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REPORTS FROM DETACHMENTS, GENERAL  
JAN. - JULY 1946

NOTE.

MIN. I

When reading the enclosed report the following should be borne in mind:-

1 F/LR Rodgers has been with the Sub-Commission for two weeks but his reaction to problems has not missed the mark in most cases.

2 The report is submitted to give offer Staff Officers an additional source of information.

3 All his remarks are based on short conversations and visits during which he has obviously been used as a "letter-boss".

4 Your views on the value of any future reports of this type would be appreciated

3102

D W G Smith  
S/O.

19.1.46.

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4 Your views on the value of any future reports of this type would be appreciated

3102

D W Smith  
SIO.

19.1.46.

2.

S.I.O. / See note at end of 1<sup>st</sup> pt. PPS 19/1.

Book  
Ref. 1, P. 1.

3.

Reference back of shoes. Col. Sgarbi is correct when he states there is a very large quantity of boots in N. Italy. There is no reason of which I am aware why the requirements of the South cannot be met. It seems to be lack of efficiency in the Air Ministry.

As for spurs demanded by Bari and Lecce the paper work is done here in Rome but deliveries are made direct to wherever equipment is required. There should be no misunderstanding about this.

Whallan  
SIO.

I 1308.

SECRET

FROM :- Air Forces Sub-Commission, A.C., Milan.

TO :- C.I.O.,  
Air Forces Sub-Commission, HQ, AC, Rome.

DATE :- 24th July 1946.

REF :- AFSC/M/4/INT.

GENERAL DRAGO - POLICY IN 1ST Z.A.T.

The following information regarding the policy of General Drago and plans for re-organisation within the 1st Z.A.T., which he has submitted direct to Air Ministry, was obtained during a discussion on 23rd July 1946.

- 1) AIRFIELDS Airfields in 1st ZAT have been listed in four categories (a) Serviceable. (b) Almost serviceable (c) In need of extensive repairs, but worth repairing. (d) Not worth repairing. A programme has been drawn up with recommendations for the immediate turning over of category (d) to agricultural purposes and the commencing of repairs to category (b). Albenga is the first airfield scheduled for repair. Certain estimates and tenders have already been made. The Piaggio firm is thought to have an interest. Sarzana (airport for La Spezia) is also high on the list.

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Orio Airfield, which is already serviceable and is thought to be particularly suitable on account of central position etc, is to be prepared as a special Reception Airfield. Accommodation for 800 personnel is planned, with other additions and improvements. This will be held vacant for eventual occupation by Allied or Italian personnel in case of need.

- 2) ADMINISTRATION. Several I.A.F. departments have now completed their functions and no useful purpose is served by their retention. Amongst the departments which should be closed are :-

- (a) C.A.R. Personnel, who have not presented themselves by a certain date to be declared deserters. Returning P.O.W.s etc. to be dealt with by a separate office.

- (b) Salvage. Amount of material IAF being recovered is negligible. Salvage parties to be disbanded.
- (c) Uffici Stralci. I.A.F. personnel working in civilian firms to be withdrawn and firms to deal direct with I.A.M.

3) AIRCRAFT. Application that the aircraft strength of IAF be divided equally among the four ZATs, or that at least that a certain number of aircraft be operated from the North.

Unfavourable comment has been made on the recent promotions to General of several IAF officers, and there is no realisation by the public in the North of the number of aircraft or scope of the IAF services in other areas.

4) COURIER SERVICE. Application that a spare courier plane be held at Linate for emergency purposes.

Recommendations for improved liaison from Rome to avoid present situation whereby Milan does not know until last moment what aircraft are in arrival, or indeed whether or not there are aircraft in arrival.

Col. Musch, IAF officer i/c Air Booking Centre, to move his office to Aeronautica HQ adjoining AFSC Milan.

5) ECONOMY. Many difficulties are being experienced at the moment through lack of resources and credit. Firms are reluctant to supply shoes, clothing, materials etc. until cash accompanies the order. Even such items as writing-paper are in short supply. Several new measures will be introduced to effect economies. Barter of surplus IAF stores will not be approved, but a recommendation made for sale of certain items to obtain funds for the purchase of others.

6) GENERAL CONCLUSIONS. During the three months which General Drago has spent as General Commanding 1st Z.A.T. Milan, he has shown a spirit of ready co-operation whenever called upon. At regular intervals he volunteers information as to his recent activities, and appears to give a complete and unequivocal statement on all points. He is a self-reliant type who makes his own decisions and sees that

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Amongst IAF officers he is considered a disciplinarian and by Italian standards, he is strict on such points as punctuality, working-hours, smartness etc. During his period with the 1st ZAT he has maintained a regular impression of quiet efficiency and sound administration.



D.G. REID E/O  
Commanding  
A.F.S.C. MILAN.

I 1304

FROM :- Air, Forces Sub-Commission,  
Allied Commission, Milan.

TO :- C.I.O.,  
Air Forces Sub-Commission, HQ, AC, Rome.

DATE :- 19th July 1946.

REF :- AFSC/M/4/INT.

PERIOD REPORT - F/O REID, MILAN

Further to our letter of even reference dated 22nd June the present report is forwarded to keep you informed of subjects dealt with during the period 15 July 1946 to 19th July 1946.

- 1) Administration: F/O Reid reported back to Milan after leave 14th July.
- 2) Air Booking Centre Milan. Made arrangements to transfer ABC to IAF HQ building in office adjoining AFSC, on closure of Allied Commission and evacuation of Montecatini Building.
- 3) M.T. And Salvage: Progress report on IAF vehicles recovered and repaired in Northern Italy. 3099
- 4) Avia Aircraft: Turismo aircraft on Linate Airfield (disposition G/Capt Jarman) returned to Avia Firm, Vercelli.
- 5) Civil Aviation: Summary of movements of all civil aircraft landing at Linate Milan during month sent to Rome.
- 6) Petrol: Forms 603, receipts for all petrol issues to civil aircraft, returned. 3099

Reflect IAF application to transfer

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- 5) Civil Aviation: Summary of movements of all civil aircraft landing at Linate Milan during month sent to Rome.
- 6) Petrol: Forms 603, receipts for all petrol issues to civil aircraft, returned.
- 7) Arms and Ammunition: Reject IAF application to transfer all armament stores from Busto Arsizio to Acquasanta (near Rome). Recommend centralising of stores in Linate Pozzolo.
- 8) Motor Launch: Letter to AMG Trieste, requesting release of IAF motor (seaplane-towing) launch from civil police Pola for use by IAF at Venice, Treporti and Sant'Andrea.
- 9) M.T.: Correspondence with civilian, claiming return of private car requisitioned by IAF.
- 10) Signals: Duplicate lists of all British equipment loaned to IAF Linate prepared for AHQ Italy.
- 11) Aircraft: Fairchild aircraft belonging to Lt. Fumagalli on Linate stripped of propeller, and confirmation given of ban on flying.
- 12) Signals: HF/DF Equipment in Peschiera Borromeo Transmitting station, Airfield Control Tower etc listed and sent to S/Ldr Ray.
- 13) Administration: Correspondence with 59 Area, 2909 CIU etc re method of payment of AFSC Milan employees on closure of Allied Commission.

- 14) M.T. : Correspondence with AFSC Rome to trace requisitioned vehicle reclaimed by private owner.
- 15) Equipment : Miscellaneous releases of IAF equipment from Gallarate, Busto etc for IAF use authorized.
- 16) Airfield information : Amendments for month to schedule of airfields in 1st and 2nd ZAT areas secured for Col. Marek.
- 17) Administration : Correspondence with War Graves Commission in effort to trace members of missing Italian plane for IAF.
- 18) Administration : Summary and analysis of ration indents made by this unit prepared for E/Lt Cartner.
- 19) Aviaiton Firm : Claim by Cogne Firm Aosta for expenses incurred in clearing airfield strip for allies submitted for arbitration.
- 20) Administration : Duplicate inventories of contents Villa Quassa prepared for Town Major, Como.
- 21) Accommodation Letter to Town Major, Milan making bid for remaining buildings on Taliedo Airfield, Milan now being evacuated by German POWs for use by IAF.
- 22) Air Transport: Request by London Hosiery Firm to fly cargo of silk stockings from Milan to England. Application held up pending receipt of details re aircraft etc.
- 23) Accommodation : Letter to Town Major, Padua, urging retention by IAF of premises required for other purposes. Check made on Padua holdings of IAF and repairs to airfield buildings.
- 24) Signals HF/DF Fitting Party recalled to AHQ Italy. Transport arranged.
- 25) Administration Hygiene squad sent to Villa Quassa to effect D.D.T-ing and disinfecting.
- 26) Baltimore Flight : Initiate Milan-Bolzano-Milan service on 19/7/46. Take off advanced to 08.30 for convenience of Col Finley, Displaced Persons Dept, and two other officers.
- 27) M.T.: Two German Auto-Union cars, improperly held by IAF, turned over to C.E.M. Dept, Milan.
- 28) Signals: Make arrangements for return to Treviso of testing set borrowed by Fitting Party at Linate.
- 29) Meteorological: Contact American Meteorological section to return wet instruments recovered in Milan after experiment.

- 21) Quassa prepared for return to town Major, Milan making bid for Accommodation Letter to Town Major, Milan making bid for remaining buildings on Talledo Airfield, Milan now being evacuated by German POWs for use by IAF.
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- 29) Meteorological: Contact American Meteorological section to return met instruments recovered in Milan after experiment.
- 30) Administration: Telephone conversations with C.L.U. and AFSC Rome re civilians employed by Milan detachment.
- 31) Administration : Contact F/Lt Jones at Venice re arrival of AVM Brodie.



D.G. REID E/O  
Intelligence Officer  
A.F.S.C. MILAN

I 1260

FROM :- Air Forces Sub-Commission,  
Allied Commission, Milan.

TO :- C.I.O.,  
Air Forces Sub-Commission, H.Q., A.C., Rome.

DATE :- 22nd June 1946

REF :- AFSC/M/4/INT.

PERIOD REPORT - F/O REID, MILAN

Further to our letter of even reference dated 7th June the present report is forwarded to keep you informed of subjects dealt with during the period 8th June to 22nd June 1946.

- 1) Visit to Genoa Seaplane Base. Check on alleged accommodation difficulties and confirm availability of adequate and efficient services (M.T., launches, first-aid, spares, etc.). Preliminary discussions re proposals for siting a C.A.V. station in vicinity.
- 2) C.A.V. Inform Fl/Lt Masterson of recommendations made at Genoa for siting C.A.V.. Fl/Lt Masterson to visit Genoa at later date.
- 3) Baltimore Flight. Make arrangements for Milan- Treviso flight to carry VIPs.
- 4) Airfield Information. Obtain corrected and amplified lists of airfields information in 2nd ZAT area and forward to Col. Marek.

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- 3) Baltimore Flight. Make arrangements for Milan- Treviso flight to carry VIPs.
- 4) Airfield Information. Obtain corrected and amplified lists of airfields information in 2nd ZAT area and forward to Col.Marek.
- 5) Arms Order check of arms and ammunition remaining at Sanguinetto dump and obtain inventory.
- 6) German Aircraft. Visit Gallarate and Cascina Costa to witness destruction of German aircraft.
- 7) Italian Aircraft. Check on delay, Italian aircraft scheduled for destruction. Interview Gen.Drago, expedite, obtain and forward certificate of destruction.
- 8) Administration. Write to XIII Corps Trieste for permit for IAF Captain to visit Pola on compassionate grounds.
- 9) Aircraft Industry. Obtain and translate reports on Italian aircraft firms for transmission to W/Cdr Thompson.
- 10) Aircraft Industry. Inform Ing.Zappata of decisions taken re completion of BZ 308. Check no unauthorised work in progress at Sesto San Giovanni.

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- 11) Air Courier Service. Make necessary arrangements for advancing departure time of Milan-Rome courier.
- 12) Visit. Accompany F/Lt Masterson to Padua for liaison at HQ 2nd ZAT, check of destruction of German a/c, retention of Padua airfield, M.T. and servicing of AFSC vehicle etc. Make contact with F/Lt Jones at Venice CAV and make recommendations for facilitating CAV operation, obtaining stores etc.
- 13) Equipment. Obtain two Aldis Lamps from 357 MU Treviso for use on Linate Airfield.
- 14) Villa Quassa. Orders received to de-requisition Villa. Visit 59 Area HQ and secure reversal of decision.
- 15) Aircraft. Make out full report on theft of S79 aircraft from Linate for information of Chief Liaison Officer and C.I.O./Rome.
- 16) Intelligence. Obtain report on activities of OZNA, enlistments in Jugo-Slav airforce of ex-Republican pilots etc.
- 17) Air Lines. Arrange for monthly allocation of petrol for use by Swedish Air Line operating between Copenhagen- Milan-Naples.
- 18) Inventions. Observe parachute jumps at Linate to demonstrate new-type apparatus.
- 19) M.T. Correspondence and telephone conversations with CEM branch re availability of engine for AVM's Alfa.
- 20) M.T. Correspondence with ADOS 59 Area for release of S&T Spares from G.Armey Vehicle Disposal Unit.
- 21) Administration. Release documents and procedure for S/Ldr Smith, Sgt. Bajada and Sgt. Longworth.



D.G. REID P/O  
Intelligence Officer  
A.F.S.C. MILAN.

3096

FROM :- Air Forces Sub-Commission,  
Allied Commission, Milan.

TO :- C.I.O.,  
Air Forces Sub-Commission,  
H.Q. Allied Commission, Rome.

DATE :- 7th June 1946.

REF :- AFSC/M/4/INT.



PERIOD REPORT - F/O REID, MILAN

Further to our letter of even reference dated 22nd May 1946 the present report is forwarded to keep you informed of subjects dealt with during the period 22nd May 1946-7th June 1946.

- 1) Aircraft Interview representatives of Colli Coachwork Firm; report details of aircraft, illegally constructed, and of request for permit to airtest same.
- 2) Aircraft Collect current reports on eight Italian aircraft firms, translate and forwarded to Rome.
- 3) Courier Service : Contact Allied and IAF representatives in Turin to appoint IAF officer to Air Booking Centre to control accounting on forthcoming fare-paying scheme.
- 4) M.T. : Correspondence with Claims & Hirings to trace missing Lancia Passenger-car.
- 5) M.T. : Liaise between British and Italian Authorities re

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- 4) M.T.: Correspondence with Claims & Hirings to trace missing Lancia Passenger-car.
- 5) M.T. : Liaise between British and Italian Authorities re arrest of I.A.F. driver, employed by AFSC, found selling Allied petrol.
- 6) Aircraft: Conference with Gen. Drago re measures to be taken to trace I.A.F. aircraft SM 79 stolen from Linate Airfield discuss methods of improving security etc.
- 7) Intelligence : Conference with Col. Sandon re Ufficio "I" reports, possibility of political disturbances, and security measures to be taken by 1st ZAT H.Q.
- 8) M.T.: Contact HQ 2nd ZAT Padua re theft of Allied petrol bowser from Campoformido Airfield.
- 9) Aircraft : Report further irregularities in use of Linate Airport by Allied planes, failure to book in and out etc.

- 10) Equipment : Authorize miscellaneous release of equipment from I.A.F. stores for IAF use.
- 11) Security :- Authorize use of Autogruppo di Manovra lorries for removal of machine-guns from Isotta Fraschini Works, Varese to Milan for greater safety.
- 12) Linate Airfield : Arrange loan of petrol pump from IAF for use by Polish Communications Flight in refuelling Allied aircraft.
- 13) Administration : Deal with Claim by civilian firm for compensation re clearing of airfield at Aosta. Forward correspondence to Rome.
- 14) Baltimore Flight: Forward list of month's activity to HQ AFSC together with report on objections to proposed Milan-Bolzano service.
- 15) Courier Service: Contact 244 Wing Treviso re transport of Union Jack & Stars and Stripes Newspapers on courier.
- 16) German aircraft: Discussion and correspondence with IAF re delay in destroying German aircraft at Malpensa and Lecce. Arrange to witness destruction and fact to be certified by Commanding Generals of 1st and 2nd ZATs that no further German aircraft exist in N. Italy.
- 17) Flying Accident: Translate and report details of flying accident involving CR 42 aircraft on Gardolo (Trento) Airfield.
- 18) M.T.: Deliver Chevrolet van to HQ AFSC Rome.
- 19) Aircraft Industry: Visit Macchi Firm Varese to check construction work on "MB 308" 2 seater, 60HP, Turismo plane. Write report.
- 20) Aircraft Industry: Inform Avia Firm, Vercelli of permission to construct a further 20 LM5 Turismo aircraft.
- 21) Administration: Make efforts to trace IAF Medical Officer with British in Trieste and Udine area.
- 22) Equipment: Contact Montecatini Co re supply of sulphuric acid and containers for HQ DAF.
- 23) Liaison: Miscellaneous for Capt. Scott ADC to General Morgan.
- 24) Air Freight : Contact Sepreal re details for proposed fish transport by air, Trasporti Aerei Firm.
- 25) Signals: Complete check of RAF Signals & Radio equipment on loan to IAF at Linate amend from 603, and forward with additional lists to AF HQ Italy. 3094
- 26) Visit: to Padua 6/6/46 and liaison with 2nd ZAT; destruction of German aircraft, accommodation troubles, interview Town Major, Local Engineering Officer, General Raffaelli, Ufficio I, Col. Lalatta, M.T. and other sections. Clarify position re Sant'Andrea

17) Flying Academy: Arrange and report on flying

- involving CR 42 aircraft on Gardolo (Trento) Airfield.
- 18) M.T.: Deliver Chevrolet van to HQ AFSC Rome.
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- 27) M.T.: Authorise Autogrupo lorries to transport u/s AFSC vehicles to Sedrinao for return to IAF.
- 28) Engineering: Secure authorisation from 179 CRE Works Co for return to IAF of machine-tools borrowed from Novara stores Dept.
- 29) Airfield Information: Secure amended and completed lists of up-to-date information and forward to Col. Marek.
- 30) Civil Aviation: Enforce ban. Forbid proposed flights with Avia aircraft in Turin area by Goia Milo Flying Club.
- 31) Aircraft Industry. Transmit instructions to Colli Firm that aircraft is grounded. No construction or flights to be carried out.
- 32) Air Courier Service: Contact Rome, Treviso and Milan to clarify reason for suspension of service. Give orders for resumption of service. Inform of new departure times to be observed.

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- 33) Baltimore Flight Authorize special plane to carry VIPs to Rome during suspension of courier.
- 34) Accommodation Correspondence to Town Major, Padua etc. to prevent occupation by RE Tank Regiment of Padua Airfield and buildings State IAF case for retaining all facilities. Indicate alternative sites for Tank Regiment.



D.G. REID F/O  
Intelligence Officer  
A.F.S.C. MILAN

3093

From : Air Forces Sub Commission, Milan  
 To : C.I.O. Air Forces Sub Commission, Rome  
 Date : 22nd May 1946  
 Ref. : AFSC/M/4/Int

PERIOD REPORT - P/O REID, MILAN

Further to letter of even reference dated 11th May 1946 the present report is forwarded to keep you informed of subjects dealt with during the period 12th May to 22nd May 1946.

- 1) C.E.M. Correspondence re loan of C.E.M. vehicles by Garibaldi Co-operative, Contact War Materials Disposal and M.M.I.A. re disposal of vehicles.
- 2) Security. Check arms dump of 771 I.A.F. machine guns (mainly u/s) at Varese. Inform 3 BIU with request to dispose or reduce to scrap.
- 3) Signals. Liaise with 2/Lt Masterson on improving C.A.V. (Aircraft Safety Centre) facilities, repair of amplifiers etc.
- 4) Aviation. Inform Rome of irregularities in use of Linate Airport by Allied planes, failure to book in and out, no customs check, clearance, or adequate refuelling facilities. Request directive.
- 5) M/T. Transfer u/s Autograppo lorry to 59 P.T.C. for delivery to Ministry of Supply.
- 6) Visits. to Caproni, Trento, S.A.B.O., Bolzano, HQ 2nd Z.A.F. Padua.
- 7) A.P.S.U. Padua. Close detachment, dismiss typist, re-consign furniture to I.A.F., transfer files and M.T. to Milan, brief I.A.F. on procedure with liaison from Milan.
- 8) M.T. Report details of 8 civilian vehicles for AFSC Rome now serviceable at Caproni Trento. Organise rail transport from Trento to Rome.
- 9) Accommodation. Interview Town Major Padua and Officer i/c P.S.S. re requisitioning of premises occupied by Ufficio "I", I.A.F. Draft letter requesting stay of requisition or allocation of

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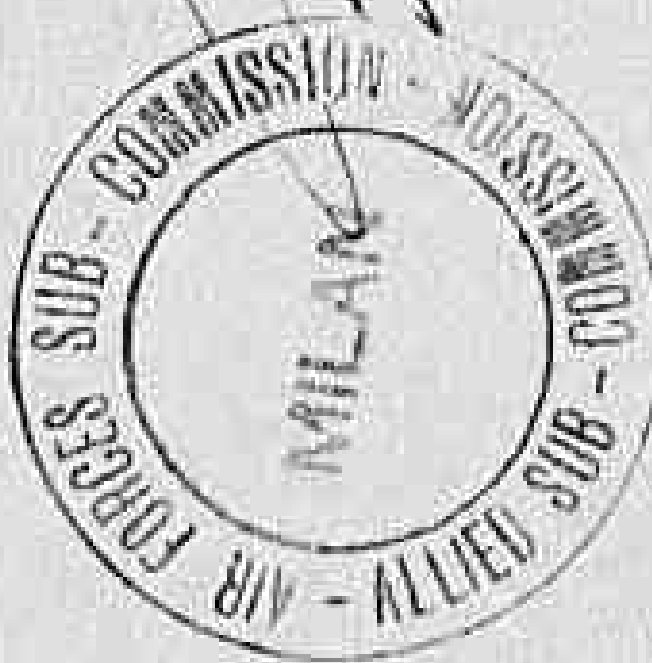
- 3) Signals. Liaise with P/Lt Masterson on improving C.A.V. (Aircraft Safety Centre) facilities, repair of amplifiers etc.
- 4) Aviation. Inform Rome of irregularities in use of Linate Airport by Allied planes, failure to book in and out, no customs check, clearance, or adequate refuelling facilities. Request directive.
- 5) M/T. Transfer u/s Autograppo lorry to 59 P.T.C. for delivery to Ministry of Supply.
- 6) Visits. to Caproni, Trento, S.A.B.O., Bolzano, HQ 2nd Z.A.T. Padua.
- 7) A.F.S.C. Padua. Close detachment, dismiss typist, re-assign furniture to I.A.F., transfer files and M... to Milan, brief I.A.F. on procedure with liaison from Milan.
- 8) M.T. Report details of 8 civilian vehicles for AFSC Rome now serviceable at Caproni Trento. Organise rail transport from Trento to Rome.
- 9) Accommodation. Interview Town Major Padua and Officer i/c P.S.S. re requisitioning of premises occupied by Ufficio "I", I.A.F. Draft letter requesting stay of requisition or allocation of alternative accommodation.
- 10) Security. Arrange transfer of all machine-guns, hand-grenades etc. from Sanguinetto to well-guarded store in Padua. Stores remaining at Sanguinetto dump to be rendered harmless and guarded.
- 11) Aircraft Repairs. Report on repairs and modifications being carried out on CR 42 aircraft at Caproni Trento.
- 12) M.T. Trace 30-seater bus required for use in Rome and arrange transfer of same from Padua to Rome.
- 13) Equipment. Authorise miscellaneous releases of equipment from I.A.F. stores for I.A.F. use.
- 14) Intelligence. Communicate with Ufficio "I" Padua for reports of disturbances, irregularities, press-criticisms of I.A.F., etc to be forwarded regularly.
- 15) Seaplane Base. Liaise with P/Lt Bower at Venice to make contact

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- 2 -

with British Naval Authorities evacuating Sant Andrea for this island to be handed back to I.A.F., and subsequent transfer of Air Sea Rescue Party from Treponti.

- 16) Civil Aviation. Collect and translate miscellaneous reports on civil aviation for information of Rome.
- 17) Security. Conference with I.A.F. on possibilities of public disturbances of forthcoming elections, procedure to be followed by I.A.F., safeguarding of radio-stations and equipment, and liaison with MIA.
- 18) P.O.L. Organise refuelling facilities at Pisa or Siena for BA 25 Training Aircraft en route for Lecce after servicing in Milan.
- 19) AFSC Rest Camp. Further correspondence with Italian authorities to discourage project of constructing a road through the grounds at Quasse. Forward maps, photographs and alternative proposal.
- 20) C.I.E. Discussion with representatives of War Materials Disposal Board re German and civilian vehicles improperly held or disposed of by I.A.F., and methods to regularise situation.
- 21) Aircraft. Check on unauthorised repair work on aircraft. Investigate reasons for delay in destruction of nine ME 109s at Cascina Costa and Vizzola Ticino, and reduction to scrap of CZ 1007 and Ambrosini fighter aircraft at Linate.
- 22) English Courses. Assist at examination of I.A.F. students in English language course. Land Sgt. Interpreter for testing conversational ability of students.



D.G. REID, P/O,  
Intelligence  
AFSC MILAN

3031

I 1223

SA

FROM :- Air Forces Sub-Commission,  
Allied Commission, Milan.

TO :- C.I.O.,  
Air Forces Sub-Commission,  
H.Q. Allied Commission, Rome.

DATE :- 11th May 1946.

REF :- AFSC/M/4



PERIOD REPORT - E/O REID, MILAN

Further to letter of even reference dated 10th April 1946, the present report is forwarded to keep you informed of subjects dealt with during the period 1/1th April to 7th May 1946.

- (1) Visits. Visit HQ 2nd Z.A.T. Padua with F/Lt Underwood (now in England on release) to take over liaison in that area. Contact General Raffelli, Capt. Tessari, adjutant, M.T. Section etc. Discuss pending closure of A.F.S.C. detachment in Padua and methods of liaison from Milan.
- (2) Petrol. Interview Gen. Dragone re petrol shortages on Linate airfield. Arrange with Rome for higher allocations, equal to consumption of various type aircraft, to be granted.
- (3) Inventions. Interview Col. Bongiovanni and submit to Rome for consideration drawings, descriptions and models of system for varying pitch of airscrew, increasing efficiency of pistons and connecting-rods, piston-rings etc.
- (4) Courier Service. Inquire into mail-carrying facilities and facilities for official packages carried on plane.

Further to letter of even reference dated 10th April 1946, the present report is forwarded to keep you informed of subjects dealt with during the period 17th April to 7th May 1946.

- (1) Visits. Visit HQ 2nd Z.A.T. Padua with F/Lt Underwood (now in England on release) to take over liaison in that area. Contact General Raffelli, Capt. Tessari, adjutant, M.R. Section etc. Discuss pending closure of A.F.S.C. detachment in Padua and methods of liaison from Milan.
- (2) Petrol. Interview Gen. Dragone's petrol shortages on Linate airfield. Arrange with Rome for higher allocations, equal to consumption of various type aircraft, to be granted.
- (3) Inventions. Interview Col. Bongiovanni and submit to Rome for consideration drawings, descriptions and models of system for varying pitch of airscrew, increasing efficiency of pistons and connecting-rods, piston-rings etc.
- (4) Courier Service. Inquire into mail-carrying facilities and failure to deliver official packages carried on plane.
- (5) Civil Aviation. Report on 3-day Air Congress held in Milan to discuss ways and means of civil aviation in Italy.
- (6) Security. Investigated circumstances of attempted thefts from I.A.F. clothing stores at Taliedo by German P.O.W.'s and direct repair of barbed-wire P.O.W. compound.
- (7) Administration. Assist at take-over of command at AFSC Milan by S/Ldr Smith on transfer of G/C Jarman to Rome and departure of F/Lt Underwood on release.
- (8) M.T. Contact Claims & hirings re Autogruppo di Manovra lorry accidents.
- (9) Aviation Firms. Report on S.I.A.I. Marchetti forwarded to Rome.
- (10) Equipment. Authorise loan of I.A.F. furniture for use by Polish Communications Flight on Linate Airport.

- (11) Accommodation. Organise repairs to R.U.N.A. Building, Linate Airfield.
- (12) Radio-Signals. Arrange for calibration of HF.DF. Station at Linate, authorize use of Baltimore aircraft, liaison with representative of Aircraft Safety Centre.
- (13) Maintenance. Assist maintenance party from 239 Wing, Treviso on inspection of Fairchild aircraft at Linate.
- (14) Equipment. Letter to W/cdr Wilker requesting directive on release of I.A.F. equipment.
- (15) Salvage. Liaise with representatives of Czechoslovak military mission and authorize withdrawal of Czech vehicles from I.A.F. dumps.
- (16) Aviation Firms. Report to Rome on Italian Aircraft Industry, and check unauthorised work on Italian aircraft.
- (17) Communication Flight. Arrange with communications flight on Linate for availability of Saimon aircraft to make weekly flight Milan-Padua.
- (18) Airfield Information. Check detailed information re I.A.F. airfields and return amended lists to Col. Marek.
- (19) Visits. Visit HQ 2nd ZAT Padua to close AFSC detachment Padua, collect files, withdraw transport, and carry out liaison duties with 2nd Z.A.F.
- (20) I.A.F. Administration. Authorise use of Autograppo lorries to deliver I.A.F. rations to barracks in Milan area to facilitate feeding arrangements.
- (21) Aircraft. Authorise repairs of six Breda 25 Training aircraft and modifications to tail-wheels. Spares to be sought and aircraft transferred to Pilot's School on completion.
- (22) Airfield Facilities. Organise reception and refuelling of British aircraft en route from England to India etc. at Linate.
- (23) P.O.L. Accept delivery of 20 barrels of aircraft lubricating oil for B.O.A.C. and arrange storage with I.A.F.
- (24) Freight Transport. Communicate with Rome for authority to allocate office space on Linate for use of Trasporti Aerei firm.
- (25) Radio Signals. Arrange for check and receipting of all British radio/signals equipment on loan to I.A.F.

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- (20) I.A.F. Administration. Authorise use of Autograppo lorries to deliver I.A.F. rations to barracks in Milan area to facilitate feeding arrangements.
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D.G. REID F/O  
Intelligence Officer  
A.F.S.C. MILAN.

FROM :- Air Forces Sub-Commission,  
Allied Commission, Milan.

TO :- C.I.O.,  
Air Forces Sub-Commission,  
H.Q. Allied Commission, Rome.

DATE :- 16th April 1946.

REF :- AFSC/M/4/INT.

PERIOD REPORT-F/O REID, MILAN

Further to letter of even reference dated 28th March 1946, the present report is forwarded to keep you informed of subjects dealt with during the period 28th March to 14th April.

- (1) Security Information re secret production of machine-guns in Turin factory forwarded to Public Security and FSS for investigation.
- (2) Inventions Report and diagrams of field kitchen and bakery for military use directed to Rome.
- (3) Rations Contact 93 D.I.D. re substitution of non-available items in 29,352 borrowed rations returned by I.A.F.. Organise rationing of I.A.F. personnel detached on British Units.
- (4) Signals Communicate with 2 District re I.A.M. telephone switchboards at present "frozen" by G.H.Q.
- (5) Administration Arrival of General Drago at Command Nucleo 1° Z.A.T. to take over from General Biffi.

3088

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- (1) Security Information re secret production of machine-guns in Turin factory forwarded to Public Security and FSS for investigation.
- (2) Inventions Report and diagrams of field kitchen and bakery for military use directed to Rome.
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detached on British Units. 3088
- (4) Signals Communicate with 2 District re I.A.M. telephone switchboards at present "frozen" by G.H.Q.
- (5) Administration Arrival of General Drago at Commando Nucleo 10 Z.A.T. to take over from General Biffi. Attend interviews with both Generals to discuss past and present policy etc.
- (6) Air Transport Details of proposed Fish Transport Service re: for extension of proposed to Rome.
- (7) Villa Quassa Interviews and letters to Prefect of Varese and Lombardia Public Works Dept to delay or divert the project of a lakeside road cutting through the grounds of Quassa.
- (8) Administration Efforts to trace missing airman attached to British Unit.
- (9) Inventions Investigations made into non-arrival to Director of Scientific Research London of special type parachute previously expedited for examination.

- (10) Administration Recommendations for utilisation of I.A.F. personnel by Allied Units sent to Rome for consideration.
- (11) Aeronautical Studies Approve request by Politecnico Milan to continue experiments on parachutes for use at high speeds. Investigate request to obtain parts of scrapped Allied Aircraft for instructional purposes.
- (12) Petrol Investigate supply difficulties. Contact British Freight Officer to trace overdue railway-tankers from Leghorn.
- (13) Mail Arrange for transport of UNRRA mail by courier.
- (14) M.T. Interviewz Ten. Cattolico from Caproni Trento on recovery and repair of vehicles. Check spares position at S.A.B.O. Letter to A.R.A.R. re hand-over of civilian vehicles and compensation to I.A.F. for recovery expenses.
- (15) Administration Further correspondence re utilisation of I.A.F. personnel by Allied Units.
- (16) Signals Co-operate with F/Lt Agar on survey etc for re-activating Transmitting Station.
- (17) M.T. Investigate accidents involving Autogruppo di Manovra lorries and forward documentation to Rome.
- (18) Petrol Shortages at Linate Airfield. Check excessive consumption by Ministerial planes. Request directive from Rome re refuelling policy, and recommend new allocation figures.
- (19) Aircraft Industry Report on S.A.I.V.A. Milan. Forward request to I.A.F. for information on list of factories.
- (20) Administration Contact 179 Works Dept. CRE for return of I.A.F. machine-tools loaned by Stores Dept, Novara.
- (21) Accommodation Liaise between I.A.F. and U.S. representatives re possible requisitioning of R.A. Headquarters Bdg, Milan. Have blue-prints of floor-plans prepared. Contact Town Major. List services contained in Building and forwarded with recommendations to discourage requisitioning and alternative proposals.
- (22) Visiting Officers Liaise with Col. Brenta & W/Cdr Thompson on tour of aircraft factories. Supply data re aircraft firms etc.
- (23) Administration Arrange for loan of mechanic from S.I.A.I. Marchetti. Loan I.A.F. aviere for service at A.F.S.C. Rest

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*[Signature]*  
 D.G. REID F/O  
 Intelligence Officer  
 A.F.S.C. MILAN.

FROM :- Air Forces Sub-Commission,  
Allied Commission, Milan.

TO :- C.I.O.,  
Air Forces Sub-Commission,  
H.Q. Allied Commission, Rome.

DATE :- 11th March 1946.

REF :- AFSC/M/4/INT.



PERIOD REPORT - T/O REID, MILAN

Further to letter of even reference dated 22nd February 1946, the present report is forwarded to keep you informed of subjects dealt with during the period 22nd February to 11th March.

- (1) Security : Inquiries and applications for rifles & automatic rifles from Arms Dump at Modena (870 German Vehicle Park) for I.A.F.
- (2) Intelligence : Private inquiries re Rey De Villarey.
- (3) Accommodation: Reach accord with Polizia Tribuna-teria and appropriate A.C. offices re space allocation in Caserma Fabio Filzi, Milan.
- (4) Furniture: Arrange with I.A.F. Linate for furniture allotted to Staging Post at Naples, and transport of same by air.
- (5) Flying: Inform 2nd MAT of limitations and regulations in force.
- (6) C.E.M.: Investigate A.R.A.R. complaint that Avio-linea firm has been using scrapped aircraft materials, copper etc from blocked dump.

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(4) Furniture: Arrange with I.A.F. Linate for fur-  
niture allotted to Staging Post at Naples, and  
transport of same by air.

(5) Flying: Inform 2nd ZAT of limitations and regu-  
lations in force.

(6) C.E.M.: Investigate A.R.A.R. complaint that Avio-  
linea firm has been using scrapped aircraft  
materials, copper etc from blocked dump.

(7) Linate: Systematise HF DP fitting-party of WCO  
and four airmen to re-activate damaged and  
defective radio installations.

(8) Air Mission: Meet and liaise with Air Transport  
Delegation of 13 Senior RAF officers studying  
characteristics of Linate Airport etc.

(9) Radio: visit radio station at Peschiera Borromeo  
and HF DP hut at Manlu to interrogate I.A.F. re  
technical equipment etc.

(10) Interpreters: Screen I.A.F. English-speaking per-  
sonnel for suitability for employment with  
Allies on interpreting duty.

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- (11) Civil Flying: Contact Avia, Vercelli to ascertain extent, nature and results of air-tests of IM5.
- (12) Rations: Secure loan of 30,000 rations from 93 D.I.D. to provision 1st Z.A.T. until delayed rations arrive from Bari, investigate cause, and report.
- (13) Storehouses:- Inspect I.A.F. Demanio Store at Monza to compute transport necessary for evacuation of contents and re-storage.
- (14) Intelligence :- Monthly report on relations between I.A.F., civil population, disturbances etc.
- (15) Petrol :-Deal with supply difficulties from Genoa shortage of supply for Linate Courier service, and secure allocations from Venice.
- (16) Radio: Liaise with Signals Officer from AFSC Rome on tour of inspection.
- (17) Accommodation :- Interview Italian billeting authorities and Town Major re accommodation for I.A.F. Liaison Officer.
- (18) Accommodation: Inspect newly-vacated Caproni hangars at Taliedo, reach agreement with Caproni re I.A.F. utilisation & contact Town Major.
- (19) Intelligence: Interview Signor Lombardi re present and future programme of Avia Aircraft Firm, Italian Air Ministry officials at L.M.54 airtests etc.
- (20) Civil Flying: Write reports on aims and activities of Fedaeerea, Airone and other Civil Flying Concerns.
- (21) Press:Report on Corriere dell'Aria, interview with editor etc.
- (22) M.T. :- Autogruppo di Manovre, institute screening of authorisation for I.A.F. use of trucks, secure new engine from REAE, discuss serviceability state and repairs with Lt.Pistani.
- (23) I.A.F. Admin.:-Check up on progress of English-Language Courses and report fully to Rome.
- (24) Intelligence : Contact Field Security Service re detention of Republican pilot Major PARODI, and

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- re I.A.F. utilisation & contact with Major.
- (19) Intelligence: Interview Signor Lombardi re present and future programme of Avia Aircraft Firm, Italian Air Ministry officials at I.M.54 airtests etc.
- (20) Civil Flying: Write reports on aims and activities of Fedasera, Airone and other Civil Flying Concerns.
- (21) Press: Report on Corriere dell'Aria, interview with editor etc.
- (22) M.T. :- Autograppo di Manovre, institute screening of authorisation for I.A.F. use of trucks, secure new engine from RENE, discuss serviceability state and repairs with Lt. Pistani.
- (23) I.A.F. Admin. :- Check up on progress of English-Language Courses and report fully to Rome.
- (24) Intelligence : Contact Field Security Service re detention of Republican pilot Major PARODI, and pending trial of I.A.F. Lt. JANNUZZI.
- (25) Baltimores : Investigate reasons for use of Baltimore a/c by A.C. departments, and issue directive on same.
- (26) Inventions : Interview Ing. Bruno TROPEANO, inventor, on project for combined car and helicopter on new principle, electrically driven helicopter (power by cable) etc. Technical data and drawings will be submitted in due course.



*[Signature]*  
 D.G. REID F/O  
 Intelligence Officer  
 A.F.S.C. MILAN

FROM :- Air Forces Sub-Commission,  
Allied Commission, Milan.

TO :- C.I.O.,  
Air Forces Sub-Commission,  
H.Q. Allied Commission, Rome.

DATE :- 28th March 1946.

REF :- AFSC/M/4/INT.

PERIOD REPORT - P/O REID, MILAN

Further to letter of even reference dated 11th March 1946, the present report is forwarded to keep you informed of subjects dealt with during the period 12th March to 27th March.

- (1) Aircraft: Visit Breda Works. Trace 6 B A 25 Training Aircraft, Alfa Romeo Type (2) 240 HP engine to hangars at Bresso. Inspect aircraft and report on conditions to Rome.
- (2) Air Transport: Interview Sig. Gaslini & Saglio of Trasporti Aerei re fish transport from Venice. Accompany them to Linate Airport to arrange allocation of hangar-space, lorry park and offices.
- (3) Air Courier: Letter to Air Booking Centre with recommendations for improving efficiency of

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3A.

Further to letter of even reference dated 11th March 1946, the present report is forwarded to keep you informed of subjects dealt with during the period 12th March to 27th March.

- 3084
- (1) Aircraft: Visit Breda Works. Trace 6 B A 25 Training Aircraft, Alfa Romeo Type (2) 24C HP engine to hangars at Bresso. Inspect aircraft and report on conditions to Rome.
  - (2) Air Transport: Interview Sig. Guslini & Saglio of Trasporti Aerei re fish transport from Venice. Accompany them to Linate Airport to arrange allocation of hangar-space, lorry park and offices.
  - (3) Air Courier: Letter to Air Booking Centre with recommendations for improving efficiency of office.
  - (4) Intelligence: Report on communist propaganda & activities of I.A.F. sgt. at Genoa. Inform F.S.S. and Public Security of mass-construction of American-type machine-guns by underground communists.
  - (5) Petrol: Contact Presidio I.A.F. Livorno re availability of 100-octane petrol and need to expedite same for Milan, Turin, Genoa etc.
  - (6) Security: Investigate further complaints re depredations at Malpensa. Ascertain German POWs now evacuated & I.A. installed.
  - (7) Rations: Signal Rome re further delay in arrival of I.A.F. rations from Bari. Contact D.I.D. to postpone date for return of borrowed British rations.
  - (8) M.F.: Contact D.A.D.O.S. 2 District re tyre allocation.

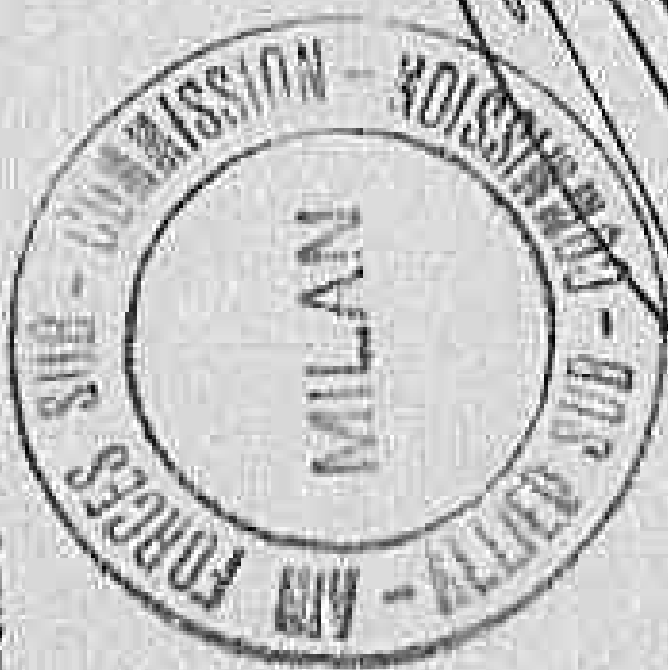
- (9) I.A.F. Personnel: Letter of commendation on work of Captain Casale.
- (10) Official Mail: Discuss possibilities of carrying mail on air courier service with Major Alldridge, 2 District Signals.
- (11) I.A.F. Personnel: Interview Captain Pilatone, C.O. Salvage Party in Piemonte re complaints about Sezione Recuperi.
- (12) M.T.: Communicate with Caproni Works, Trento on repair of vehicles for A.T.S.C.
- (13) M.T.: Discuss terms of use of AFSC occupied garage in Milan and renting of same with I.A.F.
- (14) Salvage: Investigate circumstances of recovery of 267 aero-engines from Isotta Fraschini by IAF and reach accord with 2 Dist.
- (15) Inventions: Attend demonstration of mobile field-bakery and mobile military kitchen. (Detailed report to follow).
- (16) Petrol: Arrange hire of bowsters to bring petrol by road from Livorno. Contact AFSC Rome and Air Ministry to expedite authority for departure of railway-tankers from Livorno.
- (17) Gliding: Report on activity of clubs, and submit application for International Rally using IAF type gliders.
- (18) Civil Air Lines: Report on inauguration of Stockholm Rome service.
- (19) Aircraft: Complete documentation for rail transport etc of Fairchild KK 434 from Milan to Naples.
- (20) Aircraft: Seek further data re Breda Training Aircraft para (1), hours flown, spares available, repair facilities etc.
- (21) Rations: Contact D.I.D. re substitution of items in borrowed rations; cheese, coffee etc. not being available.
- (22) Inventions: Write to fix appointment with inventor Signor Occhiale re instrument for utilisation of atomic energy.

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APR 28 1946

- (16) Refuel: Airplane  
road from Livorno. Contact AFSC Rome and Air Ministry to expedite authority for departure of railway-tankers from Livorno.
- (17) Gliding: Report on activity of clubs, and submit application for International Rally using IAF type gliders.
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F60

D.G. REID F/O  
Intelligence Officer  
A.F.S.C. MILAN.

Do we still want all this? *Yes. No.*  
*Jul. 3/3.*

*Something I had interest in one day  
 come from here. And in any case it  
 keeps him busy*

(7)

SUMMARY OF A REPORT BY AN ~~ASSIGNED~~ INTELLIGENCE OFFICER ON A STAFF VISIT TO ITALIAN AIR FORCE UNITS IN SOUTH ITALY.

On the 6th January 1946 an Intelligence Officer (F/Lt. N.W. Rogers) who had just been posted to the A.F.S.C., was sent on a tour of inspection of the Italian Air Force units in the Lecce-Brindisi-Taranto - Bari area. >

He was briefed by the S.I.O. to report on the contemporary thought of the Italian Air Force in that region, to study the personalities of ~~the~~ Italian Officers and the relations of the service with the local population. The purpose of the report ~~was~~<sup>was</sup> to provide Staff Officers with an additional source of information to assist them in their work.

Extracts from the report are reproduced at Appendix A as being of special interest in showing the reactions of an Allied Air Force Officer who had no previous contact with or opinion on the present Italian Air Force.

Although many of the opinions expressed in the report are undoubtedly those of the Italian ~~Officers~~ whom the Intelligence Officer met, they nevertheless reflect the feeling of the Italian Air Force <sup>in general</sup> at the present time.

**THEOREM.**

C.O. Fighter Units.

An unusually taciturn Italian Officer. Is severe but apparently well liked. Has good organisation and control. Described as

them in their work.

Extracts from the report are reproduced at Appendix A as being of special interest in showing the reactions of an Allied Air Force Officer who had no previous contact with or opinion on the present Italian Air Force.

Although many of the opinions expressed in the report are undoubtedly those of the Italian ~~Personnel~~ whom the Intelligence Officer met, they nevertheless reflect the feeling of the Italian Air Force at the present time.

TITLE (all SSO Lecce ~~through~~ 8.2) APPENDIX 13082  
AIR REPORT

LECCE.

— C.O. Fighter Units.

1. An unusually taciturn Italian Officer. Is severe but apparently well liked. Has good organisation and control. Described as a strong C.O.

He said the chief problem is the lack of spare parts which is especially serious as regards the P.39s. There is a shortage of personnel for maintenance. Reference to proposed supply of Lightning aircraft, he prefers Spitfires. He points out that pilots' have confidence in Spits; that it would save retraining; and the spare part problem might be easier.

...

— C.T.O.

2. Energetic and efficient. A sound organiser and disciplinarian. His workshops seemed strikingly clean and neat to a non-technical officer. He referred to spare part problem <sup>and the</sup> belief that reserves are available in N. Italy: but unavailable in Lecce. Local

(ii)

Italian Air Force has to produce its own spare parts. He showed radiator fans in the course of construction.

...

C.O. No.51 Stormolding

- 3- An ex-prisoner of war in the U.S.A. Proud of his American-English and anxious to impress Italians with everything Allied.

...

C.O. No.5 Stormo. Wm

- 4- A Triestino, much concerned about Yugoslavia. Anxious about the future. Slightly disappointed about slow promotions.

...

- 5- Conclusion : impressed by the efforts and improvisation which have produced a high standard of cleanliness and even comfort inspite of the ~~natural~~ bad conditions.

BRINDISI.

C.T.O.

3081

- 6- Seems hardworking and capable. Workshops give impression of neatness. All technical and domestic installations have been constructed or improvised under his direction. Striking cleanliness of the communal mess.

5- Conclusion : impressed by the efforts and improvisation which have produced a high standard of cleanliness and even comfort inspite of the ~~natural~~ bad conditions.

BRINDISI.

C.T.O.

3081

6- Seems hardworking and capable. Workshops give impression of neatness. All technical and domestic installations have been constructed or improvised under his direction. Striking cleanliness of the communal mess.

BARI.

C.O.No.4 Z.A.T.

7- Impression of directness with good humour. A capable commander. Expressed chief difficulty as the shortage of shoes.

A.O.C. Unità Aerea.

8- Very cooperative; and apparently popular.

(iii)

TARANTO.

C.O. Raggruppamento Idro.

9. A difficult character to assess. Complained of shortage of airmen for general duties and the lack of certain specialist personnel.

Conversations with Other Ranks of the Italian Air Force:

10. There was no time to elicit a reasonable cross-section of their views. Conversations with various O.Rs. revealed that there was a dislike of the Lecce locality by the many airmen whose homes are in the North and Central Italy areas. Apparently O.Rs., like Officers, are disturbed by the lack of a clear policy towards the I.A.F. and Italy generally. They seem to think the chief hope lies with the Allies rather than with the Italian leaders. It was not possible to estimate the relations between the Officers and men.

CONCLUSION:

11. The outstanding impression given by the short visit was of the extraordinary resourcefulness and capacity of the I.A.F. The need, as felt by the I.A.F. personnel themselves, is for the direction of their energies. They feel that present difficulties become one over-all difficulty - the lack of a definite policy.

12. There seemed to be friendliness and willingness to co-operate. Faith in the Allied Air Forces

3080

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### CONCLUSION:

1. The outstanding impression given by the short visit was of the extraordinary resourcefulness and capacity of the I.A.F. The need, as felt by the I.A.F. personnel themselves, is for the direction of their energies. They feel that present difficulties become one over-all difficulty - the lack of a definite policy.

12. There seemed to be friendliness and willingness to co-operate. Faith in the Allied Air Forces and Anglo-American institutions and good will seemed strong. They look to us as the example of how capacity can be directed by an administration free from intrigue and corruption.

13. At times there is disappointment when the Allies do not give them what they ask. However, the realisation that the Allies in their dealings with the I.A.F. are bound by higher policy does not occasion so much ill will and impatience as the sense of fatalism - the feeling that high politics is the overriding power in whose hands even the Allies are powerless.

14. It would appear necessary at present in this area to : (i) Encourage the I.A.F.  
(ii) To direct their creative capacity.  
(iii) To dispel their sense of fatalism before they loose their present faith in us.

/ / /

CONFIDENTIAL.

REPORT VISIT OF F/LT. N.W. ROGEL (ATSC. INT) TO  
LECCO - BRINDISI - TARANTO - BARI : 7 - 12 JAN. 1946.

Diary of Visit:Mon. Jan. 7th.

Arrived at Lecce 1200 hours with Capt. CASSANDRO. Reported to R.A.F. Lecce: G/C. OLLASON away on visit to Bari. Lunch with Capt Cassandro in Italian mess: met Lt/Col. ZAPPETTA, (Comandante Raggruppamento Caccia) and Major BACICH (Comandante 5th Stormo). With Capt Cassandro, visited Italian units on airfield: 5th Stormo (Maj. Bacich) 4th Stormo (Maj. VERONESE), 51st Stormo (Maj. SFORZA), Pilot's Training School (Lt/Col TRAVAGLINI).

Tues. Jan. 8th.

Discussion in morning with G/C. OLLASON, returned from Bari.  
Afternoon: introduced to Maj. FIORIO, comandante S.R.A.M. (Servizio Revisione Aerei & Motori). Visit to Galatone with Maj. FIORIO. Went over O.P.R.V. (Officina piccole riparazioni veicoli). Return to Lecce: introduced Capt. Cassandro to G/C. Ollason.

Wed. Jan. 9th.

With Capt. Cassandro flew to Bari in Sai. 202, pilots: Lt. HESSE and Lt. ANDREI. Arrived H.Q. "Unità Aerea" Bari at 1100. Introduced to General GAETA: brief discussion. Reported to F/Lt. LAWRENCE. Lunch and discussion with F/Lt. Lawrence. With Capt. Cassandro to Mungivacca: visited the O.G.R.A. (Officina grandi riparazioni auto=veicoli), Unità Aerea.  
Return to Bari and introduced to Col. SGARLATA, C.O. 4th Z.A.T. (Zona Aerea Territoriale). Discussion.  
Dinner in Unità Aerea mess with:  
Col. Leone - Comandante Stormo Notturmo  
Lt. Col. Fanale -  
Lt. Col. Ercolani - Sezione Personale  
Lt. Col. Giannone - Aiutante di volo  
Capt. Mecatti - Secretary to Gen. Gaeta  
Capt. Cassandro.

Thurs. Jan. 10th

With Capt. Cassandro flew to Brindisi. Introduced to Capt Iacopazzi, Comandante O.R.M. (Officina revisione Motori) Visited workshops and saw work on D.E. and

3079

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Lt. HESSE and Lt. ANDREI. Arrived P.O. "Udine".  
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 veicoli), Unità Aerea.  
 Return to Bari and introduced to Col. SGARLATA, C.O.  
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 Lt. Col. Giannone - Secretary to Gen. Gaeta  
 Capt. Mecatti -  
 Capt. Cassandro.

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With Capt. Cassandro flew to Brindisi. Introduced to  
 Capt. Iacopazzi, Comandante O.R.M. (Officina revisione  
 Motori) Visited workshops and saw work on D.B. and  
 A.74 engines. Lunch and discussion with Capt. Iacopazzi.  
 Visited Seaplane Base at Brindisi, conducted by Major  
 DE VITO, Comandante Gruppo Idro, and Capt. --?, Coman=  
 dante Squadriglia. Return to Lecce: discussion with  
 G/C. Ollason and W/Cdr. Bisdée arrived from Rome.

Fri. Jan. 11th.

Discussion with Capt. Cassandro in morning. Flew to  
 Taranto with Capt. Cassandro in Sai. 202. Lunch in mess  
 of Raggruppamento Idro with C.O., Col. CORSINI, and  
 discussion. Visit to repair workshops and examination  
 of aircraft. (NB. W/Cdr. Clift was absent on leave)  
 Return to Lecce and discussion with G/C. Ollason.

Sat. Jan. 12th.

Return by air to Rome with Capt. Cassandro.

3079

Scope for Intelligence work in Lecce area.

In the opinion of G/C Ollason, the establishments in the area will have to be reviewed. Pending this and in view of the present lack of a definite policy regarding the I.A.F. it is difficult to say what would be the functions of an I.O. in the area.

For the present these would seem to be insufficient scope for a permanent I.O., but periodical visits from a trained I.O. (Italian speaking), possibly accompanied by an Engineer Officer, seem desirable.

Note on Capt. CASSANDRO.

Performed his functions as a guide with great energy. Most anxious to please, and agrees with everybody's views whenever possible.

I.A.F. Personalities in S.E. Italy.

Lecce.

1. Lt. Col. ZAPPETTA, <sup>CO</sup> <sup>Fighter Units</sup> Comandante Raggruppamento Caccia.

An unusually taciturn Italian Officer. Is severe but apparently well liked, the feeling being "a beast but a just beast". This feeling was borne out by one or two examples, during the visit, of occasions where Zappetta in dealings with officers or OR's awaited explanations before reprimanding and showed himself willing to admit a reasonable explanation. One officer remarked that during a period of uncertainty in the I.A.F., they were fortunate in having a strong C.O. and that some severity is at present necessary for discipline and morale.

Zappetta seems to have his fingers on the pulse as regards organisation, and his control is noticeable in the reactions of all ranks. He seems appreciative of Allied difficulties while stating his own quite frankly.

2. Major FIORIO, <sup>3078</sup> <sup>2nd in Command</sup> <sup>NC CTO</sup>

An officer of considerable personality, brisk energetic and efficient. Is not afraid of Lt. Col. Zappetta. Controls both the M.T. workshops and the A/C repair shops and seems to be a sound organiser and disciplinarian. Knows what he wants, explains himself clearly and is ready with chapter and verse.

... actually working

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To access this officer satisfactorily without actually working with him would be impossible. At times he might be stubborn and resentful of orders and his general vision seems limited to the fighter units. However, within this limit and subject to firm control he is probably a useful and reliable man.

His workshops to a non-technical officer, at any rate, seem strikingly neat and methodically arranged and as clean as workshops could be.

## 3. Lt. Col. TRAVAGLINI, Comandante scuola Pilotaggio.

Opportunities for assessing this officer were insufficient. He makes a first impression of extreme grimness later offset by a sense of humour.

G/Capt. Ollason has a high opinion of him in all ways.

4. Major SPORZA, Comandante 51° Stormo.

No opportunities for close assessment. Seems However to be a frank and pleasing personality. Was a prisoner in U.S.A. and seems genuinely to regard that period as one of education: proud of his (American) English and apparently anxious to impress Italians with everything Allied.

5. Major BACICH, Comandante 5° Stormo.

Smart and brisk. Anxious about the future. Slightly disappointed over slow promotions. A Triestino concerned very much with international politics regarding Yugoslavia. Difficult to access without close acquaintance but seems a very good man.

Note. In connection with the Lecce Officers, the mention should be made of the excellence of their efforts to create and maintain satisfactory office and domestic sites in their units. In existing conditions many of these would never be anything but damp and unhealthy, but improvisation has done its best to make them comfortable and often attractive, and the standard of cleanliness is high, even when a visit is not expected!

I.A.F. Personalities in S.E. Italy.

Brindisi.

Capt. IACOPAZZI.

Seems a hard-working and capable man. His workshops appear to be neat and methodical and the results which can be seen in the course of production would seem likely to impress a technical Officer considerably. An admirable luncheon was served at short notice in the communal mess of airmen & Officers and the neatness and cleanliness of the building were striking. All installations, technical and domestic, have been constructed or improvised under the direction of this resourceful Officer.

Pari.

Col. SGARLATA, Comandante 4th Z.A.T.

Extremely direct and forthright in speech: eg. "My chief present difficulty can be stated in a word, Shoes!". Shrewd and difficult to deceive. He seemed, though good-humoured, genuinely tired of talking about the situation of sentiment and writing on the subject. Gives the

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Extremely direct and forthright in speech: eg. "My chief present difficulty can be stated in a word, Shoes!". Shrewd and difficult to deceive. He seemed, though good-humoured, genuinely tired of talking about the question of equipment and writing on the subject. Gives the impression of a capable man accustomed to command.

2. General GAETA.

Same extremely cooperative. Some of his views seemed slightly nebulous: this may have been due to caution. Popular, it would seem, with Italian Officers, and G/Capt. Ollason finds him good to work with.

3. On the Officers met socially, it would be difficult to comment adequately. Col. FANALE made a strong impression of a virile personality, witty, cultured and democratic in his views. (Both G/C Ollason & F/It. Lawrence consider him an admirable C.O., just and strict.) LT.Col ERCOLANI is a brisk intelligent little man who seems likely to be extremely capable. Anxious to cooperate. F/Lt. Lawrence finds him excellent to work with.

3077

I.A.F. Personalities in S.E. Italy.Taranto.Col. CORSINI

A man of some personal charm. Difficult to estimate. Possibly not too energetic. Was at pains to emphasise the smoothness of his cooperation with and his friendship for W/Cdr Clift who, according to G/C Ollason, does not find him too satisfactory.

It.s ANDREI & HESSE, the two fighter pilots who piloted the Saimans, were extremely attentive. Both seem reasonably enthusiastic and energetic though disillusioned by a past history of numerous fighter missions which achieved nothing for their country. Andrei speaks a cultured English and Hesse speaks quite well: both show great interest in British institutions. They seem to realize the lack of future in civilian occupations and are anxious about the future of the I.A.F. pending a definite policy.

*Col. Corsini is English  
P. 399 is well known  
P. 399 is well known*

NOTES ON CONVERSATIONS WITH I.A.F. OFFICERS.Col. ZAPPETTA, Comandante Raggruppamento Caccia.

The Colonel made the following points about his present difficulties:

1. The chief problem is lack of spare parts. This is not serious as regards the Spitfires, but serious as regards the P.39s. *P.39s are well known*
2. There is an insufficiency of personnel for maintenance etc. It is felt that more personnel could be forthcoming if the sorting out of ex-P.O.W. could be hastened.

He was full of praise for the Spitfires and the satisfaction they give to pilots. P.39s are unpopular. Accidents are feared even if they do not occur, as they sometimes do.

It is hoped locally that the units will shortly be able to go North where quarters are better and where the distance from sources of supply will be less. *3046*

Col. Zappetta referred to the proposed supply of Lightning aircraft to the Squadrons and said that he would much prefer to have Spitfires: he understood that at Brindisi there was a considerable Spitfire reserve and wondered if these could be made available. He pointed out that the same

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Col. Zappetta referred to the proposed supply of Lightning aircraft to the Squadrons and said that he would much prefer to have Spitfires: he understood that at Brindisi there was a considerable Spit reserve and wondered if these could be made available. He pointed out that training of pilots would thus be avoided, and at the same time (remembering the difficulties with P.39s) that he would have far more confidence in his chances of getting spares. Pilots' morale would, incidentally, be improved owing to their confidence in Spitfires. (NB. This suggestion has the support of G.C. Ollason who, it is understood, is putting it forward through the proper channels.)

Major FIORIO, Comandante S.R.A.M.

The major referred to the spare part problem. It is the belief that in N. Italy reserve are available. Bringing parts to the Lecce area means paying prices four times the price at which such parts could be obtained in N. Italy. As a result the local I.A.F. is running as subsidiary industry, within its own repair-shops for the creation of these parts. Not only is the time wasted but man-hours too.

As an example of an engine part particularly difficult to make, Major Fiorio showed radiator fans in the course of construction. Distributors and pistons are also made.

G/Capt. Callason's comment on this:-

The supply of spares is in the hands of the Italian Air Ministry. They are not forthcoming for the use of consumer units in S. Italy. A belief has grown up among these units that the parts reach Rome and are there held up by the Allied Commission. Right or wrong, this belief causes discontent. (see below: Col. Sgarlata's comments on the shoe problem.)

Colonel SGARLATA.

Col. Sgarlata, also, referred to the question of equipment and personnel.

Equipment. Shoes are the urgent question. He understands that in N. Italy there are 30000 - 40000 pairs available. Recently 1300 have been assigned to the "Unità Aerea" and the 4th Z.A.T. for all their units. This number is hopelessly inadequate. At least 4000 are required. Has the Commission power to improve this situation? If so, could something be done? (Cp. The question of engine parts referred to by Maj. Florio : see above)

Personnel: He believes that there are about 4000 airmen - specialists and general duties men - previously employed by the Americans in the Foggia Area as G.A.I. (Guardia Aeroporti Italiani). A proportion of these would solve his problems. He referred in particular to the use as ordinary guards of specialist-tradesmen.

General GAETA.

The general referred to the difficulties mentioned above, but seemed anxious not to press requests too hard: one had the impression that he was anxious not to give the Italian Air Ministry the idea that he was exerting too much pressure through the Allies! — *Correctly.*

Gen. Gaeta raised the subject of moving the units and stated that he had discussed this with the A.O.C., and had understood that this would be done as and when airfields further north became available.

3075

Colonel CORSINI. , Comandante Raggruppamento Idro, Taranto.

Col. Corsini referred to the personnel problem: too few airmen for general purposes: lack of certain specialist personnel: too many N.C.Os promoted on a time basis. As regards Officers, there are too few lieutenants.

to by Maj. Florio : see above)

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*Ans. by 120*  
*with N.C.Os*  
*A.D.R. value*  
*in 1940*  
*will probably*  
*cost 1*  
Col. Corsini referred to the personnel problem: too few airmen for general purposes: lack of certain specialist personnel: too many N.C.Os promoted on a time basis. As regards Officers, there are too many time-promoted Captains and too few lieutenants.

He stated that airmen are anxious to be demobilised out after experience of the difficulties of civilian life are anxious to return.

#### CONVERSATIONS WITH OTHER RANKS OF I.A.F.

There was no time for such contacts with O.Rs as might have elicited a reasonably representative cross-section of their views. From conversation with me or too fairly intelligent N.C.O's and men a few points did however emerge.

1. Referring to relations with civilians, a Sergeant said that there were fairly good, that where there was ill-feeling this proceeded from the side of the airmen who believe that civilians were earning more money than they.

2. Mention was made of a dislike of the Lecce locality by the many airmen whose homes are in the center or Northern areas. It would appear that where there is lack of sympathy with civilians this proceeds less from antipathy to military personnel as such than from an inferiority complex on the part of the inhabitants of a backward locality and a feeling of superiority on the other side.

3. O.R.'s, like Officers, seem disturbed by the lack of a clear policy towards the I.A.F. and towards Italy generally. Even where not definitely stated there seem to be a feeling that the chief hope lies in the Allies rather than in the Italian Leaders.

Note. It was not possible to estimate relations between I.A.F. Officers and men. The noticeable point was that Officers seemed very ready to give credit to O.R.'s for examples of initiative and enterprise for which they might easily have taken the credit themselves.

#### SUMMARY.

The danger of superficiality is, of course, obvious, in any assessment made on the strength of a brief visit covering a large area. The outstanding impression, however, was one of extraordinary resourcefulness and capacity in the I.A.F. The energy inherent in the work seen should be capable of direction in to all kinds of channels. What is necessary - as felt by I.A.F. personnel themselves - is the need for such direction. The feeling is that present day-to-day difficulties resolve themselves into one over-all difficulty - lack of a definite policy.

Friendliness and willingness to co-operate appeared not only in ways which could possibly be explained by the desire to impress a visiting Allied Officer, but also in currents of thought underlying conversations on varied subjects. Faith in the Allied Air Forces and in Anglo-American institutions and good-will seem strong. Comments on the past of the I.A.F. and on its future show that they look to us for an example of how capacity can be directed by an administration free from intrigue and corruption. In this connection the fact is obvious, even if sometimes embarrassing, that every Allied Officer is in their eyes an ambassador for his country.

At times there is, of course, disappointment when the Allies do not give them what they ask. Realisation that the Allies, in their relations with the I.A.F., are bound by higher policy, does not provoke so much ill-will or impatience as a sense of fatalism - a feeling that "alta politica" is an overriding power in the coils of



SECRET

SSO / Not change in title but after it  
with S.I.C.

AIR FORCES SUB COMMISSION, ALLIED COMMISSION,  
ROME.

SECRET  
SPECIAL MONTHLY REPORT N°38/1 - JANUARY 1946.

List of Appendices:

Appendix "A". Summary of a Report by an Attached I.O.  
on a Staff visit to I.A.F. Units in S.  
Italy.

1. Fighter Re-equipment. There has been much speculation and display of enthusiasm among pilots about the projected re-equipment with P.38 aircraft. Planning conferences have been held at Unità Aerea, and several officers have visited Naples to make arrangements for take-over and training of specialists. The negotiations for the purchase of these aircraft by the Italian Government are <sup>still well up</sup> not yet completed.

2. Light Bomber Wing Morale. This has been low of late owing to a feeling of being kept in the dark about the future of the Baltimore Squadrons. No efforts have been made to eradicate any of the bomb damage to the buildings on the airfield. However plans are being prepared to improve aerodrome security and defense.

3. Possible introduction of Air Observation Aircraft in I.A.F.  
An Italian officer has inspected an Austro from the British A.O.P. flight with a view to possible establishment of similar units in the Italian Army. 3073

4. Bomber Transport Wing Morale. The standard of morale remains high owing to the importance of the air/transport work being <sup>maintaining and improving standards</sup>

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*morale and transport services*

#### Intelligence.

5. On the 6th January 1946 an Intelligence Officer (F/Lt. N.W. Rogers) who had just been posted to the A.F.S.C., was sent on a tour of inspection of the I.A.F. units in the Lecce-Brindisi-Taranto-Bari area. He was briefed by the S.I.O. to report on the contemporary thought of the Italian Air Force in that region. He was also to study the personalities of Italian officers and the relations of the service with the local population. The purpose of the report was to provide Staff officers with an additional source of information to assist them in their work.

-2-

6. Extracts from the report are reproduced at Appendix "A" as being of special interest in showing the reactions of an Allied Air Force officer who had no previous contact with or opinion on the present Italian Air Force. Although the opinions expressed in the report are those of Italian personnel whom the Intelligence officer met, they nevertheless reflect the feeling of the Italian Air Force in general at the present time.

7. Visits. The Director of the Air Forces Sub Commission visited Air Ministry London to discuss matters relating to the future of the Italian Air Force.

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

Ref : AFSC/25/1/Air.

Date: 27th February, 1946.

3072

Distribution *Confidential*  
D/AAC - as per monthly report (

*In Command - for perusal & signature*

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

Ref : AFSC/25/1/Air.  
Date: 27th February, 1946.

3072

Distribution      AFAC - as per Authority/Handbook (

*in Comm - for formal information*

*see D.A.I.A. -  
Chief of Navy S.C.*

*AFSC*      *AFSC*      *AFSC*

*Director AFSC.*

*Pilot B-1*  
*Pilot A*

*Toronto*  
*Bari*  
*Naples*  
*Padua*

SECRET

Appendix A.

A P P E N D I X "B".

SUMMARY OF A REPORT BY AN ATTACHED INTELLIGENCE  
OFFICER ON A STAFF VISIT TO I.A.F. UNITS IN SOUTH ITALY.

Para 11 to become para 1

Lecce.

2. 1. C.O. Fighter Units. An unusually taciturn Italian Officer. Is severe but apparently well liked. Has good organization and control. Described as a strong C.O. He said the chief problem is the lack of spare parts which is especially serious as regards the P.39s. There is a shortage of personnel for maintenance. Reference to proposed supply of Lightning aircraft, he prefers Spitfires. He points out that pilots have confidence in Spitfires, that it would save retraining, and the spare part problem might be easier.

2. C.T.O. Energetic and efficient. A sound organizer and disciplinarian. His workshop seemed strikingly clean and neat to a nontechnical officer. He referred to spare part problem and the belief that reserves are available in N. Italy; but unavailable in Lecce. Local Italian Air Force has to produce its own spare parts. He showed radiator fans in the course of construction.

3. C.O. No 51 Wing. An ex-prisoner of war in the U.S.A. Proud of his American-English and anxious to impress Italians with everything Allied.

4. C.O. No 5 Wing. A Triestino much concerned about Jugoslavia. Anxious about the future. Slightly disappointed about

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4. C.O. No 5 Wing. A Triestino much concerned about Jugoslavia. Anxious about the future. Slightly disappointed about slow promotion.

5. Conclusion. : impressed by the efforts and improvisation which have produced a high standard of cleanliness and even comfort in spite of the bad conditions.

#### Brindisi.

6. C.T.O. Seems hardworking and capable. Workshops give impression of neatness. All technical and domestic installations have been constructed or improvised under his direction striking cleanliness of the communal mess.

#### Bari.

7. C.O. No 4 Z.A.T. Impression of directness with good humour. A capable commander. Expressed chief difficulty as shortage of shoes.

- 2 -

8. A.O.C. Unità Aerea. <sup>co</sup>Very operative, and apparently popular.

Taranto.

9. C.O. Raggruppamento Idro. A difficult character to assess. Complained of shortage of airmen for general duties and the lack of certain specialist personnel.

10. Conversations with Other Ranks of the Italian Air Force.

There was no time to elicit a reasonable cross-section of their views. Conversations with various O.R.s. revealed that there was a dislike of the Lecce locality by the many airmen whose homes are in the North and Central Italy areas. Apparently O.R.s., like officers, are disturbed by the lack of a clear policy towards the I.A.F. and Italy generally. They seem to think the chief hope lies with the Allies rather than with the Italian leaders. It was not possible to estimate the relations between the Officers and men.

General Impression

CONCLUSION

1. ~~11.~~ The outstanding impression given by the short visit was of the extraordinary resourcefulness and capacity of the I.A.F. The need, as felt by the I.A.F. personnel themselves, is for the direction of their energies. They feel that present difficulties become one overall difficulty - the lack of a definite policy.

12. There seemed to be friendliness and willingness to co-operate. Frith in the Allied Air Forces and Anglo-American institution and good will seemed strong. They look to us as the example of how capacity can be directed by an administration

para 1.

300

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12. There seemed to be friendliness and willingness to operate. Faith in the Allied Air Forces and Anglo-American institution and good will seemed strong. They look to us as the example of how capacity can be directed by an administration free from intrigue and corruption.

13. At times there is disappointment when the Allies do not give them what they ask. However, the realization that the Allies in their dealings with the I.A.F. are bound by higher policy does not occasion so much ill will and impatience as the sense of fatalism - the feeling that high politics is the over-riding power in whose hands even the Allies are powerless.

14. It would appear necessary at present in this area to:-

(a) Encourage the I.A.F.,

(b) to direct their creative capacity,

(c) to dispel their sense of fatalism before they loose their present faith in us.

I 1064.

FROM :- Air Forces Sub-Commission,  
Allied Commission, Milan.

TO :- C.I.O. Air Forces Sub-Commission,  
Allied Commission, Rome.

DATE :- 22nd February 1946.

REF :- AFSC/M/4/INT.

PERIOD REPORT - P/O REID, MILAN

Further to letter of even reference dated 6th February 1946, the present report is forwarded to keep you informed of subjects dealt with during the period 7th February - 20th February.

- (1) Piaggio Firm, Genoa. Visit to confirm ban on aero-engine construction and prevent export of engines to Spain.
- (2) AFSC Rest Camp, Villa Quassa. Obtain materials and labour for installation of telephone, repair of windows, staffing etc. in preparation for season.
- (3) Alfa Romeo Works. Secure sectional drawings of internal combustion engines for EVT Courses.
- (4) Obtain release from I.A.F. for stores required by H.Q. D.A.F., Cortina etc.
- (5) Claims & Hirings. Correspondence re requisitioning of Villa Quassa, compensation etc.
- (6) Italian Tyre Committee. Contact for allocation to R.A.
- (7) H.Q. 92 District. Prepare list of M.T. Spares

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- (7) H.Q. No 2 District. Prepare list of M.T. Spares needed for unit transport and secure release from Verona.
- (8) Intelligence. Report on activities re light aircraft construction, gliding etc. reported in Press.
- (9) Interview Admiral Lachino, S.I.A.I. Marchetti, Sesto re future of firm, present programme, contract for servicing seaplanes, and application for conversion work on Flying Portresses etc.
- (10) Interview with Colonel Hancock re correspondence on aeronautical inventions.

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- (11) Liaise with Equipment Officer from 249 Wing re transfer of equipment from Linate Airport to Naples, Vienna etc.
- (12) Check damage to runway on Linate Airport, arrange for surface repairs to parts of airfield.
- (13) Visit Olgiate Olona to locate and inspect Cierva autogiro, I-CIER.
- (14) Visit Augusta Works at Cascina Costa to check repairs and modifications on two SM 79s.

In addition to the above should be included the following routine matters :-

- (a) Miscellaneous liaison with all departments of I.A.F. Milan.
- (b) Organisation, spares, etc. of Unit M.F. and garage.
- (c) Administration and adjutant duties etc.



D.G. REID P/O  
INTELLIGENCE OFFICER  
A.F.S.C. MILAN.

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