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AFSS ORGANIZATION IN RELATION TO IAF &
AFSS DIRECTIVES
AUG. 1945 - JUNE 1947

BRITISH EMBASSY,
ROME.

2nd June, 1947.

Dear Bishop

Buried in my various papers
I have come across the enclosed
documents which were lent us many
months ago by Air Vice-Marshal
Brodie against a strict promise
that we should return them.

I am now doing this to his
successor with my sincere
apologies for keeping them so
long.

Yours ever
Henry Hankey

H. A. Hankey.

Air Commodore A. Bishop, O.B.E., A.F.C.,
A.F.H.Q.,
ROME.

~~SECRET~~

AF 687

BAS/1ja

ALLIED FORCE HEADQUARTERS
APO 512

.....
 : ~~SECRET~~ :
 : Auth: SAC [initials] :
 : Initials [initials] :
 : Date: 28 August 45 :
 : :
 : 28 August 1945 :

2

AG 334/111 SACS-O

SUBJECT: Directive for Air Forces Sub-Commission, Allied Commission

THRU: Chief Commissioner
Allied Commission
APO 394

TO: Air Vice-Marshal I. E. BRODIE, OBE
Air Forces Sub-Commission
Allied Commission

1. The following instructions supersede the directive which was issued from this headquarters on 6 March 1945, under reference AG 334/111 ISSPS-O.

2. Your duty is to act as an Allied Air Adviser on the Allied Commission and in particular to advise the Chief Commissioner on matters affecting the Italian Air Force. Consequently:

a. As Head of the Air Forces Sub-Commission you will be responsible on technical and administrative air force matters to the Commander-in-Chief, PAF MEDAF, and Commanding General, Army Air Forces, Mediterranean Theater of Operations, in committee, hereinafter called the Mediterranean Allied Air Committee. That committee to issue you directives setting forth the Allied policy on such air force matters.

b. On matters of policy, such as those which raise political issues or which affect the other services, you will be responsible to the Chief Commissioner, Allied Commission.

3. The Supreme Allied Commander has decided that, until a final policy is determined either by revision of the armistice terms, or by a peace treaty with ITALY, the Italian Air Force will be permitted to remain within the ceiling which was authorized by the Combined Chiefs of Staff when hostilities against the Germans were continuing. You will receive direction from time to time as to the exact strength at which this air force is to be maintained within that ceiling. All Italian Air Force units will for the present remain unreservedly at the disposal of the Supreme Allied Commander and authorization for the employment of these units as may be thought fit will be given to you by the Mediterranean Allied Committee on his behalf. In consequence:

~~SECRET~~

SECRETAFHQ Ltr, AG 334/111 BACE-O,
dated 28 August 1945 (Cont'd)

a. Your primary function is to assist the Italian Air Ministry, Chief of Staff and Italian Air Force authorities generally to run the Italian Air Force as efficiently as possible within the limits of their authorized resources, and of such resources as the Allies may make available to them. You should be quite clear and should make clear to the above mentioned Italian authorities, that the efficiency of the Italian Air Force is their responsibility. Your responsibility is, first, to transmit Allied policy instructions to the Italian Air Ministry and, secondly, to assist that Ministry with advice and with such material resources as may be made available by the Allies. If, in your view, the Italian Air Force authorities are failing in their duty you will make such representations as you may think fit to the Italian Air Ministry or where appropriate to the Mediterranean Allied Air Committee, informing the Chief Commissioner as appropriate, including, if necessary, recommendations for the removal of any particular officer or officers.

b. Your function is thus a professional and not a political one. In the event of a change of government in ITALY you will be responsible for advising the Chief Commissioner and the Mediterranean Allied Air Committee in the light of your knowledge and official contacts as a member of the Allied Commission, as to the qualifications from the Air Force point of view of any potential Secretary or Under-Secretary of State. You will reserve the right to approve or reject on the grounds of suitability, the appointment of Commanding Officers and Senior Staff Officers in the Italian Air Force. In doing so, however, you should, as far as possible, ensure that there is nothing in the officer's previous record under the Fascist government that makes him unsuitable for his appointment. You should discourage any political activities on the part of Italian Air Force personnel that may come to your notice. Apart from this it is not your function to concern yourself with the political views of any Italian Air Force personnel unless they obtrude themselves by affecting the efficiency of the Italian Air Force. Neither is it your duty to discover any political activities in which Italian Air Force personnel may be engaged (that is a matter for the Italian Air Force authorities themselves).

c. Thus you and your staff have no political responsibilities but should keep in close touch with, and consult as necessary, any authorities under Allied Force Headquarters whose duty it is to concern themselves with the past and present political activities of any Italian Service personnel.

4. You and your staff, through the Secretariat of the Mediterranean Allied Air Committee, will call on the staff branches of RAF/MEDAE and AAF/ATO for advice, assistance and authority where applicable on matters concerning organization, maintenance, supply, training and equipment.

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AFHQ Ltr, AG 334/111 SACS-O,
dated 28 August 1945 (Cont'd)

5. Units of the Italian Air Force are equipped with Allied or Italian types of aircraft. The Allied decision on the number, strength and composition of units to be maintained will be conveyed to you, from time to time, by the Mediterranean Allied Air Committee. You will also receive from the Mediterranean Allied Air Committee instructions in regard to the maintenance of these units. You will be responsible for ensuring that the Italian Air Ministry does not maintain any units in excess of those authorized.

6. You will submit routine reports on matters affecting the organization, administration and maintenance of the Italian Air Force to the Mediterranean Allied Air Committee. Special reports by you may be necessary from time to time, such as on matters of organization, administration and maintenance of Italian Air Force units which are affecting their efficiency. No reports are to be made direct to any higher authority other than to the Mediterranean Allied Air Committee and the Chief Commissioner. Copies of reports should be rendered in sufficient quantity to ensure adequate distribution to RAF/MEDE and AAF/MTO.

7. Over and above the requirements of the authorized flying and ancillary units there may be a surplus of trained Italian Air Force manpower within the approved ceiling. You will be responsible for organizing such surplus manpower for the use of the British and American Air Forces in this theater. The decision as to the proportion to be employed by the Italian Air Force and in the British and American Air Forces respectively will be conveyed to you by the Mediterranean Allied Air Committee.

8. You should ensure that the Intelligence Staff of the Italian Air Ministry make available to you for the information of the Mediterranean Allied Air Committee any information that they may obtain and which would be of any value to the Intelligence Staffs of RAF/MEDE and AAF/MTO.

BY COMMAND OF FIELD MARSHAL ALEXANDER:

C. W. Christensen
C. W. CHRISTENSEN
Colonel, AGD
Adjutant General

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(Distribution continued on
reverse side)

~~SECRET~~

SECRET

AFHQ Ltr, AG 334/111 SAC3-0,
dated 28 August 1945 (Cont'd)

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CONFIDENTIAL.

ALLIED FORCE HEADQUARTERS.

23 September, 1945.

AG 091.711/231 SACS-0

Subject: Interim Policy for Italian Air Force.

Thru: Chief Commissioner,
Allied Commission, APO 394.To: Air Vice Marshal I.E. BROOME, CBE.
Air Forces Sub-Commission
Allied Commission.PART I. POLICY.

1. Without prejudice to the provisions of the peace terms, the following interim policy in respect of the Italian Air Force is to be adopted. In stipulating the interim policy, i.e., the policy to be adopted between the cessation of hostilities in Europe and the announcement of the peace terms of Italy, the assistance given by Italy in the later stages of the war against Germany has been taken into consideration. It had been the intention of the Allies to ground the whole of the Italian Air Force, except for essential Air Transport Services and Air/Sea Rescue; that policy has, however, been considerably modified in favour of the Italian Air Force.

2. The underlying principle to be adopted is to allow Italian air crew to keep in flying practice and in doing so to make the best use of the flying they will be permitted to do.

3. The provisions of the interim policy are as follows:

a. The Italian Air Force Courier Services. In order to overcome the serious transportation difficulties in Italy, the Italian Air Force will use such aircraft as directed by the Air Forces Sub-Commission on Courier Services. The Courier Services to the South of Rome are primarily for the benefit of Italian officials and persons connected with Government business, and secondly for Allied officials, most of whom would be of the Allied Commission. The Courier Services to the North of Rome are primarily for the benefit of the Allied Commission, secondly for Allied officers of the Allied forces, and thirdly for Italian Government officials and persons requiring transportation on Government service. For these purposes, in addition to transport aircraft of the Italian Air Force, such seaplanes and bombers as are required by the Air Forces Sub-Commission, may be used to reinforce the inadequate number of transport aircraft available.

b. The Italian Seaplanes. will be primarily employed on air/sea rescue services, together with such boats, crews and marine craft as will be made available to the Italian Air Force.

c. Aircraft allocated by the Allies will be on loan. They are in no way

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b. The Italian Seaplanes. will be primarily employed on air/sea rescue services, together with such boats, crews and marine craft as will be made available to the Italian Air Force.

c. Aircraft allotted by the Allies will be on loan. They are in no way to be considered as having been finally handed over to the Italians and indeed the Allies reserve the right to withdraw these allotted at any time. In effect, therefore, the P-39s, the Spitfires and the Baltimore already allotted to the Italian Air Force will be loaned to the Italian Air Force but aircraft wastage is unlikely to be replaced; spare parts and components will, however, continue to be supplied to the Italian Air Force under existing arrangements through the Air Force Sub-Commission as required in order to permit of the Allied type aircraft in the Italian Air Force having a useful life; spare parts and components will not, however, be supplied in bulk, but only as required.

d. The Allied type Bomber Aircraft (Baltimores) will be converted to passenger carrying aircraft as required by the Air Forces Sub-Commission to augment essential courier services. The two Baltimore Squadrons are, therefore, to be trained and exercised in the transport role; no bombing or air firing practice will be permitted. Those aircrew who are not engaged on courier services will be limited to a maximum of 40 hours flying per crew per month; this restriction is imposed, in order, so far as possible, to conserve petrol and oil, yet let the aircrews maintain their efficiency in flying and navigation.

e. Fighter aircraft. will be concentrated, as far as is practicable, in one place. Fighter pilots will be restricted to a maximum of 6 hours flying per month.

- 2 -

2. The air material captured in the North of Italy which is of use in maintaining the existing Italian Air Force, will be handed over to the Italian Air Force as required and at the discretion of the Air Forces Sub-Commission. No matter what the origin of this material, it must not be regarded as the property of the Italian Air Force until such time as authorisation from the Air Forces Sub-Commission for its use by the Italian Air Force is given; the immediate detailed policy is laid down in letter AFSC/655/BQ of the 30th June.

g. The aircraft factories and material in the north will be permitted to complete the manufacture of certain aircraft and a small amount of factory space will be allotted to the Italian Air Force to overhaul aircraft already in use; immediate detailed policy is contained in letter AFSC/829/ENG of the 22 June, 1945.

h. Equipment Depots. It is the intention that, so far as practicable all air material, whether in the South or North of Italy, will be concentrated in as few depots as possible.

i. Ab-initio or primary flying training will not be permitted, but refresher flying training may be carried out at the discretion of the Air Forces Sub-Commission.

j. Ground Courses for Officers and Flying Personnel. Administration and disciplinary training of personnel in the Italian Air Force, especially those in the fighter squadrons, should be started, not only to improve the individual standard but to keep them occupied. Likewise it is desirable that engine handling courses be started in order that the most economical use is made of petrol and oil. Similarly, Flying Control Courses should be started in order to raise the standard of aircraft safety and discipline. All these and any other ground training courses are to be organised and administered by the Italian Air Force without the material assistance of the Allies in personnel, but the Air Forces Sub-Commission will advise the Italian Air Ministry.

k. On matters of personnel, organisation and administration, the Air Forces Sub-Commission will continue to advise the Italian Air Ministry, and will also supervise the Italian Air Force to ensure that the interim policy is complied with. The Air Forces Sub-Commission will also assist the Italian Air Force, as far as is practicable, to ensure a high standard of maintenance and aircraft safety.

l. Bases and airfields to be used or maintained. When an airfield is de-requisitioned by the Allies, it will normally be turned over to agricultural purposes unless required specifically for use by the Italian Air Force; each airfield will be considered on its individual merits and instructions issued accordingly.

m. Survival personnel within the stipulated ceiling (now 31,000) and not essential to the maintenance of the Italian Air Force are to be declared to the Air Forces Sub-Commission in order that they may work directly under the Allies in Italy.

4. a. It is the intention that the Italian Air Force shall be self-supporting in every way, except in petrol and oil and perhaps in the supply of new aircraft, but each branch will be supervised by the Allied authorities in order that international

STRUCTURAL ANALYSIS

k. On matters of personnel, signature of the Italian Air Ministry, and will also continue to advise the Italian Air Ministry, and will also

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TOP SECRET

6. In order that the policy stated above be effected, it is desired that, as soon as you are ready, the various implications and the various implications of the Mediterranean be discussed by the Air Forces Sub-C mission with representatives of the Mediterranean.

- 3 -

Allied Air Committee. The following subjects are recommended for discussion as part of a proposed agenda:

a. Without going much into detail, review of the personnel required in the Italian Air Force to man and guard authorized units, bases, and depots, with special reference to:

- (1) The organization of the Air Ministry down to the ZONA AREA TERRITORIALE level, with a view to bringing about greater efficiency through cutting down all redundant branches and formations; for example, closing down of Units Area and re-disposing some of their duties to the Air Ministry and others to 4th ZONA AREA TERRITORIALE.
- (2) Formation of a Council at the Air Ministry with a view to coordinating the work of the various branches of the Air Ministry.
- (3) The retirement of surplus Senior Officers; disposal of surplus personnel who wish to return to civilian life, disposal of air gunners and their training as flight engineers or wireless operators.

b. Review of personnel, and in particular specialists, as it would seem that the strength of the Italian Air Force is larger than required for the commitments above. The basic figure to be taken in this review is the authorized ceiling of 51,000.

c. Closing down of RECRUITING: O.T.U. as it seems unnecessary any longer to train any more aircrews for Allied type aircraft, there probably being sufficient already trained, and the likelihood of the Allied type aircraft diminishing in numbers through wastage. But there may be a necessity to add increased training facilities on operational type aircraft, and if so this might be best done in the Flying Refresher School at present situated at INVERANO but moving to LEGOS. Consideration should be given to the desirability (if any) of converting some pilots now in Fighter Units to the Air Transport Courier role.

d. Formation of an Air-Stores Park in which to place reserve aircraft. With the commitments announced in the interim policy, it would seem that it would be profitable to withdraw a number of aircraft from squadrons and place them in properly organized maintenance units, such as an Air-Stores Park.

e. Closing down of all redundant workshops and airfields with a view to economizing in personnel, except where it is essential to retain a guard to save buildings from being damaged by civilians. In this connection it may be economical to lease any such buildings to civilians or civilian firms.

f. Salaries and pay of Italian Air Forces personnel, although it is a matter for decision by the Italian Government, without reasonably good pay an efficient force cannot be expected; a small efficient force is of greater national value than a

that the strength of the Italian Air Force is the authorised ceiling of above. The basic figure to be taken in this review is the authorised ceiling of 51,000.

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d. Formation of an Air Stores Park in which to place reserve aircraft. With the commitments announced in the interim policy, it would seem that it would be profitable to withdraw a number of aircraft from squadrons and place them in properly organised maintenance units, such as an Air Stores Park. *Approved by the Committee*

e. Closing down of all redundant workshops and airfields with a view to economising in personnel, except where it is essential to retain a guard to save buildings from being damaged by civilians. In this connection it may be economical to lease any such buildings to civilians or civilian firms.

f. Salaries and pay of Italian Air Forces personnel, although it is a matter for decision by the Italian Government, without reasonably good pay an efficient force cannot be expected; a small efficient force is of greater national value than a larger underpaid one.

BY COMMAND OF FIELD MARSHAL ALEXANDER:

(signed) C.W. CHURCHILL
Colonel, ACD
Adjutant General.

C O P Y

TOP SECRET.TO: EXECUTIVE COMMISSIONER, H.Q. A.C., ROME.FUTURE OF MILITARY SUB-COMMISSIONS, A.C. ITALY.

Rear Admiral Warren, Major General Browning and I have discussed the above subject and have come to the undermentioned conclusions as being possibly the best method of re-organising the Service Sub-Commissions when the appropriate time arrives.

2. We do NOT suggest that any official action with any other authorities should at present be taken; we pass this to you to show you on what lines we are thinking. I am, however, sending a copy of this to Air Commodore Woolley who is Chief Intelligence Officer at Air H.Q. Cairo and who has just gone to London where, I gather, he will be discussing the subject as far as it affects the A.F.S.C. and Air Attache aspect.

3. There appear to be three functions to consider :-

- (i) Accredited Service Missions to the Italian Government to assist them in re-organising their Army and Air Force and in helping them to become effective services for the Defence of Italy.
- (ii) Air Attaches to the British and American Embassies.
- (iii) Verification Commissions to see that the terms of the Peace Treaty will be complied with by the Italians. This Commission will probably have to be an integrated organisation comprised of British, American, French and Russian members.

4. As regards (i) above the Italian Army is being equipped with British equipment; the Italian Air Force is likely to be equipped largely with British fighter aircraft, some American aircraft, and Italian transport landplanes and seaplanes.

5. It therefore seems logical that the Missions should be British, especially as the Army and Air Force are adopting mostly British training. However, it is important that the Americans should be represented in order to maintain the past and present Anglo-American Union in Europe; therefore we would welcome American Officers at the H.Q.'s of the Army and Air Force Missions; officers in the field would all be British. (See M.M.I.A. set-up in Appendix "A" to this memorandum.)

6. As regards (ii) above - the duties of air attache could be combined with the Missions, as for example in France where the Air Attache is also head of the P.A.F. Delegation to the French Air Force. That Delegation is, however, NOT integrated. In which event, the British Air and Military Attaches would be senior by one rank to the American attaches, which may present a difficulty. It is, however, understood that the Deputy Director of the Land Forces S/C and M.M.I.A. will also become the American Military Attache in Rome.

(iii) Verification Commissions to see that the terms of the Peace Treaty will be complied with by the Italians. This Commission will probably have to be an integrated organization comprised on British, American, French and Russian members.

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5. It therefore seems logical that the Missions should be British, especially as the Army and Air Force are adopting mostly British training. However, it is important that the Americans should be represented in order to maintain the past and present Anglo-American Union in Europe; therefore we would welcome American Officers at the H.Q.'s of the Army and Air Force Missions, Officers in the field would all be British. (See M.M.I.A. set-up in Appendix "A" to this memorandum).

6. As regards (ii) above - the duties of air attachés could be combined with the Missions, as for example in France where the Air Attache is also head of the P.A.F. Delegation to the French Air Force. That Delegation is, however, not integrated. In which event, the British Air and Military Attachés would be senior by one rank to the American attachés, which may present a difficulty. It is, however, understood that the Deputy Director of the Land Forces S/C and M.M.I.A. will also become the American Military Attache in Rome.

7. As regards (iii) above, the Verification Commission cannot, in respect of Italy as a sovereign state, be combined with either of the other functions - Missions and Attachés - and for other reasons too, e.g. an integrated organization with four nationalities participating would be highly inefficient in day to day matters concerning training nations of a fifth nation.

8. As regards the combining of the Missions and Air Attache functions and assuming that the Americans will participate in the Missions, there would appear to be no major snag in the British Heads of Missions being air attachés too, and their American Deputies also being Air Attachés (as seems likely to be agreed by the U.S. authorities).

9. The appropriate time at which this re-organising should take place seems to be when the British Embassy is accredited to the Italian Government, presumably after the Peace Treaty is signed (as distinct from ratified). In which event influence could be used on the Italian Government to invite Anglo-American Missions. If done before the Peace Treaty, the French and Russians might insist on equal participation in the Missions, which is deprecated. The signing of the modified armistice will make no difference to the present set-up of the three Service Sub-Commissions, except perhaps in name because they will come under A.F.H.Q. G.5 which will be taking the place of the Allied Commission.

20th May, 1946. Copies: G.O.C. MIA
DIRECTOR NAVY S/C.
DIRECTOR A.F.S.C. (2)

(SGD) I.E. BRODIE,
AIR VICE MARSHAL,
DIRECTOR A.F.S.C.

Approved by the War Office

C O P Y .

APPENDIX "A".

M.M.I.A. AND LAND FORCES FORCES SUB-COMMISSION.

Strength:	106	British Officers at H.Q. and in the Field.
	5	American Officers, including Deputy Director and all at H.Q. in Rome.

111

B.L.U's (British Liaison Units in the Field) = 11

Comprising { 6 type 'A' with 7 Officers each and headed by a
Lt/Col.
5 type 'B' with 4 Officers each and headed by a
Major.

These Unit C.O's deal with Italian Lt/Generals.

2A

From :- Mediterranean Allied Air Committee Secretariat,
R.A.F. Liaison Section with S.A.C. Med.,
A.F.H.Q., Caserta, C.M.F.

To :- Air Force Sub Section, A.F.H.Q., A.P.O. 794.

Date :- 24th March, 1947.

Ref :- MEDME/4001/A.L.S.

DIRECTIVE FOR AIR FORCES SUB SECTION.

Reference is made to your IMAS/23/AIR/AF
dated 20th February, 1947.

2. Owing to the short time involved to the
Ratification of the Peace Treaty and the fact that
the Air Forces Sub Section is now a branch of A.F.H.Q.
it is felt that no useful purpose can be served by
the issue of a new directive.

(*S.J.B. Hamilton*)
S.J.B. HAMILTON
Wing Commander,
Secretary to The
Mediterranean Allied Air Committee.



21/2. 21/3

D R A F T

ALLIED FORCE HEADQUARTERS
Italian Military Affairs Section

A P O 794

Reference: IMAS/23/AIR/A.F.

20th February 1947.

Subject : Directive for Air Forces Sub-Section.

TO : Chief of Staff, Allied Force Headquarters.
(Attention M.A.A.C. Secretariat).

1. In view of FAN.697 approving the re-organisation of the Interim Italian Air Force as recommended by SAC/IED in NAF.1103 and 1169 (with certain provisos) and in view of PAR.694 and PAR.649 approving certain Italian civil aviation and aircraft construction, it is recommended that the Directive for the Air Forces Sub-Section (ex-Air Forces Sub-Commission) shall be amended and brought up to date.
2. The new set up on the closing down of the Allied Commission and the merging of the three Italian services under one Minister of Defence also necessitate amendments.
3. Consequently a draft directive is forwarded herewith for consideration and approval.

MILBY W. STONE
Rear Admiral, USNR
Chief

Italian Military Affairs Section.

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2. The new set up on the closing down of the Allied Commission and the merging of the three Italian services under one Minister of Defence also necessitate amendments.
 3. Consequently a draft directive is forwarded herewith for consideration and approval.

EVERY W. STONE
Rear Admiral, USNR
Chief
Italian Military Affairs Section.

Submitted to Chief on Feb 8501/E.C. Feb 19/2

SECRET

ALLIED FORCE HEADQUARTERS
A P O 512.

February 1947.

Reference:

Subject : Directive for Air Forces Sub-Section, I.M.A.S.

To : Air Vice Marshal I.E. BRODIE, O.B.E., Director,
Air Forces Sub-Section, I.M.A.S.
THRU: Chief, I.M.A.S.

1. The following instructions supersede the directive which was issued from this Headquarters on 28 th. August 1945 under reference AG 334/111/SACS-Q.

2. Your duty is to act as an Allied Air Advisor on the Italian Military Affairs Section of A.F.H.Q. and in particular to advise the Chief of I.M.A.S. on matters affecting the Italian Air Force. Consequently :

- a. As Head of the Air Forces Sub-Section you will be responsible on technical and administrative air force matters to the Commander-in-Chief, RAF, MED/ME, and Senior Officer US, Army Air Forces, Italy, in committee, hereinafter called the Mediterranean Allied Air Committee. That committee to issue you directives setting forth the Allied policy on such air force matters.
- b. On matters of policy, such as those which raise political issues or which affect the other services, you will be responsible to the Chief of I.M.A.S.

3. Italian Air Force.

- a. The Italian Air Force under the terms of the peace treaty will be allowed an authorised manpower of 25,000. Pending the

on matters affecting the Italian Air Force. Consequently:

- a. As Head of the Air Forces Sub-Section you will be responsible on technical and administrative air force matters to the Commander-in-Chief, RAF, ~~WED/ME~~, and Senior Officer US, Army Air Forces, Italy, in committee, hereinafter called the Mediterranean Allied Air Committee. That committee to issue you directives setting forth the Allied policy on such air force matters.
- b. On matters of policy, such as those which raise political issues or which affect the other services, you will be responsible to the Chief of I.M.A.S.

3.

Italian Air Force.

- a. The Italian Air Force under the terms of the peace treaty will be allowed an authorized manpower of 25,000. Pending the bringing into force of the Peace Treaty it is your duty to ensure that interim authorized upper limit of 31,000 (including Br-ITI's and US-ITI's) is not exceeded.
- b. Your primary function, in general, is to assist the Italian Minister of Defence, the Chief of Air Staff and Italian Air Force authorities generally, to re-organise and run an efficient Interim Air Force in accordance with the directives issued by the Supreme Allied Commander with, so far as is practicable, their own authorized resources and such resources as the Allies may make available to them. You should be quite clear and should

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- 2 -

make clear to the above-mentioned Italian authorities, that the efficiency of the Italian Air Force is their responsibility. Your responsibility is, first, to transmit Allied policy instructions to the Italian Ministry of Defence (Air) or on major policy matters to the Italian Ministry of Defence through the Chief I.M.A.S. and, secondly, to assist that Ministry with advice and with such material resources as may be made available by the Allies. If, in your view, the Italian Air Force authorities are failing in their duty, you will make such representations as you may think fit to the Italian Ministry for Defence (Air) or where appropriate to the Mediterranean Allied Air Committee, or to the Chief of I.M.A.S. as appropriate, including if necessary, recommendations for the removal of any particular officer or officers: this clause also applies in respect of Italian civil aviation authorities.

d. All Italian operational units will be unreservedly at the disposal of the Supreme Allied Commander, CME; should the necessity arise, it will be your duty to ensure that the Italian Air Force put at his disposal their maximum effort in military air forces.

4. a. Your function is thus a professional and not a political one. In the event of a change of government in Italy you will be responsible for advising the Chief of I.M.A.S. and the Mediterranean Allied Air Committee, in the light of your knowledge and official contacts as member of the A.F.S.S., as to the qualifications, from the Air Force point of view, of any potential Under-Secretary of State for Air. You will reserve the right to approve or reject

respect of Italian civil aviation authorities.

c. All Italian operational units will be unreservedly at the disposal of the Supreme Allied Commander, CEF; should the necessity arise, it will be your duty to ensure that the Italian Air Force put at his disposal their maximum effort in military air forces.

4. a. Your function is thus a professional and not a political one. In the event of a change of government in Italy you will be responsible for advising the Chief of I.M.A.S. and the Mediterranean Allied Air Committee, in the light of your knowledge and official contacts as member of the A.F.S.S., as to the qualifications, from the Air Force point of view, of any potential Under-Secretary of State for Air. You will reserve the right to approve or reject on the grounds of professional suitability the appointment of Colonels and above in the Italian Air Force; in doing so, however, you should as far as possible ensure that there is nothing in the officer's previous record under the Fascist Government that makes him unsuitable for his appointment. It is not your function to concern yourself with the political views of Italian Air Force personnel unless they obtrude themselves by affecting the efficiency of the Italian Air Force, nor is it your duty to discover any political activities in which Italian Air Force personnel may be engaged -

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for the Italian authorities themselves.

- b. Thus you and your staff have no political responsibilities; but should keep in close touch with, and consult as necessary, any authorities under Allied Force Headquarters, whose duty it is to concern themselves with the past and present political activities of Italian Service personnel.

5. You and your staff, through the Mediterranean Allied Air Committee (MAC) Secretariat, will call on the Staff branches of RAF MED/AF and competent USAF authorities for advice, assistance and authority on matters concerning organization, maintenance and supply, training and equipment.

6. You will submit Monthly Air Reports to MAC Secretariat and any special report called for by competent authorities; they will be forwarded to the Chief of I.M.A.S. and as directed by him within I.M.A.S. and to the American and British Embassies, Rome, and to MAC Secretariat for external distribution; the latter will be responsible for determining any alteration in the distribution which may become necessary.

7. Civil Aviation and Aircraft Construction.

You will ensure, so far as is practicable, that Italian Internal Civil Air Lines and Italian Civil Aviation generally are organized efficiently and operate under the International standards of safety laid down by ICAO or other international authorities. You will ensure that the operation of civil aviation is for civil purposes and that no para-military aviation is

6. You will submit Monthly Air Reports to HAWO Secretariat and any special report called for by competent authorities; they will be forwarded to the Chief of I.M.A.S. and as directed by him within I.M.A.S. and to the American and British Embassies, Rome, and to HAWO Secretariat for external distribution; the latter will be responsible for determining any alteration in the distribution which may become necessary.

7. Civil Aviation and Aircraft Construction.

You will ensure, so far as is practicable, that Italian Internal Civil Air Lines and Italian Civil Aviation generally are organized efficiently and operate under the International standards of safety laid down by PICAO or other international authorities. You will ensure that the operation of civil aviation in Italy is reasonable for civil purposes and that no para-military aviation is operated.

8. The Italian Ministry of Defence (Air) should be encouraged and, as far as possible, assisted in the re-organization and rehabilitation of the Italian Aircraft Industry so that it may be an effective and reasonable backing for authorized Italian Civil Aviation.

9. Intelligence.

You should ensure that the Intelligence Staff of the Italian Ministry of Defence (Air) makes available to you, for the information of the Supreme Allied Commander Mediterranean Forces any information that they may obtain and which may affect the political situation or may be in anyway of value to the Intelligence Staff of RAF, MED/AF and competent USAAF formations.

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