lengthy discussion it was decided that the D/D., S.A.C., and the M.A.A.C. representatives should draft a signal from the Supreme Allied Commander to the Combined Chiefs of Staff ensuring that the permissive approval given in FAN.649 is authority for SAC/MED to approve the reasonable requests made by the Italian Air Ministry for a limited amount of private flying, which does not include flying by Flying Clubs and Glider Clubs. (It was, later in the day, decided to refer the matter of private flying and aircraft construction to Combined Chief of Staff through SAC/MED.).

D/D.
S.A.C.
M.A.A.C.

4. The signal was to be drafted in three parts.-

(i) Dealing with Civil Air Lines.
(ii) Dealing with other Civil Aviation.
(iii) Dealing with the construction of Civil aircraft.

Aircraft Clearances.

5. In discussing the

Declassified E.O. 12356 Section 3.3/NND No. 788017

Group Captain	L.E. Jarman	Senior Staff Officer.
Wing Commander	M. Fisher	M.A.A.C. Secretariat.
Squadron Leader	F.W.E. Ward	M.A.A.C. Secretariat.

ACTION. Introduction.

1. The Director stated that the meeting was called to discuss signals MAF.1103 and FAN.649 concerning Military and Civil Aviation and to agree on their correct interpretation.

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2. A.V.M. Darvall considered that there were three main points which required clarification.

(i) The policy on Italian Civil Aviation.
(ii) The clearance of special flights by foreign aircraft.
(iii) The policy on Italian aircraft construction.

See 15

D/D. S.S.O. M.A.A.C.

3. After a lengthy discussion it was decided that the D/D., S.S.O., and the M.A.A.C. representatives should draft a signal from the Supreme Allied Commander to the Combined Chiefs of Staff assuring that the permissive approval given in FAN.649 is authority for SAC/MED to approve the reasonable requests made by the Italian Air Ministry for a limited amount of private flying, which does not include flying by Flying Clubs and Glider Clubs. (It was, later in the day, decided to refer the matter of private flying and aircraft construction to Combined Chief of Staff through SAC/MED.).

4. The signal was to be drafted in three parts:-

(i) Dealing with Civil Air Lines.
(ii) Dealing with other Civil Aviation.
(iii) Dealing with the construction of Civil aircraft.

Aircraft Clearances.

5. In discussing the problems attached to the clearance of special flights by foreign aircraft over Italy, A.V.M. Darvall said that the 5 days notice at present required for a clearance was unnecessarily long and should be shortened.

6. Wing Commander Fisher explained that a much shorter time was authorised and that he thought that the Air Division in Vienna were not aware of the new regulations. A.V.M. Darvall asked W/Cdr. Fisher to send the latest regulations to Vienna, and the Director asked that the A.F.H.Q. be kept informed of current procedure and future developments.

M.A.A.C.

7. To simplify the general clearances of special flights by foreign aircraft over Italy the establishment of Italian customs posts and immigration offices on certain airfields should be hastened. Also M.A.A.C., D/D., and S.S.O. should draft a memorandum to the Chief of Staff, A.F.H.Q. on the following lines :-

D/D. S.S.O. M.A.A.C.

(i) [illegible] of special flights by departure signal [illegible] 24 hours notice.

ALLIED Liaison

ADM 116
FILE 4200

...../Page 2.

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

Action.

(ii) Landings to be made only at controlled airfields.

Aircraft Construction.

8. During discussion on Italian civil aircraft construction, it was agreed that the A.F.S.C. should be given authority to approve reasonable requests, but that M.A.A.C. should be kept informed. (Later it was decided to obtain approval for limited construction from Combined Chiefs of Staff through SAC/MED, before this decision is implemented). It was also agreed that no design that would allow modification for internal bomb stowage should be permitted, nor any design that would per it the aircraft to be easily armed.

A.F.S.C. Directive.

9. As regards a new Directive for the A.F.S.C. or its successor formation, A.V.M. Darvall suggested that the present Directive was sufficient as it stood, with the addition of a policy covering Italian Civil Air Lines, Italian Civil Aviation and Italian civil aircraft construction. It was agreed that this would be a simpler and much quicker method of obtaining a new Directive. The Director asked that
M.A.A.C. the Draft amendment should be sent to A.F.S.C. before going to SAC/MED, for agreement with the Chief Commissioner.

10. The S.C.C. asked for wider power for A.F.S.C. in dealing with civil aviation problems. A.V.M. Darvall considered that the A.F.S.C. should have complete discretion, notifying M.A.A.C. of any decisions
M.A.A.C. made. A statement to this effect should be added to the signal (para. 4) for the Combined Chiefs of Staff (on the Italian Civil Aviation).

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

Distribution.

Declassified E.O. 12356 Section 3.3/NNS No. 1/8501

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M.A.A.C. made. A statement to this effect should be added to the signal (Para. 4) for the Combined Chiefs of Staff (on the Italian Civil Aviation).

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

Distribution.

A.H.Q., Italy. (A.C.C.).
M.A.A.C. (3).
A.F.S.C. (2)
Chief Commissioner through Executive Commissioner.

1140

623

Declassified E.O. 12356 Section 3.3/NND No. 778087

INCOMING CYPHER MESSAGE. CY 3/12

TO AFSC AC ROME.

(R) MEDME, AHQ ITALY(MAAC SEC), AHQ ITALY ADVANCED.

FROM AIR MINISTRY.

MS 287 10 AUGUST. TOPSECRET.

1. TO AIR VICE MARSHALL BRODIE FROM ACAS(P). REFERENCE YOUR UNNUMBERED SIGNAL 3 AUGUST. SUBJECT ITALIAN PEACE TREATY.
2. FROM BRITISH VIEWPOINT THERE ARE THE STRONGEST POLITICAL AND MILITARY REASONS AGAINST MAKING ANY SUBSTANTIAL CHANGES IN THE AGREED MILITARY CLAUSES OF THE DRAFT TREATYFOR ITALY. THESE CLAUSES HAVE BEEN AGREED ONLY AFTER MOST PROLONGED DISCUSSIONS BETWEEN THE FOUR FOREIGN MINISTERS AND ANY SUBSTANTIAL ALTERATIONS TO THESE CLAUSES MUST NECESSARILY HOLD UP THE AGREEMENTOF THE CONFERENCE TO THE TREATY AS A WHOLE.
3. HOWEVER SHOULD THE POINTS YOU MENTION COME UP FOR DISCUSSION BY THE PEACE CONFERENCE THEY WILL BE REFERRED BACK AS NECESSARY TO THE CHIEFS OF STAFF FOR GUIDANCE AND DECISION.
4. YOU SHOULD NOTE HOWEVER THAT (A) THE PRESENT AGREED FIGURE OF 350 AIRCRAFT IS CONSIDERABLY LARGER THAN THE CHIEFS OF STAFF RECOMMENDED FOR THE ITALIAN AIR FORCE ALTHOUGH IT IS TRUE THATOUR RECOMMENDATIONS WERE LIMITED TO SOME EXTENT TO WHAT WETHOUGHT THE OTHER POWERS WOULD AGREE TO.

(B) NO PROHIBITION EXISTS AGAINST PURCHASE OR MANUFACTURE OF MODERN AIR FORCE WEAPONS PROVIDED THESE ARE OF A DEFENSIVE NATUREFOR EXAMPLE FIGHTER AIRCRAFT AND DO NOT DIFFER IN TYPE FROM OREXCEED IN QUANTITY THE WEAPONS TO BE ALLOWED TO IALY UNDER THE PEACE TREATY.

(C) WITH REGARD TO DEMILITARISED BOMBERS THIS IS A MATTER WHICH WE CONSIDER THE FOUR AMBASSADORS WHO WILL FORM THE MACHINERY FOR ENFORCEMENT OF THE PEACE TREATY TERMS FOR THEY SHOULD CONSIDER. WHERE SATISFACTORY DEMILITARISATION CAN BE EFFECTED NO DIFFICULTIES SHOULD ARISE . IN ANY CASE AS THE ITALIANS HAVE A 12 MONTHS PERIOD OF GRACE AFTER THE PEACE TREATY HAS BEEN SIGNED TO DISPOSE OF THESE EXCESS AIRCRAFT WHICH YOU WILL NOTE ARE MOSTLY OBSOLESCENT NO GREAT DIFFICULTIES SHOULD ARISE.
5. IF THE ITALIAN CHIEFS OF AIR STAFF HAS NOT YET LEFT FOR PARIS YOU MIGHT ATTEMPT TO DISSUADE HIM FROM RAISING THESE POINTS WHICH WE FEEL WOULD NOT RECEIVE MUCH RESPONSE FROM THE PEACE CONFERENCE AND IN ANY CASE COULD ONLY HOLD UP MATTERS WITH WHICH WE ARE ANXIOUS TO PRESS ON. YOU MIGHT FOR THIS PURPOSE USE THE POINTS AT 4B AND AT C BUT NOT REPEAT NOT 4 A WHICH IS FOR YOUROWN INFORMATION.
6. WE HAVE ALREADY NOTIFIED THE BRITISH AIR REPRESENTATIVE AT PARIS THAT POINTS MAY BE RAISED.

IMMEDIATE.
101635

DECYPHERED BY
J.L. WILKINSON. F/O.

1624
Declassified E.O. 12356 Section 3.3/NND No. 785017

DRAFT TREATYFOR ITALY. THESE CLAUSES HAVE BEEN AGREED ONLY AFTER MOST PROLONGED DISCUSSIONS BETWEEN THE FOUR FOREIGN MINISTERS AND ANY SUBSTANTIAL ALTERATIONS TO THESE CLAUSES MUST NECESSARILY HOLD UP THE AGREEMENTOF THE CONFERENCE TO THE TREATY AS A WHOLE.

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(C) WITH REGARD TO DEMILITARISED BOMBERS THIS IS A MATTER WHICH WE CONSIDER THE FOUR AMBASSADORS WHO WILL FORM THE MACHINERY FOR ENFORCEMENT OF THE PEACE TREATY TERMS FOR THEY SHOULD CONSIDER. WHERE SATISFACTORY DEMILITARISATION CAN BE EFFECTED NO DIFFICULTIES SHOULD ARISE . IN ANY CASE AS THE ITALIANS HAVE A 12 MONTHS PERIOD OF GRACE AFTER THE PEACE TREATY HAS BEEN SIGNED TO DISPOSE OF THESE EXCESS AIRCRAFT WHICH YOU WILL NOTE ARE MOSTLY OBSOLESCENT NO GREAT DIFFICULTIES SHOULD ARISE.

5. IF THE ITALIAN CHIEFS OF AIR STAFF HAS NOT YET LEFT FOR PARIS YOU MIGHT ATTEMPT TO DISSUADE HIM FROM RAISING THESE POINTS WHICH WE FEEL WOULD NOT RECEIVE MUCH RESPONSE FROM THE PEACE CONFERENCE AND IN ANY CASE COULD ONLY HOLD UP MATTERS WITH WHICH WE ARE ANXIOUS TO PRESS ON. YOU MIGHT FOR THIS PURPOSE USE THE POINTS AT 4B AND AT 5 BUT NOT REPEAT NOT 4 A WHICH IS FOR YOUROWN INFORMATION.

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IMMEDIATE.
101635

DECYPHERED BY
J.L.WILKINSON.F/O.

AFAL (action) ✓
ADA
Rec'd.

1433

MAIL ROOM SECTION
1-1
62.00

F 6 2 5

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

3289

INCOMING CYPHER SIGNAL 8/3

FROM. APSC AC ROME.

TO. AIR MINISTERY LONDON (AIR INTELLIGENCE),HQ,MEDME,AHQ,ITALY ,(MAAC SECRETARIAT),AHQ ITALY ADVANCED,

3AUG. TOP SECRET.

TO AIR VICE MARSHALL ELMHURST FROM AIR VICE MARSHALL DARVALL AND BRODIE

SUBJECT. ITALIAN PEACE TREATY, A LONG DISCUSSION WITH ITALIAN CHIEF OF AIR STAFF WHO WILL PROBABLY BE GOING TO PARIS. PARA TWO, HE IS REASONABLE AND FRANK AND EXPRESSES TYPICAL ITALIANAIR FORCE [redacted] DISAPPOINTMENT AMOUNTING ALMOST TO DESPONDENCY ESPECIALLY AS REGARDS FRENCH AIRS(?) IN SPITE OF VICHY COLLABORATION. PARA THREE, REFERENCE ARTICLE FIFTY FIVE DETAILED POINTS WHICH HE PROBABLY RAISE AND WHICH ARE REASONABLE ARE RESERVES OF TWENTY PER CENT. TO BE IN ADDITION TO AND NOT INCLUDED WITHIN LIMITS OF THREE HUNDRED AND FIFTY AIRCRAFT ALSO RIGHT OF PURCHASE OR MANUFACTURE OF MODERN AIR FORCE WEAPONS eg JET PROPULSIONFIGHTER AIRCRAFT PARA FOUR, ANOTHER POINT LIKELY TO BE DIFFICULT IS PROHIBITION OF NEARLY ALL EXISTING NON FIGHTER AND MOSTLY OBSOLESCENT TYPE AIRCRAFT BECAUSE THEY ARE PRIMARIL Y DESIGNED AS BOMBERS WITH INTERNAL BOMB CARRYING FACILITIES THEREFORE WE SUGGEST EXISTING TYPES SUITABLE FOR TRANSPORT AND COMMUNICATIONS BE PERMITTED IN DEMILITARISED STATE IN THIS RESPECT.

TOO. 031135

D'CY'D, BY F/O WILKINSON. ROUTINE.

TOP SECRET

AFALS (action)
AOA (info)

1626

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

DISAPPOINTMENT AMOUNTING ALMOST TO DESPONDENCY ESPECIALLY AS REGARDS FRENCH AIRS(?) IN SPITE OF VICHY COLLABORATION. PARA THREE,REFERENCE ARTICLE FIFTY FIVE DETAILED POINTS WHICH HE PROBABLY RAISE AND WHICH ARE REASONABLE ARE RESERVES OF TWENTY PER CENT. TO BE IN ADDITION TO AND NOT INCLUDED WITHIN LIMITS OF THREE HUNDRED AND FIFTY AIRCRAFT ALSO RIGHT OF PURCHASE OR MANUFACTURE OF MODERN AIR FORCE WEAPONS eg JET PROPULSIONFIGHTER AIRCRAFT PARA FOUR, ANOTHER POINT LIKELY TO BE DIFFICULT IS PROHIBITION OF NEARLY ALL EXISTING NON FIGHTER AND MOSTLY OBSOLESCENT TYPE AIRCRAFT BECAUSE THEY ARE PRIMARIL Y DESIGNED AS BOMBERS WITH INTERNAL BOMB CARRYING FACILITIES THEREFORE WE SUGGEST EXISTING TYPES SUITABLE FOR TRANSPORT AND COMMUNICATIONS BE PERMITTED IN DEMILITARISED STATE IN THIS RESPECT.

TOO.031135

D'CY'D, BY F/O WILKINSON.

ROUTINE.

TOP SECRET

4 200 ½

ISR

AFALS (action)
AOA (info)
Plans
WOCdrOps
Int
1430

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

1628

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

66

[redacted] MOST SECRET.
AIR MESSAGE CENTRE.

[redacted] OUTGOING MESSAGE.

TOP SECRET PRIORITY.

TO FOR ACTION : ADVER WASHINGTON AND CHANNEL CHIEFS OF STAFF
CAIRO CHIEFS OF STAFF FOR BRITISH CHIEFS
OF STAFF.

NOTE TYPE : CIPHERED LOCAL

REF NO : FX -60354.

RELEASED : SACMED CITE : WIGOT

This is MAP 1175.
Reference MAP 1169, The following amendment should be made.

Para 1 line 6 after Directorate of Civil Aviation
insert:

which is at present under Air Ministry but may be transferred to a separate or other Ministry such as Ministry of Transport if the Italian Government so desire.

ORIGINATOR : G-3 (AFHQ) [redacted] AFHQ : D [redacted], BRIG.

1437 -

1629

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

From:- Mediterranean Allied Air Committee Secretary.

To:- U.S. Allied Force Headquarters.

Date:- 4th July, 1945.

Ref:- MAAC/1200/AF415.

Encouragement of Italian Air Force on Iberian Basis.

You will have seen signal AFHQ.3925 of the 28th June, 1945. The reason why this amendment to paragraph 1 (c) of MAP. 1169 was not included, as requested by the Director Air Forces Sub-Commission in his AFHQ/367/2/Ops. dated 20th June was that the draft MAP.1169 had already been concurred by U.S.3, U.S.5 and Air Advisory Section, N.T.O.U.S.A. and had been despatched to the Chief of Staff, A.F.H.Q. for his approval.

2. This Secretariat can see no objection why an amendment as requested should not be sent as a supplementary MAP to MAP.1169. It would appreciated therefore if you would take the necessary action.

Maxwell Fisher.

(MAXWELL FISHER)
Wing Commander,
Secretary to the,
MEDITERRANEAN ALLIED AIR COMMITTEE.

1136

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

ACC

10000/135/629
(IV)

ALLIED LI
JULY 1942
(2 OF 2)

1632

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

10000/135/629
(IV)

ALLIED LIAISON SECTION, ITALIAN AIR FORCE, POLICY
JULY 1942; APR. 1946 – SEPT. 1947
(2 OF 2)

1633

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

3,180

64

TOP SECRET

FILED : 281200B AFHQ PARAPHRASE UNNECESSARY
PRIORITY TOP SECRET AFSC IN 229/29

INCOMING MESSAGE

Action AFHQ (MAAC)
AOA
Plans
MM

TOP SECRET

FROM : HQ AIRCOM

TO : AFHQ

REF NO THIS MESSAGE : 3925 28 June 1946

Retained - Sec 55

Cite ACSCC.

From Admiral STONE for SACMED.

The contents of your NAF-1169 (FX-68344 of 25 June) were drafted by MAAG and the Air Forces Subcommission jointly and submitted to me after such consultation.

In his letter AFSC/367/2/ORG of 20 June the Director Air Forces Subcommission submitted an amendment to paragraph 1(G) at my direction. I notice this paragraph has NOT been included in NAF-1169.

In view of the political importance which I attach to this point, particularly since in both U.K. and U.S. civil aviation is directed by civil authority, I should be grateful if paragraph 1(G) were amended by supplementary NAF to read:

"Directorate of civil aviation which is at present under Air Ministry but may be transferred to a separate or other Ministry such as Ministry of Transport if the Italian Government so desires".

NOTE : NAF-1169 IS FX-68344 MD OUT 943 26/6/46 C/S
HAS BEEN RELAYED TO CINC MED

ACTION : G-3(AFHQ)

INFORMATION : SACS C/S MTO ~~RAF~~ G-2 BRIT POLAD
CAO US POLAD NLO G-5

MC IN 3045 29 June 46 PARAPHRASE UNNECESSARY TOP SECRET 0945B REF NO : 3925 FD/C

17
4200

TOP SECRET COPY NO 1 - 5

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

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

TOP SECRET

INTERNAL ROUTING SLIP

Log: 62

HEAD UARTERS
ALLIED HEADQUARTERS OF OPERATIONS
UNITED STATES ARMY
APO 512

Suspense: 22 Bdl 1

File

SUBJECT Reorganization of Italian Air Force on Interim Basis.

No.	From	To	Date	
1.	SAGC	AAC	26 June 1946	1. Staff Study on the above mentioned subject is returned herewith having been approved by the Chief of Staff.
				2. Our draft cable has been corrected, typed in final form and dispatched by this Secretariat. (Copy attached, Tab "C")
				3. Your attention is called to paragraph 11 AFHQ Staff Memorandum #94 dated 13 October 1944 which states that making exact copies of classified messages is prohibited. Copies of "top secret" cables attached to your Staff Study is strictly prohibited and is a breach of security regulations. Actual cables should be used and are available at the message center or by telephoning this Secretariat.

1 Enc 62

T346

D.C. Burnett
D. C. BURNETT
Lt Colonel, U.S.A.
Secretary to Supreme Allied Command

24/6
4200

1 1 3 4

TOP SECRET

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

TOP SECRET

Reorganization of Italian Air Force on Interim Basis.

1.	SACS	MAAC	26 June 1946	1.	Staff Study on the above mentioned subject is returned herewith having been approved by the Chief of Staff.
				2.	Your draft cable has been corrected, typed in final form and dispatched by this Secretariat. (Copy attached, Tab "B")
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P. C. CURRIE
Lt Colonel, G.S.
Secretary to Supreme Allied Command

TOP SECRET

TOP SECRET

TOP SECRET

To:- Chief of Staff, A.F.H.Q.

Date:- 20th June, 1946

Ref:- MAAC/4201/AFALS

SAC	
D/SAC	
CS AFHQ	
D/CS AFHQ	
Sec to SAC	
D/Sec to SAC	

Reorganisation of Italian Air Force on interim basis

I. Discussion

In NAAF.1103 dated 21st December 1945 at FLAG A, the Supreme Allied Commander requested permission from the Combined Chiefs of Staff to re-organise the Italian Air Force on an interim basis, and that any re-organisation as approved, would be without prejudice to the conditions that might be imposed in the Peace Treaty with Italy.

The Combined Chiefs of Staff in their reply FAN.649 dated 16th March 1946 at FLAG B gave inter alia permissive approval for this re-organisation.

Consequent upon FAN.649 a draft plan for the re-organisation of the I.A.F. was prepared by the Mediterranean Allied Air Committee and was submitted to the A.F.S.C. in order that the matter might be taken up with the Italian Air Ministry. The Italian Air Ministry agreed in principle to a re-organisation along the lines suggested by M.A.A.C.

At a conference held in Rome on 7th June 1946 and attended by A.V.M. F.J. Fogarty, C.B., D.F.C., A.F.C., (British Member of M.A.A.C.) A.V.M. I.H. Brodie, C.B.E., (A.O.C., A.F.S.C.) and Lt. Colonel Maddock U.S.A.A.F., the draft cable at FLAG C from SACMED to the Combined Chiefs of Staff was agreed.

II. Action Recommended

That the draft cable at FLAG C to the Combined Chiefs of Staff be approved for despatch, copies to be provided for the following.

Chief of Staff A.F.H.Q.
G.3., A.F.H.Q.
G.5., A.F.H.Q.
Air Advisory Section MTOUSA
Air Headquarters, Italy
U.S., POLAD
BRIT. POLAD

III. Concurrences

1432

G.4 (Air Advisory Section) MTOUSA RCC
G.3., A.F.H.Q. JMT
G.5., A.F.H.Q. J.P.

The present AOC AHQ Italy, A/V/M J. Dearman has also concurred this

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to reorganise the Italian Air Force on an interim basis, and that any re-organisation as approved, would be without prejudice to the conditions that might be imposed in the Peace Treaty with Italy.

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Chief of Staff A.F.H.Q.
G.3., A.F.H.Q.
G.5., A.F.H.Q.
Air Advisory Section MTOUSA
Air Headquarters, Italy
U.S., POLAD
BRIT. POLAD

III. Concurrences

1432

G.4 (Air Advisory Section) MTOUSA RBC
G.3., A.F.H.Q. JMT
G.5., A.F.H.Q. J.P.

The present ADC AHQ Italy, A/V/M J. Darvall has also concurred the draft signed at Flag "C".

M.F.
24/6

Maxwell Fisher.

MAXWELL FISHER
Secretary to the
Mediterranean Allied Air Committee

TOP SECRET

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

TOP SECRET TOP SECRET

AGHQ MESSAGE CENTRE OUTGOING MESSAGE
TOP SECRET PRIORITY

TO FOR ACTION: AGWAR WASHINGTON FOR COMBINED CHIEFS OF STAFF
CABINET OFFICES LONDON FOR BRITISH CHIEFS OF STAFF

FOR INFO: ALCOM ROME

REF NO FX 56901

SIGNAL SACMED CITE: FHOOS

This is NAF 1103

I have been examining whether it is desirable or feasible to return the Italian Air Force to Italian Government control, as has been done in the case of the Italian Army.

The armistice terms grounded the Italian Air Force, but this policy has been considerably modified in favour of the Italian Air Force, which is now employed in the working of courier services and on air sea rescue duties. Certain personnel are employed with RAF and USAAF units and on guard duties on Allied airfields and installations.

Immediate operational requirements for the Italian Air Force are limited to air assistance to the land forces in the maintenance of internal security and guarding such frontiers as are NOT under Allied control. Italian Air Force fighter squadrons if adequately trained might be used by the Allied to protect certain parts of ITALY against air attack.

As a long term policy, I consider that the post war Italian Air Force should be organised on a defensive basis and that it should be large enough to provide air defense to vital areas and to give air support to the other services. The capabilities of Italian economy will limit its size.

I recommend that the Italian Air Force should be reorganised forthwith into the following flying units:- 5 Fighter/Bomber Squadrons. 1 TAC/R Squadron. 2 Air Sea Rescue and General Reconnaissance Squadrons. 2 Transport Squadrons. 1 Training School (flying and technical). 1 Communication Squadron. This will form a basis on which the expansion of the Italian Air Force to meet the commitments described in paragraph 4 above can take place if permitted by the peace treaty.

An Italian Air Ministry already exists and it is proposed that the Italian Air Force should be operated by the Air Ministry under my direction through functional sub commands.

The ceiling of the Italian Air Force must depend on the requirements for and strength of units necessary to command, administer and maintain the flying units described above, and ANGLO-UNITED STATES Air Force requirements.

If the Italian Air Force is to be reorganised into an efficient operational service it should be relieved of its present commitment in running

FLAG "A"

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The ceiling of the Italian Air Force must depend on the requirements for and strength of units necessary to command, administer and maintain the flying units described above, and ANGL-UNITED STATES Air Force requirements.

If the Italian Air Force is to be reorganised into an efficient operational service it should be relieved of its present commitment in running courier services to meet largely Civil Government commitments. I therefore recommend that internal Italian Civil Aviation, including limited private flying, should be permitted both to relieve the Italian Air Force of internal air line commitments and to serve as an aid to internal transport in the economic rehabilitation of ITALY and that it should be regulated by the Italian Government under the supervision of the Air Forces Sub Commission. External air lines will NOT be permitted until Italian Civil Aircraft safety and operation have reached international standards and then can be negotiated through diplomatic channels.

1831

TOP SECRET

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

TOP SECRET

With regard to the supply of aircraft, spare parts and equipment, I consider that combat aircraft should be of Allied design and manufacture and should be procured from either the UNITED STATES or GREAT BRITAIN so that the ALLIES retain full control over the first line strength of the Italian Air Force. Non combat aircraft can be of Italian manufacture with the option for the Italian Government to buy such aircraft from the UNITED STATES or GREAT BRITAIN should they feel that it would be uneconomical to maintain a Civil Aviation industry for such a small requirement. It is unlikely that the Italian armament industry can provide efficient Radar and signal equipment and the Italians should be encouraged to procure this from the UNITED STATES or GREAT BRITAIN.

I do NOT consider that the Italian Air Force should be returned to Italian Government control until a sufficiently high standard of organisation and training has been reached in the use of certain modern equipment, Radar, etc. I therefore request your authority to proceed with the reorganisation of the Italian Air Force as described above, and to permit the Italian Government to start internal Civil Air Lines.

ORIGINATOR: C/S AUTH: WILLIAM H HAAS, MAJOR

INFORMATION: SACS G-4 USN CAO G-3(MTO) G-2
G-5 RESMIN RAF G-3 (AFHQ)
C in C MED US POLAD

1640

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

and training has been reached in the use of certain modern equipment, Radar, etc. I therefore request your authority to proceed with the reorganisation of the Italian Air Force as described above, and to permit the Italian Government to start internal Civil Air Lines.

ORIGINATOR: C/S AUTH: WILLIAM H HAAS, MAJOR

INFORMATION: SACS G-4 USN CAO G-3(MTO) G-2
G-5 RESMIN RAF G-3 (AFHQ)
C in C MED US POLAD

1430

TOP SECRET

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

SECRET

TOP SECRET

A.F.H.Q. MESSAGE CENTRE INCOMING MSG. NO.

FILED: 1615332
PRIORITY

PARAPHRASE UNNECESSARY
TOP SECRET

AFSC N 1240/16

FROM: AGWAR FROM COS

TO: AFHQ FOR MORGAN INFO CABINET OFFICES FOR BRITISH CHIEFS OF STAFF

REF NO THIS MESSAGE: W 80894

16 March 1946

This is FAN 649

The Combined Chiefs of Staff approve the re-organisation of the Italian Air Force to the extent recommended in NAF1103, subject to the provision that a detailed plan as to the recommended equipping of the units, including aircraft types, be submitted to the Combined Chiefs of Staff for approval, prior to implementing action, and with the understand that arrangements made at present for the development of the Italian Air Force will NOT prejudice final decision on limitations to be imposed by the Treaty of Peace with ITALY. They further approve the establishment of internal Civil Air Lines by the Italian Government.

The approval notes above are to be considered as permissive only and are NOT to be transmitted to the Italian Government as requirements for the establishment of an Air Force of the size and composition delineated inNAF 1103

NOTE: NAF 1103 IS FX56901 MC OUT 1194 21/12/45 C/S
HAS BEEN RELAYED TO C IN C MED.

ACTION: G-3 (AFHQ)

INFORMATION: SACS, CAO, G-4, G-3(MTO), G-3, NLO, RAF, USPOLAD, USN, BRITPOLAD, C-2

FLAG B

1642

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

go the provision that a detailed plan as to the recommended equipping of the units, including aircraft types, be submitted to the Combined Chiefs of Staff for approval, prior to implementing action, and with the understand that arrangements made at present for the development of the Italian Air Force will NOT prejudice final decision on limitations to be imposed by the Treaty of Peace with ITALY. They further approve the establishment of internal Civil Air Lines by the Italian Government.

The approval notes above are to be considered as permissive only and are NOT to be transmitted to the Italian Government as requirements for the establishment of an Air Force of the size and composition delineated inNAF 1103

NOTE: NAF 1103 IS FX56901 MC OUT 1194 21/12/45 C/S
HAS BEEN RELAYED TO C IN C MED.

ACTION: G-3 (AFHQ)

INFORMATION:	SACS	G-3(MTO)	RAF	USPOLAD	BRITPOLAD
	CAO	G-5		USN	G-2
	G-4	NLO			

FLAG B

1943

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

TOP SECRET
DRAFT SIGNAL

TO: ~~ACTAR FOR C.O.S.~~ ACTION: ADVANCE WASHINGTON
CABINET OFFICE LONDON
INFM: ALGIERS ROME - C in C's

FROM: ~~A.F.H.Q.~~

~~FOR MOROCCAN INFO: CABINET OFFICE FOR BRITISH CHIEFS OF STAFF.~~

~~REFERENCE TO THIS MESSAGE~~ NAF 949 (.)

~~THIS IS NOT~~

I FORWARD THE FOLLOWING DETAILED PLAN FOR THE ~~FUTURE~~ ITALIAN AIR FORCE.
THIS FORCE TO BE RE-ORGANISED UNDER THE ITALIAN AIR MINISTRY INTO THE FOLLOWING:

(a) FIGHTER HEADQUARTERS

(b) AIR TRANSPORT HEADQUARTERS.

(c) GENERAL RECONNAISSANCE AND AIRCRAFT SAFETY HEADQUARTERS.

(d) TRAINING HEADQUARTERS.

(e) MAINTENANCE HEADQUARTERS

(f) DIRECTORATE OF METEOROLOGY

(g) DIRECTORATE OF CIVIL AVIATION (.)

~~PARA 2.~~ FIGHTER HEADQUARTERS TO COMMAND THROUGH SUBORDINATE FORMATIONS A TOTAL OF 7 SQUADRONS 4 OF THESE TO BE INTERCEPTOR, 2 FIGHTER BOMBER AND 1 TACTICAL RECONNAISSANCE. THE UNIT EQUIPMENT OF EACH SQUADRON TO BE 14 AIRCRAFT (.) ADDITIONALLY 1 AIRCRAFT IS ESTABLISHED FOR EACH OF THE 3 WING LEADERS (.) GRAND TOTAL 101 AIRCRAFT (.) 2 OF THE INTERCEPTOR SQUADRONS TO BE EQUIPPED WITH AMERICAN P-38 AIRCRAFT AND THE REMAINING 5 SQUADRONS WITH BRITISH SPITFIRE IX AIRCRAFT (.) A COMMUNICATION SQUADRON CONSISTING OF 12 ITALIAN LIGHT TYPE AIRCRAFT TO BE PROVIDED FOR COMMUNICATION PURPOSES THROUGHOUT THE COMMAND (.)

~~PARA 3.~~ AIR TRANSPORT HEADQUARTERS TO COMMAND 2 SQUADRONS OF AIRCRAFT EACH OF 16 U.E(.) THESE TO BE S.M.79'S, S.M. 82'S, S.M. 95'S or similar types (.) AN AIR MINISTRY COMMUNICATION SQUADRON OF 25 AIRCRAFT OF ITALIAN TYPE TO INCLUDE MULTI ENGINE AND LIGHT PASSENGER CARRYING AIRCRAFT IS ALSO NECESSARY (.) A METEOROLOGICAL FLIGHT OF 6 SINGLE ENGINE AIRCRAFT OF ITALIAN TYPE IS REQUIRED (.)

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(b) AIR TRANSPORT HEADQUARTERS.

(c) GENERAL RECONNAISSANCE AND AIRCRAFT SAFETY HEADQUARTERS.

(d) TRAINING HEADQUARTERS.

(e) MAINTENANCE HEADQUARTERS

(f) DIRECTORATE OF METEOROLOGY

(g) DIRECTORATE OF CIVIL AVIATION (.)

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PARA 5. GENERAL RECONNAISSANCE AND AIRCRAFT SAFETY HEADQUARTERS TO COMMAND 2 SQUADRONS OF AIRCRAFT EACH OF 15 U.E. (.) 1 SQUADRON TO BE EQUIPPED WITH CATALINA OR SIMILAR TYPE AIRCRAFT AND 1 WITH ITALIAN MULTI ENGINE SEAPLANES (.) A COMMUNICATION FLIGHT OF 3 ITALIAN LIGHT TYPE AIRCRAFT IS ALSO REQUIRED (.)

PARA 6. TRAINING HEADQUARTERS TO COMMAND THE FOLLOWING FLYING UNITS COMPRISING A FLYING TRAINING SCHOOL (.)

(i) ELEMENTARY SQUADRON EQUIPPED WITH 12 MOTH OR MAGISTER OR SIMILAR TYPE AIRCRAFT (.)

(ii) AN ADVANCED SQUADRON COMPRISING 1 SINGLE ENGINE FLIGHT EQUIPPED WITH 15

CONTINUED/2.....

TOP SECRET

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FLAG C

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TOP SECRET

ITALIAN M.F.T. G.55 OR SIMILAR TYPE AIRCRAFT AND 1 TWIN ENGINED FLIGHT EQUIPPED WITH 15 OXFORD OR SIMILAR TYPE AIRCRAFT (.)

(iii) A NAVIGATOR AND WIRELESS OPERATORS TRAINING FLIGHT CONSISTING OF 6 BALTIMORE OR SIMILAR ITALIAN TYPE AIRCRAFT (.)

ADDITIONALLY A COMMUNICATION FLIGHT OF 4 ITALIAN LIGHT AIRCRAFT WILL BE REQUIRED TO SERVE THE NEEDS OF THE TRAINING HEADQUARTERS AS A WHOLE (.)

PARA. 6. GROUND TRAINING UNITS COMMANDED BY TRAINING HEADQUARTERS WILL COMPRISE:-

(i) CADET COLLEGE

(ii) RECRUIT DEPOT

(iii) TECHNICAL TRAINING SCHOOL

(iv) FLYING CONTROL TRAINING FLIGHT (.)

PARA. 7. MAINTENANCE HEADQUARTERS WILL REQUIRE A COMMUNICATION FLIGHT COMPRISING 8 U.E. AIRCRAFT OF ITALIAN MAKE (.) 4 OF THESE TO BE S.M. 82s OR SIMILAR TYPE AND 4 LIGHT TYPE ITALIAN AIRCRAFT (.)

PARA. 8. AIRCRAFT REQUIREMENTS IN CONNECTION WITH THE DIRECTORATE OF METEOROLOGY ARE LISTED IN PARAGRAPH 3 ABOVE (.)

PARA. 9. ITALIAN CIVIL AVIATION REQUIREMENTS ARE NOT COVERED IN THIS SIGNAL AS THE ITALIAN GOVERNMENT'S INTENTIONS HAVE NOT YET BEEN MADE KNOWN TO US (.)

PARA. 10. ALTHOUGH NOT COVERED BY MY RECOMMENDATIONS IN MAF.1103 THE FOLLOWING ARE NOW CONSIDERED ESSENTIAL:-

(i) A TARGET TOWING FLIGHT CONSISTING OF 8 MARTINET AIRCRAFT (.)

(ii) AN A.O.P. SQUADRON CONSISTING OF 14 U.E. ITALIAN LIGHT AIRCRAFT (L.M. 5 OR SIMILAR TYPE) (.)

PARA. 11. ALL FIGURES FOR NUMBERS OF AIRCRAFT QUOTED ABOVE ARE WITHOUT CONSIDERATION TO RESERVES (.) THESE TO BE MADE AVAILABLE ON THE FOLLOWING SCALES AND ARE LISTED BELOW AS A PERCENTAGE WASTAGE OF UNIT EQUIPMENT PER MONTH:-

(i) SINGLE ENGINE FIGHTER 1.4 (.)

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(iii) TECHNICAL TRAINING SCHOOL

(iv) FLYING CONTROL TRAINING FLIGHT (.)

PARA. 7. MAINTENANCE HEADQUARTERS WILL REQUIRE A COMMUNICATION FLIGHT COMPRISING 8 U.E. AIRCRAFT OF ITALIAN MAKE (.) 4 OF THESE TO BE SM. 82s OR SIMILAR TYPE AND 4 LIGHT TYPE ITALIAN AIRCRAFT (.)

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PARA. 10. ALTHOUGH NOT COVERED BY MY RECOMMENDATIONS IN MAF.1103 THE FOLLOWING ARE NOW CONSIDERED ESSENTIAL:-

(i) A TARGET TOWING FLIGHT CONSISTING OF 8 MARINET AIRCRAFT (.)

(ii) AN A.C.P. SQUADRON CONSISTING OF 14 U.E. ITALIAN LIGHT AIRCRAFT (L.M. 5 OR SIMILAR TYPE) (.)

PARA. 11. ALL FIGURES FOR NUMBERS OF AIRCRAFT QUOTED ABOVE ARE WITHOUT CONSIDERATION TO RESERVES (.) THESE TO BE MADE AVAILABLE ON THE FOLLOWING SCALES AND ARE LISTED BELOW AS A PERCENTAGE WASTAGE OF UNIT EQUIPMENT PER MONTH:-

(i) SINGLE ENGINE FIGHTER 1.4 (.)

(ii) TRANSPORT 2 (.)

(iii) GENERAL RECONNAISSANCE 1 (.)

(iv) TRAINING AIRCRAFT 4 (.)

(v) COMMUNICATION AIRCRAFT 1 (.)

PARA. 12. IT IS REQUESTED THAT AUTHORITY MAY BE GIVEN FOR THE PROCUREMENT OF SUFFICIENT MODERN RADAR AND VHF EQUIPMENT TO EQUIP TWO STATIC AND 1 MOBILE SECTIONS AND THEIR ASSOCIATED AIRCRAFT (.)

PARA. 13. AUTHORITY IS FURTHER REQUESTED FOR THE PROCUREMENT OF ALL ANCILLARY EQUIPMENT

TOP SECRET

CONTINUED/3.....

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AND SPARES INCLUDING BOMBS AND AMMUNITION TO A SCALE COMMENSURATE WITH THE ROLE OF THE INTERIM ITALIAN AIR FORCE (.)

PARA. 14. IT IS CONFIRMED THAT I HAVE MADE IT CLEAR TO THE ITALIAN AIR MINISTRY THAT THE CEILING APPROVAL FOR THE INTERIM ITALIAN AIR FORCE IS PERMISSIVE AND THAT IT IS NOT OBLIGATORY TO THEM TO RE-ORGANISE THEIR FORCE UP TO THIS CEILING (.)

Originator. C/S

Info. SACS C/S DTO
RAF C2
C2 DFNG Brit Pdel
CAO US Pdel
NLO CS
G4 DSN

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

Originator: C/S

Info: SACS	C/S DTO
RAF	C2
C2 REMO	B&K P&S
CAO	U2 P&S
NLO	C5
C4	DSN

1426

TOP SECRET

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

TOP SECRET

ORIGINATORS FILE No.

AFHQ MESSAGE FORM

CLASSIFICATION TOP SECRET DATE - TIME OF ORIGIN 26 1720 5 JUNE 46

SPACE BETWEEN HEAVY LINES FOR SIGNAL USE ONLY

ACTION TO:
ADJAG WASHINGTON : CABINET OFFICES WHITEHALL

INFORMATION TO:
ALCOM, 1 MCMS : C in C MED

(REF No.) FX68344

T P SECRET FD CMS FD I FORWARD THE FOLLOWING DRAFTED PLAN FOR THE INTERIM ITALIAN AIR FORCE FD THIS FORCE TO BE REORGANIZED UNDER THE ITALIAN AIR MINISTRY INTO THE FOLLOWING SPECIALIST FIGHTER HEADQUARTERS CMA AIR TRANSPORT HEADQUARTERS CMA GENERAL RECONNAISSANCE AND AIRCRAFT ARMY HEADQUARTERS CMA TRAINING HEADQUARTERS CMA MAINTENANCE HEADQUARTERS CMA DIRECTORATE OF METEOROLOGY CMA DIRECTORATE OF CIVIL AVIATION FD TO ADJAG WASHINGTON FOR COMBINED CHIEFS OF STAFF AND CABINET OFFICES WHITEHALL FOR BRITISH CHIEFS OF STAFF AND FOR INFORMATION TO ALCOM MMR AND C IN C MED FD SIGNED DARGUE CITE FORCE FD THIS IS NAF ONE (ONE SIX NINE) FD THE FIGHTER HEADQUARTERS TO CONSIST THROUGH ITS FORMATIONS A TOTAL OF SEVEN SQUADRON POOL OF THESE TO BE INTERCEPTOR CMA TWO FIGHTER BOMBER AND ONE TACTICAL RECONNAISSANCE FD THE UNIT EQUIPMENT OF EACH SQUADRON TO BE FIFTEEN PLANES ONE PURE PLANE AIRCRAFT FD ADDITIONALLY ONE AIRCRAFT IS ESTABLISHED FOR EACH OF THE THREE JOINT HEADQUARTERS FD GRAND TOTAL ONE HUNDRED ONE AIRCRAFT FD TWO OF THE INTERCEPTOR SQUADRONS TO BE EQUIPPED WITH AMERICAN P FORTY EIGHT AIRCRAFT AND THE REMAINING FIVE SQUADRONS WITH BRITISH SPITFIRE NINE AIRCRAFT FD A COMMUNICATIONS SQUADRON CONSISTING OF ONE TWO ITALIAN LIGHT TYPE AIRCRAFT TO BE PROVIDED FOR COMMUNICATION PURPOSES THROUGHOUT THE COMMAND FD

DISTRIBUTION

PRECEDENCE

ORIGINATING SECTION: Sheet one

TIME HANDED IN

Declassified E.O. 12356 Section 3.3/NND No. 785014

AFHQ MESSAGE FORM

CLASSIFICATION TOP SECRET DATE - TIME OF ORIGIN 26 1220 B JUNE 45

SPACE BETWEEN HEAVY LINES FOR SIGNAL USE ONLY

ACTION TO:

ACSAF WASHINGTON : CABINET OFFICES WHITEHALL

INFORMATION TO:

ALCOM : ROMA : C in C MED

(REF No.) FX68344

TOP SECRET PD ONE PD I PURSUANT THE FOLLOWING DUTY TIED PLAN FOR THE LUFTWAFFE ITALIAN AIR FORCE PD THIS FORCE TO BE REORGANIZED UNDER THE ITALIAN AIR MINISTRY INTO THE FOLLOWING GERICHSEN FIGHTER HEADQUARTERS CMA AIR TRANSPORT HEADQUARTERS CMA GENERAL RECONNAISSANCE AND AIRCRAFT SCOUT HEADQUARTERS CMA TRAINING HEAD QUARTERS CMA MAINTENANCE HEADQUARTERS CMA DIRECTORATE OF METEOROLOGY CMA DIRECTORATE OF CIVIL AVIATION PD II ACSAF WASHINGTON FOR COMBINED CHIEFS OF STAFF AND CABINET OFFICES WHITEHALL FOR BRITISH CHIEFS OF STAFF AND FOR INFORMATION TO ALCOM ROME AND C IN C MED PD SIGNED SACMED CITE FHQIC PD THIS IS NAY ONE ONE SIX NINE PD TWO PD FIGHTER HEADQUARTERS TO CONSIST FUNCTIONALLY OF TWO SQUADRONS FORMATIONS A TOTAL OF SEVEN SQUADRONS EACH OF THESE TO BE INTERCEPTOR CMA TWO FIGHTER BOMBER AND ONE TACTICAL RECONNAISSANCE PD THE UNIT EQUIPMENT OF EACH SQUADRON TO BE FIFTEEN PLUS ONE PLUS PLUS AIRCRAFT PD ADDITIONALLY ONE AIRCRAFT IS ESTABLISHED FOR EACH OF THE TWO WING LEADERS PD GRAND TOTAL ONE HUNDRED AND AIRCRAFT PD TWO OF THE INTERCEPTOR SQUADRONS TO BE EQUIPPED WITH AMERICAN P FIFTY EIGHT THREE EIGHT AIRCRAFT AND TWO REMAINING FIVE SQUADRONS WITH BRITISH SPITFIRE NINE AIRCRAFT PD A TOTAL OF TEN SQUADRONS CONSISTING OF ONE TWO ITALIAN LIGHT TYPE AIRCRAFT TO BE PROVIDED FOR COMMUNICATION DUTIES THROUGHOUT THE COMMAND PD

DISTRIBUTION

PRECEDENCE

ORIGINATING SECTION: Sheet one

CONTENT AND CLASSIFICATION AUTHENTICATED BY:

NAME TYPED TEL No.

TIME HANDED IN

QUERIED 13 06

1425

PRIORITY

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1652

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TOP SECRET

ORIGINATORS FILE No.

AFHQ MESSAGE FORM

CLASSIFICATION TOP SECRET DATE TIME OF ORIGIN

SPACE BETWEEN HEAVY LINES FOR SIGNAL USE ONLY

ACTION TO: Sheet Two

INFORMATION TO:

(FREE No.)

THREE PD AIR TRANSPORT HEADQUARTERS TO COMMAND TWO SQUADRONS OF AIRCRAFT EACH OF SIX U NOT UNCLE PD E NOT EASY PD NINE TO BE EQUIPPED WITH C NOT SIXTY FIVE PD SEVEN SEVEN ONE A NOT BRAVO PD M NOT SIX PD EIGHT TWO (AA S NOT BRAVO PD E NOT NINE PD SIX FIVE OR SIMILAR TYPE AIRCRAFT AND ONE FLIGHT OF THREE ITALIAN LIGHT TYPE AIRCRAFT IN ALSO REQUIRED PD FIVE PD TRAINING SQUADRON OF TWENTY FIVE AIRCRAFT OF ITALIAN TYPE TO INCLUDE MULTI ENGINE AND LIGHT PASSENGER CARRYING AIRCRAFT IS ALSO NECESSARY D A METEOROLOGICAL FLIGHT OF SIX SINGLE ENGINE AIRCRAFT OF ITALIAN TYPE I REQUIRED PD FOUR PD GENERAL RECONNAISSANCE AND AIRCRAFT SAFETY HEADQUARTERS TO COMMAND TWO SQUADRONS OF AIRCRAFT EACH OF SIX FIVE U NOT UNCLE PD E NOT EASY PD ONE SQUADRON TO BE EQUIPPED WITH CATALINA OR SIMILAR TYPE AIRCRAFT AND ONE WITH ITALIAN MULTI ENGINE SEAPLANES PD A COMMUNICATION FLIGHT OF THREE ITALIAN LIGHT TYPE AIRCRAFT IS ALSO REQUIRED PD FIVE PD TRAINING HEADQUARTERS TO COMMAND THE FOLLOWING FLYING UNITS COMPRISING A FLYING TRAINING SCHOOL PD ELEMENTARY SQUADRON EQUIPPED WITH ONE TWO HUNDRED OR MASTER OR SIMILAR TYPE AIRCRAFT PD AN ADVANCED SQUADRON COMPRISING ONE SINGLE ENGINE FIGHTER EQUIPPED WITH ONE FIVE ITALIAN TYPE C NOT GROUP PD FIVE FIVE OR SIMILAR TYPE AIRCRAFT AND ONE TWO ENGINED FLIGHT EQUIPPED WITH ONE FIVE CREDO OR SIMILAR TYPE AIRCRAFT PD A NAVIGATION AND WIRELESS OPERATORS TRAINING FLIGHT C ONSISTING OF SIX BATTLEFIRE OR SIMILAR ITALIAN TYPE

DISTRIBUTION	PRECEDENCE: Sheet Two	TIME HANDED IN
	ORIGINATING SECTION:	
	CONTENT AND CLASSIFICATION AUTHENTICATED BY: PRIORITY	1424
	NAME TYPED TEL No.: TOP SECRET	

1653

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AFHQ MESSAGE FORM

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CLASSIFICATION — DATE - TIME OF ORIGIN

SPACE BETWEEN HEAVY LINES FOR SIGNAL USE ONLY

ACTION TO: Page Three

INFORMATION TO:

(REF No.)

AIRCRAFT PD ADDITIONALLY A COMMUNICATION FLIGHT OF FOUR ITALIAN LIGHT AIRCRAFT WILL BE REQUIRED TO SERVE THE NEEDS OF THE TRAINING HEADQUARTERS AS A WHOLE PD SIX GROUND TRAINING UNITS ORGANIZED BY TRAINING HEADQUARTERS FIELD (EXCEPTING SUBCOLLEGE CADET COLLEGE CMA RECRUIT DEPOT CMA TECHNICAL TRAINING SCHOOL CMA FLYING CENTRE TRAINING FLIGHT PD SEVEN PD MAINTENANCE HEADQUARTERS WILL RECEIVE A COMMUNICATION FLIGHT CONSISTING EIGHT U NPT UNCLE PD E NPT EASY PD AIRCRAFT OF ITALIAN NAME PD FIVE OF THESE TO BE S NPT SUGAR E NPT MIKE LIGHT TWO OR SIMILAR TYPE AND E UN LIGHT TYPE ITALIAN AIRCRAFT PD EIGHT PD AIRCRAFT REQUIREMENTS IN CONNECTION WITH THE DIRECTORATE OF ENGINEERING AND LIKE IN PARAGRAPH THREE ABOVE PD ARE PD ITALIAN CIVIL AVIATION REQUIREMENTS ARE NOT COVERED IN THE SIGNAL AT THE ITALIAN GOVERNMENTS INTENTIONS HAVE NOT YET BEEN MADE KNOWN TO US PD THE PD ALTHOUGH NOT COVERED BY MY RECOMMENDATIONS IT MAY BE CONSIDERED THAT THE FOLLOWING ARE NOT CONSIDERED ESSENTIAL OTHER THAN A TARGET TOWING FLIGHT CONSISTING OF EIGHT PARTICULAR AIRCRAFT PD AN A N T AMES PD O NPT UNCLE PD F NPT PETER PD S.U DRON CONSISTING OF ONE FOUR U NPT UNCLE PD E NPT EASY PD ITALIAN LIGHT AIRCRAFT PARTICULARS NPT LOVE PD E NPT LIKE PD FIVE OR SIMILAR TYPE PARTICULARS PD SEVEN ALL FIGURES FOR NUMBERS OF AIRCRAFT NOTED ABOVE ARE SUBJECT TO CONSIDERATION TO BE REVISED PD THESE TO BE MADE AVAILABLE AT THE FOLLOWING DATES AND

Sheet Three

PRIORITY

TOP SECRET

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ORIGINATING SECTION:

CONTENT AND CLASSIFICATION AUTHENTICATED BY:

NAME TYPED TEL. No.

1423

TOP SECRET

ORIGINATORS FILE No.

AFHQ MESSAGE FORM

TOP SECRET

CLASSIFICATION — DATE - TIME OF ORIGIN

SPACE BETWEEN HEAVY LINES FOR SIGNAL USE ONLY

ACTION TO: Sheet Four

INFORMATION TO:

(REF No.)

ARE LISTED BELOW AS A PERCENTAGE WASTAGE OF UNIT EQUIPMENT PER MONTH COLON DASH

SINGLE ENGINE FIGHTER ONE PD FOUR PD TRANSPORT TWO PD GENERAL RECONNAISSANCE ONE PD

TRAINING AIRCRAFT FOUR PD COMMUNICATION AIRCRAFT ONE PD TWELVE PD IT IS REQUESTED

THAT AUTHORITY MAY BE GIVEN FOR THE PROCUREMENT OF SUFFICIENT RESERVE STOCKS TO V EPT

VICTOR H BUT NOT F EPT FOR EQUIPMENT TO EQUIP THE STATIC AND MOBILE ARTILLERY

AND THEIR ASSOCIATED AIRCRAFT PD THIRTEEN PD AUTHORITY IS FURTHER REQUESTED FOR THE

PROCUREMENT OF ALL ANCILLARY EQUIPMENT AND SPARES INCLUDING BOMBS AND AMMUNITION

TO A SCALE COMMENSURATE WITH THE ROLE OF THE INTERIM ITALIAN AIR FORCE PD FOURTEEN

PD IT IS CONFIRMED THAT I HAVE MADE IT CLEAR TO THE ITALIAN AIR MINISTRY THAT THE

CEILING APPROVAL FOR THE INTERIM ITALIAN AIR FORCE IS PERMISSIVE AND THAT IT IS NOT

OBLIGATORY TO TRAIN TO REORGANISE THEIR FORCES UP TO THIS CEILING PD

PRIORITY

DISTRIBUTION C/S ETC. — PRECEDENCE: — TIME HANDED IN

AGS

1654

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AFHQ MESSAGE FORM

TOP SECRET

CLASSIFICATION — DATE - TIME OF ORIGIN

SPACE BETWEEN HEAVY LINES FOR SIGNAL USE ONLY

ACTION TO: Sheet Four

INFORMATION TO:

(REF No.)

ARE LISTED BELOW AS A PERCENTAGE VANTAGE OF UNIT EQUIPMENT PER UNIT COLOR DASH

SINGLE ENGINE FIGHTER USE PD PLUS PD TRANSPORT TWO PD GENERAL RECONNAISSANCE TWO PD

TRAINING AIRCRAFT FOUR PD COMMUNICATION AIRCRAFT USE PD TWELVE PD IT IS REQUESTED

THAT AUTHORITY MAY BE GIVEN FOR THE PROCUREMENT OF SUFFICIENT SPARES TO BRING THE V AFT

VECTOR E DFT NOW P AFT FOR EQUIPMENT TO MEET THE STATIC AND FATIGUE TESTING REQUIREMENTS

AND THEIR ASSOCIATED AIRCRAFT PD FURTHER PD AUTHORITY IS FURTHER REQUESTED FOR THE

PROCUREMENT OF ALL ANCILLARY EQUIPMENT AND SPARES INCLUDING BOMBS AND AMMUNITION

TO A SCALE COMMENSURATE WITH THE ROLE OF THE INTERIM ITALIAN AIR FORCE PD FURTHER

PD IT IS CONFIRMED THAT I HAVE MADE IT CLEAR TO THE ITALIAN AIR MINISTRY THAT THE

CEILING APPROVAL FOR THE INTERIM ITALIAN AIR FORCE IS EXCLUSIVE AND THAT IT IS NOT

OBLIGATORY TO WISH TO REORGANISE THEIR FORCE UP TO THIS CEILING PD

PRIORITY

DISTRIBUTION: G/S MTO, G-2, SHAT FCLAD, U S FCLAD, G-5, U S N, SACS, RAF, G-3 AFHQ, CAC, NAC, G-4

PRECEDENCE:

ORIGINATING SECTION: CHIEF OF STAFF

CONTENTS AND CLASSIFICATION AUTHENTICATED BY: L. D. SMITH, Maj, G.S.C. Freedom 26

TIME HANDED IN: 1122

PRIORITY

TOP SECRET

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1656

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

LOOSE MINUTE

TO : S.A.C.
AIR PLANS

60

CASUALS FOR THE I.A.F.

1. Reference is made to your Loose Minute AFHQ/11516/S.1. dated 21st June, 1946.

2. It is not understood why this request from the Air Forces Sub-Commission, Rome, has been referred direct to you without the sanction, concurrence or knowledge of this Secretariat. This matter will accordingly be taken up direct with the A.F.H.Q.

3. For your information, the Interim Policy for the Italian Air Force, as approved by the Combined Chiefs of Staff, does not allow for the provision of such equipment as the subject matter.

4. Whilst the Air Ministry are making available 57 Spitfires for the Italian Air Force and have also promised the usual spares backing, it is not considered the provision of cameras can be regarded as part of such backing.

5. The re-organisation of an Interim Italian Air Force, which provides for ancillary equipment, is still subject to agreement by the Combined Chiefs of Staff. When such agreement is received, then the Italian Air Ministry will be able to enter the open market for required equipment.

(MAXWELL FISHER)
Wing Commander
Secretary to The
MEDITERRANEAN ALLIED AIR COMMITTEE

MAAC/1.200/AFAIR.

27th June, 1946.

(12)

1657

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

67 60

LOOSE MINUTE

To: A.F.A.L.S.

Copy to Air Plans.

See 59 60

B.L.

CAMERAS FOR I.A.F.

A request for 8·F.24 (Oblique) Cameras has been received from A.F.S.C. Rome for the I.A.F. It is stated that it is intended to fit them in eight of the Spitfires recently handed to the I.A.F.

This has been discussed with Air Plans (W/Cdr. Field) and subject to your concurrence, there is no objection to the Cameras being supplied.

May we have your advice.

E. A. PACELLO W/CDR.
Group Captain,
SENIOR EQUIPMENT OFFICER.

for

AHQI/11516/E.1.
21st June, 1946.

24/6
9250

1120

1658

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6760

LOOSE MINUTE

B.L.1

To: A.F.A.L.S.

Copy to Air Plans.

CAMERAS FOR I.A.F.

A request for 8·F.24 (Oblique) Cameras has been received from A.F.S.C. Rome for the I.A.F. It is stated that it is intended to fit them in eight of the Spitfires recently handed to the I.A.F.

This has been discussed with Air Plans (W/Cdr. Field) and subject to your concurrence, there is no objection to the Cameras being supplied.

May we have your advice.

E. A. PACELLO W/CDR.
for Group Captain,
SENIOR EQUIPMENT OFFICER.

AHQI/11516/E.1.
21st June, 1946.

24/6
9250

1120

1659

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60 59

T O O H E R M I N U T E

60

For A.F.A.L.S.

Copy to Air Plans. ✓ 2/6

same as 60b/41 60

CAMERAS FOR I.A.F.

A request for 6 F.24 (oblique) Cameras has been received from A.F.H.Q. Rome for the I.A.F. It is stated that it is intended to fit them in eight of the Spitfires recently handed to the I.A.F.

This has been discussed with Air Plans (W/Cdr. Plaid) and subject to your concurrence, there is no objection to the Cameras being supplied.

May we have your advice.

for Group Captain,
SENIOR WATERFORD OFFICER.

AIR/11516/S.1.
23rd June, 1946.

A.F.A.L.S.

Ref above. I know of no authority under which this equipment can be supplied to the I.A.F. The R.A.F. have given the Italians 57 Spits., they also promised spares backing as available. Does Camera equipment constitute equipment in the sense implied by the Ministry? I doubt it.

3. The re-organisation of an interim I.A.F. (as planned) is still subject to C.C.S. agreement (Fan 649). When that is secured the Italians will be able to enter the open market for required equipment.

4. Are we elated to give these cameras to them? why? The Spits were given them because otherwise they were to be broken up. R.A.F. 1/2C

TOP SECRET

To:- Chief of Staff, A.F.H.Q.

Date:- 20th June, 1946

Ref:- MAAC/4200/AFALS

Reorganisation of Italian Air Force on interim basis

I. Discussion

In NAAF.1105 dated 21st December 1945 at FLAG A, the Supreme Allied Commander requested permission from the Combined Chiefs of Staff to re-organise the Italian Air Force on an interim basis, and that any re-organisation as approved, would be without prejudice to the conditions that might be imposed in the Peace Treaty with Italy.

The Combined Chiefs of Staff in their reply FAN.649 dated 16th March 1946 at FLAG B gave inter alia permissive approval for this re-organisation.

Consequent upon FAN.649 a draft plan for the re-organisation of the I.A.F. was prepared by the Mediterranean Allied Air Committee and was submitted to the A.F.H.Q. in order that the matter might be taken up with the Italian Air Ministry. The Italian Air Ministry agreed in principle to a re-organisation along the lines suggested by M.A.A.C.

At a conference held in Rome on 7th June 1946 and attended by A.V.M. F.J. Fogarty, C.B., D.F.C., A.F.C., (British Member of M.A.A.C.) A.V.M. I.E. Brodie, C.B.E., (A.C.C., A.F.S.C.) and Lt. Colonel Maddock U.S.A.A.F., the draft cable at FLAG C from SAMMED to the Combined Chiefs of Staff was agreed.

II. Action Recommended

That the draft cable at FLAG C to the Combined Chiefs of Staff be approved for despatch, copies to be provided for the following.

Chief of Staff A.F.H.Q.
G.3., A.F.H.Q.
G.5., A.F.H.Q.
Air Advisory Section MTOUSA
Air Headquarters, Italy
U.S., POLAD
BRIT. POLAD

III. Concurrences

G.4 (Air Advisory Section MTOUSA
G.3., A.F.H.Q.
G.5., A.F.H.Q.

Declassified E.O. 12356 Section 3.3/NND No. 1/8500/12

to re-organise the Italian Air Force on an interim basis, and that any re-organisation as approved, would be without prejudice to the conditions that might be imposed in the Peace Treaty with Italy.

The Combined Chiefs of Staff in their reply FAN.649 dated 16th March 1946 at FLAG B gave inter alia permissive approval for this re-organisation.

Consequent upon FAN.649 a draft plan for the re-organisation of the I.A.F. was prepared by the Mediterranean Allied Air Committee and was submitted to the A.F.S.C. in order that the matter might be taken up with the Italian Air Ministry. The Italian Air Ministry agreed in principle to a re-organisation along the lines suggested by M.A.A.C.

At a conference held in Rome on 7th June 1946 and attended by A.V.M. P.J. Fogarty, C.B., D.F.C., A.F.C., (British Member of M.A.A.C.) A.V.M. I.E. Brodie, O.B.E., (A.C.C., A.F.S.C.) and Lt. Colonel Maddock U.S.A.A.F., the draft cable at FLAG C from SACMED to the Combined Chiefs of Staff was agreed.

II. Action Recommended

That the draft cable at FLAG C to the Combined Chiefs of Staff be approved for despatch, copies to be provided for the following.

Chief of Staff A.F.H.Q.
G.3., A.F.H.Q.
G.5., A.F.H.Q.
Air Advisory Section MYCUSA
Air Headquarters, Italy
U.S., POLAD
BRIT. POLAD

III. Concurrences

G.4 (Air Advisory Section) MYCUSA
G.3., A.F.H.Q.
G.5., A.F.H.Q.

Note - This went to CAS on 25/6 by hand of Sqn Leader [illegible]

Maxwell Fisher.

MAXWELL FISHER
Secretary to the
Mediterranean Allied Air Committee

1418

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

DRAFT SIGNAL.

TO: ACSAR FOR C.C.

FROM: A.F.H.Q.

FROM MORGAN INFO: CABINET OFFICES FOR BRITISH CHIEFS OF STAFF.

REFERENCE TO THIS MESSAGE FAN 649 (.)

THIS IS NAF ?

PARA. 1. I FORWARD THE FOLLOWING DETAILED PLAN FOR THE INTERIM ITALIAN AIR FORCE (.)

THIS FORCE TO BE RE-ORGANISED UNDER THE ITALIAN AIR MINISTRY INTO THE FOLLOWING:

(a) FIGHTER HEADQUARTERS

(b) AIR TRANSPORT HEADQUARTERS.

(c) GENERAL RECONNAISSANCE AND AIRCRAFT SAFETY HEADQUARTERS.

(d) TRAINING HEADQUARTERS.

(e) MAINTENANCE HEADQUARTERS

(f) DIRECTORATE OF METEOROLOGY

(g) DIRECTORATE OF CIVIL AVIATION (.)

PARA. 2. FIGHTER HEADQUARTERS TO COMMAND THROUGH SUBORDINATE FORMATIONS A TOTAL OF 7 SQUADRONS 4 OF THESE TO BE INTERCEPTOR, 2 FIGHTER BOMBER AND 1 TACTICAL RECONNAISSANCE. THE UNIT EQUIPMENT OF EACH SQUADRON TO BE 14 AIRCRAFT (.) ADDITIONALLY 1 AIRCRAFT IS ESTABLISHED FOR EACH OF THE 3 WING LEADERS (.) GRAND TOTAL 101 AIRCRAFT (.) 2 OF THE INTERCEPTOR SQUADRONS TO BE EQUIPPED WITH AMERICAN P-38 AIRCRAFT AND THE REMAINING 5 SQUADRONS WITH BRITISH SPITFIRE IX AIRCRAFT (.) A COMMUNICATION SQUADRON CONSISTING OF 12 ITALIAN LIGHT TYPE AIRCRAFT TO BE PROVIDED FOR COMMUNICATION PURPOSES THROUGHOUT THE COMMAND (.)

PARA. 3. AIR TRANSPORT HEADQUARTERS TO COMMAND 2 SQUADRONS OF AIRCRAFT EACH OF 16 U.E(.) THESE TO BE S.M.79'S, S.M. 82'S, S.M. 95'S or similar types (.) AN AIR MINISTRY COMMUNICATION SQUADRON OF 25 AIRCRAFT OF ITALIAN TYPE TO INCLUDE MULTI ENGINE AND LIGHT PASSENGER CARRYING AIRCRAFT IS ALSO NECESSARY (.) A METEOROLOGICAL FLIGHT OF 6 SINGLE ENGINE AIRCRAFT OF ITALIAN TYPE IS REQUIRED (.)

[illegible] TO COMMAND 2 SQUADRONS

1662

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(b) AIR TRANSPORT HEADQUARTERS.

(c) GENERAL RECONNAISSANCE AND AIRCRAFT SAFETY HEADQUARTERS.

(d) TRAINING HEADQUARTERS.

(e) MAINTENANCE HEADQUARTERS

(f) DIRECTORATE OF METEOROLOGY

(g) DIRECTORATE OF CIVIL AVIATION (.)

PARA. 2. FIGHTER HEADQUARTERS TO COMMAND THROUGH SUBORDINATE FORMATIONS A TOTAL OF 7 SQUADRONS 4 OF THESE TO BE INTERCEPTOR, 2 FIGHTER BOMBER AND 1 TACTICAL RECONNAISSANCE. THE UNIT EQUIPMENT OF EACH SQUADRON TO BE 14 AIRCRAFT (.) ADDITIONALLY 1 AIRCRAFT IS ESTABLISHED FOR EACH OF THE 3 WING LEADERS (.) GRAND TOTAL 101 AIRCRAFT (.) 2 OF THE INTERCEPTOR SQUADRONS TO BE EQUIPPED WITH AMERICAN P-38 AIRCRAFT AND THE REMAINING 5 SQUADRONS WITH BRITISH SPITFIRE IX AIRCRAFT (.) A COMMUNICATION SQUADRON CONSISTING OF 12 ITALIAN LIGHT TYPE AIRCRAFT TO BE PROVIDED FOR COMMUNICATION PURPOSES THROUGHOUT THE COMMAND (.)

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PARA. 4. GENERAL RECONNAISSANCE AND AIRCRAFT SAFETY HEADQUARTERS TO COMMAND 2 SQUADRONS OF AIRCRAFT EACH OF 15 U.E. (.) 1 SQUADRON TO BE EQUIPPED WITH CATALINA OR SIMILAR TYPE AIRCRAFT AND 1 WITH ITALIAN MULTI ENGINE SEAPLANES (.) A COMMUNICATION FLIGHT OF 3 ITALIAN LIGHT TYPE AIRCRAFT IS ALSO REQUIRED (.)

PARA. 5. TRAINING HEADQUARTERS TO COMMAND THE FOLLOWING FLYING UNITS COMPRISING A FLYING TRAINING SCHOOL (.)

(i) ELEMENTARY SQUADRON EQUIPPED WITH 12 MOTH OR MAGISTER OR SIMILAR TYPE AIRCRAFT (.)

(ii) AN ADVANCED SQUADRON COMPRISING 1 SINGLE ENGINE FLIGHT EQUIPPED WITH 15

CONTINUED/2.....

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ITALIAN MAKE G.55 OR SIMILAR TYPE AIRCRAFT AND 1 TWIN ENGINED FLIGHT EQUIPPED WITH 15 OXFORD OR SIMILAR TYPE AIRCRAFT (.)

(iii) A NAVIGATOR AND WIRELESS OPERATORS TRAINING FLIGHT CONSISTING OF 6 BALTIMORE OR SIMILAR ITALIAN TYPE AIRCRAFT (.)

ADDITIONALLY A COMMUNICATION FLIGHT OF 4 ITALIAN LIGHT AIRCRAFT WILL BE REQUIRED TO SERVE THE NEEDS OF THE TRAINING HEADQUARTERS AS A WHOLE (.)

PARA. 6. GROUND TRAINING UNITS COMMANDED BY TRAINING HEADQUARTERS WILL COMPRISE:-

(i) CADET COLLEGE

(ii) RECRUIT DEPOT

(iii) TECHNICAL TRAINING SCHOOL

(iv) FLYING CONTROL TRAINING FLIGHT (.)

PARA. 7. MAINTENANCE HEADQUARTERS WILL REQUIRE A COMMUNICATION FLIGHT COMPRISING 8 U.E. AIRCRAFT OF ITALIAN MAKE (.) 4 OF THESE TO BE SM. 82s OR SIMILAR TYPE AND 4 LIGHT TYPE ITALIAN AIRCRAFT (.)

PARA. 8. AIRCRAFT REQUIREMENTS IN CONNECTION WITH THE DIRECTORATE OF METEOROLOGY ARE LISTED IN PARAGRAPH 3 ABOVE (.)

PARA. 9. ITALIAN CIVIL AVIATION REQUIREMENTS ARE NOT COVERED IN THIS SIGNAL AS THE ITALIAN GOVERNMENT'S INTENTIONS HAVE NOT YET BEEN MADE KNOWN TO ME (.)

PARA. 10. ALTHOUGH NOT COVERED BY MY RECOMMENDATIONS IN NAF.1103 THE FOLLOWING ARE NOW CONSIDERED ESSENTIAL:-

(i) A TARGET TOWING FLIGHT CONSISTING OF 8 MARINET AIRCRAFT (.)

(ii) AN A.O.P. SQUADRON CONSISTING OF 14 U.E. ITALIAN LIGHT AIRCRAFT (L.M. 5 OR SIMILAR TYPE) (.)

PARA. 11. ALL FIGURES FOR NUMBERS OF AIRCRAFT QUOTED ABOVE ARE WITHOUT CONSIDERATION TO RESERVES (.) THESE TO BE MADE AVAILABLE ON THE FOLLOWING SCALES AND ARE LISTED BELOW AS A PERCENTAGE WASTAGE OF UNIT EQUIPMENT PER MONTH:-

(i) SINGLE ENGINE FIGHTER 1.4 (.)

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(ii) RECRUIT DEPOT

(iii) TECHNICAL TRAINING SCHOOL

(iv) FLYING CONTROL TRAINING FLIGHT (.)

PARA. 7. MAINTENANCE HEADQUARTERS WILL REQUIRE A COMMUNICATION FLIGHT COMPRISING 8 U.E. AIRCRAFT OF ITALIAN MAKE (.) 4 OF THESE TO BE SM. 82s OR SIMILAR TYPE AND 4 LIGHT TYPE ITALIAN AIRCRAFT (.)

PARA. 8. AIRCRAFT REQUIREMENTS IN CONNEXION WITH THE DIRECTORATE OF METEOROLOGY ARE LISTED IN PARAGRAPH 3 ABOVE (.)

PARA. 9. ITALIAN CIVIL AVIATION REQUIREMENTS ARE NOT COVERED IN THIS SIGNAL AS THE ITALIAN GOVERNMENT'S INTENTIONS HAVE NOT YET BEEN MADE KNOWN TO ME (.)

PARA. 10. ALTHOUGH NOT COVERED BY MY RECOMMENDATIONS IN NAF.1103 THE FOLLOWING ARE NOW CONSIDERED ESSENTIAL:-

(i) A TARGET TOWING FLIGHT CONSISTING OF 8 MARCHETTI AIRCRAFT (.)

(ii) AN A.O.P. SQUADRON CONSISTING OF 14 U.E. ITALIAN LIGHT AIRCRAFT (L.M. 5 OR SIMILAR TYPE) (.)

PARA. 11. ALL FIGURES FOR NUMBERS OF AIRCRAFT QUOTED ABOVE ARE WITHOUT CONSIDERATION TO RESERVES (.) THESE TO BE MADE AVAILABLE ON THE FOLLOWING SCALES AND ARE LISTED BELOW AS A PERCENTAGE WASTAGE OF UNIT EQUIPMENT PER MONTH:-

(i) SINGLE ENGINE FIGHTER 1.4 (.)

(ii) TRANSPORT 2 (.)

(iii) GENERAL RECONNAISSANCE 1 (.)

(iv) TRAINING AIRCRAFT 4 (.)

(v) COMMUNICATION AIRCRAFT 1 (.)

PARA. 12. IT IS REQUESTED THAT AUTHORITY MAY BE GIVEN FOR THE PROCUREMENT OF SUFFICIENT MODERN RADAR AND VHF EQUIPMENT TO EQUIP TWO STATIC AND 1 MOBILE SECTIONS AND THEIR ASSOCIATED AIRCRAFT (.)

PARA. 13. AUTHORITY IS FURTHER REQUESTED FOR THE PROCUREMENT OF ALL ANCILLARY EQUIPMENT

CONTINUED/3.....

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

AND SPARES INCLUDING BOMBS AND AMMUNITION TO A SCALE COMMENSURATE WITH THE ROLE OF THE INTERIM ITALIAN AIR FORCE (.)

PARA. 14. IT IS CONFIRMED THAT I HAVE MADE IT CLEAR TO THE ITALIAN AIR MINISTRY THAT THE CEILING APPROVAL FOR THE INTERIM ITALIAN AIR FORCE IS PERMISSIVE AND THAT IT IS NOT OBLIGATORY TO THEM TO RE-ORGANISE THEIR FORCE UP TO THIS CEILING (.)

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

LOOSE MINUTE.

Actual Vice 58 54

To: M.A.A.C. Secretariat - (Attention Wing Commander Fisher).

You will recall that SACMED in NAF 1103 requested permission to re-organise the Italian Air Force on an interim basis. Such re-organised force to be without prejudice to the conditions that might be laid down in the Peace Treaty with Italy.

2. The Combined Chiefs of Staff in PAN 649 gave inter-alia permissive approval for this re-organisation.

3. In consequence of PAN 649 a draft plan was prepared by the R.A.F. and was submitted to the Air Forces Sub Commission in order that they might take the matter up with the Italian Air Ministry. Various Conferences have been held with the Italian Air Minister and the Chief of the Italian Air Staff. These Conferences secured the Agreement in principle of the Italian Air Ministry to a re-organisation along the lines we suggested. At a final Conference held in Rome on Friday June 7th the attached cable, of which I enclose 5 copies, was finalised. This Conference was attended by Air Vice Marshal Dogarty, Air Vice Marshal Brodie, Group Captain Jarman, Lt. Col. Haddock (USAAF) and Wing Commander Field. The Meeting requested that this cable might be passed to M.A.A.C.S. for submission to S.A.C.S. prior to subsequent despatch to the Combined Chiefs of Staff. The Supreme Allied Commander's Secretariat stated during informal discussionwith me on this subject that the following concurrences to your Staff Study would be desirable:-

AC 54

G-4 (Air Div.) MEDUSA. (Who would presumably be opposite to the R.A.F. number of M.A.A.C.)

G-3 A.F.H.Q.
G-5 A.F.H.Q.

(H. A. FIELD),
WING COMMANDER,
CHIEF OF AIR PLANS.

AMGI/S.21/A.F.
18th June, 1945.

Declassified E.O. 12356 Section 3.3/NND No. 760017

5. In consequence of FAN 649 a draft plan was prepared by the R.A.F. and was submitted to the Air Forces Sub Commission in order that they might take the matter up with the Italian Air Ministry. Various Conferences have been held with the Italian Air Minister and the Chief of the Italian Air Staff. These Conferences secured the Agreement in principle of the Italian Air Ministry to a re-organisation along the lines we suggested. At a final Conference held in Rome on Friday June 7th the attached cable, of which I enclose 5 copies, was finalised. This Conference was attended by Air Vice Marshal Fogarty, Air Vice Marshal Brodie, Group Captain Jarman, Lt. Col. Haddock (USAAF) and Wing Commander Field. The Meeting requested that this cable might be passed to M.A.A.C.S. for submission to S.A.C.S. prior to subsequent despatch to the Combined Chiefs of Staff. The Supreme Allied Commander's Secretariat stated during informal discussion with me on this subject that the following concurrences to your Staff Study would be desirable:-

302
5M

G-4 (Air Div.) MTOUSA. (Who would presumably be opposite to the R.A.F. number of M.A.A.C.)

G-3 A.F.H.Q.
G-5 A.F.H.Q.

AFSI/S.21/A.F.
15th June, 1945.

(R. A. FIELD),
WING COMMANDER,
CHIEF OF AIR PLANS.

1413

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

DRAFT SIGNAL.

TO: AGWAR FOR C.C.

FROM: A.F.H.Q.

FROM MORGAN INFO: CABINET OFFICES FOR BRITISH CHIEFS OF STAFF.

REFERENCE TO THIS MESSAGE FAN 649 (.)

THIS IS NAF ?

PARA. 1. I FORWARD THE FOLLOWING DETAILED PLAN FOR THE INTERIM ITALIAN AIR FORCE (.)

THIS FORCE TO BE RE-ORGANISED UNDER THE ITALIAN AIR MINISTRY INTO THE FOLLOWING:

(a) FIGHTER HEADQUARTERS

(b) AIR TRANSPORT HEADQUARTERS.

(c) GENERAL RECONNAISSANCE AND AIRCRAFT SAFETY HEADQUARTERS.

(d) TRAINING HEADQUARTERS.

(e) MAINTENANCE HEADQUARTERS

(f) DIRECTORATE OF METEOROLOGY

(g) DIRECTORATE OF CIVIL AVIATION (.)

PARA. 2. FIGHTER HEADQUARTERS TO COMMAND THROUGH SUBORDINATE FORMATIONS A TOTAL OF 7 SQUADRONS 4 OF THESE TO BE INTERCEPTOR, 2 FIGHTER BOMBER AND 1 TACTICAL RECONNAISSANCE. THE UNIT EQUIPMENT OF EACH SQUADRON TO BE 14 AIRCRAFT (.) ADDITIONALLY 1 AIRCRAFT IS ESTABLISHED FOR EACH OF THE 3 WING LEADERS (.) GRAND TOTAL 101 AIRCRAFT (.) 2 OF THE INTERCEPTOR SQUADRONS TO BE EQUIPPED WITH AMERICAN P-38 AIRCRAFT AND THE REMAINING 5 SQUADRONS WITH BRITISH SPITFIRE IX AIRCRAFT (.) A COMMUNICATION SQUADRON CONSISTING OF 12 ITALIAN LIGHT TYPE AIRCRAFT TO BE PROVIDED FOR COMMUNICATION PURPOSES THROUGHOUT THE COMMAND (.)

PARA. 3. AIR TRANSPORT HEADQUARTERS TO COMMAND 2 SQUADRONS OF AIRCRAFT EACH OF 16 U.E(.) THESE TO BE S.M.79'S, S.M. 82'S, S.M. 95'S or similar types (.) AN AIR MINISTRY COMMUNICATION SQUADRON OF 25 AIRCRAFT OF ITALIAN TYPE TO INCLUDE MULTI ENGINE AND LIGHT PASSENGER CARRYING AIRCRAFT IS ALSO NECESSARY (.) A METEOROLOGICAL FLIGHT OF 6 SINGLE ENGINE AIRCRAFT OF ITALIAN TYPE IS REQUIRED (.)

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(b) AIR TRANSPORT HEADQUARTERS.

(c) GENERAL RECONNAISSANCE AND AIRCRAFT SAFETY HEADQUARTERS.

(d) TRAINING HEADQUARTERS.

(e) MAINTENANCE HEADQUARTERS

(f) DIRECTORATE OF METEOROLOGY

(g) DIRECTORATE OF CIVIL AVIATION (.)

PARA. 2. FIGHTER HEADQUARTERS TO COMMAND THROUGH SUBORDINATE FORMATIONS A TOTAL OF 7 SQUADRONS 4 OF THESE TO BE INTERCEPTOR, 2 FIGHTER BOMBER AND 1 TACTICAL RECONNAISSANCE. THE UNIT EQUIPMENT OF EACH SQUADRON TO BE 14 AIRCRAFT (.) ADDITIONALLY 1 AIRCRAFT IS ESTABLISHED FOR EACH OF THE 3 WING LEADERS (.) GRAND TOTAL 101 AIRCRAFT (.) 2 OF THE INTERCEPTOR SQUADRONS TO BE EQUIPPED WITH AMERICAN P-38 AIRCRAFT AND THE REMAINING 5 SQUADRONS WITH BRITISH SPITFIRE IX AIRCRAFT (.) A COMMUNICATION SQUADRON CONSISTING OF 12 ITALIAN LIGHT TYPE AIRCRAFT TO BE PROVIDED FOR COMMUNICATION PURPOSES THROUGHOUT THE COMMAND (.)

PARA. 3. AIR TRANSPORT HEADQUARTERS TO COMMAND 2 SQUADRONS OF AIRCRAFT EACH OF 16 U.E(.) THESE TO BE S.M.79'S, S.M. 82'S, S.M. 95'S or similar types (.) AN AIR MINISTRY COMMUNICATION SQUADRON OF 25 AIRCRAFT OF ITALIAN TYPE TO INCLUDE MULTI ENGINE AND LIGHT PASSENGER CARRYING AIRCRAFT IS ALSO NECESSARY (.) A METEOROLOGICAL FLIGHT OF 6 SINGLE ENGINE AIRCRAFT OF ITALIAN TYPE IS REQUIRED (.)

PARA. 4. GENERAL RECONNAISSANCE AND AIRCRAFT SAFETY HEADQUARTERS TO COMMAND 2 SQUADRONS OF AIRCRAFT EACH OF 15 U.E. (.) 1 SQUADRON TO BE EQUIPPED WITH CATALINA OR SIMILAR TYPE AIRCRAFT AND 1 WITH ITALIAN MULTI ENGINE SEAPLANES (.) A COMMUNICATION FLIGHT OF 3 ITALIAN LIGHT TYPE AIRCRAFT IS ALSO REQUIRED (.)

PARA. 5. TRAINING HEADQUARTERS TO COMMAND THE FOLLOWING FLYING UNITS COMPRISING A FLYING TRAINING SCHOOL (.)

(i) ELEMENTARY SQUADRON EQUIPPED WITH 12 MOTH OR MAGISTER OR SIMILAR TYPE AIRCRAFT (.)

(ii) AN ADVANCED SQUADRON COMPRISING 1 SINGLE ENGINE FLIGHT EQUIPPED WITH 15

CONTINUED/2.....

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ITALIAN TYPE G.55 OR SIMILAR TYPE AIRCRAFT AND 1 TWIN ENGINED FLIGHT EQUIPPED WITH 15 OXFORD OR SIMILAR TYPE AIRCRAFT (.)

(iii) A NAVIGATOR AND WIRELESS OPERATORS TRAINING FLIGHT CONSISTING OF 6 BALTIMORE OR SIMILAR ITALIAN TYPE AIRCRAFT (.)

ADDITIONALLY A COMMUNICATION FLIGHT OF 4 ITALIAN LIGHT AIRCRAFT WILL BE REQUIRED TO SERVE THE NEEDS OF THE TRAINING HEADQUARTERS AS A WHOLE (.)

PARA. 6. GROUND TRAINING UNITS COMMANDED BY TRAINING HEADQUARTERS WILL COMPRISE:-

(i) CADET COLLEGE

(ii) RECRUIT DEPOT

(iii) TECHNICAL TRAINING SCHOOL

(iv) FLYING CONTROL TRAINING FLIGHT (.)

PARA. 7. MAINTENANCE HEADQUARTERS WILL REQUIRE A COMMUNICATION FLIGHT COMPRISING 8 U.E. AIRCRAFT OF ITALIAN MAKE (.) 4 OF THESE TO BE SM. 82s OR SIMILAR TYPE AND 4 LIGHT TYPE ITALIAN AIRCRAFT (.)

PARA. 8. AIRCRAFT REQUIREMENTS IN CONNECTION WITH THE DIRECTORATE OF METEOROLOGY ARE LISTED IN PARAGRAPH 3 ABOVE (.)

PARA. 9. ITALIAN CIVIL AVIATION REQUIREMENTS ARE NOT COVERED IN THIS SIGNAL AS THE ITALIAN GOVERNMENT'S INTENTIONS HAVE NOT YET BEEN MADE KNOWN TO ME (.)

PARA. 10. ALTHOUGH NOT COVERED BY MY RECOMMENDATIONS IN MAP.1103 THE FOLLOWING ARE NOW CONSIDERED ESSENTIAL:-

(i) A TARGET TOWING FLIGHT CONSISTING OF 8 MARINE AIRCRAFT (.)

(ii) AN A.O.P. SQUADRON CONSISTING OF 14 U.E. ITALIAN LIGHT AIRCRAFT (L.M. 5 OR SIMILAR TYPE) (.)

PARA. 11. ALL FIGURES FOR NUMBERS OF AIRCRAFT QUOTED ABOVE ARE WITHOUT CONSIDERATION TO RESERVES (.) THESE TO BE MADE AVAILABLE ON THE FOLLOWING SCALES AND ARE LISTED BELOW AS A PERCENTAGE WASTAGE OF UNIT EQUIPMENT PER MONTH:-

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(ii) RECRUIT DEPOT

(iii) TECHNICAL TRAINING SCHOOL

(iv) FLYING CONTROL TRAINING FLIGHT (.)

PARA. 7. MAINTENANCE HEADQUARTERS ALL REQUIRE A COMMUNICATION FLIGHT COMPRISING 8 U.E. AIRCRAFT OF ITALIAN MAKE (.) 4 OF THESE TO BE SM. 82s OR SIMILAR TYPE AND 4 LIGHT TYPE ITALIAN AIRCRAFT (.)

PARA. 8. AIRCRAFT REQUIREMENTS IN CONNECTION WITH THE DIRECTORATE OF METEOROLOGY ARE LISTED IN PARAGRAPH 3 ABOVE (.)

PARA. 9. ITALIAN CIVIL AVIATION REQUIREMENTS ARE NOT COVERED IN THIS SIGNAL AS THE ITALIAN GOVERNMENT'S INTENTIONS HAVE NOT YET BEEN MADE KNOWN TO ME (.)

PARA. 10. ALTHOUGH NOT COVERED BY MY RECOMMENDATIONS IN MAP.1103 THE FOLLOWING ARE NOW CONSIDERED ESSENTIAL:-

(i) A TARGET TOWING FLIGHT CONSISTING OF 6 MARCHETTI AIRCRAFT (.)

(ii) AN A.O.P. SQUADRON CONSISTING OF 14 U.E. ITALIAN LIGHT AIRCRAFT (L.M. 5 OR SIMILAR TYPE) (.)

PARA. 11. ALL FIGURES FOR NUMBERS OF AIRCRAFT QUOTED ABOVE ARE WITHOUT CONSIDERATION TO RESERVES (.) THESE TO BE MADE AVAILABLE ON THE FOLLOWING SCALES AND ARE LISTED BELOW AS A PERCENTAGE WASTAGE OF UNIT EQUIPMENT PER MONTH:-

(i) SINGLE ENGINE FIGHTER 1.4 (.)

(ii) TRANSPORT 2 (.)

(iii) GENERAL RECONNAISSANCE 1 (.)

(iv) TRAINING AIRCRAFT 4 (.)

(v) COMMUNICATION AIRCRAFT 1 (.)

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PARA. 12. IT IS REQUESTED THAT AUTHORITY MAY BE GIVEN FOR THE PROCUREMENT OF SUFFICIENT MODERN RADAR AND VHF EQUIPMENT TO EQUIP TWO STATIC AND 1 MOBILE SECTIONS AND THEIR ASSOCIATED AIRCRAFT (.)

PARA. 13. AUTHORITY IS FURTHER REQUESTED FOR THE PROCUREMENT OF ALL ANCILLARY EQUIPMENT

CONTINUED/3.....

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1 4 7 3

AND SPARES INCLUDING BOMBS AND AMMUNITION TO A SCALE CORRESPONDING WITH THE ROLE OF THE IMPROVED ITALIAN AIR FORCE (•)

PARA. 14. IT IS CONTEMPLATED THAT I HAVE MADE IT CLEAR TO THE ITALIAN AIR MINISTRY THAT THIS CEILING A PROVAL FOR THIS IMPROVED ITALIAN AIR FORCE IS PRELIMINARY AND THAT IT IS NOT CEILING/MUST TO TURN TO RE-ORGANISE THEIR FORCE UP TO THIS CEILING (•)

1674

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TOP SECRET

56

(1)

Bdel

TO: [illegible],
[illegible],

FROM: UNITED KINGDOM ARMED AIR SERVICES MISSION,
c/o U.S. Army Post Office, London.

COPY: CHIEF COMMISSIONER, U.K. A.C. [illegible]
EGYPTIAN GOVERNMENT.

DATE: 20th June, 1946.

REF: 1050/307/2/Gen.

Re letter from
Chief Commissioner to C.A.S
dated 17th June 1946
re Civil Aviation Organisation
in Egypt

SUBJECT: AIR POLICE - EGYPTIAN POLICE.

Attached is a draft Air Signal concerning Air Police which was agreed by Air Vice-Marshal Fogarty, Air Vice-Marshal Brooks, Lt/Col. Hunt (Acting DD, A.T.S.D), Group Captain Farmer and Wing Co Cooper (Field (U.K.) HQ M.E.A.F.) when we met on the 7th June.

2. The draft was sent to the Chief Commissioner for information and comment. He suggests that para 1 (g) be amplified, otherwise no comment.

3. I therefore suggest para 1 (g) be amended to read:

"(g) Directorate of Civil Aviation which is at present under Air Ministry but may be transferred to a separate or other Ministry such as Ministry of Transport if His Exalted Government so desires".

Yours sincerely,

L.S. SIGEE,
Air Vice-Marshal,
Director,
Air Police Sub-Commission.

Air Min. Library
No. 216
April 1946
File 4020-01

1420

DRAFT SIGNAL. SOE SECRET.

TO: AFHQ FOR SOS

FROM: A.F.H.Q.

RECONNAISSANCE DEMO: CERTAIN OFFICES FOR BRITISH CHIEFS OF STAFF.

REFERENCE TO MESSAGE PAR.6(g) SUES IS HAP (.)

GUS (.) IN ACCORDANCE WITH DECISION CONTAINED IN PAR.6(g) AND UNDER CONSIDERATION WITH THE BRITISH I SHOULD BE OBLIGED IF DECISION MAY BE GIVEN IMMEDIATELY AS WORK FOR YOUR CONSIDERATION AND RECORDING HAS ALREADY BEGUN UNDER THE FOLLOWING:-

(a) BRITISH HEADQUARTERS

(b) AIR TRANSPORT HEADQUARTERS

(c) GENERAL RECONNAISSANCE AND AIRCRAFT SUPPLY HEADQUARTERS

(d) SIGNALS HEADQUARTERS

(e) RATIONATION HEADQUARTERS

(f) HEADQUARTERS OF METEOROLOGY

(g) DIRECTORATE OF CIVIL AVIATION (.)

TWO (.) BRITISH HEADQUARTERS TO COMMAND EIGHT RECONNAISSANCE SQUADRONS A TOTAL OF 7 SQUADRONS A OF 8 EACH OF AN INTERCEPTOR, 2 FIGHTER BOMBER, and 1 TACTICAL RECONNAISSANCE (.) THE ESTABLISHMENT OF EACH SQUADRON WILL BE 16 AIRCRAFT (.) ADMINISTRATION IS TO BE LIMITED TO ESTABLISH 1 AIRCRAFT FOR EACH OF THE 3 TYPES GIVING A GRAND TOTAL OF 101 AIRCRAFT (.) 2 OF THE FIGHTER BOMBER SQUADRON WILL BE EQUIPPED WITH AMERICAN P.38 AIRCRAFT AND THE REMAINING 5 SQUADRONS WITH BRITISH SPITFIRE IX AIRCRAFT (.) IT IS INTENDED THAT A COMMUNICATION SQUADRON CONSISTING OF 12 LIGHT STALLAY TYPE AIRCRAFT SHALL BE PROVIDED FOR COMMUNICATION PURPOSES IF NOT REQUIRED AS SUCCESSFUL

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[illegible] THE HEADQUARTERS [illegible] SHOULD BE BUILT UP INITIALLY ALONG THE FOLLOWING LINES AND ADDED TO AS AND WHEN CONSIDERED NECESSARY BY THE COMMANDER-IN-CHIEF, FAR EAST AIR FORCES:-

(a) FIGHTER HEADQUARTERS

(b) AIR DIVISION HEADQUARTERS

(c) SECTOR RECONNAISSANCE AND AIRCRAFT CONTROL HEADQUARTERS

(d) FLIGHT HEADQUARTERS

(e) MAINTENANCE HEADQUARTERS

(f) DETACHMENTS OF METEOROLOGY

(g) DETACHMENTS OF CIVIL AVIATION (.)

TWO (.) FIGHTER HEADQUARTERS TO CONTROL EIGHT SUBORDINATE FORMATIONS A MIX OF 7 SQUADRONS (, OF WHICH SHOULD BE INTERCEPTOR, 2 FIGHTER BOMBER, AND 1 TACTICAL RECONNAISSANCE (.) THE UNIT EQUIPMENT OF EACH SQUADRON SHOULD BE 16 AIRCRAFT (.) ADDITIONALLY IT IS INTENDED TO ESTABLISH 1 AIRCRAFT FOR EACH OF THE 3 AIR HEADQUARTERS MAKING A GRAND TOTAL OF 101 AIRCRAFT (.) 2 OF THE INTERCEPTOR SQUADRONS WILL BE EQUIPPED WITH AMERICAN F-86 AIRCRAFT AND THE REMAINING 5 SQUADRONS WITH BRITISH METEOR IV AIRCRAFT (.) IT IS INTENDED THAT A RECONNAISSANCE SQUADRON CONSISTING OF 12 LIGHT ITALIAN MADE AIRCRAFT SHALL BE PROVIDED FOR COMMUNICATION PURPOSES BY THE GROUND AIR SUBSIDIARY UNITS (.)

THREE (.) AIR DIVISION HEADQUARTERS WITH UNDER 2 SQUADRONS OF ITALIAN MADE AIRCRAFT EACH OF 16 UE (.) THESE WILL INITIALLY BE SL.79s, SL.92s OR SL.95s (.) AN AIR DIVISION RECONNAISSANCE SQUADRON OF 25 AIRCRAFT OF ITALIAN MAKE TO INCLUDE LIGHT BOMBER AND NIGHT FIGHTER CAPABLE AIRCRAFT WILL BE NECESSARY (.) A METEOROLOGICAL DIVISION OF 6 WITH RADIO AIRCRAFT OF ITALIAN MAKE WILL BE REQUIRED (.)

- TWO -

CONTINUED/2.....

FIVE (.) GENERAL DUTIES BRANCH AND AIRCRAFT SALES HEADQUARTERS WILL CONSIST OF SQUADRON OF AIRCRAFT EACH OF 15 U.E (.) 1 SQUADRON WILL BE EQUIPPED WITH CANADIAN AIRCRAFT AND 1 WITH ITALIAN UNDER EXISTING ARRANGEMENTS (.) ADDITIONALLY A CONSTRUCTION FLIGHT OF 3 ITALIAN LIGHT TYPE AIRCRAFT IS REQUIRED (.)

SIX (.) TRAINING HEADQUARTERS WILL CONSIST OF BASE AND FLYING UNITS COMPRISING A FLYING TRAINING SCHOOL:-

(i) HEADQUARTERS SQUADRON EQUIPPED WITH 12 HAVO OR HARVARD AIRCRAFT (.)

(ii) AN ADVANCED SQUADRON CONSISTING 1 SERVICE FLYING EQUIPPED WITH 15 ITALIAN TYPE G.55 AIRCRAFT AND 1 FLYING BASIC EQUIPPED WITH 15 HARVARD AIRCRAFT (.)

(iii) A NAVIGATION AND GUNNERY OPERATIONS TRAINING SQUADRON OF 6 BOMBERS OF ITALIAN TYPE AIRCRAFT (.)

ADDITIONALLY A CONSTRUCTION FLIGHT OF 4 ITALIAN LIGHT AIRCRAFT WILL BE REQUIRED TO SERVE THE NEEDS OF THE GLIDING HEADQUARTERS AS A WHOLE (.)

SIX (.) GROUND TRAINING UNITS UNDER TRAINING HEADQUARTERS WILL CONSIST:-

(i) CADET COLLEGE (.)

(ii) RECRUIT DEPOT (.)

(iii) TECHNICAL TRAINING SCHOOL (.)

(iv) FLYING CONTROL TRAINING FLIGHT (.)

SEVEN (.) MAINTENANCE HEADQUARTERS WILL REQUIRE A CONSTRUCTION FLIGHT CONSISTING 6 U.E AIRCRAFT OF ITALIAN TYPE (.) 4 OF THESE TO BE SM.82s AND 4 LIGHT TYPE ITALIAN AIRCRAFT (.)

EIGHT (.) AIRCRAFT REQUIREMENTS IN CONNECTION WITH THE UNDERTAKING OF SEARCH LIGHT AS REFERRED TO PARAGRAPH 5 ABOVE (.)

NINE (.) ITALIAN CIVIL AVIATION REQUIREMENTS ARE NOT COVERED IN THIS SIGNAL

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15 ITALIAN TYPE G.55 AEROPLANE AND 1 OTHER ENGINE PLANE REQUIRED WITH 15 ITALIAN AEROPLANE (.)

(iii) A TRAINING AND DISPOSAL SQUADRON CONSISTING INITIALLY OF 6 MACHINES OF ITALIAN TYPE AEROPLANE (.)

ADDITIONALLY A MAINTENANCE PARTY OF 4 ITALIAN RANK AND AEROPLANE WILL BE REQUIRED TO SERVE EACH WINGS OF TWO STARTING HEADQUARTERS AS A WHOLE (.)

SIX (.) GROUND SCHOOLS UNDER UNDER STARTING HEADQUARTERS WILL CONSIST:-

(i) CADET COLLEGE (.)

(ii) RECRUIT DEPOT (.)

(iii) TECHNICAL TRAINING SCHOOL (.)

(iv) FLYING TRAINING STARTING SCHOOL (.)

SEVEN (.) MAINTENANCE UNITS WILL BE FORMED A COMBINATION BEING CONSISTING 8 U.E AEROPLANE OF ITALIAN TYPE (.) 4 OF THESE TO BE SH.82a AND 4 OTHER TYPE ITALIAN AEROPLANE (.)

EIGHT (.) AEROPLANE REQUIREMENTS IN CONNECTION WITH THE DEVELOPMENT OF AIRSHIP CRAFT ARE LISTED IN PARAGRAPH 3 ABOVE (.)

NINE (.) ITALIAN CIVIL AVIATION REQUIREMENTS ARE NOT COVERED BY THIS SIGNAL AS THE ITALIAN GOVERNMENT'S SUGGESTIONS HAVE NOT YET BEEN MADE KNOWN TO US (.)

TEN (.) AIRCRAFT NOT COVERED BY MY RECOMMENDATIONS IN PARA.1103 ARE FIELD AND ARE NOW DETAILED SEPARATELY:-

(i) A TARGET TOWING FLIGHT CONSISTING OF 3 SERVICE AIRCRAFT (.)

(ii) AN A.O.P SQUADRON CONSISTING OF 14 U.E ITALIAN LIGHT AIRCRAFT TYPE 1403 (.)

ELEVEN (.) ALL NEEDS FOR NUMBERS OF AIRCRAFT QUOTED ABOVE ARE WITHOUT CONSIDERATION TO RESERVES (.) THESE SHOULD BE MADE AVAILABLE ON THE ITALIAN SCALES AND ARE ADDED EITHER AS A PERCENTAGE BASIS OR WITH REFERENCE TO UNITS:-

CONTINUED/3.....

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(c) SERIES 31 SEE FIGURE 1.1 (.)

(d) TRACTOR 2 (.)

(dd) GENERAL PURPOSE TRAILER 1 (.)

(dv) TRACTOR AIRCRAFT 2 (.)

(v) COMMUNICATION AIRCRAFT 1 (.)

FOURTH (.) IT IS REQUESTED THAT AUTHORITY MAY BE GIVEN FOR THE EXCESS NUMBER OF SUPPORTING UNITS NAMED AND THE EQUIPMENT TO BE HELD IN THE COUNTS AND 1 MOBILE SECTION AND THEIR ASSOCIATED ALLOWANCE (.)

FIFTHLY (.) AUTHORITY IS HEREBY REQUESTED FOR THE PROVISION OF ADDITIONAL EQUIPMENT AND STORES INCLUDING ROADS AND ACCOMMODATION TO A SCALE COMMENSURATE WITH THE ROLE OF THE SPECIAL TRAILER AIR SQUADRON (.)

FINALLY (.) IT IS CONSIDERED THAT A CASE HAS BEEN MADE OUT FOR THE ADDITION OF THE SPECIAL TRAILER AIR SQUADRON AND THAT IT IS NOT UNREASONABLE OPTIMISTIC TO HOPE TO BE ORGANISED STRENGTHS UP TO THE CEILING REQUESTED (.) I HAVE ALSO MADE IT CLEAR TO THEM THAT THEY ARE NOT ALLOWED TO EXCEED THIS CEILING (.)

1976

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1681

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TOP

56 P

FROM: AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, ITALY.

TO: HEADQUARTERS ALLIED AIR COMMANDER MEDITERRANEAN,
C/O A.M.G. P.A.I.C. ITALY, CASERTA.

COPY: CHIEF COMMISSIONER, A.C. A.C. [illegible]
EXECUTIVE COMMISSIONER.

DATE: 20th JUNE, 1946.

REF: AMSC/367/2/G.S.

STATUS OF AIR FORCE - RESTRICTED AGENCY.

Attached is a draft MAP signal concerning TAI.649 which was agreed by Air Vice-Marshal Fogarty, Air Vice-Marshal Brodie, Lt/Col. Hurst (acting US), Lt. A.C., Group Captain Jarman and Wing Commander Hale (R.A.F.H.Q.), at A.F.H.Q. U.S. Zone on the 7th June.

2. The draft was sent to the Chief Commissioner for information and comment. He suggests that para 1 (g) be omitted, observing no comment.

3. I therefore suggest para 1 (g) be amended to read:

"(g) Directorate of Civil Aviation which is at present under Air Ministry but may be transferred to a separate or other Ministry such as Ministry of Transport if the Italian Government so desires".

For S. Brodie.

I.S. MACKAY,
AIR VICE-MARSHAL,
DEPUTY,
AIR FORCES SUB-COMMISSION.

IMMEDIATE DIGITAL. TOP SECRET.

TO: AGENT [illegible]

INFO: A.F.H.Q.

[illegible] CONSENT OBTAINED FOR RELEASE OUTSIDE OF STATE.

REFERENCE TO MESSAGE PAT.649 THIS IS HAP (.)

ONE (.) IN ACCORDANCE WITH REQUEST CONTAINED IN PAT.649 AND AFTER CONSULTATION WITH THE ITALIAN AIR MINISTRY I PROPOSE THE FOLLOWING DISTRIBUTION OF FREEDOM ITALIAN AIR FORCE FOR POST OPERATIONS AND RECONVERSION AS RECOMMENDED BY THE ITALIAN AIR MINISTRY WHICH IS AS FOLLOWS:-

(a) FIGHTER PENETRATIONS

(b) AIR TRANSPORT SQUADRONS

(c) GENERAL RECONNAISSANCE AND ATLANTIC SAFETY SQUADRONS

(d) TRAINING HEADQUARTERS

(e) METEOROLOGICAL HEADQUARTERS

(f) DEPARTMENT OF AERONAUTICS

(g) DEPARTMENT OF CIVIL AVIATION (.)

TWO (.) SECTOR HEADQUARTERS TO COMMAND TWENTY OPERATIONAL SQUADRONS A TOTAL OF 7 SQUADRONS 4 OF WHICH TO BE INTERCEPTOR, 2 FIGHTER BOMBER, and 1 TACTICAL RECONNAISSANCE (.) THE UNIT ESTABLISHMENT OF EACH SQUADRON WILL BE 16 AIRCRAFT (.) ADMINISTRATIVELY IT IS INTENDED TO ESTABLISH 1 AIRCRAFT FOR EACH OF THE 3 RESERVE SQUADRONS MAKING A GRAND TOTAL OF 104 AIRCRAFT (.) 2 OF THE OPERATIONAL SQUADRONS WILL BE ALLOTTED WITH AIRCRAFT P.38 AIRCRAFT AS THE REMAINING 5 SQUADRONS WITH SPITFIRE IX AIRCRAFT (.) IT IS INTENDED THAT A CONVERSION SQUADRON EQUIPPED OF 12 SPITFIRE ITALIAN TYPE AIRCRAFT SHALL BE PROVIDED FOR CONVERSION PURPOSES IN THE COURSE OF [illegible]

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CONFIDENTIAL/2.....

NUM (.) ONE AL I CONTAINERATE AND AIRCRAFT EACH SQUADRON WILL CONSIST 2 SQUADRON OF AIRCRAFT EACH OF 15 T.S (.) 1 S SQUADRON WILL BE EQUIPPED WITH CANADIAN AIRCRAFT AND 1 WITH ITALIAN MADE SPECIFIC DESIGNATION (.) ADMINISTRATIVE & OPERATIONAL FLIGHT OF 3 ITALIAN MADE TYPE AIRCRAFT IS REQUIRED (.)

NINE (.) TRAINED PERSONNEL WILL CONSIST OF THE FOLLOWING UNITS WHICH COMPRISES A FLYING TRAINING SCHOOL:-

(i) HEADQUARTERS SQUADRON EQUIPPED WITH 12 MKTH OR UNSPECIFIED AIRCRAFT (.)

(ii) AN ADVANCED FLYING SCHOOL OF 4 SQUADRONS EQUIPPED WITH 15 ITALIAN TYPE S.55 AIRCRAFT AND 1 TWIN ENGINE FLYING SQUADRON WITH 15 UNKNOWN AIRCRAFT (.)

(iii) A NAVIGATOR AND GUNNERS OPERATIONAL TRAINING FLIGHT CONSISTING OF 6 MACHINES OF ITALIAN MADE AIRCRAFT (.)

ARMAMENT A CONVERSATION FLIGHT OF 4 ITALIAN MADE TYPE AIRCRAFT WILL BE REQUIRED TO COVER THE NEEDS OF THE TRAINING HEADQUARTERS AS A WHOLE (.)

TEN (.) GROUND TRAINING WITH THEIR TRAINED HEADQUARTERS WILL CONSIST OF:-

(i) CADET SQUADRON (.)

(ii) MESS AND HOUSE (.)

(iii) TECHNICAL TRAINING SCHOOL (.)

(iv) FLYING CONTROL TRAINING FLIGHT (.)

ELEVEN (.) MAINTENANCE HEADQUARTERS WILL BE TO BE A CONSTRUCTION SQUADRON CONSISTING 8 T.S AIRCRAFT OF ITALIAN MAKE (.) 4 OF WHICH TO BE SPARE AND 4 LIGHT TYPE ITALIAN AIRCRAFT (.)

TWELVE (.) AIRCRAFT REQUIREMENTS IN CONNECTION WITH THE PERSONNEL AND ORGANIZATION AS LAID DOWN IN PARAGRAPH 3 ABOVE (.)

THIRTEEN (.) ITALIAN CIVIL AVIATION REQUIREMENTS ARE NOT COVERED BY THIS REGIONAL

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(ii) AN ADVANCED FLYING UNIT CONSISTING 4 SINGLE ENGINE FLIGHT EQUIPPED WITH 16 FIGHTER TYPE C.S. AIRCRAFT AND 4 TWIN ENGINE FLIGHT EQUIPPED WITH 15 ARMED AIRCRAFT (.)

(iii) A INSTRUCTOR AND NUMBERS ESTABLISHMENT FLIGHT CONSISTING OF 6 EXAMINERS OF FIGHTER TYPE AIRCRAFT (.)

ADDITIONALLY A CONSTRUCTION FLIGHT OF 4 FIGHTER TYPE AIRCRAFT WILL BE REQUIRED TO COVER THE PERIOD OF THE TRAINED HEAD-QUARTERS AS A WHOLE (.)

SIX (.) ARMED STATIONS UNDER PEACE ESTABLISHMENTS WILL CONSIST OF:-

(i) CADET COLLEGE (.)

(ii) SERVICE SCHOOL (.)

(iii) TECHNICAL TRAINING SCHOOL (.)

(iv) FIGHTER OPERATIONAL TRAINING FLIGHT (.)

SEVEN (.) MAINTENANCE HEADQUARTERS WILL BE FOUND A CONSTRUCTION FLIGHT CONSISTING 8 H.E AIRCRAFT OF FIGHTER TYPE (.) 4 OF WHICH TO BE OF T.S. TYPE AND 4 LIGHT TWIN ENGINE AIRCRAFT (.)

EIGHT (.) AIRCRAFT ESTABLISHED IN CONNECTION WITH THE SCHOOL ARE OF DIFFERENT TYPES AS LISTED IN PARAGRAPH 3 ABOVE (.)

NINE (.) ROYAL CIVIL AVIATION REQUIREMENTS ARE NOT COVERED BY THIS SCHEDULE AS THE ROYAL GOVERNMENT'S INTENTIONS REGARDING THEM HAVE NOT YET BEEN MADE KNOWN TO ME (.)

TEN (.) AIRCRAFT NOT COVERED BY THE PRECEDING PARAGRAPHS OF THIS SCHEDULE ARE NOW CONSIDERED ESSENTIAL:-

(i) A TARGET TOWING FLIGHT CONSISTING OF 2 MARTINET AIRCRAFT (.)

(ii) AT A.C.P ESTABLISHMENT CONSISTING OF 24 H.E FIGHTER LIGHT AIRCRAFT TYPE 185 (.)

ELEVEN (.) ALL ITEMS IN NUMBER OF AIRCRAFT ABOVE SHOWN ARE SUBJECT CONFIRMATION TO NUMBERS (.) THESE SHOULD BE MADE AVAILABLE ON THE SCALES SHOWN AND ARE LISTED BELOW AS A DESCRIPTIVE SUMMARY OF THE ESTABLISHMENT NOW NEEDED:-

CONTINUED/3.....

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(1) SERVICE ATTACHE ETCHEVE 1.A (.)

(1A) TRANSMIT 2 (.)

(1AA) GENERAL DECONTAMINATION 1 (.)

(1Y) STRICKEN AIRCRAFT A (.)

(Y) CONTAMINATION AT CHART 1 (.)

THERE (.) IS SO UNDERSTOOD THAT ANYBODY MAY BE ALWAYS AND ONE OF CONSIDERS [illegible] AND THE RESIDENCE TO BUILD THE DEATH AND 1 ATTACK SERVICE AND POWER ABANDONED AIRCRAFT (.)

THEREFORE (.) AUTHORITY IS STRICTLY RESTRICTED FOR THE ENJOYMENT OF ALL AUXILIARY EXPENSES AND ALLIED DIPLOMATIC BODIES AND AGREEMENT TO A CLOSE [illegible] WITH THE END OF THE DIPLOMATIC STAFF AT POSTS (.)

FURTHER (.) IT IS UNDERSTOOD THAT I HAVE MADE IT CLEAR TO THE ITALIAN AT MOMENT THAT THE OUR ARRIVAL IS [illegible] THAT AND THAT IT IS THE STRICTEST OBLIGATION TO THEM TO RE-[illegible] THEIR POWER UP TO THE CONSULT DESIRED (.) I HAVE ALSO MADE IT CLEAR TO THEM THAT THEY ARE NOT ALLOWED TO EXPAND THEIR CONSULS (.)

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FROM: AIR FORCE SUB-COMMISSION,
ALLIED COMMISSION, ROME.

TO: MEDITERRANEAN ALLIED AIR COMMANDER HEADQUARTERS,
C/O A.H.Q. R.A.F. ITALY, CASERTA.

COPY: CHIEF COMMISSIONER, M.G. A.C. HOME DIVISION
EXECUTIVE COMMISSIONER.

DATE: 20TH JUNE, 1946.

REF: AFSC/367/2/ORG.

ITALIAN AIR FORCE - FUTURE POLICY.

Attached is a draft MAP signal concerning FAI.649 which was agreed by Air Vice-Marshal Fogarty, Air Vice-Marshal Brooke, Lt/Col. Brack (Acting US, A.M.S.C), Group Captain Jarman and Wing Commander Field (U.J.P.M), at A.F.H.Q. Rome on the 7th June.

2. The draft was sent to the Chief Commissioner for information and comment. He suggests that para 1 (g) be amplified, otherwise no comment.

3. I therefore suggest para 1 (g) be amended to read:

"(g) Directorate of Civil Aviation which is at present under Air Ministry but may be transferred to a separate or other Ministry such as Ministry of Transport if the Italian Government so desires".

I.S. MACKEN,
AIR VICE-MARSHAL,
DEPUTY,
AIR FORCE SUB-COMMISSION.

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TOP S

HEADY SIGNAL

TO: ACSAF FOR CSB

FROM: A.F.H.Q.

FROM MORGAN ISLAND: CAMDIEF OPERATES FOR MILITARY ORDERS OF STATE.

REFERENCE TO ACSAF MAT.649 THIS IS MAP (*)

CSB (*) IN ACCORDANCE WITH REQUEST CONTAINED IN PAR.649 AND ABOVE CONSIDERATION OF VIEW THE ITALIAN AIR MINISTRY I PROPOSED TIM PROPOSED INSTALLED PLAN FOR THE ITALIAN AIR FORCE FOR YOUR CONFIRMATION AND INCORPORATED ITS RECOMMENDATIONS THROUGH THE ITALIAN AIR MINISTRY UNDER THE FOLLOWING:-

(a) FIGHTER HEADQUARTERS

(b) AIR TRANSPORT REGIMENTATIONS

(c) GENERAL RECONNAISSANCE AND AIRCRAFT SAFETY HEADQUARTERS

(d) TRAINING HEADQUARTERS

(e) MAINTENANCE HEADQUARTERS

(f) DISPOSITION OF METEOROLOGY

(g) INTERCEPTORS OF CIVIL AVIATION (*)

TWO (*) FLIGHTS HEADQUARTERS TO CONSIST THROUGH COMMUNICATIONS SQUADRONS A SQUA. OF 7 SQUADRONS A OF THESE TO BE INDEPENDENT, 2 FLIGHTS NUMBER, ONE 1 NATIONAL PERSONNEL (*) THE THEN SITUATION OF NON SQUADRON WHICH IS 14 AIRCRAFT (*) ADDITIONALLY IT IS INTENDED TO ESTABLISH 1 AIRCRAFT FOR EACH OF THE 3 HQ'S INCREASE WHICH A GRAND TOTAL OF 10% AIRCRAFT (*) 2 OPTIONS INTERCEPTOR SQUADRONS WILL BE EQUIPPED WITH AMERICAN P.38 AIRCRAFT AND THIS REQUIRES 5 SQUADRONS WITH BRITISH SPITFIRE IX AIRCRAFT (*) IT IS INTENDED THAT A CONSTRUCTION PROGRAMME CONSISTING OF 12 LIGHT ITALIAN FOOD AIRCRAFT SHALL BE PROVIDED FOR CONSTRUCTION PURPOSES IN THE COMMAND AND DISPOSITION

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I HAVE THE HONOUR TO REQUEST I FORWARD THE FOLLOWING DETAILED PLAN FOR THE INTAKE ITALIAN AIR FORCE FOR YOUR CONCURRENCE AND RECOMMEND ITS PROMULGATION THROUGH THE ITALIAN AIR MINISTRY UNDER THE FOLLOWING:-

(a) FIGHTER HEADQUARTERS

(b) AIR TRANSPORT HEADQUARTERS

(c) GENERAL RECONNAISSANCE AND ANTI-SUBMARINE HEADQUARTERS

(d) TRAINING HEADQUARTERS

(e) MAINTENANCE HEADQUARTERS

(f) DIRECTORATE OF METEOROLOGY

(g) DIRECTORATE OF CIVIL AVIATION (.)

TWO (.) FIGHTER HEADQUARTERS TO COMMAND THROUGH SUBORDINATE FORMATIONS A TOTAL OF 7 SQUADRONS 4 OF THESE TO BE INTERCEPTOR, 2 FIGHTER BOMBER, and 1 TACTICAL RECONNAISSANCE (.) THE UNIT EQUIPMENT OF EACH SQUADRON WILL BE 16 AIRCRAFT (.) ADDITIONALLY IT IS INTENDED TO ESTABLISH 1 AIRCRAFT FOR EACH OF THE 3 WING LEADERS MAKING A GRAND TOTAL OF 104 AIRCRAFT (.) 2 OF THE INTERCEPTOR SQUADRONS WILL BE EQUIPPED WITH AMERICAN P.38 AIRCRAFT AND THE REMAINING 5 SQUADRONS WITH BRITISH SPITFIRE IX AIRCRAFT (.) IT IS INTENDED THAT A COMMUNICATION SQUADRON CONSISTING OF 12 LIGHT ITALIAN TYPE AIRCRAFT SHALL BE PROVIDED FOR COMMUNICATION PURPOSES IN THE COMMAND AND SUBORDINATE UNITS (.)

THREE (.) AIR TRANSPORT HEADQUARTERS WILL COMMAND 2 SQUADRONS OF ITALIAN TYPE AIRCRAFT EACH OF 16 US (.) THESE WILL PROBABLY BE SM.79s, SM.82s OR SM.95s (.) AN AIR MINISTRY COMMUNICATION SQUADRON OF 25 AIRCRAFT OF ITALIAN TYPE TO INCLUDE TWIN ENGINE AND LIGHT PASSENGER CARRYING AIRCRAFT WILL BE NECESSARY (.) A METEOROLOGICAL FLIGHT OF 6 WIRELESS AIRCRAFT OF ITALIAN TYPE WILL BE REQUIRED (.)

CONFIRMED/2.....

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FOUR (.) GENERAL RECONNAISSANCE AND AIRCRAFT SAFETY HEADQUARTERS WILL COMMAND 2 SQUADRONS OF AIRCRAFT EACH OF 15 U.K (.) 1 SQUADRON WILL BE EQUIPPED WITH CATALINA AIRCRAFT AND 1 WITH ITALIAN MEDIUM RANGE SEAPLANES (.) ADDITIONALLY A COMMUNICATION FLIGHT OF 3 ITALIAN LIGHT TYPE AIRCRAFT IS REQUIRED (.)

FIVE (.) TRAINING HEADQUARTERS WILL CONSIST OF THE FOLLOWING TRAINING UNITS COMPRISING A FLYING TRAINING SCHOOL:-

(i) ELEMENTARY SQUADRON EQUIPPED WITH 12 MOTH OR HARVARD AIRCRAFT (.)

(ii) AN ADVANCED SQUADRON CONSISTING 1 SINGLE ENGINE FLIGHT EQUIPPED WITH 15 ITALIAN TYPE G.55 AIRCRAFT AND 1 TWIN ENGINE FLIGHT EQUIPPED WITH 15 OXFORD AIRCRAFT (.)

(iii) A NAVIGATOR AND WIRELESS OPERATORS TRAINING FLIGHT CONSISTING OF 6 HAMPDENS OR ITALIAN TYPE AIRCRAFT (.)

ADDITIONALLY A COMMUNICATION FLIGHT OF 4 ITALIAN LIGHT AIRCRAFT WILL BE REQUIRED TO SERVE THE NEEDS OF THE TRAINING HEADQUARTERS AS A WHOLE (.)

SIX (.) GROUND TRAINING UNITS UNDER TRAINING HEADQUARTERS WILL COMPRISE:-

(i) CADET COLLEGE (.)

(ii) WIRELESS SCHOOL (.)

(iii) TECHNICAL TRAINING SCHOOL (.)

(iv) FLYING CONTROL TRAINING FLIGHT (.)

SEVEN (.) MAINTENANCE HEADQUARTERS WILL REQUIRE A COMMUNICATION FLIGHT COMPRISING 3 U.K AIRCRAFT OF ITALIAN TYPE (.) 4 OF THESE TO BE SM.82S AND 4 LIGHT TYPE ITALIAN AIRCRAFT (.)

EIGHT (.) AIRCRAFT REQUIREMENTS IN CONNECTION WITH THE DEFENCE AND METEOROLOGY ARE INCLUDED IN PARAGRAPH 3 ABOVE (.)

NINE (.) ITALIAN CIVIL AVIATION REQUIREMENTS ARE NOT COVERED IN THIS SIGNAL

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(i) MEDITERRANEAN SQUADRON EQUIPPED WITH 12 BOMB OR TORPEDO AIRCRAFT (.)

(ii) AN ADVANCED SQUADRON CONSISTING 1 SINGLE ENGINE FLIGHT EQUIPPED WITH 15 ITALIAN TYPE G.55 AIRCRAFT AND 1 TWIN ENGINE FLIGHT EQUIPPED WITH 15 G/CRAFT (.)

(iii) A NAVIGATOR AND GUNNERS G/WEAPONS TRAINING FLIGHT CONSISTING OF 6 BALLISTICS OR ITALIAN TYPE AIRCRAFT (.)

ADDITIONALLY A CONSTRUCTION FLIGHT OF 4 ITALIAN LIGHT AIRCRAFT WILL BE REQUIRED TO SERVE THE NEEDS OF THE TRAINING HEADQUARTERS AS A WHOLE (.)

SIX (.) GROUND TRAINING UNITS UNDER TRAINING HEADQUARTERS WILL CONSIST:-

(i) CADET COLLEGE (.)

(ii) DEPOT DEPOT (.)

(iii) TECHNICAL TRAINING SCHOOL (.)

(iv) FLYING CONTROL TRAINING FLIGHT (.)

SEVEN (.) MAINTENANCE HEADQUARTERS WILL REQUIRE A CONSTRUCTION FLIGHT CONSISTING 8 U/S AIRCRAFT OF ITALIAN MAKE (.) 4 OF THESE TO BE SM.82s AND 4 LIGHT TYPE ITALIAN AIRCRAFT (.)

EIGHT (.) AIRCRAFT REQUIREMENTS IN CONNECTION WITH SEA RESCUE AND METEOROLOGY ARE DEALT IN PARAGRAPH 3 ABOVE (.)

NINE (.) ITALIAN CIVIL AVIATION REQUIREMENTS ARE NOT COVERED BY THIS SIGNAL AS THE ITALIAN GOVERNMENT'S INTENTIONS HAVE NOT YET BEEN MADE KNOWN TO US (.)

TEN (.) ALTHOUGH NOT COVERED BY MY ROCKET/BALLONS IN MAP.1103 THE FOLLOWING ARE NOW CONSIDERED ESSENTIAL:-

(i) A TARGET TOWING FLIGHT CONSISTING OF 6 MARTINET AIRCRAFT (.)

(ii) AN A.O.P SQUADRON CONSISTING OF 14 U.S ITALIAN LIGHT AIRCRAFT TYPE L45 (.)

ELEVEN (.) ALL FIGURES FOR NUMBERS OF AIRCRAFT QUOTED ABOVE ARE WITHOUT CONSIDERATION TO RESERVES (.) THESE SHOULD BE MADE AVAILABLE ON THE FOLLOWING SCALES AND ARE LISTED BELOW AS A PERCENTAGE VARIATION OF UNIT EQUIPMENT FOR MONTH:-

CONTINUED/3.....

1401

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(i) SINGLE ENGINE FIGHTER 1.A (.)

(ii) STRIKER 2 (.)

(iii) GENERAL REconnaissance 1 (.)

(iv) TRAINING AIRCRAFT 4 (.)

(v) COMMUNICATION AIRCRAFT 1 (.)

YOURSELF (.) IT IS REQUESTED THAT AUTHORITY MAY BE GIVEN FOR THE PROCUREMENT OF SUFFICIENT MOBILE RADAR AND VHF EQUIPMENT TO EQUIP TWO STATIC AND 1 MOBILE SECTOR AND THEIR ASSOCIATED AIRCRAFT (.)

THIRDLY (.) AUTHORITY IS FURTHER REQUESTED FOR THE PROCUREMENT OF ALL AUXILIARY BUILDINGS AND GROUND EQUIPMENT FOR BASE AND ACCOMMODATION TO A SCALE COMMENSURATE WITH THE ROLE OF THE TUNISIAN REGULAR AIR FORCE (.)

FOURTHLY (.) IT IS CONSIDERED THAT I HAVE MADE IT CLEAR TO THE TUNISIAN AIR MINISTRY THAT THE OKS APPROVAL IS PERMISSIVE ONLY AND THAT IT IS NOT THEREFORE OBLIGATORY TO THEM TO RE-ORGANISE THEIR FORCE UP TO THE CEILING PERMITTED (.) I HAVE ALSO MADE IT CLEAR TO THEM THAT THEY ARE NOT ALLOWED TO EXCEED THIS CEILING (.)

1992

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

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION, ROME.

Also Copy of 42a5 enc 10

AFSC/367/2/Gen.

20th June, 1946.

Sir,

TRAINING COURSES IN THE U.K. FOR ITALIAN AIR FORCE PERSONNEL.

I have the honour to inform you that the Mediterranean Allied Air Command Secretariat (in their letter MAAC/4200/AVALS dated 14th June), have instructed me to request certain training courses in the United Kingdom for Italian Air Force personnel as was verbally agreed between Air Vice-Marshal Foley and the Director of the Air Forces Sub-Commission on the 7th May, subject to official approval.

2. The training courses which it is thought desirable for Italian personnel to take in the United Kingdom are stated in Appendix "A" to this letter.

3. It is requested that equipment schedules and instructional leaflets in duplicate may, so far as practicable, be handed to the Senior Officer or U.K.C.C. on each course or visit, in order to help Italian personnel in initiating new Training Courses in Italian Schools, or improving those already in existence.

4. All Italian personnel selected for these courses will be English speaking and will previously have been vetted as suitable for instructor duties.

5. The Italian Air Ministry has enthusiastically agreed that Italian Air Force personnel shall go a limited number of courses in the U.K. provided the charges made are not beyond their means. It is, therefore, requested that you will signal this Headquarters as to the charge per head which will be made against the Italian Government, assuming that the Italian Government will themselves pay passages to and from the U.K.

6. As regards transportation of Italian personnel to and from the U.K., will you in due course please inform this Headquarters whether they may be conveyed in an Italian Military Courier aircraft, for which there is a precedent in that an SM.95 was flown to Farnborough last summer, and an SM.82 will shortly be going to Farnborough.

7. It is also requested that you will inform this Headquarters whether Italian personnel shall wear uniform or plain clothes [illegible]

not a precedent

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

I have the honour to inform you that the Mediterranean Allied Air Committee Secretariat (in their letter MAAC/4200/AP&S dated 14th June), have instructed us to request certain training courses in the United Kingdom for Italian Air Force personnel as was verbally agreed between Air Vice-Marshal Embry and the Director of the Air Forces Sub-Commission on the 7th May, subject to official approval.

2. The training courses which it is thought desirable for Italian personnel to take in the United Kingdom are stated in Appendix "A" to this letter.

3. It is requested that equipment schedules and instructional leaflets in duplicate may, so far as practicable, be handed to the Senior Officer of U.K.L. on each course or visit, in order to help Italian personnel in instituting new Training Courses in Italian Schools, or improving those already in existence.

4. All Italian personnel selected for these courses will be English speaking and will previously have been vetted as suitable for their particular duties.

5. The Italian Air Ministry has enthusiastically agreed that Italian Air Force personnel shall do a limited number of courses in the U.K. provided the charges made are not beyond their means. It is, therefore, requested that you will signal this Headquarters as to the charge per head which will be made against the Italian Government, assuming that the Italian Government will themselves pay passages to and from the U.K.

6. As regards transportation of Italian personnel to and from the U.K., will you in due course please inform this Headquarters whether they may be conveyed in an Italian Military Courier aircraft, for which there is a precedent in that an SM.95 was flown to Farnborough last summer, and an SM.82 will shortly be going to Farnborough.

7. It is also requested that you will inform this Headquarters whether Italian personnel shall wear uniform or plain clothes whilst attending courses.

I have the honour to be
Sir,
Your obedient Servant,

ALLIED LIAISON
H.Q.
ARTE
FILE

I.E. PEGRIE,
AIR VICE-MARSHAL,
DIRECTOR
AIR SUB-COMMISSION.

The Under Secretary of State for Air,
Adastral House,
Kingsway, London, W.C.2.

COPY: M.A.A.C. SECRETARIAT. ✓

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1695

Declassified E.O. 12356, Sec. 3.3/NND No.

Annex.

MEETING OF [illegible] HELD IN [illegible] AIR MINISTRY ON 1ST APRIL, 1946.

Present:

Air Vice Marshal [illegible], C.B., D.S.O., M.C. - [illegible] Allied Commission, Italy.
Air Vice Marshal [illegible], C.B. - Director, Air Forces Sub-Commission, A.C.
Brig. General [illegible] - Deputy Director, Air Forces Sub-Commission, A.C.
Group Captain [illegible] - Air Plans, Headquarters, [illegible] Italy.
Lieut. Colonel [illegible], - Air 1, Air Forces Sub-Commission, A.C.
Flying Officer [illegible] - A.D.C. to Air Vice Marshal Broadhurst.
Flight Officer [illegible] - Intelligence Section, [illegible].
Doctor [illegible] - Italian Minister for Air.
General [illegible] - Chief of Italian Air Staff.
General [illegible] - Chief of Personnel Italian Air Force.
Colonel [illegible] - Deputy Chief of Italian Air Staff.
Colonel de [illegible] - Chief Signals Officer Italian Air Force.

- -

Air Vice Marshal Fogarty: Three separate plans have been received from [illegible] authorising the establishment of an Italian Air Force. He also emphasised that these plans are not to be construed as a formal issue and acceptance is dependent on the Italian Government's wishes.

Mr. Cavalotti: Stated that advance copy of aforementioned plans have been received and discussed in detail with General [illegible]-Jet and his staff. He would now like to discuss each paragraph in detail.

Air Vice Marshal Fogarty: Query - Before discussing the plans, it should first be made known if the Italian Air Ministry desires to have an Air Force.

Mr. Cavalotti: Replied in the affirmative. He also stressed the need for an adequate defence Air Force capable to stem off the enemy until UNO assistance arrives.

Air Vice Marshal Fogarty: It must be borne in mind that this is only a suggested plan and has been so developed as to give a good nucleus for further expansion if subsequently authorised by the Allies. Query - Can the Italian Air Ministry adhere to this plan at maximum scale or at a reduced level.

Mr. Cavalotti: mentioned the beneficial results in placing the plans in effect in view of the fact that peace terms may soon be announced which may change the [illegible] of plans entirely.

Air Vice Marshal Fogarty: Reiterated that the basic elements of the plan are for subsequent expansion and cannot foresee what benefit will be derived in the [illegible] movement.

General [illegible]-Jet: Agreed in principle with the scheme however the plan may not be accepted by the Italian Air Ministry due to unavailability of funds and on which restrict the activities of Italian Air Force personnel

Air Vice Marshal Fogarty: Announced plans have been received from SACMED authorizing the establishment of an Italian Air Force. He also emphasized that these plans are not to be construed as a forced issue and that timing is dependent on the Italian Government's wishes.

Mr. Revolotto: Stated that advanced copy of aforementioned plans have been received and discussed in detail with General Ambrosio and his staff. He would now like to discuss each paragraph in detail.

Air Vice Marshal Fogarty: Very - before discussing the plans, it should first be made known if the Italian Air Ministry desires to have an Air Force.

Mr. Revolotto: Replied in the affirmative. He also stressed the need for an adequate defense air force capable to stem off the enemy until UN assistance arrives.

Air Vice Marshal Fogarty: It must be borne in mind that this is only a suggested plan and has been so developed so as to give a good nucleus for further expansion if subsequently authorized by the Allies. Query - Can the Italian Air Ministry adhere to this plan at minimum numbers or at a reduced level?.

Mr. Revolotto: Mentioned the beneficial results in placing the plans in effect in view of the fact that peace terms may soon be announced which may change the [illegible] of plans entirely.

Air Vice Marshal Fogarty: Reiterated that the basic elements of the plan are for subsequent expansion and cannot foresee what benefit will be derived in its permanent.

General Ambrosio: It: Agreed in principle with the scheme; however the plan can be accepted by the Italian Air Ministry due to unavailability of funds and present Government laws which restrict the separation of Italian Air Force personnel. Since cessation of hostilities, the Italian Air Ministry has been confronted with myriad administrative details to handle repatriated personnel and to decide what type of personnel should be retained on active duty and those on inactive status. In addition, those on inactive status, estimated to be 60,000, are still being carried on the strength and paid from funds all the Italian Air Ministry is able to scrape together. (A side - Discussed with Executive Commissioner and heads of service sub-divisions and sub-divisions).

Air Vice Marshal Fogarty: If you cannot accept this plan, what do you propose in the meantime?.

General Ambrosio: It depends on what the Government allows. The problem is to separate the inactive personnel. This cannot be accomplished [illegible] as the Government promised to retain aviation personnel until equipment is available to them upon separation from the service. The present services are over-burdened and unable to deal with these problems. It is also feared [illegible]

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APPENDIX "A".

TO AFSC LETTER AFSC/367/2/CEG
DATED 20TH JUNE 1946.

(a) SUPPLY OFFICERS RADAR - TWO OFFICERS VERSED IN R.A.F.O.

(b) MOBILE OFFICER'S SIGNALS COURSE - TWO OFFICERS WITH RADIO KNOWLEDGE.

(c) INTELLIGENCE RADAR FOLLOWED BY GRADED OPERATIONS RADAR FOLLOWED BY INSTRUCTIONAL KNOWLEDGE - THREE WCOs. AT A LATER DATE MAY BE POSSIBLE TO ARRANGE FOR ADDITIONAL VACANCIES ON AIR TECHNICAL COURSE DEPENDING ON FACTORS AT PRESENT UNKNOWN.

(d) RADAR OPERATING GROUND RADIO COURSE - THREE WCOs AS RADAR OFFICER IN CHARGE OF GROUND PERSONNEL.

(e) R.T. OPERATORS - THREE WCOs WITH R.A.F. EXPERIENCE. (.)

(f) AIR TECHNICAL COURSE (INSTRUCTIONAL TECHNIQUE AND OFFICE FOLLOWED BY TECHNICAL TRAINING COMMAND COURSE IN TRAINING ORGANISATION AND CONTROL - THREE OFFICERS.

(g) CENTRAL FLYING SCHOOL COURSE PRECEDED BY SIX WEEKS ON SALVAGES - TWO ITALIAN FLYING OFFICERS (INSTRUCTORS).

(h) VISITS BY TWO SENIOR ITALIAN TECHNICAL OFFICERS TO BRITISH SCHOOLS, ETC DEALING APPROPRIATE WORK INSIDE OR GROUNDS, RADIO MOBILE MESS OFFICER'S SCHOOL, WORKSHOPS AND FITTERS SCHOOLS AND M.T. SCHOOLS. DETAILS TO BE ARRANGED ON ARRIVAL BY ACCOMPANYING A.F.H.Q. LIAISON OFFICER WITH DESIRE MISSION TECHNICAL TRAINING. ALSO ONE SENIOR ITALIAN SIGNALS OFFICER TO VISIT SIGNALS OFFICER AND SIGNAL SCHOOLS VAT (h) NOT ACCOMPANIED BY A.F.H.Q. OFFICER.

Vacancies at Staff College may be requested at later and more appropriate date for two officers.

1698

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Encls. 52 & 53 (which are the same as 54 & 55) extracted & put in file 4208 (encl 10)

27/6

1699

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

R.A.F. Form 96 (A). **MESSAGE FORM** Signal Office File No. 51

MESSAGE HEADING		No. of Groups	Office Date Stamp
	IN	GR	110
	OUT		

(Above this line is for Signals use only)

FROM AIR HEADQUARTERS. R.A.F. ITALY.

TO H. . [illegible]

REPEATED A.F.S.C. A.G. [illegible]

FOX 49 See 4208 [illegible]

Originator's Number	Date	(Write horizontally)
Q.429.	JUNE 12TH 1946.	SECRET (.)

CONCERNING EXPLOSIVES REQUIREMENTS FOR ITALIAN AIR FORCE (.)
THE SECOND [illegible] REQUIRES ADVICE OF REQUIREMENTS OF BOMB
COMPONENTS AND AMMUNITION FOR FORCE DESCRIBED IN PARAGRAPH
ONE OF MY AIR.429 JUNE 7TH FOR TWELVE MONTHS AT PEACE
TIME RATE OF CONSUMPTION (.)
[illegible]. THIS INFORMATION NOT AVAILABLE THIS H.Q. AS LATEST EDITION
OF S.D.98 IS NOT HELD.
YOUR REQUEST THIS INFORMATION MAY BE [illegible].

Allied Liaison Group
H.Q. M. 14/6
ARTK FILE 4280

Copies to:-
[illegible]
AIR [illegible]

May be sent AS WRITTEN *(1) By ANY Signal Method
*(2) NOT by Wireless
*(3) But if liable to Interception or Capture SEND in CYPHER

Signature [signature]
Rank [illegible] (E. [illegible])
[illegible]/CDR. (* Strike out methods which do not apply.)

Send in CYPHER *(1) By ANY Signal Method
*(2) NOT by Wireless

Signature
Rank

Date-Time Group 121/611B

Originator's Instructions Degree of Priority
ROUTINE.

(Below this line is for Signals use only.)

System in	Time in	Reader	Sender	System out	Time out	Reader	Sender	T.O.R.
								1395

1700

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

5D 1/69

From : Mediterranean Allied Air Forces Secretariat.

To : Air Vice-Marshal [illegible], Allied Commission, [illegible].

Date : 11th June, 1946.

Ref. : MAAF/A.399/AP.A.A.

See 10/7 48

Italian Air Force - Private Pilot - Training [illegible] in U.S. 43

Please refer to your [illegible] ors., dated 30th May, 1946.

This matter was discussed with Air Vice-Marshal Slessor who stated that he had conferred with the A.C.A. [illegible] on the subject, and that it was decided that a letter be addressed to Air Infantry, by A.C.A., making [illegible] for confirmation of the agreement with A.F.H.Q. Army and also that arrangements had been made for accepting [illegible] on those courses. See 48

It would be appreciated if a copy of your letter to Air Infantry could be forwarded to this Secretariat. 44 53

Maxwell Lister.

(MAXWELL LISTER)
Wing Commander,
Secretary to the,
MEDITERRANEAN ALLIED AIR FORCES.

Copy for A.C.A. Air Headquarters, Italy.

OUTGOING CIPHER MESSAGE.

TO: AIR MINISTRY LONDON (R) HEADQUARTERS, R.A.F. MEDME.

FROM: AIR HEADQUARTERS, R.A.F. ITALY.

APX.429 JUNE 7TH 1946 (.) TOP SECRET. IMMEDIATE.

TOP SECRET (.) SUBJECT IS TOTAL SPITFIRE REQUIREMENTS FOR INTERIM ITALIAN AIR FORCE (.) REFERENCE MY APX. 428 JUNE 5TH NOT TO SECOND ADDRESSEE AND IN AMPLIFICATION OF MY APX.426 MAY 27TH (.) AS IT IS NOW CLEAR THAT PERMISSIVE APPROVAL GIVEN FOR 100 FIRST LINE FIGHTER, FIGHTER/BOMBER AND TAC/R AIRCRAFT FOR ITALIAN AIR FORCE DOES NOT INCLUDE RESERVES OF ANY KIND WE HAVE NOW DECIDED THAT BEST ALLOCATION OF AIRCRAFT IS AS FOLLOWS:-

(i) 2 INTERCEPTOR WINGS EACH OF 2 SQUADRONS (.) U.E. OF ALL SQUADRONS 14 (HALF 28) PLUS ONE AIRCRAFT ESTABLISHED FOR EACH WING LEADER (.)

(ii) ONE MOBILE TACTICAL SUPPORT WING CONSISTING OF 2 FIGHTER/BOMBER SQUADRONS AND ONE TAC/R SQUADRON (.) U.E. OF ALL SQUADRONS 14 (HALF 28) PLUS ONE AIRCRAFT FOR WING LEADER (.)

THIS GIVES A TOTAL OF 101 FIRST LINE AIRCRAFT OF THE ABOVE TYPES (.)

PARA. 2. ONE OF THE INTERCEPTOR WINGS (29 AIRCRAFT) TO BE EQUIPPED WITH P-38s (.) THIS LEAVES A BALANCE OF 72 AIRCRAFT WHICH IT IS HOPED WILL BE SPITFIRES (.)

PARA. 3. 59 SPITFIRE IX AIRCRAFT EX BRINDISI WERE OFFERED TO THE ITALIANS (.) BY THE TIME NEGOTIATIONS WERE COMPLETED THIS NUMBER HAD DROPPED TO 57 (.) EXAMINATION HAS REVEALED THAT OUT OF THE 57 AIRCRAFT ONLY 45 (HALF 90) CAN BE RENDERED SERVICEABLE WITHIN 2 MONTHS (.) THE BALANCE OF 12 AIRCRAFT REQUIRE LONGER TERM REPAIR AND MAY NEED SPARES WHICH MAY NOT BE AVAILABLE AFTER OUR OWN COMMITMENTS IN THIS THEATRE HAVE BEEN COMPLETED (.) I THEREFORE RECOMMEND THAT THESE 12 BE USED ONLY FOR CANNIBILISATION PURPOSES (.) IF THIS IS ACCEPTABLE FURTHER SPITFIRES REQUIRED WILL BE 72 MINUS 45 NAMELY 27 (HALF 54) AIRCRAFT (.) IT IS CONFIRMED THAT THE ABOVE FIGURES DO NOT

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FIRST LINE FIGHTER, FIGHTER/BOMBER AND TAC/R AIRCRAFT FOR ITALIAN AIR FORCE DOES NOT INCLUDE RESERVES OF ANY KIND WE HAVE NOW DECIDED THAT BEST ALLOCATION OF AIRCRAFT IS AS FOLLOWS:-

(i) 2 INTERCEPTOR WINGS EACH OF 2 SQUADRONS (.) U.E. OF ALL SQUADRONS 14 (HALF 28) PLUS ONE AIRCRAFT ESTABLISHED FOR EACH WING LEADER (.)

(ii) ONE MOBILE TACTICAL SUPPORT WING CONSISTING OF 2 FIGHTER/BOMBER SQUADRONS AND ONE TAC/R SQUADRON (.) U.E. OF ALL SQUADRONS 14 (HALF 28) PLUS ONE AIRCRAFT FOR WING LEADER (.)

THIS GIVES A TOTAL OF 101 FIRST LINE AIRCRAFT OF THE ABOVE TYPES (.)

PARA. 2. ONE OF THE INTERCEPTOR WINGS (29 AIRCRAFT) TO BE EQUIPPED WITH P-38s (.)

THIS LEAVES A BALANCE OF 72 AIRCRAFT WHICH IT IS HOPED WILL BE SPITFIRES (.)

PARA. 3. 59 SPITFIRE IX AIRCRAFT EX BRINDISI WERE OFFERED TO THE ITALIANS (.) BY THE TIME NEGOTIATIONS WERE COMPLETED THIS NUMBER HAD DROPPED TO 57 (.) EXAMINATION HAS REVEALED THAT OUT OF THE 57 AIRCRAFT ONLY 45 (HALF 90) CAN BE RENDERED SERVICEABLE WITHIN 2 MONTHS (.) THE BALANCE OF 12 AIRCRAFT REQUIRE LONGER TERM REPAIR AND MAY NEED SPARES WHICH MAY NOT BE AVAILABLE AFTER OUR OWN COMMITMENTS IN THIS THEATRE HAVE BEEN COMPLETED (.) I THEREFORE RECOMMEND THAT THESE 12 BE USED ONLY FOR CANNIBILISATION PURPOSES (.) IF THIS IS ACCEPTABLE FURTHER SPITFIRES REQUIRED WILL BE 72 MINUS 45 NAMELY 27 (HALF 54) AIRCRAFT (.) IT IS CONFIRMED THAT THE ABOVE FIGURES DO NOT INCLUDE RESERVES OR REPLACEMENTS WHICH SHOULD BE AT R.A.F. PEACETIME WASTAGE RATES FOR THE APPROPRIATE TYPE DURING THE RESTRICTIVE PERIOD (.)

PRIORITY: IMMEDIATE.
SECURITY: TOP SECRET.

(R.A. FIELD),
WING COMMANDER,
CHIEF OF AIR PLANS.

INTERNAL DISTRIBUTION:
A.O.C.
S.A.S.O.
A.O.A.
C.M.S.O.
S.E.O.
A.F.A.L.S.
C.S.O.
PLANS.

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

1703

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118

107

LOOSE MINUTE

To : M.A.A.C. (Attention of W/Cdr. Maxwell Fisher).

ITALIAN AIR FORCE - INTERIM POLICY - TRAINING COURSES IN U.K.

44

Reference your Loose Minute MAAC/4200/AFALS dated 4th June, 1946.

I have discussed the above matter with Air Vice Marshal Brodie, and suggested to him that a letter be addressed to Air Ministry asking them for confirmation of this agreement with Air Vice Marshal Embry, and what arrangements can be made for accepting Italians on courses. I pointed out to him that our signals traffic is very overburdened at the moment, and, as there can be no urgency for these officers to be accepted on courses, the matter can be dealt with by letter.

Air Vice Marshal,
Air Officer Commanding.

June 11th, 1946.

ALLIED LIAISON SECTION
U.S. M.A.A.F.
ARS 11/6
FILE 9200

1392

1704

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

(SC 178480 - WD 9281- 597)

LDIL

Part 1

FM

UNCLAS

FROM AIR FORCES SUB COMMISSION AC ROME 041500

TO MEDITERRANEAN ALLIED AIR COMMANDER AND ITALY

INFO 55 BT

REF NO 3489 UNCLAS

P 2 6 9

ABLE TWO SIX NINE FROM JARMAN TO FITZGERALD

REFERENCE CONVERSATION ON FOUR JUNE ONE NINE FOUR SIX SUBJECT

CONSTRUCTION OF FIAT G TWELVE AIRCRAFT REQUEST AUTHORITY TO BUILD A FIF-

TEEN (15) G TWELVE AIRCRAFT FOR INTERNAL CIVIL AVIATION PU

THESE AIRCRAFT REQUIRED FOR CIVIL LINE. WHEN CIVIL AVIATION IN

ITALY BREAKS AWAY FROM THE EXISTING MILITARY TRANSPORT ORGANIZATION PU

ET

SENT NR 15 1514 E S JG

NR 1515 CF 15

T 2117/4

726

R/D

Sent to Embassy for the Legation

Sec 23 26 B

DF I.

4200

AKS

1392

FROM : MEDITERRANEAN ALLIED AIR COMMAND SECRETARIAT,
R.A. LEIGHT SECTION with S...C. U.S.D.,
A.P.O. . CASERTA C.M.F.

TO : A.P.S.O. THROUGH CHIEF COMMISSIONER ALLIED BOARD.

UX 495 3rd DECEMBER, 1946. (.) TOP SECRET (.) IMPORTANT (.)

APPROVAL IS GIVEN FOR THE ESTABLISHMENT OF INTERNAL AIR TAXI AND FEEDER SERVICES BY THE ITALIAN GOVERNMENT AIR FOR THE CARRIAGE OF PASSENGERS FOR PRIVATE FLYING AS OUTLINED IN MAF 1197 (.)

APPROVAL IS ALSO GIVEN FOR THE CONSTRUCTION BY THE ITALIANS OF CIVIL AIRCRAFT IN SUFFICIENT NUMBERS AND OF SUITABLE TYPES TO FULFILL THE REQUIREMENTS FOR USE WITHIN ITALY (.)

THE IMPORTANCE OF ENSURING STRICT SUPERVISION OF THIS CONSTRUCTION CANNOT BE OVER EMPHASISED (.) THE LEVELS SHALL BE AT THE DISCRETION OF THE A.P.S.O. WITH THE APPROVAL OF THE CHIEF COMMISSIONER (.) ALL MATTERS OF MAJOR IMPORTANCE ARE TO BE REPORTED IMMEDIATELY TO THIS SECRETARIAT (.)

T.O.O. 031250.A.

TOP SECRET
IMPORTANT

R.A.F. LEIGHT)
Wing Commander
Secretary to the
MEDITERRANEAN ALLIED AIR COMMAND

INTERNAL

CHIEF OF STAFF
G-3 A.F.H.Q.
G-5 A.F.H.Q.
G-4 M.T.O.U.S.A.
A.H.Q. ITALY.
U.S. MILAD.
BRITISH MILAD.

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1706

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OUTGOING CYPHER MESSAGE.

TO: AIR MINISTRY LONDON.

FROM: AIR HEADQUARTERS, R.A.F. ITALY.

APX. 428 JUNE 5TH (.) TOP SECRET. IMPORTANT.

FOR ASP 7 FROM FTHQ.

TOP SECRET (.) REFERENCE YOUR MS 179 (176?) DATED 3RD JUNE DEEPLY REGRET MISLEADING NATURE OF OUR APX. 426 MAY 27TH (.) CONFUSION HAS ARISEN REGARDING (A) NUMBER OF SPITFIRES EX BRINDISI THAT CAN BE RENDERED SERVICEABLE AND (B) REGARDING PROCEDURE FOR COUNTING RESERVES (.) HOPE CLARIFY SITUATION AT CONFERENCE WITH A.F.S.C. 6TH JUNE AND WILL SIGNAL YOU WITHIN 48 HOURS (.)

PRIORITY: IMPORTANT.

SECURITY: TOP SECRET.

(R. A. FIELD),
WING COMMANDER,
CHIEF OF AIR PLANS.

INTERNAL DISTRIBUTION:
A.O.C.
A.O.A.
S.E.S.O.
A.F.A.L.S.
PLANS.

1390

17071

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DECODING TOP SECRET MESSAGE.

PRIORITY: IMMEDIATE. SERIAL NO. 1373.

TO: AIR HEADQUARTERS, ITALY (R) FOR MEMES (SCC).

INFO: AXIS MINISTRY LONDON. MS.179(176(?) 3rd JUNE.

TOP SECRET - FOR DECODE.

REFERENCE PARA THREE YOUR AFX.426 27th MAY.

RE-DISPOSITION OF ITALIAN AIR FORCE.

2. WE TOTAL CAMROP UNDERSTAND BASIS ON WHICH YOUR FIGURE OF B. REPEAT B. WAS ARRIVED AT. YOUR AFX.423 18th MAY DETAILS 5 REPEAT 5 SQUADRONS OF SPITFIRE IX AT 12 U.E. REPEAT 12 U.E. TOTAL 60 REPEAT 60 AIRCRAFT EXCLUSIVE REPEAT EXCLUSIVE OF RESERVES WHICH ARE AT R.A.F. PEACETIME RATES.

3. REQUEST YOU ADVISE HOW FIGURE OF B. REPEAT B. IS ARRIVED AT.

Dec. and typed by SGT. MCBRIDE.

TOP SECRET

Doc. 0510493 for 0523205.

ACT. 9/6
FILE A700

1708

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

44

ZOOM MEMO.

To: Air Officer Commanding.

ITALIAN AIR FORCE - INTERIM POLICY - TRAINING COURSES IN U.K.

Please see the attached draft signal which Air Vice-Marshal Brodie intends to send to the Air Ministry, after favourable consideration has been given by the Mediterranean Allied Air Committee.

2. The only comment that I have to offer is in para.11 where it states : "Do you agree in principle that above mentioned Italian personnel be flown in Italian aircraft to and from U.K." We have already obtained permission from Air Ministry for Italian flights to U.K. on an ad hoc basis after much difficulty, and it was made clear to us that these flights would only be granted in special circumstances.

3. I, therefore, do not think that the time is opportune to ask for more. The Italian officers in question could travel quite easily by Transport Command or rail. It would be grateful, therefore, if you would agree to delete para.11 altogether.

Maxwell Fisher

(MAXWELL FISHER)
Wing Commander,
Secretary to the,
MEDITERRANEAN ALLIED AIR COMMITTEE.

See 107

MAAC/h200/AFAL3.
4th June, 1946.

Encl)

1709

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43

FROM: AIR FORCE SUB-COMMISSION,
ALLIED COMMISSION, ROME.

TO: MEDITERRANEAN ALLIED AIR COMMANDS SECRETARIAT,
AIR HEADQUARTERS, ITALY, C.M.F.

DATE: 28th MAY, 1946.

REF: AFSC/367/2/ORG.

SECRET.

ITALIAN AIR FORCE - INTERIM POLICY - TRAINING COURSES IN U.K.

With reference to my brief report on my visits to the British Air Ministry forwarded under cover of my letter DO/LEE of the 21st May to Wing Commander Fisher, it is requested that favourable consideration be given to despatching the signal to the British Air Ministry on the lines of the attached draft signal.

L.E. BROOKE,
AIR VICE-MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

ALLIED LIAISON SECTION
H.Q. A.A.F.
ADJ. 715
FILE G-380

1387

1710

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

FROM: AIR FORCE SUB-COMMISSION,
ALLIED COMMISSION, ROME.

TO: MEDITERRANEAN ALLIED AIR COMMITTEE SECRETARIAT,
AIR HEADQUARTERS, ITALY, C.M.F.

DATE: 25TH MAY, 1946.

REF: APSC/367/2/OPS. SECRET.

ITALIAN AIR FORCE - FUTURE POLICY - STAFFING
COURSES IN U.K.

With reference to my brief report on my visits to the British Air Ministry forwarded under cover of my letter PO/ITE of the 21st May to Wing Commander Fisher, it is requested that favourable consideration be given to despatching the signal to the British Air Ministry on the lines of the attached draft signal.

L.E. BROOKE,
AIR VICE-MARSHAL,
MEMBER,
AIR FORCES SUB-COMMISSION.

DRAFT.

TO: AIR MINISTRY (D) H.Q. MED/AE (P) A.F.S.C. A.C. ROME.

FROM: A.H.Q. R.A.F. ITALY.

SECRET

REFERENCE CONVERSATION AIR VICE-MARSHALS EMRYS AND BRODIE 7TH MAY CONSENTING TRAINING COURSES IN THE UNITED KINGDOM FOR ITALIAN AIR FORCE REQUEST COURSES AFTER MIDDLE JULY FOR ITALIANS AS IN PARA SEVEN BELOW (.) ALL WOULD BE ENGLISH SPEAKING (.)

TWO (.) HOW MUCH PER HEAD WILL THE ITALIAN GOVERNMENT BE CHARGED (.)

THREE (.) SO FAR AS PRACTICABLE REQUEST COURSES MAY BEGIN ABOUT SAME DATE (.)

FOUR (.) SHOULD ITALIANS WEAR UNIFORM OR PLAIN CLOTHES (.)

FIVE (.) REQUEST SUFFICIENT SCREENERS AND INSTRUCTIONAL PLANNERS IN ENGLAND BE PROVIDED FOR SENIOR MAN ON EACH COURSE OR VISIT (.)

SIX (.) ANY ITALIAN PERSONNEL WHO MIGHT NOW BE VETTED AS SUITABLE FOR INSTRUCTIONAL DUTIES (.)

SEVEN (.) (a) SIGNALS OFFICERS RADAR - TWO OFFICERS VERSED IN RADIO (.)

(b) SIGNALS OFFICERS SIGNALS COURSE - TWO OFFICERS WITH RADIO KNOWLEDGE (.)

(c) INTERMEDIATE RADAR FOLLOWED BY GROUND MECHANICS RADAR FOLLOWED BY INSTRUCTIONAL TECHNIQUE - THREE NCOs (.) AT A LATER DATE MAY REQUIRE THREE NCO VACANCIES ON AIR MECHANICS COURSE DEPENDING ON FACTORS AT PRESENT UNKNOWN (.)

(d) RADAR OPERATED GROUND BASIC COURSE - THREE NCOs PROBABLY GENERAL DUTIES OR SIGNALS PERSONNEL (.)

(e) R.T. OPERATORS - THREE NCOs WITH R.T EXPERIENCE (.)

(f) TECHNICAL COURSE INSTRUCTIONAL TECHNIQUE AND METHOD FOLLOWED

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ENGLISH SPEAKING (.)

FIVE (.) HOW MUCH FOR TRAD WILL THE ITALIAN GOVERNMENT BE CHARGED (.)

SIXTY (.) SO MAY AT PRACTICABLE AS JUST OFFICERS MAY BEGIN ABOUT SAME DATE (.)

FIVE (.) SHOULD ITALIANS WEAR UNIFORM OR PLAIN CLOTHES (.)

FIVE (.) REQUEST EQUIPMENT SCHEDULES AND INSTRUCTION LEAFLETS IN DUPLICATE BE PROVIDED FOR SENIOR MAN ON EACH COURSE OR VISIT (.)

SIX (.) ALL ITALIAN PERSONNEL WILL HAVE/HAVE AS SUITABLE FOR INSTRUCTOR DUTIES (.)

SEVEN (.) (a) SIGNALS OFFICERS RADAR - TWO OFFICERS VERSED IN RADIO (.)

(b) SIGNALS OFFICERS SIGNALS COURSE - TWO OFFICERS WITH RADIO KNOWLEDGE (.)

(c) INTERMEDIATE RADAR FOLLOWED BY GROUND MECHANICS RADAR FOLLOWED BY INSTRUCTIONAL TECHNIQUE - THREE NCOs (.) AT A LATER DATE MAY REQUIRE THREE NCO VACANCIES ON AIR MECHANIC COURSE DEPENDING ON FACTORS AT PRESENT UNKNOWN (.)

(d) RADAR OPERATIVE GROUND BASIC COURSE - THREE NCOs PREFERABLY GENERAL DUTIES OR SIGNALS PERSONNEL (.)

(e) R.T. OPERATORS - THREE NCOs WITH R.T EXPERIENCE (.)1383

(f) TECHNICAL COURSE INSTRUCTIONAL TECHNIQUE AND METHOD FOLLOWED BY TECHNICAL TRAINING COMMAND COURSE IN TRAINING ORGANISATION AND METHOD - THREE OFFICERS (.)

(g) CENTRAL FLYING SCHOOL COURSE PRECEDED BY SIX WEEKS ON HARVARDS - TWO ITALIAN FLYING OFFICER INSTRUCTORS (.)

(h) VISITS BY TWO SENIOR ITALIAN TECHNICAL OFFICERS TO BRITISH SCHOOLS FOR FLIGHT APPRENTICES (RAF HALTON OR CRANWELL) BASIC TECHNICIANS (RAF) SCHOOL MECHANICS AND FITTERS SCHOOLS AND M.T. SCHOOL (.) DETAILS TO BE ARRANGED ON ARRIVAL BY

CONTINUED/2.....

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

ACCOMPANYING A.F.H.Q. ENGINEER OFFICER WITH DEPUTY DIRECTOR TECHNICAL TRAINING (.) ALSO ONE SENIOR ITALIAN SIGNALS OFFICER TO VISIT SIGNALS OFFICER AND RADAR SCHOOLS NOT (H) NOT ACCOMPANIED BY A.F.H.Q OFFICER (.)

EIGHT (.) VACANCIES AT STAFF COLLEGE MAY BE REQUESTED AT LATER AND MORE APPROPRIATE DATE FOR TWO OFFICERS (.)

NINE (.) WHEN FINANCIAL TERMS ARE KNOWN HERE WILL CONSULT ITALIAN AIR MINISTRY ON ABOVE DETAILS AND WILL SIGNAL YOU AS TO WHETHER ITALIAN AIR MINISTRY IS ABLE TO ACCEPT VACANCIES OFFERED (.)

TEN (.) ITALIAN AIR MINISTRY DESIRE THE COURSES BE GIVEN FREE OF CHARGES NOT BEYOND THEIR MEANS (.)

ELEVEN (.) DO YOU AGREE IN PRINCIPLE THAT ABOVE MENTIONED ITALIAN PERSONNEL BE FLOWN IN ITALIAN AIRCRAFT TO AND FROM U.K OTHERWISE WOULD TRAVEL BY RINTER R.A.F.T.C OR RAIL (.)

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DRAFT.

TO: AIR MINISTRY (S) H.Q. MED/AS (S) A.F.H.Q. A.C. ROME.

FROM: A.H.Q. R.A.F. ITALY.

SECRET.

REFERENCE CONVERSATION AIR VICE-MARSHALS ELLWY AND DRAKE 7TH MAY CONCERNING TRAINING COURSES IN THE UNITED KINGDOM FOR ITALIAN AIR FORCE PERSONNEL COURSES AFTER MIDDLE EAST FOR ITALIANS AS IN PARA SEVEN BELOW (.) ALL WOULD BE ENGLISH SPEAKING (.)

TWO (.) HOW MUCH PER HEAD WILL THE ITALIAN GOVERNMENT BE CHARGED (.)

THREE (.) SO FAR AS PRACTICABLE PERSONNEL COURSES MAY BEGIN ABOUT SAME DATE (.)

FOUR (.) SHOULD ITALIANS WEAR UNIFORM OR PLAIN CLOTHES (.)

FIVE (.) REQUEST 5 URGENT SCHEDULES AND INSTRUCTION LEAFLETS IN DUPLICATE BE PROVIDED FOR SENIOR MAN ON EACH COURSE OR VISIT (.)

SIX (.) ALL ITALIAN PERSONNEL WILL PREVIOUSLY BE VETTED AS SUITABLE FOR INSTRUCTOR DUTIES (.)

SEVEN (.) (a) SIGNALS OFFICERS RADAR - TWO OFFICERS VERSED IN RADIO (.)

(b) SIGNALS OFFICERS SIGNALS COURSE - TWO OFFICERS WITH RADIO KNOWLEDGE (.)

(c) INTERCEPTOR RADAR FOLLOWED BY GROUND CONTROLLED RADAR FOLLOWED BY INSTRUCTIONAL TECHNIQUE - THREE WOOs (.) AT A LATER DATE MAY BE THERE TWO VACANCIES ON AIR MECHANIC COURSE DEPENDING ON FACTORS AT PRESENT UNKNOWN (.)

(d) RADAR OPERATING GROUND BASIC COURSE - THREE WOOs PROBABLY GENERAL DUTIES OR SIGNALS PERSONNEL (.) 1384 -

(e) R.T. OPERATORS - THREE WOOs WITH R.T EXPERIENCE (.)

(f) TECHNICAL COURSE INSTRUCTIONAL TECHNIQUE AND METHOD FOLLOWED

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AFTER MIDDLE EAST FOR ITALIANS AS IN PARA SEVEN BELOW (.) ALL WOULD BE ENGLISH SPEAKING (.)

TWO (.) HOW MUCH PAY HEAD WILL THE ITALIAN CONTINGENT BE CHARGED (.)

THREE (.) SO FAR AS PRACTICABLE PRELIMINARY COURSES MAY BEGIN ABOUT SAME DATE (.)

FIVE (.) SHOULD ITALIANS WEAR UNIFORM OR PLAIN CLOTHES (.)

FIVE (.) IF POSSIBLE DIFFERENT SCHEDULES AND INSTRUCTIONAL PAMPHLETS IN DUPLICATE BE PROVIDED FOR SENIOR MAN ON EACH COURSE OF VISIT (.)

SIX (.) ALL ITALIAN PERSONNEL WILL PREVIOUSLY BE VETTED AS SUITABLE FOR INSTRUCTIONAL DUTIES (.)

SEVEN (.) (a) SIGNALS OFFICERS RADAR - TWO OFFICERS VERSED IN RADIO (.)

(b) SIGNALS OFFICERS SCHOOL COURSE - TWO OFFICERS WITH RADIO KNOWLEDGE (.)

(c) INTERMEDIATE RADAR FOLLOWED BY GROUND MECHANICS RADAR FOLLOWED BY INSTRUCTIONAL TECHNIQUE - THREE MOS (.) AT A LATER DATE MAY BE FOUR THERE MOS VACANCIES ON AIR MECHANIC COURSE DEPENDING ON FACTORS AT PRESENT UNKNOWN (.)

(d) RADAR OPERATING GROUND BASIC COURSE - THREE MOSs PROBABLY GENERAL DUTIES OR SIGNALS PERSONNEL (.) 1387 -

(e) R.T. OPERATORS - THREE MOSs WITH R.T. EXPERIENCE (.)

(f) TECHNICAL COURSE INSTRUCTIONAL TECHNIQUE AND METHOD FOLLOWED BY TECHNICAL TRAINING COMMAND COURSE IN TRAINING ORGANISATION AND METHOD - THREE OFFICERS (.)

(g) CENTRAL FLYING SCHOOL COURSE PROCEEDED BY SIX WEEKS OR HARVARDS - TWO ITALIAN FLYING OFFICER INSTRUCTORS (.)

(h) VISITS BY TWO SENIOR ITALIAN TECHNICAL OFFICERS TO FITTERS SCHOOLS FOR ENGINE ASSEMBLIES WIRELESS OR CRANWELL BASIC ENGINEERS OFFICERS SCHOOL HENLOW AND FITTERS SCHOOLS AND M.T. SCHOOL (.) DETAILS TO BE ARRANGED ON ARRIVAL BY

CONTINUED/2.....

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

ACCOMMODATE A.F.S.C. INSTRUCTOR OFFICER WITH DEGREE OF TECHNICAL TRAINING (.) ALSO ONE SENIOR ITALIAN SIGNALS OFFICER TO VISIT SIGNALS OFFICES AND RADAR SCHOOLS NOT (2) NOT ACCOMMODATED BY A.F.S.C OFFICER (.)

EIGHT (.) VACANCIES AT STAFF COLLEGE MAY BE REQUESTED AT LATER AND MORE APPROPRIATE DATE FOR THE OFFICERS (.)

NINE (.) WHEN FINANCIAL TERMS ARE KNOWN HERE WILL CONSULT REALISM AIR MINISTRY ON ABOVE DETAILS AND WILL SIGNAL YOU AS TO WHETHER ITALIAN AIR MINISTRY IS ABLE TO ACCEPT VACANCIES OFFERED (.)

TEN (.) ITALIAN AIR MINISTRY DESIRE THE COURSES IN ENGLISH IF CHOICES NOT BEYOND THEIR MEANS (.)

ELEVEN (.) DO YOU AGREE IN PRINCIPLE THAT ABOVE MENTIONED ITALIAN PERSONNEL BE FLOWN IN ITALIAN AIRCRAFT TO AND FROM U.K OTHERWISE WOULD TRAVEL BY EITHER R.A.F.T.C OR RAIL (.)

1382

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

OUTGOING CYPHER MESSAGE.

TO: AIR MINISTRY LONDON (R) HQ. MEDME .

FROM: AIR HEADQUARTERS, H.A.F. ITALY.

APX. 426. 27TH MAY, 1946.

TOP SECRET. IMMEDIATE.

YOUR MS152 OF 22ND MAY AND APX.6572 OF 11TH MAY (.) SUBJECT RE-EQUIPMENT OF ITALIAN AIR FORCE (.)

PARA. 2. PARA. 2. OF YOUR MS 152 OF 22ND MAY - TO COVER MAXIMUM NUMBERS ALLOWED FOR IN THE INTERIM PLAN AS DISTINCT FROM THE MAXIMUM TO BE ALLOWED UNDER THE PEACE TERMS WHICH ARE BELIEVED TO BE HIGHER THE FOLLOWING DATA IS SUBMITTED BY A.F.S.C. TOTAL FIRST LINE FIGHTER STRENGTH ALLOWED 100 OF WHICH 28 ARE P 38s - LIGHTNINGS (.) SPITFIRE 9 FIT FOR FIRST LINE OPERATION AT BRINDISI 30 WHICH LEAVES 42 PLUS A TOTAL WASTAGE FIGURE OF 12 AIRCRAFT MAKING 54 AIRCRAFT EXCLUSIVE RESERVES TO BE OBTAINED FROM U.K. (.)

PARA. 3. PARA. 3 OF YOUR MS.152 - FIGURE OF TOTAL NUMBER OF SPITFIRES REQUIRED ARE STATED TO BE 84 (HALF 168) EXCLUSIVE OF RESERVES AND NOT REPEAT NOT 60 (HALF 120) (.) IT IS CONFIRMED THAT SPITFIRE SQUADRONS ARE AT 12 (HALF 24) U.K. AND THE CATALINA SQUADRON AT 15 (HALF 30) U.K. (.)

PARA. 4. MARTINET AIRCRAFT FOR DROGUE TOWING IS ACCEPTABLE TO ITALIAN AIR FORCE (.)

(V..O. SLESSER),
WING COMMANDER,
AIR PLANS.

PRIORITY:- IMMEDIATE.

SECURITY: TOP SECRET.

DISTRIBUTION LIST: A.O.C.
A.O.A.
A.P.A.L.S.
D.D.S.O.
PLANS.

Allied Liaison Section
H.Q. M 27/5
ARTE 4200
FILE

17-18

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

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INCOMING CYPHER MESSAGE.

CY NO. 3/25.

TOP SECRET TOP SECRET TOP SECRET TOP SECRET.

TO... A.H.Q. ITALY.

FROM... AFSC ROME.

AX 606 MAY 24. T O P S E C R E T.

YOUR AFX 425 MAY 23 SUBJECT RE EQUIPMENT OF ITALIAN AIR FORCE.

PARA TWO. TO COVER MAXIMUM NUMBERS ALLOWED FOR IN THE INTERIM PLAN AS DISTINCT FROM THE MAXIMUM TO BE ALLOWED UNDER THE PEACE TERMS WHICH ARE BELEIVED TO BE HIGHER THE FOLLOWING DATA IS SUBMITTED. TOTAL FIRST LINE FIGHTER STRENGTH ALLOWED 100 OF WHICH 28 ARE P 38S LIGHTNINGS. SPITFIRE 9 FIT FOR FIRST LINE OPERATION AT BRINDISI 30 WHICH LEAVES 42 PLUS A TOTAL WASTAGE FIGURE OF 12 AIRCRAFT MAKING 54 AIRCRAFT EXCLUSIVE RESERVES TO BE OBTAINED FROM U.K.

PARA THREE. REFERENCE YOUR PARA THREE TOTAL FIGURE OF SPITFIRES IS 84 EXCLUSIVE OF RESERVES. SPITFIRE SQUADRONS ARE AT 12 U.E. AND CATALINA SQUADRONS 15 U.E.

PARA FOUR. REFERENCE YOUR PARA FOUR (1) TWO INTERCPTER FIGHTER SQUADRONS PER FIGHTER WING. (2) FIGHTER BOMBER AND ONE TACTICAL RECONNAISSANCE SQUADRON FOR MOBILE TACTICAL SUPPORT SECTOR. (3) INTERCEPTER FIGHTERS SPITFIRE 9 AND P 38. FIGHTER BOMBER AND TACTICAL RECONNAISSANCE SPITFIRE 9. (4) RAF PEACE TIME RESERVES AND WASTAGE RATES AT ONE POINT FOUR PER CENT PER MONTH. ACCEPTABLE.

PARA FIVE. REFERENCE YOUR PARA FIVE. YES. REPEAT YES.

DECYD. AND TYPED BY SGT SAUNDERS.

TOO. 241915 B.

PRIORITY. I M M E D I A T E.

Allied Force Sec
H.Q.
ACTE
FILE
27/5/44

1719

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

2030

INCOMING CYPHER MESSAGE

PRIORITY: IMPORTANT SERIAL NO 15/23

TO: AIR HEADQUARTERS, ITALY

FROM: AIR FORCES SUB COMMISSION ROME REF.NO. AX.600
23RD MAY. 1015Z

TOP SECRET - TOP SECRET

REFERENCE YOUR APX.42 MAY 21ST SUBJECT PEACE TIME WASTAGE RATES.

SUB PARAS (A) , (B) , (C) AGREED WITH. SUB PARA (D) SUGGEST COMMUNICATION ONE, TRAINING FOUR .

DEC AND TYPED BY SGT MOIR TOO 2315488 TOR 232020B

MESSAGE DELAYED BY CORRUPTION

[illegible] LIAISON [illegible]
H.Q. M[illegible]
ARTA [illegible]
PAO [illegible]

Plans
AOC
AOA
AFAC ✓
SESO

1720

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

TOP SECRET

391

[illegible]

[illegible] A.C.A.S. (Air Intelligence), Room [illegible].

[illegible] (Air Ministry) - [illegible].

The attached papers have been received from [illegible] of the Treaties, U.S.A., today a brief report on his recent visit to Air Ministry.

2. Mr Vandenberg's wishes has asked that these papers be handed to you, stating that he is expecting to come down to see you on 24th May 1946, in order partly to discuss what further action is required, particularly as regards security courses in U.K. for Italian personnel.

[illegible],

([illegible])
Secretary to the,
CHIEF OF NAVAL STAFF AND AIR MINISTER.

[illegible]
24th May, 1946.

Secret

Copy to Air Plans.

1374

1721

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

38

TOP SECRET

AFHQ MESSAGE CENTER
INCOMING MESSAGE

FILED: 211830A PARAPHRASE UNNECESSARY AFSC X 23/22
OP PRIORITY TOP SECRET

TOP SECRET

FROM: TROOPERS

TO : GHQ CMF

REF NO THIS MESSAGE: 58345 CA2(B) 21 May 1946

For MACLEOD.

Reference my immediately preceding cable. Herewith text protocol and revised Armistice Agreement. Begins:

The Governments of UNION of SOVIET SOCIALIST REPUBLIC, of UNITED STATES of AMERICA, of French Republic and of UNITED KINGDOM represented at Council of Foreign Ministers have agreed on revised terms which modify conditions of Armistice with ITALY. The new Armistice Terms, a text of which is annexed hereto, will be presented to the Italian Government and upon acceptance by it will be signed by Supreme Allied Commander duly authorized thereto by above mentioned Governments and by President of Council of Ministers of ITALY.

PARIS, the 16th May 1946. (Signed)- MOLOTOV; BYRNES; BIDAULT; BEVIN.

Whereas hostilities have ceased; Whereas after Armistice, Italian Forces contributed to war against GERMANY, ITALY declared war on GERMANY as from October 13th 1943 and hereby became a co-belligerent against GERMANY; Whereas Armistice Terms have thereby become in part obsolete or have been superseded by events; Whereas Government of ITALY has requested, and the Governments of UNITED STATES of AMERICA, UNITED KINGDOM, UNION of SOCIALIST REPUBLIC and FRANCE have agreed to a modification of Armistice Regime in light of existing circumstances.

AOC
Plans
Air Br
AFHQ
SAC

TOP SECRET COPY NO 377
THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

1722

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Accordingly afore-mentioned Governments have decided Armistice Terms shall be modified as follows:

Pending coming into force of a Treaty of Peace:

I. The additional conditions of Armistice of September 29th 1943 are hereby abrogated.

II. Relations between UNITED STATES of AMERICA, UNITED KINGDOM, SOVIET and FRENCH Governments acting in interest of United Nations and ITALY shall be governed by Armistice of September 3rd 1943 as modified by present agreement.

III. The Allied Commission is hereby abolished.

(a) A special Section of Allied Force Headquarters under orders of Supreme Allied Commander who will act as Chairman shall be established to assume control functions of supervision and direction of Italian Armed Forces hereto exercised by Land, Navy and Air Force Sub-Commissions in Allied Commission. This Section shall control size and character of all Italian Armed Forces and shall control production of armaments.

(b) The employment and disposition of Italian Navy shall remain as at present under the Command and Control of Supreme Allied Commander.

(c) Pending coming into force of a Treaty of Peace Allied Military Government shall be continued under Supreme Commander Mediterranean in VENEZIA GIULIA and in province UDINE.

IV. The provisions of present instrument shall NOT apply in or affect Administration any Italian Colony or Dependency.

V. Simultaneous with coming into force of present agreement further agreements shall be concluded between UNITED STATES of AMERICA and ITALY and between UNITED KINGDOM and ITALY provide maintenance in ITALY of Allied Forces required for the Allied Lines of Communication to AUSTRIA.

1723

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

INCOMING MESSAGE

TOP SECRET

VI. Italian Prisoners of War now held under jurisdiction UNITED STATES of AMERICA, UNITED KINGDOM, the SOVIET UNION and FRANCE shall be repatriated as soon as possible.

VII. The Government and people of ITALY will abstain from all acts detrimental to the interests of United Nations or of their Nationals.

VIII. The Italian Government will co-operate in apprehension and surrender for trial of or make available as witnesses Italian subjects or Nationals of States at war with United Nations designated by United Nations' War Crimes Commission or International Military Tribunal established by agreement signed LONDON on August 8th 1945.

IX. The Italian Government will provide at its own expense all necessary facilities for and will co-operate United Nations in search for and restitution of property wrongfully removed from Territories of United Nations and located in Italian Territory.

X. The Italian Government in full recognition of absolute and untrammeled right of people of ITALY to choose by constitutional means the form of Democratic Government they desire hereby renewing its pledge to submit to the will of the people. To this end the Italian Government undertake to provide through free elections for an expression of popular will on democratic forms of government to be chosen by people it being understood choice shall be decided by majority popular vote which shall be binding upon present government and upon bodies constituted through such elections.

XI. The present agreement shall be without prejudice to any claims of any United Nations against ITALY arising out of hostilities conducted in or by ITALY and shall in NO way affect final disposal Italian Territory or property, nor shall it impair any limitations or restrictions which may be imposed upon ITALY in Treaty of Peace.

TOP SECRET COPY 4876

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

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XII. The present agreement shall enter in force upon signature thereof by President of Council of Ministers of ITALY and Supreme Allied Commander in ITALY duly authorized thereto by Governments of UNITED STATES of AMERICA, UNITED KINGDOM, UNION of SOVIET SOCIALIST REPUBLIC and FRANCE and shall remain until superseded by other arrangements or until coming into force of Peace Treaty with ITALY.

NOTE: HAS BEEN RELAYED TO CINC MED
IMMEDIATELY PRECEDING CABLE IS REF NO 58344 CA2 MC IN 2700
22/5/46 G-5

ACTION: G-5

INFORMATION: SACS C/S MTO BRIT POLAD US POLAD
G-3(AFHQ) NLO RAF
"A" G-1 **

1725

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

Top Secret

FROM: AIR VICE-MARSHAL I.E. BRODIE, CBE.

AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, ROME.

DO/IEB. 21st May, 1946.

Dear Fisher,

I enclose herewith a brief report on my visits to the Air Ministry. Would you please hand a copy to Air Vice-Marshal Fogarty at an early date, as I expect to come down to see him on the 28th May in order partly to discuss what further action is required, particularly as regards Training Courses in England for Italian personnel.

Yours sincerely,

I. E. Brodie.

Wing Commander M. Fisher,
Secretary,
M.A.A.C. Secretariat,
Caserta.

ALLIED LIAISON SECTION
H.Q. M.A.A.C.
ARTE
FILE

1375

TOP SECRET.

BRIEF REPORT ON A.V.M. BRODIE'S VISITS TO THE AIR MINISTRY BETWEEN THE 30TH APRIL AND 7TH MAY, 1946, CONCERNING REQUIREMENTS FOR ITALIAN AIR FORCE.

AIR STAFF.

Called on AVM Dickson (ACAS-P), A/Cdr Dawson and G/C Mc.Donald. Department of ACASP in favour of supplying equipment and obtaining limited training courses in England for Italian personnel.

2. Obtained certain amount of information concerning the terms of the Draft Peace Treaty in so far as they affect the Italian Air Force, which are briefly as follows:

(i) Aircraft to be permitted - 175 Fighter and Tactical Recce type (Armed) which would appear to allow for some of them to be Mosquitos; also 175 Unarmed Transport, ASR, Training and Communication aircraft; these include reserves.

(ii) The organisation and armament of the Italian Air Force is for the purpose of maintaining order in Italy, local defence of Italian frontiers, and defence against enemy air attacks.

(iii) Aircraft designed primarily for bombing will be prohibited - in other words no aircraft with internal bomb stowage will be permitted, but aircraft having exterior bomb fittings will be permitted.

(iv) Ceiling of personnel to be allowed is 25,000.

(v) No German equipment will be allowed.

(vi) Will be allowed to build their own combat type aircraft as well as non-combat type aircraft.

(vii) Surplus Allied and Italian Aircraft to be disposed of to the major Allied powers, presumably under the direction of a Verification Commission or some other such body.

(viii) There will be no restrictions of air installations on the Mainland, except in Sardinia and Sicily where, in short, a status quo will be permitted.

(ix) A period of six months from the date of signature (which will probably be interpreted to mean the date of ratification) of the Peace Treaty, will be allowed for the reorganisation, re-equipment and disposal of surpluses to be completed.

(x) The Verification Commission will probably be fully effective for about 15 months, thereafter some relaxation is likely.

(xi) According to the terms there would appear to be no objection to glid-

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1271

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

[illegible] Treaty in so far as they affect the Italian Air Force, which are briefly as follows:

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(x) The Verification Commission will probably be fully effective for about 15 months, thereafter some relaxation is likely.

(xi) According to the terms there would appear to be no objection to gliding as this form of flying is considered to be civil aviation and would be permissible within limits - G/C McDonald, however, said "But why raise this now - keep to bare essentials".

ORGANISATION.

1374 -

3. In the absence of but by previous arrangement with AVM Whitworth Jones (DSO); called on A/Cdr Harcourt Smith (DofO), A/Cdr Low (POFP) and Wing Commander Bruce (CMT) who were favourably disposed to allowing the Italians to purchase aircraft and marine craft.

4. A/Cdr Low stated that there were quantities of Spitfire IXs in the U.K. available at the moment, but no manpower is available to prepare the aircraft. I therefore suggested that the Italians would probably welcome the opportunity of sending Mechanics to England to prepare the aircraft and also pilots to fly

Continued/2.....

the aircraft back; this suggestion was favourably received - A.P.S.C. was shortly afterwards informed by me. I did not ask for any other type of aircraft, although I mentioned that Mosquitos without internal bomb stowage might be required later. I also discussed the allotment of Spitfire IXs at Brindisi to the I.A.F, on which signals had been exchanged, but took no action other than telling Air Commodore Low the probable answer to certain queries raised by the Air Ministry with AHQ'I', e.g. Italians to examine and rebuild potentially serviceable aircraft.

EQUIPMENT.

5. Visited G/C. Wallace (DDE3) together with Mr. Langabear (S9E) and in view of the past signals concerning the allotment of Marine craft to the I.A.F, G/C Wallace promised to send a signal to MED/ME and AHQ ear-marking 14 HSL's plus one years spares. The cost of each craft will probably be about one-sixth of the initial cost of each craft, i.e. £10,000 each, and this includes the one years spares, for which no charge is likely to be raised. The finance angle will be sorted out and no doubt notified to AHQ in due course.

SIGNALS.

6. Spoke with G/C Blair (DD.or.Radar in absence of D.of.Radar). He said there would be no difficulty in supplying Radar equipment as required for two static sectors and one mobile sector, and that he would prepare a signals plan which he will forward to me DO in the very near future. He advised us to ask for Centimitric equipment as it is no longer on the Secret List, although the security aspect would have to be cleared by DANL. The terms of payment would probably be about one-sixth of cost, plus one years spares free. Air Ministry authority is required for the allocation of surplus equipment of this nature from MED/E, who should not themselves authorise supply.

TRAINING.

7. Spoke with AVM Embry (DG.of.T), G/C Chapman (DDTS), A/Cdr Smylie and G/C Tate (DDT) and (SDDT) respectively, also with A/Cdr Alec Gray (DTF). A full list of the various courses at present available in the U.K. which might be of some use to the I.A.F. is attached at Appendix "A". I asked for a limited number of vacancies to which AVM Embry agreed, i.e:

(i) Signals Officers Courses.

(a) Radar - 22 weeks - 2 Officers versed in Radio.
(b) Signals - 29 weeks - 2 Officers, preferably with Radio knowledge.

(ii) Radar Servicing - Other Ranks.

(a) Intermediate Radar (principles and workshops), - 10 weeks.
(b) Ground mechanics - 11 weeks.
(c) Air mechanics (only if Italians are given AI, G, or some other airborne equipment) - 11 weeks.
(d) Instructional technique - 2 weeks.

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Three English speaking Italian NCO's on each of the above courses, some of which may be combined after discussion with the Italian Air Ministry.

Note: Equipment instructions and instructional leaflets would be provided by the schools concerned.

(iii) Radar Operating.

(a) Ground Basic Course - 6 weeks - 5 NCO's English speaking of any trade, but must have good sight and be intelligent - GD for preference.

Continued/3.....

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Notes: For CCI control it should be possible to train Italians in Desert Air Force and not in England.

The Italians going on these courses should be vetted as fit for instructor duties by the Italians themselves.

(iv) R.T. Operators (includes minor maintenance) - 10 weeks - 3 NCOs.

(v) Technical courses.

(a) Instructional Technique and Method course, includes 2 weeks refresher, plus 2 weeks technique in instructing - 4 weeks.

(b) Technical Training Command Course in training, organisation and method - 2 weeks.

(c) Visit of selected Italian Officers to the Apprentice Wing at Halton and/or Cranwell, basic Eng. Officers School and Mechanics and Fitters Schools, accompanied, if possible, by an Engineer Officer from the A.F.S.C.

Note: Two or three Officers on each of the above, which it may be possible to combine in two or three individuals only. Courses for foreigners are paid for by the foreigners, but the charge made is cloved in mystery although believed to be about £2 a week each. Courses are arranged through DAFL.

(vi) Flying.

CFS course - 12 weeks - preceded by six weeks on Harvards as refresher probably at 17 FTS Upavon going to Little Rivington - 2 officers; preferably to have flying instructor experience.

(vii) Staff College.

At a later date, possibly after the Peace Treaty is signed, or some other appropriate time - 2 officers.

NOTE: It is to be assumed that all personnel going on courses in England shall be English speaking Italians, and as to whether they wear uniform or plain clothes on these courses, the British Air Ministry should be invited to give their official opinion; at present they are open minded on this matter.

INTELLIGENCE.

8. Spoke and was cross-questioned by A/Cdr Merer (DAFL), concerning the Italian Air Force generally and present political developments in Italy - for his information. Although DAFL deals, in the first place, with matters concerning foreign powers, they have not taken over executively from ACASP so far as the Italian Air Force is concerned.

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1372

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

Ref: AFSC/367/2/CMC.
Date: 21st May, 1946.

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

SECRET

APPENDIX "A".

LIST OF R.A.F. TRAINING COURSES IN U.K. WHICH MIGHT BE OF USE TO ITALIAN AIR FORCE.

(Note: Marginal annotation "A" indicates already unofficially asked for and agreed by DFT).

1. SIGNALS COURSES. (G/C Chapman).

(i) Officers courses.

A. (a) Radar - 22 weeks - 2 officers (versed in radio).
A. (b) Signals - 29 weeks - 2 Signals Officers.

(ii) Radar Servicing. Personnel to be skilled in Radio or Radar.

A. (a) Intermediate Radar - 10 weeks - principles and workshops - 3 Mechanics.
A. (b) Ground Mechanics - 11 weeks - 3 Mechanics.
A. (c) Air Mechanics - 11 weeks - but only if given AI, G, RABS, etc - 3 Mechanics.
A. (d) Instructional technique - 2 weeks.

(iii) Radar Operating.

A. (a) Basic Ground Course - 6 weeks - 3 NCOs or WOs. Any trade - good sight and intelligent - GD for preference.
(b) GCI control - attach to DAF as required.

A. (iv) R/T Operators. - 10 weeks - includes minor maintenance and airborne equipment - 3 NCOs with knowledge of R/T operating if possible.

(v) Telephonist - 2 weeks basic and 4 weeks instruction.

(vi) Teleprinter - 10 weeks - touch typing 25 wpm and machine cleaning etc.

(vii) (W/T Operator) Telegraphist - 28 weeks - Teleprinter + W/T.

2. TECHNICAL COURSES.

(i) Officers - Henlow.

(a) Electrical.

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A. (a) Radar - 22 weeks - 2 officers (versed in Radio).
A. (b) Signals - 29 weeks - 2 Signals Officers.

(ii) Radar Servicing. Personnel to be skilled in Radio or Radar.

A. (a) Intermediate Radar - 10 weeks - principles and workshops - 3 Mechanics.
A. (b) Ground Mechanics - 11 weeks - 3 Mechanics.
A. (c) Air Mechanics - 11 weeks - but only if given AI, G, MADS, etc - 3 Mechanics.
A. (d) Instructional technique - 2 weeks.

(iii) Radar Operating.

A. (a) Basic Ground Course - 6 weeks - 3 NCOs or WOs. Any trade - good sight and intelligent - GD for preference.
(b) GCI control - attach to DAF as required.

A. (iv) R/T Operators. - 10 weeks - includes minor maintenance and airborne equipment - 3 NCOs with knowledge of R/T operating if possible.

(v) Telephonist - 2 weeks basic and 4 weeks instruction.

(vi) Teleprinter - 10 weeks - touch typing 25 wpm and machine cleaning etc.

(vii) (W/T Operator) Telegraphist - 28 weeks - Teleprinter + W/T.

2. TECHNICAL COURSES.

(i) Officers - Henlow.

(a)	Electrical.	War courses.
(b)	Airman's commissioning course.	
(c)	Equipment.	Mostly closing down
(d)	Armament.	
(e)	Engineering.	- possibly opening peace courses
(f)	Photography.	
(g)	Motor Transport.	
(h)	Marine Craft.	
(i)	Flight/Engs and Instructors.	July.

(ii) Airmen.

(a) Coxswain - 9 weeks Motor boat crew + 9 weeks to Cox II + 9 weeks to Cox I.
A. (Visit only). (b) Drivers M.T. - 7 weeks (War courses).

Continued/2.....

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(c) Electricians, II, and II to I
(d) Fabric workers.
(e) Flight Mech A.&.E. 18 weeks.
(f) FMA to F.II.A. 14 weeks.
(g) FME to F.II.E. 16 weeks.
(h) Fitter I. 1 year.
(i) Fitter Marine. 15 weeks already trained mechanics FME.
6 weeks already trained mechanics FIIE.
(j) Photos. 16 weeks.
(k) Equipment assistant. 3 weeks.

A. (Visit only). 3. Apprentice Training (Ages 15½ - 17½) Melton.

A. (Visit only). 4. Cranwell Cadets - (Ages 17½ - 19) beginning October.

A. 5. Instructional Technique and Method course - 2 weeks refresher + 2 weeks technique in instructing - 2 or 3 officers. } Combine in same Officers.

A. 6. Technical Training Command, Training Org and Method course - 2 weeks - 2 or 3 Officers. } Officers.

A. (Visits only). 7. Send 2 or 3 Engineer Officers to see Basic Eng. Officers and Mechanics and Fitters Courses, with one A.F.S.C. Officer, who might also do courses 5 and 6 above.

A. 8. C.F.S. Course. Flying Instructors - 12 weeks preceded by 6 weeks on Harvards as refresher, probably at 17 F.T.S. Upavon going to Little Rivington - 2 Officers.

A. 9. Staff College. At a later date, e.g. after Peace Treaty is signed or ratified - 2 officers.

GENERAL NOTES:

(i) All Italians nominated for these courses must have a reasonably good knowledge of English and be capable of instructing - suggest each is examined for interpreter capacity and knowledge of English by a Combined English/Italian board at I.A.M. before final nomination.

(ii) Equipment Schedules and Instructional Leaflets would be provided at each school - suggest British Air Ministry provide two copies of each and hand to Senior Italian on each course or visit.

(iii) Air Ministry seems open minded as to whether or not Italians on courses or visits shall wear uniform or plain clothes. I am inclined

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- 1734 -

A.	(Visit only).	3.	Apprentice Training (Ages 15½ - 17½) Holton.	
A.	(Visit only).	4.	Cromwell Cadets - (Ages 17½ - 19) beginning October.	
A.		5.	Instructional Technique and Method course - 2 weeks refresher + 2 weeks technique in instructing - 2 or 3 officers.	Combine in same Officers.
A.		6.	Technical Training Command, Training Org and Method course - 2 weeks - 2 or 3 Officers.	
A.	(Visits only).	7.	Send 2 or 3 Engineer Officers to see Basic Eng. Officers and Mechanics and Fitters Courses, with one A.F.S.C. Officer, who might also do courses 5 and 6 above.	
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(ii) Equipment Schedules and Instructional Leaflets would be provided at each school - suggest British Air Ministry provide two copies of each and hand to Senior Italian on each course or visit.

(iii) Air Ministry seems open minded as to whether or not Italians on courses or visits shall wear uniform or plain clothes. I am inclined to think they should be in uniform. Air Ministry should be asked to state whether they wish uniform or plain clothes to be worn.

(iv) Courses for foreigners are paid for by their Governments but no-one could give me a spot answer (possibly about £2 a week each).

(v) Courses for foreigners are, in the first place, referred to DAFL. (A/Cdr. Merer was informed of our requirements in principle).

1374

Date: 21st May, 1946.
Ref: AFSC/367/2/GEN.

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

Declassified E.O. 12356 Section 3.3/NND No. 770017

1736

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

OUTGOING CYPHER MESSAGE.

TO: AIR FORCES SUB COMMISSION, ALLIED COMMISSION, ROME.

FROM: AIR HEADQUARTERS, R.A.F. ITALY.

APX.425 23rd MAY 1946.

TOP SECRET (.) YOUR AX.594 MAY 17TH - SUBJECT RE-EQUIPMENT OF I.A.F.

PARA. 2. AIR MINISTRY ASK FOR INFORMATION OF TOTAL NUMBER OF SPITFIRES REQUIRED (.) AIR MINISTRY CALCULATE FIGURE AT 60 REPEAT 60 AIRCRAFT (EXCLUSIVE OF RESERVES WHICH WOULD BE AT R.A.F. PEACETIME RATES) (.)

PARA. 3. PLEASE CONFIRM IF FIGURE 60 IS CORRECT ALSO THAT ALL SPITFIRE SQUADRONS ARE AT 12 REPEAT 12 UNIT EQUIPMENT AND THE CATALINA SQUADRON AT 16 REPEAT 16 UNIT EQUIPMENT (.)

PARA. 4. IN MAKING YOUR CALCULATIONS STATE UNDER FOLLOWING HEADS:

(1) NUMBER OF WINGS OF SMALLER FORMATION REQUIRED FOR EACH ROLE.

(2) NUMBER AND USE OF SQUADRONS REQUIRED PER WING.

(3) TYPE AND MARK OF AIRCRAFT REQUIRED FOR EACH ROLE.

(4) ARE R.A.F. PEACE TIME RESERVES AND WASTAGE RATES ACCEPTABLE IN ESTIMATING RESERVE AND WASTAGE REQUIREMENTS. IF NOT PLEASE SPECIFY RATES ACCEPTABLE.

PARA. 5. WOULD MARTINET AIRCRAFT BE ACCEPTABLE FOR TOWING.

PARA. 6. [illegible] MOST REPEX MOST URGENTLY (.)

Bruno Loss

(V.O. BLESSING),
WING COMMANDER,
AIR PLANS.

PRIORITY: IMMEDIATE.

SECURITY: TOP SECRET.

DIST. LIST: A.C.S.
A.O.S.
A.F.H.Q.
S.E.S.O.
PLANS.

ALLIED [illegible]
H.Q.
ADVT 23/5
PLT 4100

1363

17371

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

3027

1 INCOMING TOP SECRET MESSAGE.

34

PRIORITY: IMMEDIATE. ACC 75 SERIAL NO..... CY 4/23.

TO: AIR HEADQUARTERS, ITALY (R) IN CLEAR. Bdl.

FROM: AIR MINISTRY LONDON Ref.No. AC.152 22nd MAY.

TOP SECRET - TOP SECRET.

YOUR AFC.423 18th MAY AND ACCX.170 6th MAY - SUBJECT TOTAL

RE UNDERLINED OF I.A.F.

2. UNABLE TO RECONCILE YOUR REQUIREMENT OF SPITFIRES. PARA TWO OF YOUR ACCX.179 GIVES YOUR REQUIREMENT AS 90 REPEAT 90 AIRCRAFT WHICH INCLUDES RESERVES OF 75 REPEAT 75 AIRCRAFT EXCLUSIVE OF RESERVES. BUT WE CALCULATE FIGURE AS 60 REPEAT 60 AIRCRAFT (EXCLUSIVE OF RESERVES WHICH WOULD BE AT R.A.F. PEACETIME RATES).

3. PLEASE CONFIRM IF FIGURE OF 60 IS CORRECT ALSO THAT ALL SPITFIRE SQUADRONS ARE AT 12 REPEAT 12 UNIT ESTABLISHMENT AND THE CATALINA SQUADRON AT 15 REPEAT 15 UNIT ESTABLISHMENT.

4. YOU DO NOT STATE TYPE OF AIRCRAFT REQUIRED FOR DROGUE TOWING. WE ASSUME HURRA(?) HAMPDEN IS ACCEPTABLE.

5. ACKNOWLEDGE URGENTLY.

Decd. and typed by SGT. MOIR. TOO. 221922. TOR. 230710B.

Plans
AOC
AoA
AFALS
SESO

To Liaison
M.A.A.F.S.O.
23/5
4200

1738

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

OUTGOING CYPHER MESSAGE.

FROM: AIR FORCE SUB COMMISSION, ALLIED COMMISSION, ROME.

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

APX. 424 21st MAY 1946 (.)

TOP SECRET.

REFER YOUR NOS OUR APX 421 MAY 17TH - SUBJECT RE-EQUIPMENT OF ITALIAN AIR FORCE (.)

THE FOLLOWING NEW PEACE TIME WASTAGE RATES GIVEN BY AIR MINISTRY FOR PURPOSE OF CALCULATING THEIR RESERVES MAY BE OF USE TO YOU IN APPROACHING THE ITALIAN AIR FORCE WHETHER THESE NEW RATES ARE ACCEPTABLE TO THEM IN REPLACING THEIR RESERVE AND WASTAGE REQUIREMENTS (.) FIGURES QUOTED REPRESENT WASTAGE AS PERCENTAGE OF U.E. PER MONTH:-

(A) TRANSPORT - 2 (HALF 4)

(B) A.S.R. AND GENERAL RECONNAISSANCE - 1 (HALF 2)

(C) SINGLE ENGINED FIGHTER - 1.4 (HALF 2.8)

(D) WASTAGE RATE FOR COMMUNICATION AND TRAINING AIRCRAFT NOT GIVEN US BY AIR MINISTRY, BUT SUGGEST YOU CALCULATE AT SAME RATE AS FOR TRANSPORT AIRCRAFT (.)

IF THESE RATES ARE NOT ACCEPTABLE PLEASE SPECIFY RATES REQUIRED (.)

(V. O. HESSER),
WING COMMANDER,
AIR PLANS.

PRIORITY: IMPORTANT.

SECURITY: TOP SECRET.

DIST: A.O.A.
A.O.C
R.A.S.C.
A.F.A.I.B.

Allied Commission
H.Q. M.
20/5
APX/
FILE 420/3.

1367

COPY.

OUTWARD CYPHER MESSAGE.

TO: AIR MINISTRY LONDON (R) HEADQUARTERS MEDAF

FROM: AIR HEADQUARTERS. R.A.F. ITALY.

AFX. 423 16th MAY 1946 TOP SECRET.

PERSONAL FOR ACAS (P) FROM POGARTY (.)

YOUR AFX 6572 MAY 11TH (.)

TOTAL REQUIREMENTS OF I.A.F. AS REQUESTED IN PARA. 4. ARE AS FOLLOWS (.)

(1) (A) ONE INTERCEPTOR WING OF 2 SQUADRONS (12 AIRCRAFT PER SQUADRON).
(B) ONE MOBILE TACTICAL SUPPORT WING OF 3 SQUADRONS.
(C) ONE A.S.R. SQUADRON OF 15 AIRCRAFT.
(D) TRAINING SCHOOL WITH 12 SINGLE ENGINE AND 15 TWIN ENGINE AIRCRAFT (.)

(2) (A) 2 INTERCEPTOR SQUADRONS FOR ONE WING.
(B) 2 TACTICAL SUPPORT FIGHTER/BOMBER SQUADRONS AND ONE TAC/R SQUADRON FOR ONE WING (.)
(C) ONE A.S.R. SQUADRON OF 15 AIRCRAFT I.R. AND V.R.
(D) TRAINING SCHOOL WITH 12 SINGLE ENGINE AND 15 TWIN ENGINE AIRCRAFT (.)

(3) (A) SPITFIRES MARK IX FOR 2 INTERCEPTOR SQUADRONS (.) 2 FIGHTER/BOMBER SQUADRONS AND ONE TAC/R SQUADRON.
(B) 15 CATALINAS LATEST MARK AVAILABLE FOR A.S.R. AMPHIBIOUS VARIETY PREFERRED (.)
(C) (I) MOTHS AND MAGISTERS OF LATEST AVAILABLE MARK FOR ELEMENTARY SCHOOL (.)
(II) OXFORDS ALSO OF LATEST AVAILABLE MARK FOR TWIN ENGINE SCHOOL (.)

(4) R.A.F. PEACETIME RESERVES AND WASTAGE RATES ACCEPTABLE.

(5) DURING FIRST ACTIVE PERIOD POSSIBLY 3 - 5 YEARS.

(6) DETAILS OF TYPES OF TRAINING ORGANISATION ENVISAGED ARE CONTAINED IN PARAS 20 - 25 OF INTERIM POLICY OF RE-ORGANISATION OF I.A.F. REF. AHQI/S.21/A.P. DATED 20TH MARCH COPY OF WHICH DEPOSITED WITH A.S.P. (7) BY WING COMMANDER FIELD AND REFERRED TO IN YOUR AX.6705 DATED 16th MAY (.)

(7) QUESTION OF COST OF AIRCRAFT ARE ADVISED BY A.F.H.Q. SOMS THAT THIS HAS NOT BEEN DISCUSSED BUT PRESENT FINANCIAL POSITION OF I.A.F. WILL NOT PERMIT MORE THAN A TOKEN PAYMENT (.)

(8) IN ADDITION TO THE FOREGOING I.A.F. REQUIRE A FLIGHT OF 3 AIRCRAFT FOR DROGUE TOWING FOR ARTILLERY PRACTICE AND FIGHTER APPLICATION (.)

SGD. W.O. GLOSSER,
WING COMMANDER,
AIR PLANS.

INT DIST: A.O.C.
A.O.A.

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

(D) TRAINING SCHOOL WITH 12 SINGLE ENGINE AND 15 TWIN ENGINE AIRCRAFT (.)

(2) (A) (B) 2 INTERCEPTOR SQUADRONS FOR ONE WING. 2 TACTICAL SUPPORT FIGHTER/BOMBER SQUADRONS AND ONE TAC/R SQUADRON FOR ONE WING (.)
(C) ONE A.S.R. SQUADRON OF 15 AIRCRAFT I.S. AND R.R.
(D) TRAINING SCHOOL WITH 12 SINGLE ENGINE AND 15 TWIN ENGINE AIRCRAFT (.)

(3) (A) SPITFIRES MARK IX FOR 2 INTERCEPTOR SQUADRONS (.) 2 FIGHTER/BOMBER SQUADRONS AND ONE TAC/R SQUADRON.
(B) 15 CATALINAS LATEST MARK AVAILABLE FOR A.S.R. AUSTERICUS VARIETY PREFERRED (.)
(C) (i) MOTHS AND MAGISTERS OF LATEST AVAILABLE MARK FOR ELEMENTARY SCHOOL (.)
(ii) OXFORDS ALSO OF LATEST AVAILABLE MARK FOR TWIN ENGINE SCHOOL (.)

(4) R.A.F. PEACETIME RESERVES AND WAR TAGE RATES ACCEPTABLE.

(5) DURING FIRST ACTIVE PERIOD POSSIBLY 3 - 5 YEARS.

(6) DETAILS OF TYPES OF TRAINING ORGANISATION ENVISAGED ARE CONTAINED IN PARAS 20 - 25 OF INTERIM POLICY OF RE-ORGANISATION OF I.A.F. REF. AH/I/S.21/A.P. DATED 20TH MARCH COPY OF WHICH DEPOSITED WITH A.S.P. (7) BY WING COMMANDER FIELD AND REFERRED TO IN YOUR AX.6705 DATED 16th MAY (.)

(7) QUESTION OF COST OF AIRCRAFT ARE ADVISED BY A.F.S.C. BOMB THAT THIS HAS NOT BEEN DISCUSSED BUT PRESENT FINANCIAL POSITION OF I.A.F. WILL NOT PERMIT MORE THAN A TOKEN PAYMENT (.)

(8) IN ADDITION TO THE FOREGOING I.A.F. REQUIRE A FLIGHT OF 8 AIRCRAFT FOR DROGUE TOWING FOR ARTILLERY PRACTICE AND FIGHTER AFFILIATION (.)

SGD. V.O. TLEASDALE,
WING COMMANDER,
AIR PLANS.

IMT DIST: A.C.C.
A.C.A.
A.F.A.L.S.
S.E.S.O.

1368

ALLIED LIAISON SECTION
20
2200

1740
Declassified E.O. 12356 Section 3.3/NND No. 785017

COPY. OUTGOING CYPHER MESSAGE.

TO: AIR FORCE SUB COMMISSION, ALLIED COMMISSION, ROME.

FROM: AIR HEADQUARTERS, R.A.F. ITALY.

APX. 421 17th MAY 1946 (.)

TOP SECRET (.) REFERENCE YOUR AX. 565 3RD MAY (.) SUBJECT RE-equipment OF ITALIAN AIR FORCE (.)

PARA. 2. AIR MINISTRY AGREE TO TRANSFER SPITFIRE MINES FORTHWITH TO ITALIAN AIR FORCE (.) NUMBER WILL HOWEVER NOW BE 57 (HALF 114) AND NOT REPEAT NOT 59 (HALF 118) AS PREVIOUSLY STATED (.)

PARA. 3. AIR MINISTRY ALSO AGREE TO HANDING OVER A CERTAIN NUMBER OF TOOLS BROKEN DOWN AIRFRAMES, MAINPLANES, GROUND EQUIPMENT, AIRFRAME AND ENGINE SPARES ETC. FORTHWITH (.) FURTHER QUANTITIES WILL BECOME AVAILABLE PROGRESSIVELY FROM NOW ONWARDS AT BRINDISI AND IN THE NAPLES AREA (.) IT WILL HOWEVER BE NECESSARY FOR THE I.A.F. UPON NOTIFICATION FROM THIS HEADQUARTERS TO ARRANGE FOR THE PROMPT COLLECTION OF SUCH SPARES AND EQUIPMENT AS WILL BECOME AVAILABLE IN THE NAPLES AREA (.)

PARA. 4. THE HANDING OVER OF THE AIRCRAFT AND EQUIPMENT WILL BE FREE OF CHARGE (.) IT WILL HOWEVER ALL BE LISTED AND THE I.A.F. REPRESENTATIVE DELEGATED TO ACCEPT THIS EQUIPMENT WILL BE REQUIRED TO SIGN AS RECEIVING ON BEHALF OF THE I.A.F (.) IN THIS CONNECTION IT IS SUGGESTED THAT LT. COL. GACCHI - COMMANDANT OF THE I.A.F. DEPOT AT BRINDISI WOULD BE THE MOST SUITABLE PERSON AS THE AIRCRAFT AS WELL AS THE MAJORITY OF GROUND EQUIPMENT, AIRFRAME AND ENGINE SPARES ETC. WILL BE HANDED OVER AT BRINDISI (.)

PARA. 5. IT MUST BE EMPHASISED THAT AIR MINISTRY WILL NOT ACCEPT ANY RESPONSIBILITY IN THIS MATTER ONCE THE AIRCRAFT AND SPARES ETC. HAVE BEEN HANDED OVER NOR WILL THEY UNDERTAKE TO SUPPLY ANY SPITFIRE MAINTENANCE SPARES, ENGINES ETC. FOR THESE AIRCRAFT IN FUTURE (.)

PARA. 6. ONCE THESE AIRCRAFT AND EQUIPMENT HAVE BEEN TAKEN OVER I.A.F. MUST PROVIDE THEIR OWN GUARDS (.)

PARA. 7. IT IS ASSUMED THAT THE MAINTENANCE AND REPAIR SCHEDULES WILL BE TRANSLATED INTO ITALIAN UNDER ARRANGEMENTS MADE BY YOU (.)

PARA. 8. IT WILL NOT REPEAT NOT BE POSSIBLE TO SUPPLY ANY SKILLED TECHNICAL PERSONNEL TO ASSIST FROM R.A.P. SOURCES (.)

AGD. W.O. GLESSER W CDR,
WING COMMANDER,
AIR PLANS.

PRIORITY: IMMEDIATE.
SECURITY: TOP SECRET

INT. DIST: A.C.A.
A.F.A.L.S.
S.R.S.O.

Declassified E.O. 12356 Section 3.3/NND No. 759811

ETC. FORTHWITH (.) FURTHER QUANTITIES WILL BECOME AVAILABLE PROGRESSIVELY FROM NOW ONWARDS AT BRINDISI AND IN THE NAPLES AREA (.) IT WILL HOWEVER BE NECESSARY FOR THE I.A.F. UPON NOTIFICATION FROM THIS HEADQUARTERS T ARRANGE FOR THE PROMPT COLLECTION OF SUCH SPARES AND EQUIPMENT AS WILL BECOME AVAILABLE IN THE NAPLES AREA (.)

PARA. 4. THE HANDING OVER OF THE AIRCRAFT AND EQUIPMENT WILL BE FREE OF CHARGE (.) IT WILL HOWEVER ALL BE LISTED AND THE I.A.F. REPRESENTATIVE DELEGATED TO ACCEPT THIS EQUIPMENT WILL BE REQUIRED TO SIGN AS RECEIVING ON BEHALF OF THE I.A.F (.) IN THIS CONNECTION IT IS SUGGESTED THAT LT. COL. SACCHI - COMMANDANT OF THE I.A.F. DEPOT AT BRINDISI WOULD BE THE MOST SUITABLE PERSON AS THE AIRCRAFT AS WELL AS THE MAJORITY OF GROUND EQUIPMENT, AIRFRAME AND ENGINE SPARES ETC. WILL BE HANDED OVER AT BRINDISI (.)

PARA. 5. IT MUST BE EMPHASISED THAT AIR MINISTRY WILL NOT ACCEPT ANY RESPONSIBILITY IN THIS MATTER ONCE THE AIRCRAFT AND SPARES ETC. HAVE B N HANDED OVER NOR WILL THEY UNDERTAKE TO SUPPLY ANY SPITFIRE MAINTENANCE SPARES, ENGINES ETC. FOR THESE AIRCRAFT IN FUTURE (.)

PARA. 6. ONCE THESE AIRCRAFT AND EQUIPMENT HAVE BEEN TAKEN OVER I.A.F. MUST PROVIDE THEIR OWN GUARDS (.)

PARA. 7. IT IS ASSUMED THAT THE MAINTENANCE AND REPAIR SCHEDULES WILL BE TRANSLATED INTO ITALIAN UNDER ARRANGEMENTS MADE BY YOU (.)

PARA. 8. IT WILL NOT REPEAT NOT BE POSSIBLE TO SUPPLY ANY SKILLED TECHNICAL PERSONNEL TO ASSIST FROM R.A.F. SOURCES (.)

PRIORITY: IMMEDIATE.
SECURITY: TOP SECRET

INT. DIST: A.C.A.
A.F.A.L.S.
S.E.S.O.
A.C.C. (ALREADY HAS COPY)

SGD. V.O. BLESSER W/CDR,
WING COMMANDER,
AIR PLANS.

1365

Allied Liaison Section
H.Q. [illegible]
DATE 4/20/01
FILE

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

1742

1743

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

OUTGOING CIPHER MESSAGE.

TO: AIR FORCES SUB COMMISSION, ALLIED COMMISSION, ROME.

FROM: AIR HEADQUARTERS, R.A.F. ITALY.

APX. 420 17th MAY 1946 (.)

TOPSECRET.

TOPSECRET (.) REFERENCE YOUR A578 MAY 9TH (.) AS MOST OF THE SPITFIRES TO BE HANDED OVER HAVE MERLIN 66 ENGINES INSTALLED IT IS CONSIDERED THAT THIS ITALIAN AIR FORCE SHOULD CONCENTRATE ENTIRELY ON MERLIN 66 ENGINES (.) WE ARE UNABLE TO SUPPLY MERLIN 63 ENGINES AND IT IS SUGGESTED THAT IT WOULD BE UNWISE FOR THE ITALIAN AIR FORCE TO PRESS FOR THIS MARK OF ENGINE (.) WITH THE MERLIN 66nENGINES AT OUR DISPOSAL WE COULD VERY NEARLY MUST ALL REQUIREMENTS FOR THE SPITFIRES TO BE TAKEN OVER FROM US (.)

SGD. V.O. SLESSER W/CDR.
WING COMMANDER,
AIR PLANS.

SECURITY: TOP SECRET.

PRIORITY: IMMEDIATE.

INT. DIST: A.C.C.
A.C.A.
A.F.A.L.S.
(S.E.S.O.) ALREADY HAS COPY.

Allied Liaison Section
H.Q. M.A.A.F.
20/5
AFHQ
FILE

1364

1744

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

3578

INCOMING CYPHER MESSAGE.

SERIAL NO: 12/9

TO: A.H.Q. ITALY

FROM: A.F.S.C. ROME

A578 9 MAY TOPSECRET.

REFERENCES H.Q. ROME SIGNAL OX81 4 MAY ALSO A.H.Q. R.A.F. ITALY SIGNAL AFX415 29 APRIL DESIRABLE TO HAVE ONE TYPE OF ENGINE IN SPITFIRE 9 AIRCRAFT SUPPLIED TO I.A.F.

MERLIN 63 MOST SUITABLE REQUEST SUPPLY POSITION OF APPROXIMATELY 30 MERLIN ~~XXXXX~~ 63 ENGINES AS REPLACEMENTS OF MERLIN 66 AND 70.

ALSO POSITION OF RESERVE MERLIN 63 ENGINES.

DECYPHERED BY SGT. LUCAS.

IMPORTANT.

T.O.O. 091600B.

Allied Liaison Section

10/5.
42 01/3.

1363

1745

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

COPY.

OUTGOING CYPHER MESSAGE.

28

TO: AIR FORCES SUB COMMISSION, ALLIED COMMISSION, ROME.

FROM: AIR HEADQUARTERS, R.A.F. ITALY.

APX. 419 14TH MAY (.)

TOP SECRET (.)

SUBJECT IS RE-EQUIPMENT OF ITALIAN AIR FORCE (.) REFERENCE INTERIM POLICY DATED 1 20TH MARCH 1946 AND ITALIAN CHIEF OF AIR STAFF'S COMMENTS THEREON DATED 25TH APRIL 1946 AIR MINISTRY HAVE NOW ASKED WHETHER THE ITALIAN GOVERNMENT WILL REQUIRE FROM R.A.F. SOURCES ANY AIRCRAFT FOR THE FOLLOWING PURPOSES:

(1) TRANSPORT
(2) COMMUNICATIONS.
(3) AIR SEA RESCUE AND GENERAL RECONNAISSANCE.
(4) TRAINING.

PARA. 2. THIS INFORMATION IS URGENTLY REQUIRED SHOULD THIS ITALIAN GOVERNMENT WISH TO MAKE ANY BIDS (.) IN THAT EVENT THE NUMBER OF AIRCRAFT, TYPE AND MARK SHOULD BE STATED (.)

PARA. 3. IT IS OUR UNDERSTANDING THAT NOTHING OUTSIDE THE OPERATIONAL SIDE IS REQUIRED WITH THE POSSIBLE EXCEPTION OF AIR SEA RESCUE AIRCRAFT (.)

PRIORITY: IMMEDIATE.

SECURITY: TOP SECRET.

INT. DIST: A.O.C.
A.O.A.
A.F.A.L.S.
S.A.S.O.

SGD. V.O. SLESSER, W/CDR.
WING COMMANDER,
AIR PLANS.

Allied Liaison Section
H.Q. M.A.A.F.
APO 2c/5
File 4200

1362

Declassified E.O. 12356 Section 3.3/NND No. 770041

17461

PRIORITY: IMMEDIATE.

SERIAL NO.... 5/15.

INDICATORS AS CHECKED BY ORIGINATOR.

TO: AIR HEADQUARTERS, ITALY REPEATED TO INFOS.

FROM: AIR COMMISSARY LONDON Ref.No. AMSO.135 14th MAY.

TOP SECRET - TOP SECRET.

RECONSIDER YOUR AMSC.179 MAY 6th.

2. WE AGREE TO TRANSFER TO ITALIAN CW 59 SQUADRON NUMBER AUTHORITY REQUESTED YOU TO ADVISE CWP. TRANSFER TO TAKE EFFECT AT DATE MORE PRESENTLY AUTHORISED YOU TO ADVISE CWP.

COMMANDER TO YOU.

3. WE ALSO AGREE THAT YOU MAY TRANSFER TOOLS, BULLDOZER DOWN ALGERIAN, MAIN PLANS, GROUND EQUIPMENT, AIRFRAME AND ENGINE SPARES, RMC., RTO., PROVIDED

(A) THEY ARE AVAILABLE IN ITALY

(B) THEY ARE SURPLUS TO YOUR AND NEARE PRESENT AND FUTURE REQUIREMENTS.

TRANSFERS OF ENEMY SURPLUS AIRCRAFT, TOOLS, SPARES, RMC., WILL BE MADE AT CHARGE.

4. IT MUST BE MADE CLEAR TO ITALIANS THAT WE CAN ACCEPT NO RESPONSIBILITY IN THEIR LATTER OWN NEW AIRCRAFT, ISARS, ETC., HAVE BEEN HANDED OVER NOR CAN WE UNDERTAKE TO SUPPLY ANY SPITFIRE AUTOMATIC PLANES, SPOTTERS, RTC., NOR TECHS AIRCRAFT IN THEIR FUTURE. SEE MISS PARA FIVE BELOW.

5. AT THIS STAGE WE DO NOT WISH THEIR OFFER TO BE LIMITED IN ANY WAY WITH EYE SHARP MAJOR. FOR AS-COMMUNICATION OF THE ITALIAN AIR MINOR AND STAFF WE ARE CONSIDERING THAT SUPPLY AND ADMIN

-287-

REFERENCE YOUR AOCX.179 MAY 6th.

2. WE AGREE TO TRANSFER TO ITALIANS OF 59 SPITFIRE MINUS WHICH WE PREVIOUSLY AUTHORISED YOU TO WRITE OFF. WE HOPE TO TAKE EFFECT AT TIME MOST CONVENIENT TO YOU.

3. WE ALSO AGREE THAT YOU MAY TRANSFER TOOLS, BROKEN DOWN AIRFRAMES, MAIN PLANES, GROUND EQUIPMENT, AIRFRAMES AND ENGINE SPARES, ETC., ETC., PROVIDED

(A) THEY ARE AIRBASE IN ITALY

(B) THEY ARE SURPLUS TO YOUR AND MEDAF PRESENT AND FUTURE REQUIREMENTS.

TRANSFERS OF THESE SURPLUS AIRCRAFT, TOOLS, SPARES, ETC., WILL BE FREE OF CHARGE.

4. IT MUST BE MADE CLEAR TO ITALIANS THAT WE CAN ACCEPT NO RESPONSIBILITY IN THIS MATTER ONCE THE AIRCRAFT, SPARES, ETC., HAVE BEEN HANDED OVER NOR CAN WE UNDERTAKE TO SUPPLY ANY SPITFIRE MAINTENANCE MANUALS, DRAWINGS, ETC., ETC., FOR THESE AIRCRAFT IN THE FUTURE. BUT SEE PARA FIVE BELOW.

5. AT THIS STAGE WE DO NOT WISH THIS OFFER TO BE LINKED IN ANY WAY WITH THE DRAFT PLANS FOR RE-ORGANISATION OF THE ITALIAN AIR FORCE AND WISH WE ARE CONSIDERING THAT TREATY THE ABOVE ARRANGEMENTS MIGHT EVEN HAVE TO BE TAKEN INTO ACCOUNT.

6. WE ASSUME YOU WILL TAKE ACTION CALLED FOR IN PARA TWO(A) OF YOUR SIGNAL AND WILL ALSO EXPLAIN TO THE ITALIANS THE POINT MADE IN PARA TWO (6).

7. GLAD TO NOTE ITALIANS WILL RELIEVE YOU PUNISHMENT OF GUARD DUTIES IN CONNEXION WITH THESE AIRCRAFT.

Document typed by SGT. MCFP.

HOC
AOA
AFAIRS
SESO
IZ

FOO. 141800 TOR. 150615Z.

16/5
1000/3

Declassified E.O. 12356 Section 3.3/NNO No. 178427

OUTGOING CYPHER MESSAGE

From: Air Headquarters, ITALY. TOO 1800 B.

To : Air Ministry LONDON. Air Headquarters MED/ME (CAIRO).

AOC.179 6th May, 1946 TOP SECRET

PERSONAL TO D.G.O. AND AIR C-IN-C RAF MED/ME FROM AOC ITALY. REFERENCE DGO SIGNAL OOX.6124 25 APRIL.

THERE ARE NOW A TOTAL OF 59 (HALF 118) SPITFIRE IX AIRCRAFT AVAILABLE FOR TRANSFER TO ITALIANS.

PARA. TWO. STATE OF AIRCRAFT AND AVAILABILITY OF SPARES IS AS FOLLOWS:-

(1) BASED ON B.O.R. MAN-HOURS AIRCRAFT REQUIRE AT LEAST TWO MONTHS WORK TO RENDER THEM SERVICEABLE.

(2) SOME TOOLS IMMEDIATELY AVAILABLE BUT WHOLESALE HANDOVER NOT POSSIBLE TILL ALL WORK ON OUR OWN AIRCRAFT COMPLETED WHICH MAY BE APPROXIMATELY MID JUNE.

(3) SPARES AVAILABLE UNDER CONDITIONS AS PER (2) ABOVE.

(4) MAINTENANCE AND REPAIR SCHEDULES WOULD HAVE TO BE TRANSLATED INTO ITALIAN UNDER ARRANGEMENTS MADE BY A.F.S.C.

(5) A NUMBER OF BROKEN DOWN AIRFRAMES CAN BE MADE AVAILABLE FOR CANNIBALISATION AS WELL AS NUMBER OF SURPLUS MAIN PLANES. A LIMITED NUMBER OF SPARE ENGINES WOULD ALSO BE AVAILABLE BUT NO BACKING OF SPARES FOR COMPLETE ENGINE OVERHAULS.

(6) REGRETTED IMPOSSIBLE TO SUPPLY ANY SKILLED TECHNICAL PERSONNEL TO ASSIST FROM R.A.F. RESOURCES.

PARA THREE. I APPROACHED ITALIAN GOVERNMENT THROUGH APSC GIVING INFORMATION LISTED IN PARA TWO ABOVE. ITALIAN GOVERNMENT DESIRE ACCEPT THESE AIRCRAFT IN PRINCIPLE SOME. THEY FURTHER AGREE YOUR PARTICULAR CONDITION SET OUT IN PARA 3(B) OF YOUR SIGNAL UNDER REFERENCE.

PARA FOUR. THE APSC ALSO RECOMMEND THE HANDOVER AS THEY CONSIDER IT ESSENTIAL FOR I.A.F. TO HAVE A MODERN FIGHTER FOR INTERCEPTOR AND TACTICAL SUPPORT DUTIES. I SUPPORT THIS RECOMMENDATION MORE ESPECIALLY AS PARA 1 OF YOUR SIGNAL INDICATES ONLY SLENDER CHANCE OF I.A.F. ACQUIRING MODERN AIRCRAFT BY OTHER MEANS. ALSO THE MAN-POWER PROBLEM IN I.A.F. IS NOT ACUTE AND MAINTENANCE PROBLEMS ASSOCIATED WITH MAKING THESE AIRCRAFT SERVICEABLE ARE NOT LIKELY TO BE UNSURMOUNTABLE.

PARA FIVE. REFERENCE PARA 5 YOUR SIGNAL AND FAN 649. ITALIAN GOVERNMENT HAVE NOW ACCEPTED IN PRINCIPLE A DRAFT [illegible]

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

PARA. TWO. STATE OF AIRCRAFT AND AVAILABILITY OF SPARES IS AS FOLLOWS:-

(1) BASED ON B.O.R. MAN-HOURS AIRCRAFT REQUIRE AT LEAST TWO MONTHS WORK TO RENDER THEM SERVICEABLE.

(2) SOME TOOLS IMMEDIATELY AVAILABLE BUT WHOLESALE HANDOVER NOT POSSIBLE TILL ALL WORK ON OUR OWN AIRCRAFT COMPLETED WHICH MAY BE APPROXIMATELY END JUNE.

(3) SPARES AVAILABLE UNDER CONDITIONS AS FOR (2) ABOVE.

(4) MAINTENANCE AND REPAIR SCHEDULES WOULD HAVE TO BE TRANSLATED INTO ITALIAN UNDER ARRANGEMENTS MADE BY A.F.S.C.

(5) A NUMBER OF BROKEN DOWN AIRFRAMES CAN BE MADE AVAILABLE FOR CANNIBILISATION AS WELL AS NUMBER OF SURPLUS MAINPLANES. A LIMITED NUMBER OF SPARE ENGINES WOULD ALSO BE AVAILABLE BUT NO BACKING OF SPARES FOR OTHER MAJOR OVERHAUL.

(6) REGRETTED IMPOSSIBLE TO SUPPLY ANY SKILLED TECHNICAL PERSONNEL TO ASSIST FROM R.A.F. RESOURCES.

PARA THREE. I APPROACHED ITALIAN GOVERNMENT THROUGH AFSC GIVING INFORMATION LISTED IN PARA TWO ABOVE. ITALIAN GOVERNMENT DESIRE ACCEPT THESE AIRCRAFT IN PRESENT STATE. THEY FURTHER AGREE YOUR PARTICULAR CONDITION SET OUT IN PARA 3(B) OF YOUR SIGNAL UNDER REFERENCE.

PARA FOUR. THE AFSC ALSO RECOMMEND THE HANDOVER AS THEY CONSIDER IT ESSENTIAL FOR I.A.F. TO HAVE A MODERN FIGHTER FOR INTERCEPTOR AND TACTICAL SUPPORT DUTIES. I SUPPORT THIS RECOMMENDATION MORE ESPECIALLY AS PARA 1 OF YOUR SIGNAL INDICATES ONLY SLENDER CHANCE OF I.A.F. ACQUIRING MODERN AIRCRAFT BY OTHER MEANS. ALSO MAN POWER PROBLEM IN I.A.F. IS NOT ACUTE AND MAINTENANCE PROBLEMS ASSOCIATED WITH MAKING THESE AIRCRAFT SERVICEABLE ARE NOT LIKELY TO BE UNSURMOUNTABLE.

PARA FIVE. REFERENCE PARA 5 YOUR SIGNAL AND PAN 649. ITALIAN GOVERNMENT HAVE NOW ACCEPTED IN PRINCIPLE A DRAFT PLAN WHICH WE SUBMITTED THEM FOR AN INTERIM AIR FORCE WHICH WAS PREPARED ALONG LINES OF SACSEA SIGNAL NAF.1105. SAC IS LIKELY TO RECOMMEND TO C.C.S. FOLLOWING ORGANISATION FOR INTERCEPTOR AND CLOSE SUPPORT SIDE OF I.A.F. INTERIM AIR FORCE.

(1) TWO INTERCEPTOR WINGS EACH OF TWO SQUADRONS. ONE WING LIGHTNINGS ONE WING SPITFIRES.

(2) ONE MOBILE TACTICAL SUPPORT WING CONSISTING OF TWO FIGHTER/BOMBER SQUADRONS AND ONE TAC/R SQUADRON. THIS WING TO BE EQUIPPED ENTIRELY WITH SPITFIRES.

(3) (1) AND (2) REQUIRE 100 AIRCRAFT PLUS 20 PER CENT RESERVE. THIS MEANS A TOTAL OF ABOUT 90 SPITFIRES. COULD OUTSTANDING BALANCE OF 30 BE PROVIDED?

PARA SIX. ALTHOUGH 100 LIGHTNINGS HAVE BEEN MADE AVAILABLE SPARES SITUATION AND MAINTENANCE IS SO BAD THAT EXCESSIVE CANNIBILISATION WILL BE NECESSARY EVEN TO MAINTAIN TWO SQUADRONS.

PARA SEVEN. THIS SIGNAL ANSWERS ALL POINTS RAISED IN HQ PAF AGD/MS SIGNAL OX.61 DATED 4 MAY (NOT TO A.H.Q.).

[redacted]

Declassified E.O. 12356 Section 3.3/NNO No. 178497

1750

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

INCOMING CYPHER MESSAGE.

SERIAL NO: 23/3

25
207

A.M.G. ITALY

FROM: A.F.H.Q. ROME

AX565 3 MAY 1200 B TOP SECRET

REFERENCE YOUR AFHQ/15 29 APRIL SUBJECT PARTIAL REEQUIPMENT OF ITALIAN AIR FORCE WITH SPITFIRE 9 AIRCRAFT THE ITALIAN AIR AUTHORITIES ARE INTERESTED AND WILL ACCEPT THE CONDITIONS OF SUPPLY OF THESE AIRCRAFT. T.S.C.U. . HOWEVER THE HANDOVER AS THE ITALIAN GOVERNMENT NEEDS A MINIMUM NUMBER FOR INTERCEPTOR WORK AND FOR TACTICAL SUPPORT TO THE ITALIAN LAND FORCES. ATTACHED ORGANISATIC ESTABLISHMENT FOR THE TACTICA RECONNAISSANCE SQUADRON AND SOME RANGES PRACTICE BOMBS FOR THE FIGHTER BOMBER SQUADRON WILL BE SHORTLY NECESSARY. CAN THESE BE SUPPLIED FROM R.A.F. SOURCES THE OFFICER COMMANDING I.A.F. MISSION HAS BEEN INSTRUCTED TO CONTACT THE OFFICER COMMANDING R.A.F. MISSION TO ARRANGE DATES AS SOON AS HIS CONTINGENT IS AUTHORISED BY YOU.

ACT. IMMED. IMMEDIATE Z.G.G. 031630B.

TOP SECRET 1303

ACTION
INFO
4/5
AZ01/3.

1751

Declassified E.O. 12356 Section 3.3/NND No. 718017

CONFIDENTIAL CYPHER MESSAGE.

TOP SECRET.

TO: AIR FORCES AIR COMMISSION, ALLIED COMMISSION, ROME.

FROM: AIR HEADQUARTERS, M.A.F. ITALY.

APX.445. 29TH APRIL, 1946.

TOP SECRET.

SUBJECT IS PARTIAL RE-EQUIPMENT OF ITALIAN AIR FORCE WITH SPITFIRE IX AIRCRAFT (.) PURSUANT TO DISCUSSIONS AT CONFERENCE BETWEEN BRIGGS, LEE AND FIELD IN ROME 26TH APRIL (.) INFORMATION RECEIVED THAT 59 SPITFIRE AIRCRAFT IN THIS THEATRE MIGHT BE MADE AVAILABLE TO ITALIAN GOVERNMENT FOR USE IN CONNECTION WITH RECONSTRUCTION OF ITALIAN AIR FORCE (.)

PARA. 2. STATE OF AIRCRAFT AND AVAILABILITY OF SPARES AS FOLLOWS:-

(i) BASED ON R.A.F., MAN-HOURS AIRCRAFT REQUIRE AT LEAST 2 MONTHS WORK TO RENDER THEM SERVICEABLE (.)

(ii) SOME TOOLS IMMEDIATELY AVAILABLE BUT SPECIALLY MANNED DELAYED PENDING COMPLETION OF WORK ON OWN RESERVE AIRCRAFT (.) ANTICIPATE MID-JUNE (.)

(iii) SPARES AVAILABLE UNDER CONDITIONS AS PER (ii) ABOVE (.)

(iv) MAINTENANCE AND REPAIR SCHEDULES WOULD HAVE TO BE TRANSLATED INTO ITALIAN UNDER ARRANGEMENTS MADE BY YOU (.)

(v) A NUMBER OF WRECKED DOWN AIRFRAMES CAN BE MADE AVAILABLE FOR CANNIBALISATION AS WELL AS NUMBER OF SPITFIRE AIRPLANES (.) A LIMITED NUMBER OF SPARE ENGINES WOULD ALSO BE AVAILABLE BUT NO BACKING OF BLADES FOR COMPLETE ENGINE OVERHAUL (.)

(vi) UNDERTAKING IMPOSSIBLE TO SUPPLY ANY DETAILS OF TECHNICAL PERSONNEL TO ASSIST FROM R.A.F. RESOURCES (.)

PARA. 3. IF ABOVE CONDITIONS ACCEPTABLE TO ITALIAN GOVERNMENT THEY WOULD BE REQUIRED TO UNDERTAKE FOLLOWING COMMITMENT IMMEDIATELY PENDING FINAL DECISION AS TO WHETHER AIRCRAFT WILL BE MADE AVAILABLE (.)

(i) ARRANGE FOR CLEARING OF AIRCRAFT AT BRINDISI ON BEHALF OF R.A.F.(.) IN THIS CONNECTION R.A.F. WOULD ACCOMMODATE AIRCRAFT IN ENCLOSED AREA OF AIRFIELD AND WOULD FREELY USE TESTS WHICH COULD BORROW SPARES, TOOLS AND GROUND EQUIPMENT THAT MIGHT BECOME IMMEDIATELY AVAILABLE (.)

PARA. 4. REQUEST YOU ASCERTAIN FROM ITALIAN GOVERNMENT IF THEY ARE INTERESTED IN THESE AIRCRAFT AND INFORM THIS HEADQUARTERS (.) YOUR VIEWS AS TO DESIRABILITY OF MAKING SUCH OFFERS ALSO CALLED FOR (.) PLEASE TREAT AS URGENT AS ESSENTIAL DECISION REGARDING REMOVAL OF AIRCRAFT BE TAKEN WITHIN NEXT SEVEN DAYS (.)

PRIORITY: IMMEDIATE.
SECURITY: TOP SECRET.

INFO. MAAF: A.C.C.
A.C.A.
A.F.A.L.S.
C. in C.C.
PLANS.

Allied Control Commission
C. H. Sec.
29/4
47043

(T. M. PEIRSE,)
AIR COMMODORE,
CHIEF OF AIR PLANS.

1752.

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

SECRET COPY

From:- Air Ministry, Whitehall, A.I.2(b)

To :- AFHQS, MEDME Detachment, AFHQ Italy.

Date:- 15th May, 1946.

Ref :- 399/118/46.

AIRFIELDS IN ITALY.

Thank you for your letter of 10th May 1946 (MEDME/4200/AFHQS) with enclosures as stated.

2. With regard to the Italian Mainland, we note that you have compiled your separate lists of A/F's, L.G's, E.L.G's, S. Stns and S.A.S's from our Gazetteer and Appendix II, to which you have added RARIANO, PENNICIA and VENICE/TREPORTI.

3. RARIANO was not included in our list as it was seen to be under cultivation and quite unserviceable in 1945. PENNICIA was formerly included and should have been added to Appendix II as an amendment. VENICE/TREPORTI Seaplane Station is new to us, and we have to ask you to forward as much information as you can get hold of. A blank form is enclosed herewith for that purpose.

4. Apart from VENICE/TREPORTI we welcome the information you have furnished as follows :-

25 A/F's etc named as returned to agriculture.
27 A/F's named as having emergency landing strips.

and in addition you have provided us with information as to the occupying authority in the case of some 61 A/F's etc.

5. All this is very useful and goes some way towards clarifying the Italian Airfield situation. It does not however, give us a complete account of the total of 368 A/F's and S.Stns etc in ITALY: on over two thirds of which we have as yet no information. It would be most unfortunate if we allowed any opportunity to slip up of ascertaining the precise condition of the airfields in this country.

6. Can you please ascertain the dimensions of the emergency landing strips which are said to have been left on those A/F's etc which you have marked E.L.S.?

7. We understand that AFHQ Italy (and certainly W/Cdr. Chrystall) hold copies of our existing airfield list including all the Information Sheets Plans and Appendices, but in case it may be of assistance to you, we are sending you another copy herewith.

8. It would be help ful if you would indicate the sources of the information already supplied and to be supplied.

9. You do not appear to have provided any later information on Sardinia, Sicily, Pantelleria and Lampedusa, but we have received Forms 1034 in respect of the landing grounds on the last two islands.

Original of this letter passed to I.M. for action.

Walter H.C. Heath,
for Wing Commander.

1753

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

SECRET COPY

From:- Air Vice-Marshal Whitchall, A.I.2(b)

To :- AFAIS, MEDME Detachment, AIC Italy.

Date:- 15th May, 1946.

Ref :- 399/118/46.

AIRFIELDS IN ITALY.

Thank you for your letter of 10th May 1946 (MEDME/4200/AFAIS) with enclosures as stated.

2. With regard to the Italian Mainland, we note that you have compiled your separate lists of A/F's, L.C's, E.L.G's, S. Stns and G.A.S's from our Gazetteer and Appendix II, to which you have added BARIANO, PERUGIA and VENICE/TESSERA.

3. BARIANO was not included in our list as it was seen to be under cultivation and quite unserviceable in 1943. PERUGIA was formerly included and should have been added to Appendix II as an amendment. VENICE/TESSERA Seaplane Station is new to us, and we have to ask you to forward as much information as you can get hold of. A blank form is enclosed herewith for that purpose.

4. Apart from VENICE/TESSERA we welcome the information you have furnished as follows :-

25 A/F's assumed as returned to agriculture.
27 A/F's named as having emergency landing strips.

and in addition you have provided us with information as to the occupying authority in the case of some 61 A/F's etc.

5. All this is very useful and goes some way towards clarifying the Italian Airfield situation. It does not however, give us a complete account of the total of 368 A/F's and S.Stns etc in ITALY: on over two thirds of which we have as yet no information. It would be most unfortunate if we allowed any opportunity to slip up of ascertaining the precise condition of the airfields in this country.

6. Can you please ascertain the dimensions of the emergency landing strips which are said to have been left on those A/F's etc which you have marked E.L.G.?

7. We understand that AIC Italy (and conceivably W/Cdr. Chrystall) hold copies of our existing airfield list including all the Information Sheets Plans and Appendices, but in case it may be of assistance to you, we are sending you another copy herewith.

8. It would be help ful if you would indicate the sources of the information already supplied and to be supplied.

9. You do not appear to have provided any later information on Sardinia, Sicily, Pantellaria and Lampedusa, but we have received Forms 1034 in respect of the landing grounds on the last two islands.

Walter H.C. Heath,
for Wing Commander.

1756

1754

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

IMG TOP SECRET CYPHER SIGH[illegible] CY. 10/17.

PRIORITY:- I M M E D I A T E.

TOP SECRET

TO:- AIR H.Q. ITALY.
FROM:- AIR FORCES SUB COMMISSION ROME.

AX.594 17th MAY TOO 17/1100/B. T O P S E C R E T.

REFERENCE YOUR ABLEFIVEMAY 419 14th MAY, SUBJECT RE-EQUIPMENT OF ITALIAN AIR FORCE, THE ITALIAN GOVERNMENT WILL REQUIRE THE FOLLOWING TYPES AND NUMBERS OF AIRCRAFT COVERED BY THE INTERIM POLICY:-

(1) AIR SEA RESCUE, 15 CATALINA AMPHIBIAN I.E. AND E.R. AIRCRAFT TO RE-EQUIP ONE SQUADRON.
(2) TRAINING, 12 MOTH OR MAGISTER AIRCRAFT TO RE-EQUIP ELEMENTARY TRAINING SCHOOL. 15 OXFORD AIRCRAFT TO RE-EQUIP TWIN ENGINE SCHOOL.

2. NOT COVERED BY INTERIM POLICY, 8 VENGEANCES OR SIMILAR TYPE OF DROGUE TOWING AIRCRAFT WITH WILL BE REQUIRED TO EQUIP ONE FLIGHT FOR ARTILLERY PRACTICE AND FIGHTER AFFILIATION.

3. MARKS OF AIRCRAFT NOT STATED BUT LATEST MARK PREFERRED.

4. QUESTION OF COST NOT DISCUSSED BUT PRESENT FINANCIAL POSITION OF ITALIAN AIR FORCE WILL PRESENT{NOTE THAT A TOKEN PAYMENT. PRESENT}

TOO:- 17/1600/B.
TOR:- 17/1910/B.
TOD:- 17/1950/B.

DECYD & TYPED BY SGT N.J.WOOD.

Plans
Ack
AFHQ
SESO

TOP SECRET

Allied Liaison Section
H.Q. A.A.F.
DATE 18/5
4 p.m.

1355

1755

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

SECRET

ALLIED FORCE HEADQUARTERS
Office of the Assistant Chief of Staff, G-2
Topographical Intelligence Section

FREEDOM 478.

GBI/OI(T) 389.260.13 13 May 1946

SUBJECT: Airfield List.

TO:

A.H.Q.,
ITALY.

Reference your MEDME/4200/AFALS of 10 May 1946.

1. Receipt is acknowledged of list of airfields, landing grounds, emergency landing grounds, seaplane stations, alighting seaplane areas in Italy, Sicily, Sardinia, Pantelleria and Lampedusa

For the A.C. of S, G-2

J. Browning.

J. BROWNING.
Major R.E.

ALLIED FORCE HEADQUARTERS
H.Q. M.A.A.F.
ASTR. 14/2
FILE 4-2-0

1756

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

Loose Minute

To : Organisation.

Further to this Section's Loose Minute of even reference dated 29th April, 1946, attached is Form 1034 in respect of Milan/Linate airfield, amended by the Air Forces Sub-Commission, Allied Commission, Rome.

B. de I.

(B. E. de IONGH,)
Flight Lieutenant,
for Wing Commander,
Allied & Foreign Air Liaison Section

14th May, 1946.

MEDME/4200/AFALS.

1353

1757

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

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

TO : MEDITERRANEAN ALLIED AIR COMMITTEE, SECRETARIAT

DATE : 7TH MAY 1946

REF : AFSC/SE/AIR

Per Yours

Actioned 20 Bdel.

AIRFIELD INFORMATION - ITALY

With reference to your letter MAAC/4200/AFALS dated 12th April 1946, attached is amended Form #1034 (in duplicate).

ALLIED LIAISON SECTION
H.Q. M.A.A.F.
APO
FILE 4200

Frank E. Marek
FRANK E. MAREK
LT. COL. AC
FOR AIR VICE-MARSHAL
DIRECTOR A.F.S.C.

1758

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

From:- Allied & Foreign Air Liaison Section,
[illegible] Headquarters, Air Headquarters Italy.

To :- Headquarters [illegible], Royal Air Force, Cairo.

Dated:- 10th May, 1945.

Ref :- [illegible]/Secy/AFHQ.

SECRET

AIRFIELD LISTS

Herewith are lists of airfields, landing grounds, emergency landing grounds, seaplane stations, alighting seaplane areas in Italy, Sicily, Sardinia, Pantelleria and Lampedusa.

2. Amendment lists will be issued as and when necessary so that a true current record may be maintained, and you will be advised accordingly.

3. For your information, copies of these lists have been sent to Air Ministry, London (A.I.2(b) Section and Directorate of Allied and Foreign Liaison).

(H. WALMSLEY)
Squadron Leader,
for Air Vice-Marshal,
Air Officer Commanding,
AIR HEADQUARTERS ITALY.

Internal Distribution.

Headquarters [illegible],	1 copy
AHQ (G.3. Ops Section)	1
AHQ (G-2 Section)	1
Intelligence HQ.	2
Chief of Air Plans, A.H.Q.	1

External and Area codes.

1759

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

S E C R E T

Allied & Foreign Air Liaison Section,
MEDME Detachment,
Air Headquarters Italy,
R.A.F., C.M.F.

Reference:
MEDME/4200/AFALS. 10th May, 1946.

Sir,

AIRFIELDS IN ITALY

I have the honour to refer to your Minute 209/ /118/46 dated 8th March, 1946, to this Section's signal UX.990 of March 20th.

2. Herewith returned to you are Airfield Gazetteer and APPENDIX III.

3. Attached for your information and retention are three copies of lists of airfields, landing grounds, emergency landing grounds, seaplane stations and alighting seaplane areas in Italy, Sicily, Sardinia, Pantelleria and Lampedusa.

4. Amendment lists will be issued as and when necessary, so that a true current record may be maintained, and you will be informed accordingly.

I have the honour to be,
Sir,
Your obedient Servant,

(P. WALMSLEY)
Squadron Leader,
for Air Vice-Marshal,
Air Officer Commanding,
AIR HEADQUARTERS ITALY.

Under Secretary of State for Air,
Air Ministry (Dept. A.I. 2(b)),
WHITEHALL,
LONDON, W.C.2.

1350

1760

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

SECRET

Allied & Force Air Liaison Section,
(MedMR Detachment)

Air Headquarters Italy,

Royal Air Force, C.M.F.

16

Reference :
MEDME/4200/A.L.S. 10th May, 1946.

Sir,

Air Fields in Italy

I have the honour to refer to the above subject:

2. Attached for your information and retention are two copies of lists of airfields, landing grounds, seaplane ntations and alighting seaplane areas in Italy, Sicily, Sardinia, Pantelleria and Lampedusa.

3. Amendment lists will be issued as and when necessary, so that a true current record may be maintained, and you will be informed accordingly.

I have the honour to be,
Sir,
Your obedient Servant,

(P. WALMSLEY)
Squadron Leader,
for Air Vice-Marshal,
Air Officer Commanding,
Air Headquarters Italy.

The Under Secretary of State for Air,
Air Ministry (D.A.F.L. Department)
Whitehall,
London, W.C.2.

1761

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

Loose Minute

To : Organisations

Further to this Section's Loose Minute of even reference dated 29th April, 1946, attached are Forms 1034 in respect of Capodichino and Foggia Main airfields, amended by Headquarters MTOUSA.

(F. WALMSLEY)
Squadron Leader,
for Wing Commander,
A. F. A. I. S.

MEDME/1200/AFALS.

10th May, 1946.

15.

1349

1762

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

SECRET

AFHQ Air Forces Sub Commission
ALLIED COMMISSION, ROME.

To : See Distribution Note Below

Date : 25th. April 1945

Ref. : AFSC/25/AIR

Encl 14.

See 16, 17, 18 (D)
Bdtl

ATTACHED LISTS

Attached are lists of airfields, landing grounds, emergency landing grounds, seaplane stations and alighting areas in Italy, Sicily, Sardinia, Pantelleria and Lampedusa.

2. The information in compiling the lists was obtained from the records of this Sub-Commission and data supplied by the Mediterranean Allied Air Forces, Headquarters.

3. It is requested that any errors or omissions noted in checking the lists be forwarded to this Sub-Commission. Any information and any changes in the status of the airfields will be included on consolidated amendment lists so that a true current record may be maintained by all concerned.

Frank E. Tarck
FRANK E. TARCK
Lt. Col., Air Corps
for Air Vice Marshal
Director
Air Forces Sub Commission

DISTRIBUTION

A.A.A.C. Secretariat	(15 copies)	
A. . .	(2 ")	Not Received — See Action 372 Attached
Air Sy, HQ Italy	(5 ")	1 Org, 1 D.A.F. 1 A/C Safety Officer.
A.A.A.S. Depot, Naples	(2 ")	
A. .S.C. Milan Det	(2 ")	
A. .S.C. Naples Det	(2 ")	
A. .S.C. Leece Det	(2 ")	
A. .S.C. Padua Det	(2 ")	
Ex. Comm. Algeo.	(2 ")	

1342

1763

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

D 4/55

MEMO:

TO : CO EATS STATION CAPODICHINO
CO FOGGIA ARMY AIR BASE
CO PISA/SAN GIUSTO AIR FIELD

The attached letter from Mediterrean Allied Air Committee, and Air Field Report Sheets are fowarded and it is requested that necessary corrections on status of your airfields be indicated.

Please return Airfield Report Sheets as corrected through this office.

ROBERT S QUINN
Lt Col AC
Air Advisor MTOUSA
G-4 Section

30 April 1946

MEMO:

TO : CG, MTOUSA, APO 512
Attn: Lt Colonel ROBERT S. QUINN
Air Advisor, MTOUSA
G-4 Section

Returned are corrected Airfield Report Sheets as requested with additional inclosure of photograph of Foggia Main Airfield.

HENRY O. ROSE
2d Lt., Air Corps
Adjutant
Foggia Army Air Base

Forwarded by Col. Quinn.

1347

1764

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

COPY

From : Mediterranean Allied Air Committee Secretariat.

To : H.Q. MTOUSA (Air Advisory Section).

Date : 2nd April, 1946.

Ref : MAAC/4200/AFALS.

AIRFIELD INFORMATION - ITALY.

It is desired to obtain accurate and up-to-date information on the three airfields listed below, which it is understood are controlled by the U.S.A.A.F.

2. It would be appreciated, therefore, if the attached Forms 1034 (in duplicate) could be forwarded to the appropriate authorities for checking and amending where necessary, and completed from information available at the airfields themselves, and then returned to this Secretariat.

3. If any diagrams and photographs (vertical and oblique) are available, they would to a great extent enhance the value of the information given on the Forms 1034, and it is asked that any that are so available may be returned along with the completed Forms.

4. It would be appreciated if you could ensure that these Forms are fully and accurately compiled, since it is essential that they present an accurate description of conditions existing on these airfields.

CAPODICHINO.
FOGGIA MAIN.
PIS/SAN GIUSTO.

S/ D. E. de lough
F/Lt AC

(MAXWELL FISHER)
Wing Commander,
Secretary to the
MEDITERRANEAN ALLIED AIR COMMITTEE.

1346

1765

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

SECRET 12

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

TO : MEDITERRANEAN ALLIED AIR COMMITTEE, SECRETARIAT

DATE : 6TH MAY 1946

REF : AFSC/22/AIR

Part - already Dec by Navy Bd

AIRFIELDS IN ITALY, SICILY, CORSICA AND SARDINIA

Returned to Air Remarks 17 Bd

Inclosed booklets pertaining to airfields, landing grounds and seaplane bases ~~on~~ Italy, Sicily, Corsica and Sardinia are being returned in accordance with your letter MAAC/4200/AFALS dated 21st March, 1946.

Pt 3 (Enc 113)

Frank E. Marek
FRANK E. MAREK
LT. COL. AC
FOR AIR VICE-MARSHAL
DIRECTOR A.F.S.C.

ALLIED LIAISON SECTION
H.Q. [illegible] A.F.
DATE 7/5
FILE 4200

1545

1766

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

Encl 1

UNITED STATES AIR FORCE STATION
Office of the Operations Officer
Capodichino, Italy

WJK/ccu

APO. 528 US ARMY
1 May 1946

SUBJECT: Revision of Airfield Report Sheet

TO: Air Advisor, MTOUSA, G-4 Section

1. Inclosed herewith RAF Form No. 1034, dated November, 1945 and list of revisions thereof.

2. Revisions are considered paragraphically, the numerical designation referring to the paragraph of corresponding number in the form.

3. Each revised paragraph is presented in its entirety. Sections not included may be considered correct in their original forms.

William J. Kinling

WILLIAM J. KINLING
1st Lt. Air Corps
Operations Officer

ALLIED LIAISON SECTION
H.Q. M.A.A.F.
ARTE 6/5
FILE 4200

1544

1767

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

10 m/w

(1)

MOST SECRET.

To: Organisation:

Please refer to your loose minute AT3/3030/Pts., dated 22nd March, 1946. on Pt 3.

2. Attached are completed forms 103A together with explanatory letter from A.T.S.C. (Ref AT3/20/Air. dated 24th April). 18

3. Also attached form 103A in respect of PT36 Army Airfield, occupied by the Americans. Those relating to PT34 /PT35, CAPSTICK and PORTA John will be forwarded on receipt.

15 15 20

B. del.
F/L

for (MARCEL PEIRSE)
Wing Commander,
A.I.3 (c) - SECRET AIR LIAISON SECTION.

AT3(c)/3030/APAIR.
29th April, 1946.

1541

1768

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

Col. Allison,

for your info —

Breen

18 Apr —

1769

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

9 (P)

MEMO:

TO : CO EATS STATION CAPODICHINO
CO FOGGIA ARMY AIR BASE
CO PISA/SAN GIUSTO AIR FIELD

Actioned See 10
Bdel.

The attached letter from Mediterrean Allied Air Committee, and Air Field Report Sheets are fowarded and it is requested that necessary corrections on status of your airfields be indicated.
Please return Airfield Report Sheets as corrected through this office.

ROBERT S QUINN
Lt Col AC
Air Advisor MTOUSA
G-4 Section

Gen in PISA with this letter.
27/4. Bdel.

1770

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

COPY

From : Mediterranean Allied Air Committee Secretariat.

To : H.Q. MTOUSA (Air Advisory Section).

Date : 2nd April, 1946.

Ref : MAAC/4200/AF.AS.

9A 20

AIRFIELD INFORMATION - ITALY.

It is desired to obtain accurate and up-to-date information on the three airfields listed below, which it is understood are controlled by the U.S.A.A.F.

2. It would be appreciated, therefore, if the attached Forms 1034 (in duplicate) could be forwarded to the appropriate authorities for checking and amending where necessary, and completed from information available at the airfields themselves, and then returned to this Secretariat.

3. If any diagrams and photographs (vertical and oblique) are available, they would to a great extent enhance the value of the information given on the Forms 1034, and it is asked that any that are so available may be returned along with the completed Forms.

4. It would be appreciated if you could ensure that these Forms are fully and accurately compiled, since it is essential that they present an accurate description of conditions existing on these airfields.

CAPODICHINO.
FOGGIA MAIN.
FIUMICINO/SAN GIUSTO.

S/ D. E. de Iough
F/Lt RAF

(BRADWELL FISHER)
Wing Commander,
Secretary to the
MEDITERRANEAN ALLIED AIR COMMITTEE.

1341

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

From : Air Forces Sub Commission, A.C., Rome.
To : Mediterranean Allied Air Committee, Secretariat.
Date : 24th April, 1946.
Ref : AFSC/22/Air.

Retained Sec 10 Bdel.

ALLIED INFORMATION - ITALY.

The attached forms which have been amended and filled in with all the pertinent data available at this Sub Commission are being returned in accordance with your MAAC/4200/AFALS dated 2nd April 1946.

2. Information is furnished that this Sub Commission possesses limited information concerining the data required on the attached forms. The data obtained was accomplished by checking the records of this Sub Commission and by sending a representative to visit the Italian Air Ministry and some of the nearly airfields in the Rome area.

3. There are no diagrams or photographs of airfields available at this Sub Commission or the Italian Air Ministry.

F. Frank E. Marek
FRANK E. MAREK,
Lt. Col., Air Corps,
for Director,
Air Forces Sub Commission.

Incls : 15 R.A.F., M.E. Form No 1034.

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

Lot early 1946 (9)

From:- Intelligence Section, Air Headquarters, N.A.F., ITALY.

Belek

To:- A.F.S.C., Rome.
(Copy to A.F.A.I.S.)

Date:- 26th April 1946.

Ref:- AIS.1/2059/6/1/INT.

ITALIAN AIRCRAFT INDUSTRY.

Further to our letter of even reference dated 19th March 1946, it would be appreciated if you could inform us whether any of the information requested is now available as we are anxious to give Air Ministry a reply on the subject.

Sale
Lot
116
Pt 3

for: Wing Commander,
Senior Intelligence Officer,
AIR HEADQUARTERS, N.A.F., ITALY.

U.S. Army Language School
U.S. M.A.A.F.
27/4
4200

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

LOOSE MINUTE.

Chief of Air Plans.

Please refer to your loose minute AMI/c.21/Air dated 12th April, 1946.

2. As far as I know no further steps have been taken by the Director of the Air Forces Sub-Commission with the Chief of the Italian Air Staff to implement our proposals to them. I would be more than grateful if you were to take this up with Air Vice-Marshal Trodie on the occasion of your next visit to Rome, as I think it is high time something was done.

Maxwell Fisher.

(MAXWELL FISHER)
Wing Commander,
Allied & Foreign Air Liaison Section.

AMFAS/4200/3/AFALS.
12th April, 1946.

38 Fighters
92 Spits + pack-up

32
43
99
47th 124

1332

1774

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

LOOSE MINUTE.

Mint.
5

To: A.F.A.I.S. SECRET.

MINUTES OF MEETING HELD IN ITALIAN AIR MINISTRY ON 1ST APRIL, 1946.

3

Reference is made to Minutes of the above Conference forwarded under cover of your Loose Minute undated but received in this Section on 12th April.

2. Group Captain Pakenham circulated to A.F.H.Q., a report of the Conference under reference. It is now felt by A.F.H.Q. that certain recommendations should be made as a result of the state of affairs brought to light. In this connection I have been asked to write for the Chief of Staff, a Staff Study.

3. I would draw your attention to the last remark by Air Vice Marshal Dogarty at the Conference and would like to know what further steps if any have been taken by the Director of the Air Forces Sub Commission with the Chief of the Air Staff or the Italian Air Ministry.

4. I am quite prepared to take this up direct with Air Vice Marshal Brooke if you would like me to.

Richardson
(R.A. PLEDGE) W/Cdr.,
ORDER OF BATTLE BRANCH.

AFHQ/G.21/Air.

16th April, 1946.

1775

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

4

From : Mediterranean Allied Air Committee
Secretariat.

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

Date : 12th April, 1946.

Ref : MAAC/1,203/SEAS.

Airfield Information - Italy.

Further to this Secretariat's letter of even number dated 2nd April, 1946.

2. Attached is Form 1034 (in duplicate) in respect of Milan/Linate Airfield. It is requested that you amend it where necessary in the same way as those referred to in our above letter, and return it to this Secretariat.

B.E. de Lough F/Lt

BJF 7/5.

for (MAURICE FISHER)
Wing Commander,
Secretary to the
MEDITERRANEAN ALLIED AIR COMMITTEE

1776

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

LOOSE MINUTE.

To: Air Plans.

Minutes of Meeting held in Italian Air Ministry on 1st April, 1946.

Attached is a copy of the above minutes, which are forwarded for your information.

2. It is presumed the above quoted minutes should be read in conjunction with Mediterranean Allied Air Committee letter, sent out under your AHQI/S.21/ AP., dated 2nd April, 1946.

(RAGNELL FISHER)
Wing Commander,
Secretary to the
MEDITERRANEAN ALLIED AIR COMMITTEE.

17771

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

Loose Minute.

To :- A.F.A.L.S.

Returned Encl Dated 12

It is requested that you take similar action with the enclosed copy of M.E.Form.1034 in respect of Milan/Linate Airfield, as per Loose Minute of even number dated 27th March, 1946.

Ops 125, 126 1/4 Pt 3

W. K. Cadan

Squadron Leader,
Organisation.

10th April, 1946.
AHQI/3030/1/Org.

Basil
You will get the originals
from AI 1(5)
HWS
11/4

ALLIED LIAISON SECTION
H.Q. M.A.A.F.
ABTF 11/4
MTOUSA 4208

SECRET.

MINUTES OF MEETING HELD AT ITALIAN AIR MINISTRY ON 1ST APRIL, 1945.

Present:

Air Vice Marshal P.C. POGARY, CB. DSO. AFC. - ACC R.A.F. ALLIED APWINS, ITALY.
Air Vice Marshal I.R. WOODALL, CBE. - Director, Air Forces Sub-Commission, A.C.
Brig. General W.L.ELY - Deputy Director, Air Forces Sub-Commission, A.C.
Group Captain R.A. PACKENHAM - Air Plans, Allheadquarters, MAC Italy.
Lieut. Colonel F.E. YATES, - Air I, Air Forces Sub-Commission, A.C.
Flying Officer R.M.S. de REMEDIOS - P.A. to Air Vice Marshal Pogary.
Flight Officer S. LOCKE - Intelligence Section, A.H.S.C., AC.
Doctor M. CEVOLOTTO - Italian Minister for Air.
General AIMONE-CAT - Chief of Italian Air Staff.
General AVEZZA - Chief of Personnel Italian Air Force.
Colonel MENDOZZO - Deputy Chief of Italian Air Staff.
Colonel de VINCENTI - Chief Signals Officer Italian Air Force.

- -

Air Vice Marshal Pogarty: Announced plans have been received from SACMED authorising the establishment of an Italian Air Force. He also emphasized that these plans are not to be construed as a forced issue and acceptance is dependent on the Italian Government's wishes.

Mr. Cevolotto: Stated that advanced copy of aforementioned plans have been received and discussed in detail with General Aimone-Cat and his staff. He would now like to discuss each paragraph in detail.

Air Vice Marshal Pogarty: Query - Before discussing the plans, it should first be made known if the Italian Air Ministry desires to have an Air Force.

Mr. Cevolotto: Replied in the affirmative. He also stressed the need for an adequate defense Air Force capable to stem off the enemy until AMG assistance arrives.

Air Vice Marshal Pogarty: It must be borne in mind that this is only a suggested plan and has been so developed so as to give a good nucleus for further expansion if subsequently authorized by the Allies. Query - Can the Italian Air Ministry adhere to this plan at maximum scale or at a reduced level?.

Mr. Cevolotto: Questioned the beneficial results in placing the plans in effect in view of the fact that Peace Terms may soon be announced which may change the course of plans entirely.

Air Vice Marshal Pogarty: Reiterated that the basic elements of the plan permit subsequent expansion and cannot foresee what benefit will be derived in further postponement.

General Aimone-Cat: Agreed in principle with the scheme; however the plan cannot be accepted by the Italian Air Ministry due to unavailability of funds and certain Government laws which restrict the separation of Italian Air Force personnel. Since cessation of hostilities, the Italian Air Ministry has been confronted with myriad administrative details to handle concentrated personnel and to determine what type of personnel should be retained on active duty and those to revert on inactive status. In addition, those on inactive status, estimated to be about 169,000, are still being carried on the strength and paid from funds allotted to the Italian Air Ministry in accordance with existing laws. (A tion - Conference arranged with Executive Coordinators and Heads of Service Sub-Commissions, Legal Sub-Commission).

Air Vice Marshal Pogarty: If you cannot accept this plan, what do you propose to do

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Brig. General [illegible] - Deputy Director, Air Forces Sub-Commission, A.C.
Group Captain [illegible] - Air Plans, Headquarters, CAF Italy.
Lieut. Colonel [illegible] - Air I, Air Forces Sub-Commission, A.C.
Flying Officer [illegible] - P.A. to Air Vice Marshal Foggia.
Flight Officer [illegible] - Intelligence Section, A.C.S.C., AF.
Doctor [illegible] - Italian Minister for Air.
General AIMONE-CAT - Chief of Italian Air Staff.
General [illegible] - Chief of Personnel Italian Air Force.
Colonel [illegible] - Deputy Chief of Italian Air Staff.
Colonel [illegible] - Chief Signals Officer Italian Air Force.

- -

Air Vice Marshal Foggia: Announced plans have been received from [illegible] authorizing the establishment of an Italian Air Force. He also emphasized that these plans are not to be construed as a formal issue and acceptance is dependent on the Italian Government's wishes.

Mr. Cevoletto: Stated that advance copy of aforementioned plans have been received and discussed in detail with General Aimone-Cat and his staff. He would now like to discuss each paragraph in detail.

Air Vice Marshal Foggia: Query - Before discussing the plans, it should first be made known if the Italian Air Ministry desires to have an Air Force.

Mr. Cevoletto: Replied in the affirmative. He also stressed the need for an adequate defense Air Force capable to stem off the enemy until [illegible] assistance arrives.

Air Vice Marshal Foggia: It must be borne in mind that this is only a suggested plan and has been so developed so as to give a good nucleus for further expansion if subsequently authorized by the Allies. Query - Can the Italian Air Ministry adhere to this plan at maximum scale or at a reduced level?.

Mr. Cevoletto: Questioned the beneficial results in placing the plans in effect in view of the fact that Peace Terms may soon be announced which may change the course of plans entirely.

Air Vice Marshal Foggia: Reiterated that the basic elements of the plan permit subsequent expansion and cannot foresee what benefit will be derived in further postponement.

General Aimone-Cat: Agreed in principle with the scheme; however the plan cannot be accepted by the Italian Air Ministry due to unavailability of funds and certain Government laws which restrict the separation of Italian Air Force personnel. Since cessation of hostilities, the Italian Air Ministry has been confronted with myriad administrative details to handle repatriated personnel and to determine what type of personnel should be retained on active duty and those to revert on inactive status. In addition, those on inactive status, estimated to be about 169,000, are still being carried on the strength and paid from funds allotted to the Italian Air Ministry in accordance with existing laws. (A tion - Conference arranged with Executive Commissioner and heads of Service Sub-Commissions, Legal Sub-Commission).

Air Vice Marshal Foggia: If you cannot accept this plan, what do you propose to do in the meantime?.

General Aimone-Cat: It depends on what the Government allows. The greatest problem is to separate the inactive personnel. This cannot be accomplished inasmuch as the Government promised to retain aviation personnel until equipment is made available to them upon separation from the service. The present Government is over-worked and unable to deal with these problems. It is also feared that an

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

Air Vice Marshal Fogarty: It appears that the Italian Air Force cannot be reorganized under the proposed plan as the present Government bans prolific promotion of personnel from the military service and therefore as a large proportion of funds allotted to the Italian Air Ministry must be expended on inactive personnel. Query - Do many officers and NCO's are currently on active duty with the Italian Air Force?.

General Ximenes-Doc: Approximately 34,000 Officers and NCO's.

Air Vice Marshal Fogarty: In view of these statistics, is the present set-up in the Italian Air Force satisfactory?.

General Aimone-Cat: No. The maintenance of aircraft is unsatisfactory due to unavailability of spare parts and engine replacements. No training aircraft are available. It is however hoped that 100 American P-40's will soon be received by contract negotiations with the Americans. The procurement of the 100 P-40's will permit the Italian Air Force to have a more extensive fighter training program. Link trainers are in the same category. Also the economic situation and lack of funds preclude the movements of units from the Southern Area to more strategic points in Northern Italy.

Air Vice Marshal Fogarty: Query - Do you wish to have any fighter air gunnery and bombing training?.

General Aimone-Cat: Yes; however the present status of aircraft precludes air gunnery training. The Allies have authorized six hours flying time per month for each pilot. This goal cannot be reached due to status of aircraft. In practice, pilots are now limited to two hours flying time per month.

Mr. Cavalotto: Stated that it is desired to construct six (6) SK 35's instead of six (6) S.M. 75's authorized for construction by the Allies.

Air Vice Marshal Fogarty: Although not empowered to authorized the construction of aircraft, he would recommend approval to higher headquarters. (Action by U.S.A.C. to authorize if possible without going to CCS) Query - Are there any other problems confronting the Italian Air Ministry.

General Aimone-Cat: Stated that some of the difficulties are: Gaining approval to reduce or separate excess General officers. Elimination of Neo-fascist officers. The employment of a General Officer to assist the C in C of Staff. Colonel Buscaglia is the only officer available in the State Inspectors to substitute for General Aimone-Cat in the event of any temporary absence or illness. It was suggested that one of the Italian Air Force Generals returning from a Prisoner of War Status be considered for this post. (A.A.F.H.Q. will approve if asked officially).

Air Vice Marshal Fogarty: It is considered that the Italian Air Ministry are at this moment unable to say what can be done under the proposed plan and that the Italian Air Ministry be afforded more opportunity to scrutinize the detailed plan. Meanwhile the Italian Air Ministry should submit detailed plans outlining their needs for material and in what manner the Allies can assist them in their problems. (Director A.C.S.O. will confer with CAS to see how much reorganization, re-equipment and training is possible - now and proposed).

Frank B. Mars
Lt. Col., Air Corps.
Air Vice Marshal,
Director,
Air Forces Co-ordination Section.

Distribution: U.S.A.C. (3)
A.C.S. Brucie (1)
Brig. Gen Lee (1)
Files (1).

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

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Declassified E.O. 12356 Section 3.3/NNO No. 1

been ensured [illegible] present Government authorities evacuation and separation of Caccese [illegible] personnel would engender serious political repercussions. Efforts are also being made to have meteorological and radio aid stations manned by civilians. It is estimated that six thousand men will be required to man these stations. Another obstacle is that fifty-six (56) civilian air crews have been given military status and assigned to the Air Italian Military Air Courier Service. Separation of these crews is prohibited until the Allies rescind their instructions. (Action - U.K. to write Italian Air Ministry authorizing their return to civil aviation when appropriate).

Air Vice Marshal Fogarty: It appears that the Italian Air Force cannot be reorganized under the proposed plan as present Government laws prohibit separation of personnel from the military service and inasmuch as a large proportion of funds allotted to the Italian Air Ministry must be expended on inactive personnel. Query - How many officers and NCO's are currently on active duty with the Italian Air Force?

General Stratemeyer: Approximately 31,447 officers and NCO's.

Air Vice Marshal Fogarty: In view of these obstacles, is the present set-up in the Italian Air Force satisfactory?

General Stratemeyer: No. The maintenance of aircraft is unsatisfactory due to unavailability of spare parts and engine replacements. No training aircraft are available. It is however hoped that 100 American P-51's will soon be acquired by contract negotiations with the Americans. The procurement of the 100 P-51's will permit the Italian Air Force to have a more extensive fighter training program. Jet trainers are in the same category. Also the economic situation and lack of funds precludes the movement of units from the Northern Area to more strategic points in Northern Italy.

Air Vice Marshal Fogarty: Query - Do you wish to have any fighter air gunnery and bombing training?.

General Stratemeyer: Yes; however the present status of aircraft precludes air gunnery training. The Allies have authorized six hours flying time per month for each pilot. This goal cannot be reached due to status of aircraft. In practice, pilots are now limited to two hours flying time per month.

Mr. [illegible]: Stated that it is desired to construct six (6) RP 99's instead of six (6) RM 35's authorized for construction by the Allies.

Air Vice Marshal Fogarty: Although not empowered to authorize the construction of aircraft, he would recommend approval to higher headquarters. (Action by U.K.A.A.F. to authorize if possible without going to CCS) Query - are there any other problems confronting the Italian Air Ministry.

General Stratemeyer: Stated that some of the difficulties are: Gaining approval to reduce or separate excess General officers. Separation of Neo-fascist Officers. The assignment of a General Officer to assist the Chief of Staff. Colonel Ascoli is the only officer available in the State Register to substitute for General Stratemeyer in the event of any temporary absence or illness. It was suggested that one of the Italian Air Force Generals returning from a [illegible] of duty be considered for this post. (U.K.A.A.F. will approve if asked officially).

Air Vice Marshal Fogarty: It is considered that the Italian Air Ministry are at this moment unable to say what can be done under the proposed plan and that the Italian Air Ministry be afforded more opportunity to scrutinize the detailed plans. Therefore the Italian Air Ministry are to submit detailed plans outlining their needs for material and in what manner the Allies can assist them in their problems. (Director U.K.A.A.F. will confer with CAS to see how much reorganization, re-equipment and training is possible - now and pro-

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

Air Vice Marshal Fogarty: It appears that the Italian Air Force cannot be reorganised under the proposed plan as present Government laws prohibit separation of personnel from the military service and inasmuch as a large proportion of funds allotted to the Italian Air Ministry must be expended on inactive personnel. Query - How many officers and NCO's are currently on active duty with the Italian Air Forces.

General Stanley: Approximately 34,467 officers and NCO's.

Air Vice Marshal Fogarty: In view of these obstacles, in the present set-up in the Italian Air Force satisfactory.

General Stanley: No. The maintenance of aircraft is unsatisfactory due to unavailability of spare parts and engine replacements. No training aircraft are available. It is however hoped that 500 American P-51's will soon be supplied by contract negotiations with the Americans. The procurement of the 100 P-51's will permit the Italian Air Force to have a more extensive fighter training program. Night trainers are in the same category. Also the economic situation and lack of funds preclude the movements of units from the Southern area to more strategic points in Northern Italy.

Air Vice Marshal Fogarty: Query - Do you wish to have any fighter air gunnery and bombing training?

General Stanley: Yes; however the present status of aircraft precludes air gunnery training. The Allies have authorized six hours flying time per month for each pilot. This goal cannot be reached due to status of aircraft. In practice, pilots are now limited to two hours flying time per month.

Mr. Lovelace: Stated that it is desired to construct six (6) P-39's instead of six (6) C.R.42's authorized for construction by the Allies.

Air Vice Marshal Fogarty: Although not empowered to authorize the construction of aircraft, he would recommend approval to higher headquarters. (Action to A.C.A.C. to authorize if possible without going to CCS) Query - Are there any other problems confronting the Italian Air Ministry.

General Stanley: Stated that some of the difficulties now obtaining approval to replace or separate excess General officers. Separation of Neo-fascist officers. The assignment of a General Officer to assist the C in C of Staff. Colonel [illegible] is the only officer available in the Stato Maggiore to substitute for General Stanley in the event of any temporary absence or illness. It was suggested that one of the Italian Air Force Generals returning from a Course of War Study be considered for this post. (A.C.A.C. will approve if asked officially).

Air Vice Marshal Fogarty: It is considered that the Italian Air Ministry are at this moment unable to say what can be done under the proposed plan and that the Italian Air Ministry be afforded more opportunity to scrutinize the detailed plans. Meanwhile the Italian Air Ministry should submit detailed plans outlining their needs for material and in what manner the Allies can assist them in their problems. (Director A.F.H.Q. will confer with him to see how much reorganization, re-equipment and training is possible - now and progressively).

Frank F. Mears,
Lt. Col., Air Corps,
Air Vice Marshal,
Director,
Air Force Co-ordination.

1334

Distribution: C. of S. (3)
D.C. of S. Double (2)
Brig. Gen. Lee (1)
Files (1).

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