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

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MILAN CONFIDENTIAL REPORT, MT & A/C AT BIELLA
SEPT., OCT. 1945

CONFIDENTIAL.

ROYAL AIR FORCE.

File Number.

AFSC 14911/Air

Date of Opening.

13th Oct. '45

References to other papers.

UNIT OR BRANCH.

SUBJECT.

Milan Confidential Report
MT AND A/C AT BIELLA.

[illegible]

785017

MT AND A/C AT BIELLA.

1665

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

785017

[illegible]

1

From:- Air Force Sub-Commission, A.C. Rome.
To:- Italian Air Ministry.
Date:- 17th October, 1945.
Ref:- AFSC/327/kmg.

Grounding of Italian Civil Aircraft.

1. Further to our letter reference AFSC/327/kmg dated the 23rd September, 1945 and 4th October, 1945, it has been discovered that two civilian aircraft, products of the A.V.I.A. firm at Vercelli are kept at a private airfield at BIELLA.
2. You are requested to take steps to ensure that these aircraft remain grounded in accordance with instructions contained in our above quoted letters.

W. N. B. Lee W.C.

(W. N. B. LEE, W.C.),
AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

Copy to:- Air Forces Sub-Commission, Milan Detachment.
File AFSC/49/1/Air. ✓

1667

785017

5A

TO :- A.V. I.E. BRODIE OBE

FROM :- Officer Commanding A.F.S.C. Detachment Milan.

DATE :- 12th October 1945

REF :- AFSC/M/LEJ/2.

PERSONAL AND CONFIDENTIAL

Referring to my letter AFSC/M/LEJ/1 dated 10 Oct 45 I flew to BIELLA on 11 Oct and made an extensive reconnaissance of the area, but failed to locate anything that looked like an aircraft crate or any parked aircraft.

2. I landed at the Aerodrome and called on Count Trozzi the owner, who speaks English perfectly, and who said that the four officers of the "Air Company of No 1 Armoured Division" stayed with him at his house while they were at BIELLA and confirmed the statements that these four officers flew away and that the remainder of the aircraft, eight in all, were crated and transported by road.
3. He was of the opinion that the unit was going to Austria, not Germany, and was emphatic that there was nothing illegal connected with the move.

D.D.

L.E. Jarman

L.E. JARMAN G/C
Commanding

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L. E. Jarman

Good M. 13/10.

L. E. JARMAN G/C
Commanding
A.F.S.C. MILAN.

2342

S.S.O. for
action on note 3 pt.

10/13/10.

Pl. Costen
~~have confidential note
file for this correspondence
pt. & insert.~~

10/13/10

10/13/10

TO :- Air Vice Marshal I.E. Brodie OBE.
 FROM :- Officer Commanding A.F.S.C. Milan Detachment.
 DATE :- 10th October 1945
 REF :- AFSC/M/IEJ/1

PERSONAL AND CONFIDENTIAL

With reference to your letter AFSC/49/AIR dated 8 October 1945 I have enquired into the Mechanical Transport criticism and attach a copy of S/L Diamant's memorandum on the subject.

Cars are used on occasion by senior officers of other RAF units when visiting Milan, as this Detachment is the only one that can provide a reasonable car.

The use of your Alfa by Air Commodore Viscount Forbes is an example and I assume that it is your policy that we give them transportation within reasonable limits of time and distance.

2. On the subject of the AVIA aircraft and the alleged transportation of American aircraft I find we can add nothing to the original report.

I have visited BIELLA with P/O Reid and extensive enquiries confirm that an American unit was there with 12 light aircraft until about 4-5 months ago when they loaded 8 on trucks, flew 4 away and departed saying that they were going to Germany.

I think that the decision to move 8 aircraft by road could be accounted for by the unserviceability of some, lack of pilots and a wish to avoid long flights over mountainous country.

To me, this move seems quite normal, but I will fly over the area and make a reconnaissance and will report any irregularities I find.

3. The two AVIA aircraft were first reported to be at BIELLA by the R.I.U., after they had been flown there last May, shortly after the Americans had departed.

It was ~~Sgt~~ ^{Sgt} Lombardi's intention to start a branch of the A.R.U.N.A. at BIELLA, but he was

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It was Senator Lombardi's intention to start a branch of the A.A.R.U.N.A at BIELLA, but he was prevented by lack of petrol, at first, and later by the A.F.S.C. ruling not to permit any civil aviation.

These aircraft are both new and have not flown since their delivery by air to BIELLA.

Their registration letters are

1. AVIC.
1. AVID.

4. The aerodrome is serviceable and suitable for a Fairchild if at any time you would wish to make an inspection.

1
 What do you suggest we do with P.
 We could either leave him at Bellalgranada or
 have them brought under cover at Linate. Feb 13/10.
 AGC suggest we just grow him there at
 Bellalgranada. Dineenally 13/10
 Bellalgranada 13/10
 S.S.C. Pl. write to Mr Jarman saying his P.T. explanation is
 accepted & yes to X. Refer to I.A.11 growing etc at Bellal
 Feb. 13/10

MEMORANDUM FOR G/C JARMAN

- 1) Lt. Leos arrived on the Courier and was met by the AOC's Alfa Romeo, but he came into town by some other transport and proceeded straight to the garage and asked for a car to drive himself. He did not visit the office.
- 2) Lt. Leos did not intend to go to Biella that day, but stated he wanted a car to drive around Milan, he was informed that the AOC's car the only reliable one for long distances but would not be available the next day as it was required by Air Commodore Viscount Forbes who was arriving from Paris in the Afternoon.
- 3) Lt. Leos specifically stated that W/Cdr Pierce had told him to take a car and drive himself, and when I begged to doubt that statement W/Cdr Gladstone and myself were told that "All you English can...? ...off" *Will get it then him.*
- 4) Reference General Lee's visit, all the best cars as they became serviceable had been sent to Rome, and at that time there were 3 Alfa Romeo's and one Aprilia in the South.
- 5) The AOC's car was not available as it was being serviced in the Alfa works following his long stay in the North. The only two big cars available were the Packard which was offered to General Lee but could not carry the numbers of passengers he had with him (in addition it was unsuitable for a longish journey as the spare was punctured) and the old Alfa which had come out of the works that day after a complete overhaul (35 not 32).
- 6) It is desired to point out that through a considerable number of cars have been salvaged the percentage of reliable cars with good tyres is negligible. It is useless to send out staff officers on long journeys in unreliable cars, as the case of General Lee illustrates. *Right.*
- 7) The M.T. department here often without any English M.T. staff

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- 7) The M.T. department here often without any English M.T. staff has through out the summer managed to cope with requirements of this detachment supply cars to Air Officers of other units, leave personnel, and in addition prepare and dispatch cars for the South. It is evident that if all the best cars go South reliable transport is not available to visiting officers in the North.
- 8) If the adjective reliable is put in before M.T. the situation of Milan becomes clear. Cars, that will circulate in the city are not to be depended on to go further than Sedriano.

Piano sheet

② This is the only car that was sent to Rome.
③ The car was sent to Rome.
④ The car was sent to Rome.

Unusually good Alfa of us.

Agc
X
I certainly did not, and would not, make any such suggestion. I specifically mentioned the car that was sent to Rome for transport, and (2) to see if there was any further information about the car. I also said that the car was sent to Rome for transport.

DRAFT COPY FOR INFORMATION

MEC' NICAL TRANSPORT INSTRUCTIONS

TO.....

For your Staff visit you have been assigned car No.....

driven by

You will observe the following rules.

- 1) Use the car for the official journeys only.
- 2) Except when fatigue on long journeys makes it necessary do not drive the car yourself.
- 3) Do not keep the driver out after his normal working hours, which are from 8 am to 6 pm.
- 4) Arrange for the driver's food and accommodation when away from base.
- 5) Do not speed, do not allow the driver to drive recklessly, and insist that he uses the gear correctly.
- 6) Do not leave the car unattended at any time.
- 7) When away from base see that tyres are correctly inflated and that petrol, oil, water and the battery are checked regularly.
- 8) Note on the back your itinerary, any complaints, and hand the form in to the orderly room when your staff tour is completed.

L.E. JARMAN

- 1 6 7 5
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L.E. JARMAN
GROUP CAPTAIN
O.C. MILAN DETACHMENT

10 - 10-45

3341

• AOC/ Thanks 10/13/10

1. I understand the situation about M/T. St Milan. And sorry that I even mentioned it. Guess I have been spoiled by having a good car to ride in all the time. The car furnished by us at Milan was rentable car, but we had a lot of trouble with the engine which went dead about every ten miles. I believe it was the electric fuel pump that wasn't working properly. Anyhow, we got to where I was going and back.

2. I suggest we just leave the two aircraft at Biella. They could fly them with black market gasoline, but I don't think we should worry about that. We can notify Lombardi that they are grounded, however he should know it.

3. I'll speak to Leo about his smokes with W.C. Bladstone and G.K. Liawants. I'll not put up with such foolishness from my officers.

W.C. 13/11
20

From:- Air Forces Sub-Commission, Allied Comd in Cen, Rome.
 To:- Group Captain L.E. Jarrow, DFC., AFSC Milan Detachment.
 Date:- 8th October, 1945.
 Ref:- AFSC/49/Air.

PERSONAL & CONFIDENTIAL.

With reference to film's letter, AFSC/M/22/Air dated the 25th September, 1945, you will remember that we decided Lieut. Lee should investigate. I attach a copy of his report and it seems to reveal an unsatisfactory position in the following respects:

- (i) We have always been under the impression that there was plenty of M.F. available in Milan for such purposes as Lieut. Lee's was sent to the North. In this connection, when General Lee went for a short weekend to Como via Milan he was given a clapped out 1932 Vintage car which gave a good deal of trouble; General Lee did not make an official complaint about this because he recognised that he was on leave, but I consider that something better might have been provided. Your comments would be appreciated.
 - (ii) The question arising as to how two AVIL Aircraft got to Biella; they were very new and it seems possible that there is something going on behind the scenes.
 - (iii) As regard the 4 American aircraft being shipped to Germany, it seems to the Deputy Director that had they been required in Germany, they would have been flown there. It might be that they are somewhere around and uncrated and erected.
2. It is requested that your immediate observations be made at (ii) and (iii) above. I suggest that both the Quastura and Provost Marshal in Milan be brought in to help investigate if your intelligence staff cannot handle the matter themselves, though that would seem doubtful.
3. These investigations should be done as a matter of urgency as the investigations may reveal other "troubles".

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LM

I. S. DROME,
Air Vice Marshal,
Air Officer Commanding.

LM
20.3.58

16791

785017

HEADQUARTERS
AIR FORCE SUB COMMISSION
ALLIED COMMISSION
ROME

5 October 1945

REPORT ON TRIP TAKEN TO BIELLA

Left Centocelle at 0100, Tuesday 2 October 1945.

Arrived Milan and went to the AFSC office and tried to arrange for transportation to Biella. After some difficulty and a heated discussion about whether or not I could obtain this transportation, I was put on as a passenger on a car going to Villa Quassa, which later would take me to Biella.

S/L Diamant told me that I would either go to Biella on the car going to Villa Quassa, or he could not guarantee that I could get to Biella later on. He said that he was very short on motor transportation and that the AFSC in Rome knew about it and he wondered why they kept sending people up to him asking for MT.

Before I got on the car he specifically told me that I had to return with the car not later than 1300 on Wednesday 3 October. This was Tuesday 2 October at 1330. We motored to Quassa and at 1530 left Quassa for Biella. I arrived at Biella quite late, but nevertheless went to the airfield at Castello de Caglianico which belongs to a certain Count Trossi who by the way was away to Turin.

The airfield was a small one and was planted with grass. The sod was soft because the Germans had excavated the field.

In one of the hangars I found two (2) Italian cub-type aircraft marked "AVID". One of them belonged to Count Trossi and the other I was not able to find out the owner's name.

About two (2) months ago there had been about ten (10) American aircraft (Stinson) there, for the purpose of photo reconnaissance. They stayed about 12 days. When they left

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About two (2) months ago there had been about ten (10) American aircraft (Stinson) there, for the purpose of photo reconnaissance. They stayed about 12 days. When they left they dismantled four (4) aircraft, boxed them and told the manager of the field that they were being shipped to Germany. I found no trace of any American or British spare parts on the field.

Left Milan on a G-12. The method of loading passengers is not systemized. The baggage going on the airplane is not weighed and the plane that I was on loaded twenty-one (21) passengers and four (4) crew members. There was one (1) private in charge of loading passengers.

PAUL LEOS
1st Lt., AC

5.3.34

1760 1A
FROM :- Air Forces Sub-Commission
Allied Commission, Milan

TO :- W/Cdr Pearce
Air Forces Sub-Commission, H.Q. Allied Commission, ROME.

DATE :- 25th September 1945.

REF :- AFSC/M/22/AIR.

AVIA AIRCRAFT FIRM - VERCELLI

The attached translation of a report by Ufficio "I"
Regia Aeronautica on the activities of the above-mentioned firm
is forwarded for your information.


R.G.E. DIAMANT S/L
Commanding
A.F.S.C. MILAN

1682
FROM :- A.A. Stato Maggiore,
Ufficio I, Milan.

TO :- A.F.S.C. Milan
(att.S/Ldr Diamant)

Date :- 24th September 1945.

REF :- 2803/K

AVIA FIRM - VERCELLI

I have been informed that the a/m Firm is trying to purchase all the CNA -D 4 (6HP) engines to fit on FL3 and LM5 a/c (new type) and is tending to secure the monopoly in the construction of light a/c.

Up to the end of June the Avia Firm were sending circular letters to various Aeroclubs already formed in order to inform them that they could supply a/c of the FL3 type. It is understood that the Firm have already received some orders. The manager of the Company, Francis Lombardi, after the 25th April had to leave Vercelli because of his political position, and the fact that he was not liked by his workers as he was very autocratic. At Vercelli Mr. Lombardi put himself at the head of the Aeroclub. He took part in the Milan meeting of the North Italy Aeroclubs which was held on the 13th inst. It is understood that Mr. Lombardi obtained permission from Rome to construct new a/c at his own risk, pending the settlement of the peace treaty - permission for flying his a/c, however was not given to him. Mr. Lombardi says that AVIA Firm is the only one which can use CNA - D4 engines, for this reason he requested and would like to have the authority to purchase on the market all the engines of that type. He contacted for this purpose Italian Air Ministry Authorities in Rome. Up to now he has only requested the ~~author~~ authority to purchase 20 engines.

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Mr. Lombardi says that American single-engine aircraft, previously dispersed on the Firm's Airfield, are now located in Central and Southern Italy.

He is trying to purchase from the Americans their single-engine a/c. The Americans seem ready to deal on the condition that such a/c be dismantled first and that only the parts useful to the firm be salvaged. It seems according to the Firm's Secretary, that several American a/c are now on the private airfield of Count Tréssi near Biella. This Count is a friend of Mr. Lombardi.

From a visit to the Firm Workshop activity seems to be on very reduced scale - personnel consists of approx. 10 workers, the majority of whom are women, 2 or 3 technical and 3 office employees. They have a new a/c in construction (LM5) a modified type of the previous one with finer aerodynamics, flaps, a tailwheel and compressed air brakes. This a/c will be able to attain a speed of 200 Km per hour with the same engine and consumption as the F.L3.

Handwritten notes:
1. 1/2 T.M. & D.L. a/c shown - see photo 1/10/49.
2. 1/2 T.M. & D.L. a/c shown - see photo 1/10/49.

With regard to, the sale of Fairchild a/c by the Americans certain investigations are being made by this Nucleus and as soon as completed the report will be sent to this Command.

Maggiore Pilota
Carlo SANDON

1685