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AIR FORCE MONTHLY REPORT
NOV. 1945 – DEC. 1946

Declassified E.O. 12356 Section 3.3/NND No. 785015

8501/CC

Q. M. C. Form 353 (Old No. 490)
Revised July 20, 1918

LIST OF PAPERS

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Chief Commissioner

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ALLIED COMMISSION

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From Nov 45

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14	Dec 47			Monthly Air report no 49

1057

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INSTRUCTIONS.—When papers on a subject become numerous they will be numbered serially and brief entries made on this form.

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ALLIED COMMISSION

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10	Air Force S/C	Aug 46		Monthly Air Report No 45
11	Air Force S/C	Aug 46		Monthly Air Report No 45 (Correction)
12	Air Force S/C	Sep 46		Monthly Air Report No 46
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AIR FORCES SUB COMMISSION, ALLIED COMMISSION
R O M E

Monthly Air Report No 49 - December, 1946.

List of Appendices:

Appendix "A" - Summary of Flying Activity for the Month of December, 1946.

Appendix "B" - Engineering Report and Aircraft State as at 31st December, 1946.

PART I - AIR STAFF.

1. Transport Wing - Centocelle. Members of the Air Staff paid a visit to Centocelle during the month. The aerodrome has been considerably cleaned up and the work on the hardstand in front of the military courier passenger terminal is rapidly nearing completion. This should greatly facilitate the handling of passengers. The repair shops were busy as they do their own 1st echelon maintenance on the station and even make modifications.

2. Bomber Transport Wing and Baltimore Wing - Guidonia. During the month members of the Air Staff made a visit to Guidonia and toured the station with the Commanding Officers of the Night Bomber/Transport Wing and the Baltimore Wing. Work on the aerodrome is progressing satisfactorily. Two large maintenance hangars are partially reconstructed and one of these is now in the process of being covered with corrugated iron. Until it is completed there are not many facilities for carrying out any major repairs. A machine shop has been set up in a nissen hut but is not yet in operation: this particularly hampers the Baltimore Wing as they must make most of their own spare parts. Work is also underway on quarters for officers and sergeants. The sergeants' quarters are nearly completed. The Transport Wing has a very neat set up and the loading and unloading of passengers is done quickly and efficiently. The Baltimore Wing is at present mostly engaged in pilot and crew training. The aircrews are now again fully proficient on this type and pleased with their aircraft.

3. Fighter Wing - Lecce. Intensive activity prevailed throughout the Fighter Wing until 11th December and culminated in a display during the Air Officer Commanding's visit. Intensive efforts were made to provide tyres for the Spitfire Squadrons but these unfortunately arrived too late to allow the Squadrons to take part in the training and flying programme, this was a great disappointment to the personnel concerned. After the inspection on 11th, normal activity was resumed until about the 21st when units were "stood down" for Christmas and New Year to allow as many personnel as possible to be with their families (mostly in the North) during this period.

4. Bari Airport. Bari Airport has now been taken over by the I.A.F. and all installation are manned and functioning including night flying facil-

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4. Bari Airport. Bari Airport has now been taken over by the I.A.F. and all installation are manned and functioning including night flying facilities. At present a small R.A.F. detachment remains to service two Dakota's and personnel are still occupying one hangar and the Officers' Mess. Accomodation in the mess has been provided for the Italian Commanding Officer. It is expected that this detachment will soon move out and leave the field completely to the Italians. Several Allied aircraft have used the field during the month, this has been due to bad weather which would not permit of overflying Bari

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5. Seaplane Wing - Taranto. Normal flying training and courier transport flights have been carried out by the Seaplane Wing during the month. The serviceability of these aircraft remains high and gradual as major inspections take place. The 506s are being converted to comfortable passenger carrying aircraft.

6. Pilot Training School. The pilot training schools are functioning satisfactorily. Continuous bad weather in the Puglic area has hampered flying progress and at Gioia del Colle the grass landing strip has been unserviceable for several days. In the elementary flight, trouble has been experienced due to the lack of propellors for Ca 147's and tyres for Breda 25's. These items are not available in stores but are now on order from the factories.

7. Navigation School - Frosinone. The navigation school is making steady progress despite certain equipment shortages such as compasses and drawing instruments. Due to lack of facilities and bad weather night flying is not possible. It is hoped to move the school to the training area in the South East during the summer.

8. Visits by Air Staff. Visits have been made during December to Centocelle, Urbe, Guidonia, Frosinone, Venice Lido, Linate, Lecce and Bari.

9. Visit of A.O.C. R.A.F. HQ Lecce. On Wednesday 11th December 1946 a demonstration was staged by the Italian Air Force for the Air Officer Commanding R.A.F. Italy and Senior Allied and Italian Officers at the I.A.F. Base at Lecce. The programme consisted of an inspection of the base followed by a display of formation flying and simulated attacks by fighter bombers on the airfield. This was perhaps the first time since the cessation of hostilities the Senior Officers of the three Italian services were present at a flying demonstration given by the Italian Air Force. The flying display was planned to include formation flights by the Macchis and Lightnings, dive bombing attacks on the airfield by the Macchis, low level straffing by the Lightnings and an interception of twin engined aircraft by single engine fighters. Unfortunately the weather was bad, low clouds and heavy showers considerably curtailed the planned programme.

10. Civil Aviation. Permissive authority has been given to the I. A.M. for certain Italian civil aviation services other than scheduled air lines to operate inside Italy, Sardinia and Sicily. This authority refers to companies to operate air charter services carrying freight on non regular schedules, taxi services using light aircraft and acting as feeders for the main aircraft terminals and also for private aircraft used for commercial and business matters.

11. Italian Decorations. The Italian War Cross for Military Valor and the Italian War Cross of Merit were presented to Lt. Colonel Frank E. Marek and 1st Lieutenant Patt Favano respectively. Among those present at the ceremony at the Italian Air Ministry on 19th November, 1946, were Dr. Cingolani, Italian Air Minister, General Ajmone-Cat, Chief of Staff Italian Air Force and the General Staff of the Italian Air Ministry.

12. Link Trainers. Of the twelve part worn link trainers acquired by the Italian Air Force from American sources recently, one has been installed at the Air Ministry where a course of 14 pupils has undergone two weeks instrument flying training. This link is also used by officers of the Stato Maggiore for practice. Two other links will be sent to Guidonia and one to Centocelle. The state of some of the machines is very poor but it is hoped to make six

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13. Movement of Fighter Wings. Approval has been given for the movement of two I.a.F. Fighter Wings from Lecce to the North. The Aerodrome at Orio al

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Serio (Bergamo) and Vicenza have been prepared and will be ready to receive the Wings during January and February. The 5th Tactical Wing will move with their Macchi 205's to Bergamo and the 51st Interceptor Wing will go to Vicenza.

14. Flying Accidents. The Italian Air Ministry has now, on the model of the A.F.S.C. started to publish a monthly flying accident analysis. This is based on the system at present in use in the Royal Air Force. One fatal accident occurred at Guidonia during the month when a Baltimore which was engaged on local flying crashed near the airfield. All members of the crew were killed and the aircraft was completely wrecked.

15. Capodichino Airfield. It is expected that Capodichino airfield will be handed over to the Italian Air Force early in February. The U.S. authorities are at present reducing the number of their personnel and are scheduled to cease operations on the 31st of January, 1947. The Italian Military Courier Service is operating flights from the North side of the airfield. The assembly of P-38s' is also being carried out in a nearby hangar which has recently been turned over to them by the departing British units.

16. Amendola Airfield. Agreement has now been reached between the American and the Italian authorities for the handover some time during January of the large American bomber station at Amendola near Foggia to the Italian Air Force. The formal ceremonies marking the conclusion of the transaction will be held at the installation, probably late in January. Amendola is a large airfield with a two mile runway which will accomodate the most modern aircraft. There are approximately 400 buildings on the site and about 70% of these have been completed by the American authorities prior to evacuation.

17. Linate Airfield. Fog at Linate airport has interferred with flying to such an extent that it has not been possible to make many practice flights. Work is proceeding on the repair of H/F, D/F Station.

18. Bergamo - Orio al Serio Airfield. Construction started during November is practically completed and the runway is in good condition and entirely serviceable. A train of 23 wagons bringing materials from the Technical Section of the Fighter Squadron to be transferred to this airport is expected early in January. Seventy three airmen from the Lecce Fighter Squadron should arrive during January.

19. Baltimore Flights. As already decided, only one flight between Milan and Treviso has been undertaken per week although frequent practice flights have been made when the weather has permitted.

Aircraft Safety

20. Air Sea Rescue Organisation. A separate department is now forming in the Italian Air Ministry to be directly responsible for Air Sea Rescue and Flying Control. The department will be self contained, and have full control over all personnel and equipment within the Air Sea Rescue Organisation. As Air Sea Rescue and Flying Control unit demands for equipment and supplies will no longer have to go through other departments, the efficiency of the organisation should be greatly increased.

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21. Air Sea Rescue Mission. Nine exercises have been carried out during this month with fair result and four Rescue sorties undertaken; two of these had negative results, one had to be abandoned due to bad weather, but in the remaining case a positive result was obtained. In all cases the searches were for surface craft. The time spent on these searches being 13 hrs and on practice rescue sorties 20 hrs.

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22. Aircraft Safety. Again, due to delays on point to point communications, overdue action was taken on 35 cases with successful results.

23. Flying Control. As a result of an international conference held in Paris during October and November 1946, Italy was asked to assume responsibility for the control of the Air Traffic in the Milan zone. This was accepted and plans and regulations are now being prepared to set up an Approach Control Zone based on the present system of Approach Control now in force in the Rome Area and at present being operated by the Americans. The zone concerned covers an area within a Radius of 30 miles from Milan and up to a height of 6500 ft.

Italian Meteorological Services.

24. New Stations. Three more new stations were opened during the month at Aosta, Monte Grappa and Gorgona, making a total of 149 in the Italian network.

25. Radio Sonde. Radio-Sonde stations at Milan and Elmas worked very well throughout the month.

26. The Radio-Sonde station at Chinisia has now been transferred to Palermo, but owing to the absence of a qualified technician it is not yet working. Owing to the unserviceability of aircraft the Sounding flights at Brindisi and Venice carried out less than half of the scheduled flights.

27. Pilot Balloon Stations. The Pirelli Company has now 1000 Pilot Balloons ready for delivery, and from these the station at Milan has taken 100 for use. Approximately 280 hydrogen cylinders have been sent to Terni for serviceability tests but as yet none have been returned.

28. Liaison. There are now two Italian Officers and two Italian Sergeants receiving instruction in British methods in the British Met. Office at Ciampino.

Intelligence.

29. Security. There was a particularly serious breach of security during the month within the Italian Air Ministry. On the 2nd December a secret meeting was held at the Italian Air Ministry between senior Allied and I.A.F. Officers, to discuss the reorganisation of the Italian Air Force. Although strict precautions has been taken to ensure that this meeting was not made public on Wednesday, 4th December, an article appeared in the communist paper "Unita", giving a resume of of subject discussed and a slightly incorrect list of those present. The article then went on the allege that the R.A.F. was thus laying a stranglehold on the I.A.F. with the aim of using it as a satellite Air Force in the future. A denial of this deliberately false interpretation of the scope of this conference was subsequently is ued by the Air Minister. An investigation is being carried out at the Air Ministry to apportion the blame although it is doubtful whether any satisfactory conclusion can be reached. This incident has caused considerable alarm in I.A.F. circles and it is feared that the inability of the authorities to prevent confidential information from being aired and distorted by the Press will increase the feeling of insecurity within the Service.

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30. Morale. The first of Officers to be axed under the scheme for reducing personnel appeared at the end of the month. It is not yet possible to judge the fairness of the result but first reports show that some apprehension is felt at the elimination of a number of Officers who have done good and useful work in the past. After an inspection of the Italian Air Units at

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Lecce airfield by A.O.C. Italy and Director, A.F.S.C., on 11th December, the Italian C.A.S. addressed all Officers. Among other points made was a request for better cooperation between Senior and Junior Officers and Formations without which any attempt at efficiency would end in failure. The C.A.S. also referred to excellent cooperation between the I.A.F. and the Allies. His address was very well received.

PART II - ORGANISATION & ADMINISTRATION.

31. I.A.F. Strength State. The Strength of the I.A.F. as at 31st December, 1946 was as follows:-

Unit	Location of H.Q.s	Actual Strength. OFF.s	AIRMEN.	TOTAL	NOTES
Air Ministry and Air Staff	Rome	617	1465	2082	
United Aeron	Bari	972	6313	7285	
HQ 1st Z.A.T.	Milan	302	1613	1915	
HQ 2nd Z.A.T.	Padua	263	1997	2260	
HQ 3rd Z.A.T.	Rome	509	4085	4594	ITI-ITI
HQ 4th Z.A.T.	Bari	212	2767	2979	(24264)
HQ I.A.F. Sicily	Palermo	118	1454	1572	
HQ I.A.F. Sardinia	Cagliari	78	856	934	
Navy		34	2	36	
Army		7	-	7	
Carabinieri		13	587	600	
With R.A.F.		45	893	938	BR-ITI
With U.S.A.A.F.		59	1549	1608	US-ITI
	Grand Total	3229	23581	26810	

32. Special Flights. A special flight to Cairo by three Italian aircraft was authorised to take place on the 4th of January, 1947. One SM 95 and two G-12 aircraft carrying an Italian Lyrical Company to Cairo at the request of the Greek and Italian Government, backed by the British Embassies in Cairo and Rome. Another special flight to Udine was authorised on 30th December, 1946 to take Vatican Relief Officers to Pola at the request of the Vatican authorities and from Udine, an R.A.F. aircraft took the party of four to Pola to meet representatives who discussed ways and means for urgent relief assistance to the people of Pola and the surrounding district.

33. Clearance of Foreign Aircraft. A new amendment to the Directive covering the clearance of Foreign Aircraft has been received from M.A.A.C. This provides for the clearance of all military aircraft by M.A.A.C. and for all civil aircraft to be cleared by the Italian Government.

34. Argentine Civil Airline. The Argentine Air Attache' visited A.F.S.C. on the 28th of December with plans for establishing a Civilian Air Line to Ciampino (Rome) from the Argentine. For the use of Ciampino they were instructed to [illegible] the American Government in Washington.

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35. 1st ZAT Comm[illegible]. 2[illegible]4 recruits have been assi[illegible]ed to the 1st Comm[illegible] and 125 airmen of the older classes have been posted. Novi Ligure and Turi[illegible] Garrisons have been prepared to accomodate respectively 400 and 150 recruits who will be arriving during the first week of January. The 10th of December, being the day of the Patron Saint of the I.A.F., was observed as a holiday. A gift parcel was handed to every airman and a lunch was given to all officers and other ranks in the Command.

36. Gallarate. During the month 13 wagons and 21 trucks containing 26 tons of materials arrived at Gallarate. 4 wagons containing 11 tons of material were despatched. Aircraft spares have been repaired. The Workshops and the Carpentry Sections have completed a large number of jobs for various airports and depots.

Equipment.

37. Maintenance of Present Equipment. The Spitfire tyre problem has been lessened by the discovery of sufficient spare hubs in the Bari area to modify 22 MK IX aircraft so as to take MK V wheels and tyres. An issue of MK V tyres (which are in good supply) was urgently arranged from 357 M.U. but unfortunately arrived too late for the squadrons to take part in the air exercises arranged for the visit of A.O.C. Italy. The British Air Ministry have now accepted the principle that A.O.C. requirements for the Spitfire Squadrons will be met by the U.K. if not available in Italy or Middle East. A demand for 10½ inch. tyres for the remaining unconverted aircraft has accordingly been forwarded. The comprehensive range of spares for the Baltimore which had been promised from the Middle East since July is now arriving at 357 M.U. and will be forwarded to Guidonia immediately.

38. Ammunition. Ammunition and practice bombs for training and also ammunition and H.E. Bombs for an operational reserve have been offered by HQ MTOUSA from their surpluses. It only remains for the Italian Government to accept the offer. British type practice bombs and 303 SAA are not included but are on demand from R.A.F. sources.

39. Transfer of Marine Craft. Authority has been received for the transfer of two more 63 ft. launches at Ischia and of a third launch when it arrives from Malta. This will make a total of eight with the five already in Italian hands. The transfer of the six remaining launches (68 ft) is still in abeyance pending a British Air Ministry decision. A small range of spare parts has been transferred to the I.A.F. but there is no information regarding spare engines or the balance of the spare parts which are essential if the Italians are to operate the launches. Urgent representations have been made to AHQ Italy.

40. Air Sea Rescue Equipment. A fresh start has been made for the supply of Lindholme Gear as the previous efforts appear to have petered out.

Engineering.

41. Baltimore Squadron. Further tests have been carried out by the Squadron at Guidonia with the drogue towing gear. Unfortunately the tests were unsuccessful, due to a fault in the winch mechanism. Improvements are being made.

[illegible] Permission has been given to the I.A.M. [illegible]

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Equipment.

37. Maintenance of Present Equipment. The Spitfire tyre problem has been lessened by the discovery of sufficient spare hubs in the Bari area to modify 22 MK IX aircraft so as to take MK V wheels and tyres. An issue of MK V tyres (which are in good supply) was urgently arranged from 357 M.U. but unfortunately arrived too late for the squadrons to take part in the air exercises arranged for the visit of A.O.C. Italy. The British Air Ministry have now accepted the principle that A.O.C. requirements for the Spitfire Squadrons will be met by the U.K. if not available in Italy or Middle East. A demand for 10½ inch. tyres for the remaining unconverted aircraft has accordingly been forwarded. The comprehensive range of spares for the Baltimore which had been promised from the Middle East since July is now arriving at 357 M.U. and will be forwarded to Guidonia immediately.

38. Ammunition. Ammunition and practice bombs for training and also ammunition and H.E. Bombs for an operational reserve have been offered by HQ MTOUSA from their surpluses. It only remains for the Italian Government to accept the offer. British type practice bombs and 303 SAA are not included but are on demand from R.A.F. sources.

39. Transfer of Marine Craft. Authority has been received for the transfer of two more 63 ft. launches at Ischia and of a third launch when it arrives from Malta. This will make a total of eight with the five already in Italian hands. The transfer of the six remaining launches (68 ft) is still in abeyance pending a British Air Ministry decision. A small range of spare parts has been transferred to the I.A.F. but there is no information regarding spare engines or the balance of the spare parts which are essential if the Italians are to operate the launches. Urgent representations have been made to AHQ Italy.

40. Air Sea Rescue Equipment. A fresh start has been made for the supply of Lindholme Gear as the previous efforts appear to have petered out.

Engineering.

41. Baltimore Squadron. Further tests have been carried out by the Squadron at Guidonia with the drogue towing gear. Unfortunately the tests were unsuccessful, due to a fault in the winch mechanism. Improvements are being made.

42. Civil Aircraft Construction. Permission has been given to the I.A.M. allowing a limited amount of civil aircraft to be built for use on internal airlines and charter services.

43. Spitfire Squadrons. The long-awaited receipt of 44 tyres for these aircraft has enabled a limited amount of flying to be done.

(W)

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44. Courier Service. The prototype four engined aircraft, [illegible] its return from Farnborough last August has been in the [illegible] overhaul and engine replacement, is now in service [illegible]

45. High Speed Launches. [illegible] ated the possibility of finding [illegible] Speed Launches now at Ischia. [illegible] that only privately owned boats are to be [illegible]

46. Routine Visits. Visits were made to the Savoia Marchetti Works at Vergiate, where approximately 10 A/C of various types are being overhauled, and six SM 95 are being constructed, progress on the most advanced of which is estimate at 90%. Routine visits were made to Centocelle, Guidonia, Linate and Bergamo.

Signals.

47. Radar Courses. Radar courses at Preccinicco and Destre are proceeding satisfactorily. The Italian pupils are very keen and are considered to be good material.

48. Bari. The following facilities now in operation at Bari from Dusk to Dawn: V.H.F. and Darky in Control Tower, M/F Beacon, H/F, D/F.

C.M.M. GRECE W/CDR.,
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB COMMISSION.

Air Forces Sub Commission,
Allied Commission, Rome.
Date:- 4th January, 1947.
Ref:- AFSC/25/1/AIR.

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and Bergamo.

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SUMMARY OF FLYING ACTIVITY FOR
THE MONTH OF DECEMBER 1946.

SUMMARY OF MILITARY COURIER FLIGHTS OF I.A.F. (/)

	No of Flights	Hours	Passengers Carried	Various freight in lbs.
SM. 79	98	124,05	466	19748
SM. 75	3	7,00	62	2367
G. 12	105	209,50	1577	63342
SM. 82	89	178,25	1114	85545
Seaplane Wing	37	73,20	183	10511
Baltimore Wing	12	10,55	22	675
	344	603,35	3424	182188

SUMMARY OF FLYING. (x)

	Flights.	Flying hours.
Autonomous Squadron Units' Aereo	43	29,15'
Training School, Frosinone	64	60,25'
Training School, Lecce	594	226,55'
Transport Wing	21	13,00'
Night Flying Wing	57	34,55'
Baltimore Wing	[illegible]	50,05'
Seaplane Wing	[illegible]	71,00'
Fighter Wing	378	331,05'
Total	1328	816,40'

(/) Includes Transport and Communication Flights. 1058

(x) Includes Flights for training, air and sea rescue mission, not. flights various flights (aircraft tests,etc).

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SM. 79	[illegible]	[illegible]	[illegible]	[illegible]
SM. 75	3	7,00	62	2367
G. 12	105	209,50	1577	63342
SM. 82	89	178,25	1114	85545
Seaplane Wing	37	73,20	183	10511
Baltimore Wing	12	10,55	22	675
	344	603,35	3424	182188

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	Flights.	Flying hours.
Autonomous Squadron United Across	43	29,15'
Training School, Frosinone	64	60,25'
Training School, Lecce	594	226,55'
Transport Wing	21	13,00'
Night Flying Wing	57	34,55'
Baltimore Wing	[illegible]	50,05'
Seaplane Wing	[illegible]	71,00'
Fighter Wing	378	331,05'
Total	1328	816,40'

(ϕ) Includes Transport and Communication Flights. 1058

(x) Includes Flights for training, air and sea rescue mission, met. flights various flights (aircraft tests,etc).

(14)

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APPENDIX "B".

ENGINEERING REPORT AND AIRCRAFT STATE ITALIAN AIR FORCE
AS AT 31ST DECEMBER, 1946.

FIGHTER WING.		STRENGTH	SERVICEABLE	SPARE
Lecce	P.38	32	22	
Lecce	P.39	13	3	
Lecce	Spitfire IX	36	29	
Lecce	MC.205	26	20	
Lecce	MC.202	3	1	
		110	75	189

LIGHT BOMBER & BOMBER TRANSPORT WING.				
Guidonia	M.187	18	14	
Linate	M.187	3	3	
Guidonia	SAI202	1	1	
Guidonia	S. 82	22	15	
Guidonia	SAI202	1	1	
Centocelle	S. 79	21	13	
Centocelle	S. 73	1	-	
Centocelle	S. 95	1	1	
Centocelle	G. 12	15	9	
		83	57	336

SEAPLANE WING.				
Taranto	CZ.506	3	3	
Cadimare	CZ.506	1	1	
Vigna di Valle	CZ.506	1	1	
Brindisi	CZ.501	4	1	
Brindisi	CZ.506	1	-	
Venezia	CZ.506	3	2	
Vigna di Valle	CZ.506	6	1	
Elmas	CZ.506	4	2	
Taranto	CZ.501	5	2	
Trarnto	RS. 14	6	4	
		35	17	126

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		110	75	189

LIGHT BOMBER & BOMBER TRANSPORT WING.

Guidonia	M.187	18	14	
Linate	M.187	3	3	
Guidonia	SAI202	1	1	
Guidonia	S. 82	22	15	
Guidonia	SAI202	1	1	
Centocelle	S. 79	21	13	
Centocelle	S. 73	1	-	
Centocelle	S. 95	1	1	
Centocelle	G. 12	15	9	
		83	57	336

SEAPLANE WING.

Taranto	CZ.506	3	3	
Cadimare	CZ.506	1	1	
Vigna di Valle	CZ.506	1	1	
Brindisi	CZ.501	4	1	
Brindisi	CZ.506	1	-	
Venezia	CZ.506	3	2	
Vigna di Valle	CZ.506	6	1	
Elmas	CZ.506	4	2	
Taranto	CZ.501	5	2	
Trarnto	RS. 14	6	4	
		35	17 1052	126

...../Cont. Page 2.

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AUTONOMOUS SQUADRONS UNITA' AEREA.		STRENGTH	SERVICEABLE	
Gioia del Colle	S. 79	1	1	
Palese	S. 79	1	1	
Gioia Del Colle	Cant.Z.1007	1	--	
Linate	Cant.Z.1007	1	1	
Gioia del Colle	Cant.Z.314	1	-	
Palese	Cant.Z.314	2	2	
Linate	Cant.Z.314	1	1	
Treviso	Cant.Z.309	1	1	
Venezia	C.R.42	1	-	
Linate	C.R.42	1	1	
Gioia del Colle	R.E.2001	3	3	
Palese	SAI.202	2	2	
Linate	SAI.202	1	1	
Allied Command	SAI.202	1	-	
Linate	F.L. 3	1	1	
		19	15	24

AUTONOMOUS SECTION Stato Maggiore.				
Centocelle	S. 95	1	1	
Centocelle	S. 79	3	3	
Centocelle	CA.313	1	1	
Centocelle	RE.2001	2	1	
Urbe	S. 79	2	1	
Urbe	S. 75	2	1	
Urbe	S. 79	2	2	
		13	10	19

AUTONOMOUS SECTION Sardinia.				
Elmas	S. 79	1	1	
Elmas	SAI.202	1	1	
		2	2	2

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...../Cont. Page 3.

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Treviso	Cant.Z.309	1	1	
Venezia	C.R.42	1	-	
Linate	C.R.42	1	1	
Gioia del Colle	R.E.2001	3	3	
Palese	SAI.202	2	2	
Linate	SAI.202	1	1	
Allied Command	SAI.202	1	-	
Linate	F.L. 3	1	1	
		19	15	24

AUTONOMOUS SECTION
Stato Maggiore.

Centocelle	S. 95	1	1	
Centocelle	S. 79	3	3	
Centocelle	CA.313	1	1	
Centocelle	RE.2001	2	1	
Urbe	S. 79	2	1	
Urbe	S. 75	2	1	
Urbe	S. 79	2	2	
		13	10	19

AUTONOMOUS SECTION
Sardinia.

Elmas	S. 79	1	1	
Elmas	SAI.202	1	1	
		2	2	2

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...../Cont. Page 3.

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PILOT SCHOOL		STRENGTH	SERVICEABLE	
Lecce	MC.200	6	3	
Lecce	MC.202	8	4	
Lecce	P. 39	5	1	
Lecce	Spitfire V	1	1	
Lecce	FW.305	4	2	
Lecce	G. 50	2	1	
Brindisi	CR. 42	10	3	
Brindisi	CR. 42 D.C.	2	1	
Gioia del Colle	G. 8	1	1	
Gioia del Colle	CA.164	7	4	
Gioia del Colle	BR. 25	3	1	
Gioia del Colle	SAI200	1	1	
		50	23	51

TRAINING SCHOOL				
Frosinone	M. 187	4	1	
Frosinone	S. 79	2	1	
Frosinone	S. 84	4	3	
Frosinone	SAI202	1	1	
		11	6	12

FIGHTER S.R.A.				
Lecce	P. 39	24	-	Store Reserve
Lecce	P. 39	3	-	
Lecce	P. 38	2	-	
Lecce	Spitfire IX	1	-	
Lecce	Spitfire V	10	-	
Lecce	MC.205	12	-	
Lecce	MC.202	13	-	
Lecce	SAI202	9	-	
Lecce	FW.305	1	-	

...../Cont. Page No. 5

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Gioia del Colle	BA. 25	1	1	
Gioia del Colle	SAI200			
		50	23	51

TRAINING SCHOOL

Frosinone	M. 187	4	1	
Frosinone	S. 79	2	1	
Frosinone	S. 84	4	3	
Frosinone	SAI202	1	1	
		11	6	12

FIGHTER S.R.A.

Lecce	P. 39	24	-	Store Reserve
Lecce	P. 39	3	-	
Lecce	P. 38	2	-	
Lecce	Spitfire IX	1	-	
Lecce	Spitfire V	10	-	
Lecce	MC.205	12	-	
Lecce	MC.202	13	-	
Lecce	SAI202	9	-	
Lecce	FN.305	1	-	

...../Cont. Page AF5

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B. & T. S.R.A.			
Lecce	S.M.82	4	-
Lecce	S. 79	1	-
Centocelle	S. 79	6	-
Centocelle	S. 84	1	-
Centocelle	CA.100	1	-
Gioia del Colle	Cant.Z.1007	3	-
Gioia del Colle	CA.314	3	-
Gioia del Colle	CA.310	1	-
Gioia del Colle	CA.309	1	-
Gioia del Colle	CA.133	1	-
Gioia del Colle	SAI202	1	-
Gioia del Colle	FI.156	1	-
SEAPLANE S.R.A.			
Taranto	Cant.Z.506	14	-
Taranto	Cant.Z.501	13	-
Taranto	R.S.14	4	-
PILOT SCHOOL S.P.A.			
Lecce	Spitfire V	2	-
Lecce	MC.200	1	-
Lecce	G. 8.	1	-
Lecce	G. 50	1	-
Lecce	G. 55	1	-
Lecce	FN.305	1	-
TRAINING SCHOOL S.P.A.			
Frosinone	M. 187	1	-
Frosinone	S. 79	2	-
Frosinone	S. 84	1	-
		141	4 -
		463	209 759

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Gioia del Colle	CA.133	1	-	
Gioia del Colle	SAI202	1	-	
Gioia del Colle	FI.156	1	-	

SEAPLANE S.R.A.

Taranto	Cant.Z.506	14	-	
Taranto	Cant.Z.501	13	-	
Taranto	R.S.14	4	-	

PILOT SCHOOL S.F.A.

Lecce	Spitfire V	2	-	
Lecce	MC.200	1	-	
Lecce	G. 8.	1	-	
Lecce	G. 50	1	-	
Lecce	G. 55	1	-	
Lecce	FN.305	1	-	

TRAINING SCHOOL S.T.A.

Frosinone	M. 187	1	-	
Frosinone	S. 79	2	-	
Frosinone	S. 84	1	-	
		141	4	-
		463	209	759

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CONFIDENTIAL.

Chief Commissioner. Copy

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION,
R O M E .

DEC 20 1946

Monthly Air Report No.48 - November, 1946.

List of Appendices:

Appendix "A" - Summary of Flying Activity for the Month of November, 1946.

Appendix "B" - Engineering Report and Aircraft State as at 30th November, 1946.

PART I - AIR STAFF.

1. Bomber Transport Wing - Centocelle. The Military Air Courier Service has functioned spasmodically during the month due to continuous bad flying weather. The airfield at Centocelle has only been out of action on two or three separate occasions and then for not longer that 36 hours at a time. Bologna airfield however which is on a clay foundation has been unserviceable for continuous periods. The flight to the North East has been extended to Udine and the stop at Venice Lido has been discontinued. A concrete dispersal area is being constructed in front of the main Traffic Office at Centocelle, this should be in operation early in December, it will enable aircraft on arrival and departure to taxy up to the offices, and passengers will now be able to board aircraft without taking mud and dust into the cabin.

2. Night Bomber Wing - Guidonia. Four or five aircraft of the night bomber wing are being used daily for the Military Courier Services and a new flight for the transport of R.A.F. stores and mail to Elmas has been arranged. Night flying has not yet commenced. The Baltimore Wing flew in from Urbe during the month and the aircraft have been dispersed on firm ground on the airfield. Work is continuing slowly on the clearing of debris and reerection of damaged hangars.

3. Baltimore Wing - Urbe. Due to the continuous rain in the early part of the month Urbe airfield, which has a clay foundation, became waterlogged and unfit for flying. The airfield is in a bend of the Tiber, and due to the high state of the river and the risk of it overflowing its banks all the Baltimores were ordered to fly over to Guidonia at short notice. The move was good practice for the Wing and in fact all the serviceable aircraft were transferred in one day. The take off was made on a short dry stretch of the airfield and all aircraft were only a quarter filled with petrol. A small maintenance party will remain at Urbe until the future of that airfield is decided.

4. Fighter Wing Less 4th Stormo. Flying training continued normally for the first part of the month without incident or difficulty. At present about forty pilots are well trained on P38's (Lightnings) and the remaining young pilots are still flying P39's (Aerocobras) in the Stormo. During the month all the P39's were grounded due to deterioration of [illegible]

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PART I - AIR STAFF.

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4. Fighter Wing Iesce - 4th Stormo. Flying training continued normally for the first part of the month without incident or difficulty. At present about forty pilots are well trained on P38's (Lightnings) and the remaining young pilots are still flying P39's (Aerocobras) in the Stormo. During the month all the P39's were grounded due to deterioration of fabric and an interruption in flying followed. Some have now been repaired and are again flying. This Stormo has now done about 1000 hours on their P38's and has only had one accident.

5. Fighter Wing Iesce - 5th Stormo. After a series of conferences at Unita' Aerea to decide future policy and activity, the Macchi 202's are being withdrawn from one Squadron and given to the flying training school. This Squadron will be equipped with Spitfire 9's from the reserve pool at Brindisi. Great enthusiasm is now apparent among personnel who previously felt they were being left out of the picture. Up to date however, they have had more flying practice than the other Stormos, as the Macchis have never been grounded through lack of spares or tyres.

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6. Fighter Wing Lecce - 51st Stormo. After a little flying earlier in the month, this Stormo is again grounded due to lack of tyres. The main activity is cleaning and redoping of aircraft but even this is held up periodically due to an acute shortage of dope. Good news of the month for this Stormo was that authority had been received for the supply of spares from allied sources and these spares, especially tyres are eagerly awaited.

7. Sea Plane Wing - Taranto. There is little to report. The Cant. 506 recently overhauled at Sesta Calenda has been taken in for major repairs to the wings. It appears that the firm only modified the fuselage and not the wings. A small section of Cant 501's is being used at Taranto for training pilots arriving from other jobs, or P.O.Ws, and this has made a slight reduction in the aircraft at Brindisi.

8. Flying Training Schools. Good flying activity has been reported from all flights and more flying achieved this month than in any previously. Spitfire 5's and Macchi 202's are now being delivered to the school and specialists are being trained on their maintenance. The intention now is that pilots of the 5th Stormo will do a course on Spitfire 5's in the school prior to taking over their Spitfire 9's and this training is getting first priority.

9. At Gioia del Colle good progress has been made with the elementary flight and the recent rains have improved the surface of the grass landing area. Ca. 174's and Reggio 25's are both in use. The main snag is shortage of propellers for the former. Pilots have been sent North to collect the G55's but they will not be employed to any great extent until a dual is available.

10. Navigation School - Frosinone. The Navigational Course at Frosinone is making steady progress and lectures are well under way, although flying exercises have been limited due to the bad weather conditions. The course is predominately made up of Air Force personnel but personnel of the Army and Navy are also included. It is due to finish in March.

11. Visits by Air Staff. Visits were made by Air Staff Officers during the month to the Fighter Wings at Lecce, the Pilot Training School at Brindisi, the Aircraft Safety Centres at Centocelle Litorio and Ciampino, and Guidonia.

12. Interim Italian Air Force. The Combined Chiefs of Staff's permissive approval of the proposed Interim Italian Air Force was received towards the end of the month. The British Air Ministry's detailed plan for its partial reorganization and reequipment was released at the same time: this plan is based upon detailed suggestions previously made by the A.F.S.C. after several discussions with and requests made by the Italian Air Force over a long period and it is therefore a practical plan designed to fit into existing Italian Air Force administration, organization and economic capacity and also with due regard to the limitations imposed upon the I.A.F. by the terms of the Draft Peace Treaty with Italy. Formal acceptance of the proposals in part or in whole however under consideration at the Italian Air Ministry and in Government circles. The Air Minister (Dr. Cingolani) has replied to certain at first adverse Italian Press enquiries (resulting from a look at the Ministry), apparently to the satisfaction of that section of the Italian public.

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13. Parachute Display at Guidonia. On Saturday 16th November, Italian Parachutists gave a demonstration of live drops at Guidonia. The display was [illegible] and included collective and individual

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9. At Gioia del Colle good progress has been made with the elementary flight and the recent rains have improved the surface of the grass landing area. C.R. 174's and Breda 25's are both in use. The main snag is shortage of propellers for the former. Pilots have been sent North to collect the G55's but they will not be employed to any great extent until a dual is available.

10. Navigation School - Frosinone. The Navigational Course at Frosinone is making steady progress and lectures are well under way, although flying exercises have been limited due to the bad weather conditions. The course is predominately made up of Air Force personnel but personnel of the Army and Navy are also attending. It is due to finish in March.

11. Visits by Air Staff. Visits were made by Air Staff Officers during the month to the Fighter Wings at Lecce, the Pilot Training School at Brindisi, the Aircraft Safety Centres at Centocelle Linate and Venice, and Guidonia.

12. Interim Italian Air Force. The Combined Chiefs of Staff's formal give approval of the proposed Interim Italian Air Force was received towards the end of the month. The British Air Ministry's detailed plan for its partial reorganisation and reequipment was released at the same time: this plan is based upon detailed suggestions previously made by the A.F.S.C. after several discussions with and requests made by the Italian Air Force over a long period and it is therefore a practical plan designed to fit into existing Italian Air Force administration, organization and economic capacity and also with due regard to the limitations imposed upon the I.A.F. by the terms of the Draft Peace Treaty with Italy. Formal acceptance of the proposals in part or in whole is however under consideration at the Italian Air Ministry and in Government circles. The Air Minister (Dr. Cingolani) has replied to certain at first adverse Italian Press enquiries (resulting from a leak at the Ministry), apparently to the satisfaction of that section of the Italian public.

13. Parachute Display at Guidonia. On Saturday 16th November, Italian Parachutists gave a demonstration of live drops at Guidonia. The display was very well planned and executed and included collective and individual descents, some instantaneous pull offs and some delayed. An interesting feature of the display was a descent from 6000 feet to 4000 feet by paper parachute at which height the parachutist released his chute and dropped to 1500 feet before pulling the ripcord of a second silk parachute. The display was attended by the Air Minister, Dr. Cingolani, the Chief of Staff of the Italian Air Force and a large number of Allied and Italian Officers.

14. Director's Visit to Naples. The Director A.F.S.C. visited Naples on 18th November, 1946. He visited the Italian Air Force Cadet Academy at Base at Nisida. The buildings have recently been renovated, and are clean and well kept. The cadets and instructors were well turned out and gave the impression of being a good bunch. It was noted with interest that technical

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instruction was being given by a professor in the French language, similar action is taken in the English language.

15. The Nisida Base is sporadically busy dealing with repatriated ex P.O.W's. Five out of 20 P.O.W. meteorological personnel had just arrived from East Africa; they appeared to be well fed and dressed and seemed to appreciate their treatment by the R.A.F. in East Africa; their contentedness was probably partly influenced by the prospect of two months leave before being re-employed in Italy.

16. The Director visited Comodichino and after a conversation with the very helpful American Commanding Officer, some readjustment of accomodation for the Italians was agreed, whereby the Italian Military Courier Service commitment would be lodged with the Italian Detachment working on P.38's taken over from the USAAF. The latter detachment is working well and causes no trouble to the USAAF. Both Detachments are now together on what was the R.A.F. side of the airfield.

Aircraft Safety.

17. Air Sea Rescue Organization. Eight exercises have been held during the month, and floatplanes have been airborne on nine Rescue sorties totalling 32 hours in search for three aircraft. During these a certain improvement was noted in the signals communications and it is felt that the I.A.F. has succeeded in "gingering up" their wireless operators.

18. Mountain Rescue. The recent crash of the American Dakota in the Swiss Alps, helped to show the difficulties in this type of rescue and the need of good equipment. It should however be stated that the Italian Aircraft Safety Centre at Milan, proved its worth and contributed valuable assistance in the rescue. The I.A.F. gave air assistance by dropping supplies and guiding some of the Rescue parties. Some Italian military parachutists volunteered to be dropped at the scene of the forced landing but their services although accepted were not eventually required.

19. Aircraft Safety. Forty eight overdue actions have been successfully undertaken during the month. The work, to some degree, has been increased due to delays in point to point communications.

20. Rangé. The Senior Operations Officer at R.A.F. Station Ciampino has stated that the Central Aircraft Safety Centre at Centocelle and I.A.F. stations generally are coping very well, and supplying the data required for all Rangé signals. The information is passed by Teletype from Centocelle to Ciampino who distribute to all concerned.

21. Flying Control. The newly formed Rome Approach Control is functioning very well and is operated by the American Flying Control at Ciampino. The I.A.F. run a sub-control at Centocelle (C.A.V.) from whence all relevant information on aircraft movements on Italian fields in this area are passed to the American Flying Control by direct telephone line.

Italian Meteorological Services.

22. New Stations. Three new stations, at Scioccn, Vicenza and Trebisacce, were opened during the month, bringing the total of reporting stations

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Italian Meteorological Services.

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22. New Stations. Three new stations, at Scianca, Vicenza and Trebisacca, were opened during the month, bringing the total of reporting stations in the Italian network to 146.

23. Radio Sonde. The Radio Sonde Stations at Milan and Elmas worked well throughout the month, while that at Chimisia was once more unserviceable most of the time because of shortage of batteries. The Upper Air Sounding Flights at Venice and Brindisi operated at less than half efficiency because of unserviceable aircraft.

24. Pilot Balloon Stations. Apart from one or two stations who still possessed a few remaining British manufactured balloons, the Pilot Balloon stations were idle this month, pending the arrival of the first consignment of Italian Balloons. The Pirelli Company has promised the first 1,000 balloons during the first few days of December, and the balance of the 5,000 quarterly requirement in January. The work of collecting and testing hydrogen cylinders is progressing well.

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25. Elmas. British Met. contingents at Elmas were assumed officially by the Italian M.. Service on 1st November, 1946.

26. Instruction in British Briefing Methods. Arrangements have been made to have Italian personnel instructed in British methods at the British Met. Office at Ciampino, so that when the British staff is withdrawn there will be no drop in the efficiency of briefing English aircrews.

Intelligence.

27. Morale. A Meeting of I..F. Formation Commanders was held at the Italian Air Ministry on 16th and 17th November 1946 and was attended by S.I.O. as an observer. The object of the meeting was to discuss general problems of administration and it was clear that the personnel, at the moment are worried about the imminent release of a large number of men necessitated by the maximum ceiling which has been laid down in the Draft Peace Treaty. A detailed explanation was given of the system to be used to classify personnel in preparation for this reduction and it was generally agreed that the method adopted ensured equal and just treatment of personnel.

28. The uncertain situation as regards the future of the I..F., however, together with the heavy financial burden of a large number of personnel still drawing pay but not on the active list, and the unstable national situation add at the moment an unsurmountable barrier to utmost efficiency and discipline.

29. Personnel. F/Lt Lord arrived at the end of the month and proceeded to Milan Detachment. He will also carry out regular liaison duties with 2nd Z..T. Headquarters, Padua.

30.

PART II - ORGANIZATION & ADMINISTRATION.

30. I..F. Strength State. The strength of the I..F. as at 30th November, 1946 was as follows:

UNIT	LOCATION OF H.Q.s	Actual Strength. OFFICERS	OTHER RANKS	TOTAL	NOTES
Air Ministry & Air Staff	Rome	511	1512	2023	
United Nations	Bari	971	6082	7053	
1st Z..T.	Milan	304	2246	2550	
2nd Z..T.	Padua	267	2604	2871	
3rd Z..T.	Rome	512	4466	4978	ITI-ITI
4th Z..T.	Bari	214	2774	2988	(26028)
I..F. Sicily	Palermo	121	1889	2010	
I..F. Sardinia	Cagliari	78	814	892	
Navy		33	2	35	
Army		7	-	7	
Carabinieri		13	608	621	
With R..F.		44	1118	1162	ER-ITI
With U.S..F.		61	1539	1600	US-ITI
Total		3296	25555	28829	

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	Total	3236	25554	28790	

31. Capodichino. The Italian Military Air Courier Service operated from Capodichino instead of Pomigliano as from 2nd December, 1946. Pomigliano is being turned back to the rightful owner and to agriculture.

32. Udine. The extension of the Italian Military Courier Service beyond Treviso to Udine began on the 2nd December, 1946. The route followed is now Rome, Bologna, Treviso, Udine. Venice S.M. Nicolai Airfield closed on 2nd December, 1946 but will probably reopen in the summer.

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33. Clearance of Foreign Aircraft - Italy. The clearance of foreign aircraft flying into or over Italian Controlled Territory was handed back to the Italian Government on 25th November, 1946. Allied authority is still required over A.M.G. territory.

34. Special Flight to Greece. A special flight of an Italian SM. 95 aircraft to Greece was authorised on 18th November to bring back Italian refugees.

35. Detachment of US-UTI Company. On the 18th November, 1946, the 31st Air Service Company attached to P.B.G. at Lucharn was disbanded.

36. R.A.F. Mail to Elmas. As from November 4th, the Italian Military Courier Service carries all R.A.F. Mail to and from Elmas, Sardinia.

37. Special Flight to Catania. A representative of the American Export Lines was flown to Catania on the 19th November, by the Italian Air Military Courier Service to direct the salvage operations on an American ship carrying a valuable cargo that was wrecked on the rocks of Catania.

Equipment.

38. Maintenance of Present Equipment. The expected British Air Ministry directive that immediate maintenance requirements for the existing Spitfire IX aircraft should be provided from R.A.F. sources was received and communicated to the Italian Air Ministry. Demands will now be submitted to 357 M.U. Immobilities will be transcribed to the Middle East for dispatch by fast sea route. In effect owing to progressive scarcity of spares in the country, supply will in the main take several weeks. It has accordingly been proposed to the British Air Ministry through a visiting staff officer that an immediate despatch of essential requirements be made from U.K. sources. Even so, the maintenance of the Spitfire IX's will continue to be an acute problem for some little while.

39. Air Firing and Fighter Bomber Training Equipment. Requirements of ammunition and practice bombs have been requested from Allied sources. Unfortunately, in spite of requests in the past that part in stocks should be frozen pending approval of this I.A.F. requirement, large surpluses have in fact been destroyed and it may not now be possible to obtain but meagre supplies from R.A.F. sources in Italy. However, it seems that the U.S. Forces still have large stocks unliquidated which it is hoped to obtain.

40. Transfer of Equipment. Radar vehicles taken over by the I.A.F from the R.A.F at Caserta are being moved to Rome at a satisfactory rate. The marine craft transfer (for Air Sea Rescue) is still in abeyance pending further instructions from the British Air Ministry.

Engineering.

41. Spitfire Aircraft. The Spitfire IX Aircraft are still grounded for lack of tyres.

42. Fairchild Aircraft. The A.A.F.S.C. communication aircraft, MK 437, was moved from Urbe Airport during the month, and is now at Centocelle.

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43. Aircraft Construction. Authority has been granted for the building of the prototype Breda - Zappata 308 four-engined aircraft, and also for a prototype F.I.A.T. G. 218.

44. "Vassena" Flare. Bad weather prevented the C.T.O. from attending the demonstration of this invention, given at Genoa in the beginning of November. The Italian Air Ministry is collaborating with Mr. Vassena, in order to utilize the flare for use from aircraft, for further trials.

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45. Routine Visits. Visits were made to Udine and Centocelle. Liaison visit was made to R.A.F. Cinecitta.

Motor Transport.

46. S & T Column - Naples. All vehicles of the Italian S & T Column Naples with the exception of three 3 ton Fords, which are retained for ration duty until replaced by alternative transport, are now transferred to the Autogruppo at Rome. All these vehicles have been inspected and found to be in a poor condition mechanically. Three enemy captured lorry vehicles and three trailers are still at the Autogruppo Naples being in too bad a condition to move: disposal instructions are being sought.

Signals.

47. Radar Vehicles. Radar vehicles handed over at Caserta on November 9th have been removed to Torricola, Rome.

48. Radar Courses. Radar courses for I.A.F. personnel have begun at RAF units in the North. One course at Precinico and the other at Desc. These courses are two months for Radar Mechanics and Controllers, and one month for Radio Operators.

49. Equipment at Bari. V.H.F. D/F; H/F D/F; VHF and Darky in Control Tower and the Radio Beacon at Bari have been handed over to the I.A.F.

PART III - REPORTS FROM DETACHMENTS.

MILAN.

50. Aircraft Safety Centre - Linate - Milan.

(a) Telephone Communications. There have been very few interruptions during the month and there was good communication with the switchboard, but owing to the fact that there is no direct line with Venice some delay occurred when trying to contact the R.A.F. Udine in connection with the recent American Dakota incident.

(b) R.T. Communications. Satisfactory results have been obtained on the 6500 kc/s service, but it is considered that a second frequency is essential, full reports on the efforts to pick up the signals from the Dakota 8246 have been sent to Rome.

(c) Rescue Missions. The main highlight of the month was the search for the missing American Dakota in which 2 Baltimores took part; it is considered that this was a very praiseworthy effort and had permission been obtained earlier to cross the Swiss border this might have been even better.

1018

51. Aircraft Safety Centre - Lido - Venice. Telephone communications are working normally and there were no snags, the O.C. the C.A.V. stated he is still in need of a motor-boat, the one which had arrived in the area had

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52. Baltimore Flight. Due to the reduced numbers of passengers using the service, the Baltimore schedule on the Milan-Treviso-Bolzano route has been reduced to one aircraft per week for the winter months.

53. Gallarate Equipment. Thirty two trucks and twenty four wagons of various materials arrived at Gallarate during the month. Other trucks of materials have also been despatched. Several repair works to aircraft spare parts and also various works at Busto Arsizio depot and other depots and installations have been carried out.

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54. Technical. A visit was made to the Breda Works, Bresso, where Engineer Zappata gave the latest information concerning the BZ 308, no work was in progress on this aircraft as per instructions from A.F.S.C., the fuselage had suffered no damage while being transferred from Sesto San Giovanni to Bresso, and it was hoped to get four Bristol Centaurus engines and four Rotol propellers when permission comes through to complete the aircraft.

BARI.

55. Flying Schools. The G50 dual which has been under construction and conversion from a single seater for about a year was completed, tested, and handed over to the school during the month; this has occurred at a very opportune moment as the other two of this type are almost beyond further repair due to lack of spares. One in fact has been confined to storage.

56. The G55 damaged in collision several months ago is still awaiting spares. These have been found and reserved at the factory but cannot be released until the Ministry either contracts with the firm or pays. The same applies to Nardi aircraft one of which, under construction, in the SRAM is also held up.

57. The CR 42's arriving from Trento are generally in a poor condition. The last two to arrive have had to be inspected in the SRAM before passing out to the flight and both have had undercarriage changes due to the excessive play. These defects have been reported but it seems little notice is taken of the reports (by the Italian authorities) as no improvement is so far evident. The Brindisi flight now has two dual CR 42's and has continued training throughout the month. One accident occurred with a solo CR 42 when a pupil ground looped and turned over. This flight started Mot. accepts during October and now have two aircraft equipped for this work.

58. Bomber SRAM Lecce. There are still three SM 82's and one SM 79 in the SRAM. On two of the former good progress is being made and one will be out in about a month. This is a complete rebuild of a derelict fuselage which was taken in during October 1945. On the third, work is now suspended due to lack of wood for cradles for the wing when it is dismounted from the fuselage for undercarriage repair. The SM 79 was allotted from Centocelle to the Fighter group for transport duties but was in such bad condition that it had to be brought in for a complete overhaul.

59. Fighter SRAM Lecce. Work on the modification of the P 38 Photo Recce nose to combat nose is going very slowly due to lack of material and also lack of instructions about stressing. Two propeller test rigs have been made up from parts found in SRAM dumps and are now in use. Teachers for P38 Hydraulic system are in short supply but attempts are being made to have these manufactured in Italy. Brushes and dynamos are also short. One Nardi is being converted for blind flying, for use in the Lecce school.

60. Bari Airport. The target date for the complete handing over from the R.A.F. is now December 5th. A considerable amount of essential equipment has already been handed over to the I.A.F., also accommodation. A trained flying control officer has been attached from Lecce to assume control of flying activity here and the tower is manned by three English speaking N.C.O.'s.

61. Intelligence Work

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61. Intelligence. Much local adverse comment has been levelled at the Commission sitting in Rome to determine the fate of Lt. Cols. and Majors. It appears that the President, General Ferrante has been away from Italy in army service and as a prisoner almost continuously since 1940 and it is felt that he is not up to date with the present I.A.F. and certainly not in a position to judge the ability or suitability of present serving officers.

Continued.....

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The [illegible] point [illegible]ly [illegible]e[illegible]guised is that G[illegible]n. Gott (C[illegible]mmander of [illegible] Flying Units Headquarters) is [illegible] number of this Command but the principle [illegible] that an officer with up-to-[illegible] information is not [illegible]ef[illegible]t for such [illegible]j[illegible]ct will have far reaching consequences. There are [illegible]veral other [illegible] officers on this command - this complaint [illegible]ems to be based [illegible] just unusual local misunderstanding which will be brought to the notice of the Italian Air Ministry.

[illegible]

C.M.L. GRIGG W/CDR.,
AIR VICE MARSHAL,
DEPUTY,
AIR FORCES SUB COMMISSION.

Air Forces Sub Commission,
Allied Commission, Rome.
Date : 4th December, 1946.
Ref : AFSC/25/1/AIR.

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Greece

C.N.M. GREECE W/CDR.,
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB COMMISSION.

Air Forces Sub Commission,
Allied Commission, Rome.
Date : 4th December, 1946.
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APPENDIX "A".

SUMMARY OF FLYING ACTIVITY FOR
THE MONTH OF NOVEMBER 1946

SUMMARY OF MILITARY COURIER FLIGHTS OF (/)
I. A. F.

	No of Flights	Hours	Passengers Carried	Various freight in lbs.
Sq. 79	167	86,25'	308	8793
Sq. 75	4	12,30'	179	2524
Sq. 12	87	139,00'	1197	25721
Sq. 82	73	147,20'	1027	31637
Supply Wing	44	92,30'	212	6197
Bolzano Wing.	22	16,30'	36	810
Total	297	484,15'	2879	72622

SUMMARY OF FLYING.

	Flights.	(*) Flying hours.
Antenarcum Squadron Units' Aircr.	73	32,30'
Training School, Frosinone	107	60,50'
Training School, Lecce	1246	483,45'
Transport Wing	15	12,00'
Mixed Flying Wing	40	31,20'
Bolzano Wing	124	139,15'
Cent Z 1007	6	9,25'
Sardinia Wing	117	99,30'
Fighter Wing	625	295,35'
Total	2453	1364,30'

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	Aircraft		Crews	Air Pts.
S., 79	167	86,25'	398	8793
S., 75	4	12,30'	109	2524
G. 12	87	129,00'	1197	25721
S., 82	73	147,20'	1027	31637
Sicilian Wing	44	93,30'	212	6197
Italian Wing.	22	16,20'	26	810
Total	397	484,15'	2879	72622

SUMMARY OF FLYING.

	Flights.	(x) Flying hours.
Autonomous Squadron Unit (/)	73	22,30'
Training School, Frascati	167	60,50'
Training School, Lecce	1246	483,45'
Transport Wing	15	12,00'
Night Flying Wing	40	31,20'
Italian Wing	124	129,15'
Unit Z 1007	6	9,25'
Sicilian Wing	117	99,30'
Fighter Wing	585	505,35'
Total	2353	1354,10'

(/) Includes Transport and Communication Flights.

(x) Includes flights for training, air and sea rescue mission, act.flights various flights (aircraft tests, etc).

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ADDITIONS AND CORRECTIONS
TRAIN 1234

STATION	TIME			
Jefferson	0 mi.	300/00		
Delaware	0 mi.	300/00		
To be dl Valle	0 mi.	300/00		
Jacinto	0 mi.	301		
Emeryville	0 mi.	305/00		
Yorktown	0 mi.	305/00		
To no dl Tulle	0 mi.	311		
To be dl Valle	0 mi.	305/00		
Delvento	0 mi.	305/00		
Edwin	0 mi.	305/00		
Antioch	0 mi.	305/00		
Tulare	0 mi.	311		
Jefferson	0 mi.	311		
Delaware	0 mi.	311		
Yorktown	0 mi.	311		
Delvento	0 mi.	311		
Edwin	0 mi.	311		
Antioch	0 mi.	311		

TIMING POINTS AND TIMES.

Centerton	10.107	15	10	120
Lanterne	14.107	1	1	
Tesa	CAT.COR	1	1	
Chilton	S. Sta.	20	12	
Emeryville	Sub.Com	1	1	
Centerville	S. 70	20	16	
Centerville	S. 70	1	1	
Centerville	S. 70	1	1	
Centerville	S. 70	1	1

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AMPHIBIOUS SECTION (SS to LCI Scale)

		S. MARSH.	SERVICEMEN	NEW.
Cambobelle	S.C. 7	2	2	
Cambobelle	S.C. 1	1	1	
Cambobelle	S.C. 20 M	2	--	
Cambobelle	S.C. 2 2	1	1	
Cambobelle	S.C. 2 J	1	--	
Ibbo	S.C. 7	2	1	
Ibbo	S.C. 7	2	1	
Ibbo	S.C. 7	2	1	
		14	7	9

AMPHIBIOUS SECTION (CONTD)

Ibbo	S.C. 7	1	1	
Ibbo	S.C. 7	1	1	
		2	2	2

FIELD SCHOOL

Lecce	M. 206	3	1	
Lecce	M. 202	1	1	
Lecce	P. 9	1	1	
Lecce	[illegible] 7	2	2	
Lecce	Pa. 10	2	2	
Lecce	S. 19	2	1	
Brindisi	M. 42	10	2	
Brindisi	M. 42 D.C.	2	1	
Gioia del Colle	S. 8	1	1	
Gioia del Colle	M. 154	7	4	
Gioia del Colle	M. 5	2	2	
Gioia del Colle	S.C. 205	1	1	
		42	22	17

TRAINING SCHOOL

Frosinone	S. 137	1	1	
Frosinone	S. 72	2	2	
Frosinone	S. 64	5	3	
Frosinone	S.C. 202	1	1	
		12	7	12

MISCH. S.C.A.

Lecce	P. 29	2	--	
Lecce	P. 25	2	--	
Lecce	P. 30	2	--	

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Unit	Base			
Base	S.A.F. 70			
		12	7	12

AIRCOMMANDO SQUADRON (LANDING)

Plane	S.M. 79	1	1	
Plane	S.M. 79	1	1	
		2	2	2

PILOT SCHOOL

Base	M. 200	1	1	
Base	Me. 202	1	1	
Base	F. 9	1	1	
Base	Spitfire IX	2	2	
Base	Fw. 190	2	2	
Base	S. 80	2	1	
Brindisi	Ca. 42	10	5	
Brindisi	Ca. 42 D.C.	2	1	
Gioia del Colle	S. 8	1	1	
Gioia del Colle	Ca. 104	7	5	
Gioia del Colle	Ma. 2	2	2	
Gioia del Colle	S.M. 200	1	1	
		41	22	47

AIRBORNE SCHOOL

Frosinone	M. 187	1	1	
Frosinone	S. 79	2	2	
Frosinone	S. 84	5	3	
Frosinone	S.E. 102	1	1	
		12	7	12

NIGHT S.A.F.

Base	F. 39	24	--	
Base	F. 52	3	--	
Base	F. 10	2	--	
Base	Spitfire IX	1	--	
Base	Spitfire V	13	--	
Base	Ju. 205	12	--	
Base	Me. 202	14	--	
Base	SaI 202	5	5	
Base	F.N. 305	1	--	
Base	IL. 2	1	--	

D.C.A. S.A.F.

Base	S.M. 82	5	--	
Base	S.M. 84	1	--	
Base	S.M. 79	1	--	
Centocelle	S.M. 79	5	--	
Centocelle	Ca. 100	1	--	

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...../ D.C.A. S.A.F. Cont'd..../2.

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D. [illegible] School. (cont'd)

		STUDENTS.	SERVICEMEN.	CIV.
Gioia del Colle	[illegible] 1007	1	..	
Gioia del Colle	Sq [illegible]	1	..	
Gioia del Colle	Sq [illegible]	1	..	
Gioia del Colle	[illegible]	1	..	
Gioia del Colle	S&I [illegible]	1	..	
Gioia del Colle	MT [illegible]	1	..	
SERVICE SCHOOL.				
Taranto	Sect L. [illegible]	14	-	
Taranto	Sect E, [illegible]	1	..	
Taranto	A.S. [illegible]	5	-	
PILOT SCHOOL S.T.C.				
Lecce	Spitfire V	1	..	
Lecce	Mc. 200	1	..	
Lecce	G. [illegible]	1	..	
Lecce	G. [illegible]	1	..	
Lecce	G.	1	..	
Lecce	MC. [illegible]	1	..	
FLYING SCHOOL.				
Frosinone	M. 137	1	..	
Frosinone	B. 72	2	-	
Frosinone	S. M.	1	-	
		152	8	-
	TOTAL ITALY:	457	242	757

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Lecce	Ist. Mag.	1	–	
CAMPI S.r.l.				
Lecce	Sant. L. 305	12	–	
Lecce	Sant. L. 539	11	–	
Lecce	O.S. 11.	5	–	
FICO SCHOOL S.r.l.				
Lecce	Sch.Mag. V	1	–	
Lecce	Mg. 290	1	–	
Lecce	S.	1	–	
Lecce	S. 10	1	–	
Lecce	S.	1	–	
Lecce	Sch. IV	1	–	
MARTINI SCHOOL S.r.l.				
Trevignano	M. 137	1	–	
Trevignano	S. 72	2	–	
Trevignano	S. M.	1	–	
		152	–	–
	GRAND TOTAL	427	212	737

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OCT 21 1946

CONFIDENTIAL.

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION,
R O M E .

Monthly Air Report No.46 - September, 1946.

List of Appendices:

Appendix "A" - Summary of Flying Activity for the Month of September, 1946.

Appendix "B" - Engineering Report and Aircraft State as at 31st September, 1946.

PART I - AIR STAFF.

1. Bomber Transport Wing - Centocelle. Except for one aircraft on the Paris trip which force landed at Lyons with engine trouble all the courier flights this month have been successfully completed. Lt. Col. Reinero, commanding the wing has just returned from a visit to England (at the invitation of B.E.A.) and is enthusiatic over his reception and what he saw there. He hopes in time to introduce a number of points of R.A.F. procedure into the wing but as usual lack of equipment, radar, etc., is handicapping this effort.

2. Night Bomber Wing - Guidonia. The Night Bomber Wing is functioning satisfactor Four planes daily are used on the Military Courier services and there are numerous special flights. One S.M.82 has done good work for the R.A.F. in moving a considerabl quantity of equipment from Pomigliano to Catania.

3. During a visit by the Aircraft Safety Officer it was noted that (a) full attenti is being paid to all safety equipment carried on overwater courier flights, (b) the Flying Control Tower is efficient and the R/T. on 6440 k/cs. works extremely well, (c) the troops are housed comfortably and morale is high, (d) the work on restoring damaged hangars is progressing favourably.

4. Light Bomber Wing - Urbe (Littorio). Training is continuing at Urbe and fifty pilots have averaged approximately four hours each for September. Due to the fact tha the airfield may become bogged in winter the wing is preparing to move to Guidonia as soon as accommodation can be made available there. The move is tentatively scheduled to start in about a month's time although personnel are not looking forward to leaving the immediate Rome area.

5. Seaplane Wing - Taranto. One Cant. 506 has now returned to the base after certain modifications had been made by the Marchetti firm at Sesto Calende. All bomb aiming windows and bombing and firing positions have now been removed and the interior has been fitted up with a passenger or patient compartment, a toilet and first aid cabi and a luggage boot. The passenger compartment has adjustable seats which can be converted to bunks, and its capacity is 12 seated passengers or 4 stretcher cases. The aircraft is fitted with automatic constant speed propellers and remote compass.

6. Fighter Wing - Lecce. The Fourth Stormo have carried out flying training on

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6. Fighter Wing - Lecce. The Fourth Stormo have carried out flying training on their Lightnings during the month. All pilots now have at least 12 hours on the type and during September they averaged 6 hours. There were no accidents.

7. The 5th Stormo have been completely grounded due to lack of tyres and tubes for their Spitfire IX's. The squadrons have now been unable to fly for over two months and this is having a depressing effect on the pilots. Action to supply tyres and tubes has been taken by a high ranking Ministry of Supply official on his visit to Rome.

8. The 51st Stormo are still flying their Macchis and the aircraft are being maintained to a high state of serviceability. The aircrew are very anxious to convert to Spitfire IX's as soon as possible.

...../9. Flying Training Schools....

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9. Flying Training Schools. The moves of the Primary and Secondary Pilot Training Schools have now been completed. The Primary is at Gioia del Colle where the large grass airfield is of greater value to training on elementary aircraft. The present course has completed 3 weeks training. All Officers and other ranks of the I.A.F. at Gioia have worked hard in effecting the move and making the station work in an efficient and happy manner. The standard of discipline and morale on this station is good.

The Secondary School has the large airfield at Brindisi with its long runways and spacious buildings. Dual on CR 42 aircraft is being given to the pupils but the instructors find that their cockpit is rather far aft for landing vision. At present experiments are being carried out with white markers on the sides of the runway which assist the instructors in levelling out for landing.

11. The Advanced Pilot School remains at Lecce where flying instruction is given on the Macchis and other monoplane types.

12. Navigation School - Frosinone. Work at the School is progressing favourably. A new course consisting of twenty one I.A.F. 2nd Lieutenants on probation, four Naval and three Army officers commenced study on the 25th September. Attention is being paid to the recommendations made by the Air Staff of this Commission that more D.R. Navigation should be practiced.

13. Air Courier Service. The Air Courier Service has completed another successful month's flying and is each month carrying bigger pay loads. The Baltimore service in the North has been functioning smoothly and eight return trips Milan-Treviso have been flown.

14. Air-to-Ground Gunnery Range. Gallipoli Polygon 40 00'N 18 00'E for which authorisation was granted for a target firing range has had to be derequisition by the I.A.F. The use of Villanova Polygon. Punta della Contessa, has been suggested as an alternative. Authority has been requested for preparations to start immediately on Villanova Polygon. The new position is 40 36'N 18 02' E.

15. Civil Air Lines. BEA and TWA Italian Companies. Contacts have been signed by the Italian Government with BEA and TWA for operating of foriegn International commercial Airlines in Italy. The BEA-Italian company is known as A.I.I. (Aeree Italiani Internazionali) and the TWA - Italian company is known as L.A.I. (Linee Aeree Italiane). Both companies hope to begin operations the latter part of November or early December. (Subject to AFHQ approval).

16. Repairs to Bergamo Orio Airfield. Bergamo Orio airfield is being repaired and barracks are being erected. This airfield will be a useful diversion airfield for Milan during the winter because the former does not suffer from Po Valley fog. The station should be ready by November 1st.

17. Visits by Air Staff. During the month visits have been made by Air I to Lecce, Naples, Taranto Seaplane Wing, Gioia del Colle, Orio (bergamo) Vicenza Bari and Brindisi. The aircraft Safety Officer has visited A.S.C. A.H.Q. Italy, Bologna, Urbe and Guidonia.

Aircraft Safety

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Aircraft Safety

18. Air Sea Rescue Organisation. Apart from minor difficulties the Air Sea Rescue Service in the Italian Air Force continues to do good work.

On 1st September three operational sorties were made in search of an American B17 later discovered crashed in the French Alpine foothills near Lyons. In the original search plan, the three Italian aircraft, Cant .506s from Vigna di valle, Elmas and La Spezia respectively, were alloted the areas of the North Tyrrhenian Sea and Gulf of Genoa and flew over thirteen hours.

In addition seventeen training exercises have been held during the month using both Ca 506 and Baltimore aircraft.

Fifteen overdue action reports were received during the month and in each case the missing aircraft was located within a reasonable time.

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After some months delay, the first five ex R.A.F. High Speed Launches were handed over to the I.A.F.; these boats are now at Taranto undergoing through inspection. The first of these will reach their operational bases shortly and crew training will commence immediately.

19 Flying Control With the cooperation of the Director of American operations Ciampino a system of Instrument Flying Procedure in the Rome area has been evolved. Let-down procedure has been laid down for all aircraft flying in the area and Rome Combined Approach Control will be opened on the 15th of October.

A further effort has been made during September to make the I.A.F. more Flying Control conscious. The I.A.F. have also been requested to reopen the Flying Control at Lecce to train civilian as well as military personnel.

20 Mountain Rescue A complete list has been made of all places in the Alps where a competent search party, under a local professional guide can be formed. In case of necessity it is the respnsibity of Milan and Venice Aircraft Safety Centers to give full information to a local representative of the Alpinist Associ ation or the Carabinieri either of whom can arrange a rescue party.

21 Fire Fighting Services In an endeavour to increase the efficiency of [illegible]ld Crash Tender crews, a pamphlet has been prepared of excerpts from the [illegible]ean Rescue Bulletin, giving a complete picture of suggested action in the event of a Crashfire. These notes will be translated into Italian and given full distribution.

Italian Meteorological Services

22 No further new stations were opened during the month; the total number in the Italian net-work stands at 142. A fairly extensive coverage on the Italian mainland has now been reached, but additional stations are needed on the islands around the coast of Italy. Great difficulty has been experienced by the Italian Met. Service in trying to open those stations because transport is unobtainable, and the salary fixed by the Air Ministry for civilian Met. observers is very low. (Civilian personnel must be employed in de-militarised places such as Pantelleria and Lampedusa)

23 Only one Upper Air Station, that at Milan, has worked really well throughout the month. The rest of the Radio-Sonde stations have worked spasmodically. The aircraft at Brindisi has made fairly regular ascents and that at Venice has made only three ascents because of lack of instruments.

24 The Statistical Section of the Italian Met. Service has been employed for some time past preparing a summary of the weather to be expected over the Rome-Athens section of the Rome-Cairo route at all seasons. The statistical side of the work has now been completed, but nothing more can be done until a further copy of the complete report on the Rome-Cairo route becomes available.

25 The Italian Met. Service assumed all Allied Met. commitments at Bari, on the 23rd of September, 1946.

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Intelligence

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Intelligence

26 Visit by Italians Technicians to United Kingdom.
Italian aeronautical technicians visited the United Kingdom as guests of British Europeann Airways. They were flown to England in a B.E.A. Viking and all expressed their admiration for this new product of the Vickers Company. Whilst in England the party visited various aviation factories and installations and showed great interest in the latest British appliances for furthering the safety of airlines, in particular much interest was shown in the latest developments in Radar and the London Airport.

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The visit wound up with a flying display of modern types of civil aircraft, and the general feeling was that the visit was both instructive and beneficial to the Italians, who hope that the journey will open the way to further co-operation between the Italian and British aeronautical industries.

27 War History. A request was received from the British Air Ministry for certain details of the Italian air effort during the late war, and a large amount of material was collected and sent to London for inclusion in the official history of the war. Air Ministry have been asked to send a copy of this history as it effects Italy when the document is complete.

28 Morale There have been no major changes in the Italian Air Ministry. The morale of the I.A.F. is at present unstable and has generally deteriorated consequent upon the decisions of the Paris Peace Conference and on the limits placed on the size of the I.A.F.

29 Padua A liaison visit was carried out with the I.A.F. Intelligence Detachment in Padua. The general situation in this area shows no unusual features apart from the widespread depression and disciplinary worries caused by inadequate pay and high cost of living, especially when families are separated.

The necessity for again having an A.F.S.O. Liaison Officer here was suggested by the Italians in view of the increased number of Allies now in Padua. This is under consideration at A.F. S.C. Headquarters.

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28 Morale There have been no major changes in the Italian Air Ministry. The morale of the I.A.F. is at present unstable and has generally deteriorated consequent upon the decisions of the Paris Peace Conference and on the limits placed on the size of the I.A.F.

29 Padua A liaison visit was carried out with the I.A.F. Intelligence Detachment in Padua. The general situation in this area shows no unusual feature apart from the widespread depression and disciplinary worries caused by inadequate pay and high cost of living, especially when families are separated.

The necessity for again having an A.F.S.C. Liaison Officer here was suggested by the Italians in view of the increased number of Allies now in Padua. This is under consideration at A.F. S.C. Headquarters.

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PART II - ORGANISATION AND ADMINISTRATION

31. I.A.F. Strength State. The total number of all I.A.F. officers and other ranks as at the end of September was as follows:

FORMATION	LOCATION OF H.Q.s	Actual Strength OFFERS	CR.s	TOTAL	NOTES
Air Ministry & Air Staff	Rome	597	I341	I938	ITI - ITI
Unita' Aeree	Bari	938	6207	7I45	
Ist Z.A.T.	Milan	320	I590	I9I0	
2nd Z.A.T.	Padua	278	2622	2900	
3rd.Z.A.T.	Rome	482	3952	4434	
4th.Z.A.T.	Bari	2I6	3I75	339I	
I.A.F. Sicily	Palermo	II9	I888	2007	
I.A.F. Sardinia	Cagliari	78	825	903	
[illegible]		I6	--	I6	
[illegible]		4	I	5	
Carabinieri		I2	604	6I6	
With R.A.F.		5I	I47I	I522	BR - ITI
With U.S.A.A.F.	-	65	I62I	I636	US - ITI
	Grand Total	3I76	25297	28473	

32. Turin. An inspection of Turin was made by two AFHQ staff Officers on 26th September I946. Considerable activity was reported. A new C.O. has taken over the I.A.F. Unit there; he made a favorable impression on the inspecting officers.

33. Leghorn. The two I.A.F. Companies at present employed by the Americans at Leghorn were inspected by Air II and Org. II and found to be in fairly good shape. The 4Ist Company is at present moving into new quarters for the winter. Transport seems to be their biggest problem. It has been decided, after a discussion with the Deputy Director Land Forces Sub Commission to leave the two companies in Leghorn for the present.

34. Foggia I.A.F. Units. Several Staff officers of M.M.I.A. and Air Forces Sub Commission paid a visit to the Foggia Area during the month and found conditions among the Italian units in general satisfactory. There has been considerable discussion on the status of I.A.F. units employed by the Americans. The main purpose of this inspection tour was to straigten out the problem and decide on a plan of action. The Americans at Foggia and Amendola are satisfied with the I.A.F. Companies and want them to remain. It has been decided to keep the I.A.F. and Army Units entirely separate in their administration but to maintain a chain of command between the two forces.

35. Disbanding of I.A.F. Units. The 20Ist and 2I5th I.A.F. Companies employed by the 56 P.I.C. at Portici were disbanded thismonth. Also the thirty-two (32) BR - ITI personnel at R.A.F. Ciampino were returned to the I.A.F. [illegible] to other projects and not because of inefficiency

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Staff	Rome	597	I34I	I938	ITI - ITI
Unita' Aerea	Bari	938	6207	7I45	
Ist Z.A.I.	Milan	320	I590	I9I0	
2nd Z...I.	Padua	278	2622	2900	
3rd.Z...I.	Rome	482	3952	4434	
4th.Z...I.	Bari	2I6	3I75	3391	
I...F, Sicily	Palermo	II9	I888	2007	
I...F. Sardinia	Cagliari	78	825	903	
Navy		I6	--	I6	
Army		4	I	5	
Carabinieri		I2	604	6I6	
With R...F.		5I	I47I	I522	BR - ITI
With U.S...A.F.	-	65	I62I	I686	US - ITI
	Grand Total	3I76	25297	28473	

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36. Florence Cadet Academy Barracks. The buildings at Florence, into which it was thought at one time that the Cadet Academy would move have now been handed over to the orphans of the I...F. The Academy now hopes to move from Nisida (Naples) into the Palace at Caserta when the Allies have moved out.

Continued .....

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37. Purchase of Aircraft by Civilians and Italian Government. The following flights of surplus American aircraft purchased at Capodichino were authorised; 16 C-47 aircraft bought by L.a.I. to Turin, 6 C-47 aircraft Aereo Tesco to Florence, 5 C-47 aircraft of Italian Avio Linee to Milan. These aircraft were authorised to be transferred to their terminal bases but not to operate until permission is granted by AFHQ.

38. I.a.F. Recruit Centres. The C.a.R. recruit training centre at Bari was inspected by Air I together with GI Training of M.M.I.a. There were 360 I.a.F. conscripts at the centre and they were in their second week of instruction. The temporary initial training of I...F. recruits by the Italian army is working satisfactorily.

Equipment.

39. Policy. A new interim policy on equipment for the Italian Air Force has been desirable for some time owing to the reduction of R.a.F. stock-holding units and consequent inability to supply from R...F. Sources coupled with delay in the final peace settlement. This interim policy, or at least some guidance as to responsibility for supplying the I.a.F. was requested from M.a.A.C. on July 15th, but reply is withheld, on the grounds that a decision on NAF Signal 1169 must first be received. However, the Sub Commission has continued to place demands for essential equipment on the remaining R.A.F. Maintenance Unit and it is intended to request provision form Middle East or even U.K. should the equipment not be available in this country.

Spitfires. A considerable amount of Spitfire spares, some 2508 different items including a few propellor and under carriage parts, was authorised for issue to the I...F. on the final closing of 114 M.U.; but while the equipment was being prepared for despatch at the M.U., a large withdrawal was being contemplated by A.H.Q. for the British Spitfire wings. In order that the clearance of 114 M.U. should not be further delayed, the move of the spares to Brindisi was allowed to continue, with a warning that a reclaim might have to be effected. Prior to the actual despatch, certain important items including all the tyres and tubes were actually withdrawn to No 357M.U. The list of spares for "recapture" by the RAF was issued towards the end of August and as all had by then been despatched, a party from 114 M.U. proceeded on Sept. 3rd ro Brindisi to carry it out. No details of the recapture have been received at the Sub Commission, and no accounting has been initiated.

Engineering.

Spitfire IX aircraft. The fact that the spitfire wings have been grounded for so long has had a demoralising effect on the maintenance crews at Lecce.

P.38 Aircraft. The assembly of the 40 aircraft allowed is nearly completed. All tools have been turned over by CFLC to ...R.A.R. The I.A.F. are obtaining the tools they require from this Italian disposal organisation.

Vergiate. Savoia Marchetti works was visited. Authorised repair work was being carried out on SM 84, 75, 79, 82, 95 and CZ 506 seaplanes.

Linate. Baltimore flight was visited and found to be orgenised in a satisfactory manner, forms 700 being kept correctly. Routine visits were made to; - Centocelle, Urbe, Guidonia, and Vigna di Valle. Liaison visit was made to R...F. Ciampino.

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Disposal of Surplus American Equipment to AR&R. Under a recent overall contract with American OFLC, AR&R will take over 500 million dollars worth of equipment on Ist of October. The Italian Air Ministry have made arrangements to take over P.38 tools and equipment to the value of 97 thousand dollars in a separate contract with AR&R and OFLC.

PART III - REPORTS FROM DETACHMENTS.

MILAN

40. Work at Turin and Linate Airfields. Lack of material held up repair work on Turin airfield early in the month. A.F.S.C. intervention with the Ministero Industria e Commercio secured the release of 250 quintals of bitumen, and it is expected that this will enable the runway to be completed according the schedule.

41. Technical difficulties have led to cancelling the proposal to lay a metal runway at Linate Milan. The alternative adopted is to use Orio al Serio (Bergamo) as a diversionary airfield when weather conditions render Linate unusuable. Facilities are being set up at Orio but no Control Tower, radiogoniometer, or crane are yet available and there is still a shortage of trained personnel.

42. International Samples Fair. After three years of inactivity the International Samples Fair was re-opened in Milan on 12th September. Despite extensive bomb-damage to the site and buildings, labour difficulties due to strikes, and shortage of raw materials generally, the Fair presented a creditable appearance on the opening date.

43. Exhibits were less numerous and varied than in pre-war years and only five outside countries (Switzerland, Holland, Belgium, France and Czechoslovakia) were represented. Transport difficulties were again a limiting factor.

44. The industrial section and precision machine tools were prominent amongst Italian products and extensive orders are said to have been placed from abroad. Fiat, Turin, was the only firm to exhibit an aircraft, a G 12.

45. Attendance figures at the Fair have been high and public morale has been given a much needed boost by the evidence of reconstruction planning and production.

46. I.A.F. Administration. Much reorganisation has taken place within the Ist Z.A.F. to reduce the administration to three centres at Milan, Turin and Genoa. The closing down of Parma H.Q. has been postponed until 31st October, but by that date the new system should be fully implemented and recruits from Novi Ligure and Turin will have completed their training and will be available for duties.

47. Equipment. During September there has been a reduction in the quantity of Stores arriving at Gallarate. Work has been concentrated on servicing and storing equipment which had been accumulating during

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47. Equipment. During September there has been a reduction in the quantity of Stores arriving at Gallarate. Work has been concentrated on sorting, servicing and storing equipment which had been accumulating during previous months and the preparation of inventories. Routine repair and construction work has been carried out by the SR.M and carpentry sections.

48. Miscellaneous Flying Permits. Amongst special applications granted were the transport of lobsters from Sardinia as publicity for Milan Fair, and for aerial photography of the Fair and the Motor Racing. Authority has been given for a parachute demonstration at San Siro, when forty I.a.f. parachutists will make jumps from an S.82. Proceeds will go to an I.a.f. Charity. Applications for gliding and the flying of touring aircraft have been refused in accordance with the directive in force.

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N A P L E S

49. Motor Transport. Although this Section is very short of tools and adequate equipment, considerable work is still being carried out to ensure the good servicing of the vehicles allotted to this Command and other transit vehicles. Military skilled personnel are being employed is substitution for civilian labour.

50. Repatriated P.o.W's. About 100 Prisoners of War were repatriated. 80 of them have been assisted, administrative action taken and then they have been sent on leave or discharged from the service. The remaining 20 have been sent to their respective Reception Centres.

51. High Speed Launches. Two High Speed Launches handed over by the Allies to the I..A.F. arrived at Nisida from Ischia on the 13th September 1946. Another H.S.L. arrived there on the 21st Sept. 1946. Two of these launches have now proceeded to Taranto.

52. Pomigliano Airifeld. The R..A.F. handed over the airfield to the Italian Air Force on 29th September.

B A R I

53. During the recent visit to Treviso for the purpose of modifying a Spitfire IX and studying the installation of bomb racks etc, little was accomplished as the wing was in the process of moving. All personnel concerned were very cooperative but due to lack of equipment only a main rack was fitted, the others are to be sent down to Bari as soon as possible. It is essential that all equipemtn diagrams etc. should be obtained from official sources in order to start the work of modifying these aircraft, otherwise practice bombing will never materialise. Also during this visit, information regarding the towing of targets with Spitfires was sought but Col. Sforza was told that this was not possible. The result is that the fighters here are rather reluctant to proceed with the scheme before getting official information and diagrams. If these can be provided the intention is to modify two Spit.V's for the school and a further two Spitfire IX's for the use of the Stormo.

54. The general lack of flying throughout the fighter wing (through lack of spares) is leading to unrest and an obvious discontent which increases as time goes on, with a deterioration in morale in spite of the normal happy temperament of Italians generally. Although lectures and organised games have been instituted they naturally cannot take the place of flying, especially for young pilots.

55. There are four S.M.82s under overhaul in the Bomber S.R..A.M. at Lecce as well as one S.M.84 which is destined for the school at Frosinone and is now nearing completion. Good progress is being made with all these aircraft although work is stopped periodically on all of them because of lack of material. Generally speaking however the spares position seems to improve

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Continued.....

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56. The R.A.F. personnel attached to Brindisi for selection and despatch of Spitfire spares for Treviso are making good progress with a very difficult job. Due to the speed with which these spares were moved from the Naples area considerable difficulty has been experienced in checking all the equipment as each packing case has had to be opened and examined individually and a considerable amount of the material has been damaged in transit and has to be checked for serviceability before packed for transmission to Treviso. F/Lt. Chestman, in charge of the work spoke very highly of the assistance given by the Italian personnel at Brindisi who apparently have been most co-operative throughout the whole period of attachment.

C.M.M. GRECE W/CDR.,
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB COMMISSION.

Air Forces Sub Commission,
Allied Commission, Rome.
Time : I2-I0-46.
Ref : AFSC/25/I/AIR.

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operative throughout the whole period of attachment.

C.M.M. GRECE W/CDR.,
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB COMMISSION.

Air Forces Sub Commission,
Allied Commission, Rome.
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APPENDIX "A".

SUMMARY OF FLYING ACTIVITY FOR THE MONTH OF SEPTEMBER 1946

SUMMARY OF MILITARY COURIER FLIGHTS OF I.A.F. (≠)

	No of Flights	Hours	Passengers Carried	Various freight in lbs.
SM.79	166	233,25'	948	57.269
SM.75	2	7,15'	52	2.493
G.12	145	319,25'	2377	109.764
SM.82	190	298,25'	2368	142.857
Seaplane Wing	66	126,35'	368	22.329
Baltimore Wing	89	88,55'	192	9.450
Total	658	1074,00'	6325	344.162

SUMMARY OF FLYING

	Flights	(+) Flying hours
Autonomous Squadron Units' Acrea	88	47,50'
Training School, Frosinone	42	16,55'
Training School, Lecce	559	209,45'
Night Flying School	46	32,05'
Baltimore Wing	354	287,55'
Cant Z 1007	-	-
Seaplane Wing	175	153,55'
Fighter Wing	885	663,35'
Transport Wing	39	22,50'
TOTAL	1108	1434,50'

(≠) Includes Transport and Communication Flights.

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SM.75	2	7,15'	52	2.493
G.12	145	319,25'	2377	109.764
SM.82	190	298,25'	2388	142.857
Seaplane Wing	66	126,35'	368	22.329
Baltimore Wing	89	88,55'	192	9.456
Total	658	1074,00'	6325	344.162

SUMMARY OF FLYING

	Flights	(+) Flying hours
Autonomous Squadron Units' Aerea	88	47,50'
Training School, Frosinone	42	18,55'
Training School, Lecce	559	209,45'
Night Flying School	46	32,05'
Baltimore Wing	354	287,55'
Cant Z 1007	-	-
Seaplane Wing	175	153,55'
Fighter Wing	885	663,35'
Transport Wing	39	22,50' 1132
TOTAL	1188	1434,50'

(≠) Includes Transport and Communication Flights.

(+) Includes flights for training, air and sea rescue mission, met flights, various flights (aircraft tests, etc).

(12)

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APPENDIX "B".

ENGINEERING REPORT AND AIRCRAFT STATE - I.A.F.
AS AT 30th SEPTEMBER, 1946.

		STRENGTH	SERVICEABLE	GREE
FIGHTER WING.				
Lecce	P.38	29	I8	
Lecce	P.39	2I	7	
Lecce	Spitfires IX	35	II	
Lecce	Mc.205	27	I6	
Lecce	Mc.202	I3	9	
		I25	6I	206
LIGHT BOMBER & BOMBER/TRANSPORT WING.				
Urbe	M.I87	I9	I5	
Urbe	M.I87	3	2	
Urbe	Sai.2C2	I	I	
Guidonia	S.82	23	I4	
Guidonia	Sai.202	I	I	
Centocelle	S.79	I9	I5	
Centocelle	S.75	I	I	
Centocelle	S.73	I	I	
Centocelle	S.84	I	I	
Centocelle	S.95	I	I	
Centocelle	S.I2	I4	8	
		84	59	384
SEAPLANE WING.				
Taranto	Cz.506	5	2	
Cadimare	Cz.506	I	I	
V.di Valle	Cz.506	I	I	
Brindisi	Cz.50I	4	2	
Brindisi	Cz.506	2	I	
Venezia	Cz.506	2	I	
V.di Valle	Cz.506	3	2	
Livorno	Cz.506	I	I	
Elmas	Cz.506	4	2	
Taranto	Cz.50I	4	3	
V.di Valle	Cz.50I	I	I	
Taranto	Rs.I4	7	2	
V.di Valle	Rs.I4	I	I	
		36	I6	I32

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AUTONOMUS SQUADRONS - UNITA' VARIE.

Gioia del Colle S.7[illegible]

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Lecce	Spitfires IX	21	7	
Lecce	Mc.205	35	III	
Lecce	Mc.202	27	I6	
		I3	9	
		I25	6I	206

LIGHT BOMBER & BOMBER/TRANSPORT WING.

Urbo	M.I87	I9	I5	
[illegible]rate	M.I87	3	2	
[illegible]ge	Sai.202	I	I	
[illegible]donia	S.82	23	I4	
[illegible]donia	Sai.202	I	I	
[illegible]ntocelle	S.79	I9	I5	
[illegible]ntocelle	S.75	I	I	
[illegible]entocelle	S.73	I	I	
Centocelle	S.84	I	I	
Centocelle	S.95	I	-	
Centocelle	S.I2	I4	8	
		84	59	384

SEAPLANE WING.

Taranto	Cz.506	5	2	
Cadimare	Cz.506	I	I	
V.di Valle	Cz.506	I	I	
Brindisi	Cz.50I	4	I	
Brindisi	Cz.506	2	-	
Venezia	Cz.506	2	2	
V.di Valle	Cz.506	3	I	
Livorno	Cz.506	I	-	
Elmas	Cz.506	4	2	
Taranto	Cz.50I	4	3	
V.di Valle	Cz.50I	I	-	
Taranto	Rs.I4	7	2	1031
V.di Valle	Rs.I4	I	I	
		36	I6	I52

AUTONOMUS SQUADRONS - UNITA AEREA.

Gioia del Colle	S.79	I	I
Palese	S.79	I	I
Gioia del Colle	Cz.I007	3	I
Gioia del Colle	Ca.3I4	I	I
Palese	Ca.3I4	2	I
Linate	Ca.3I4	I	2
Treviso	Ca.309	I	-
Venezia	Cr.42	2	I
Gioia del Colle	Re.200I	3	I
Gioia del Colle	Sai.202	2	2

(12)

Continued.....

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		STRENGTH	SERVICEABLE	CREW
AUTONOMUS SQUADRONS - UNITA' A TERRA (Cont'd).				
Linate	Sai. 202	I	I	
Allied Comm.	Sai.202	I	-	
Gioia del Colle	Fj. I56	I	I	
		20	I3	29
AUTONOMUS SECTION (President)				
Urbe	S.M.79	2	I	
Urbe	S.M.75	2	2	
		4	3	3
AUTONOMUS SECTION (Stato Maggiore)				
[illegible]ntocelle	S.M.79	3	2	
[illegible]ntocelle	Ca.3I3	I	I	
[illegible]ntocelle	Ca.3I4	I	-	
[illegible]ntocelle	Re.20I	2	-	
[illegible]ntocelle	Sai.202	I	I	
[illegible]ntocelle	Sai.204	I	-	
		9	2	I2
RESEARCH SECTION.				
Urbe	S.M.79	2	2	4
AUTONOMUS SECTION.				
Elmas	S.M.79	I	I	
Elmas	Sai.202	I	I	
		2	2	2
TRAINING SCHOOL				
Frosinone	M.I87	4	4	
Frosinone	S.84	4	I	
Frosinone	Cz.I007	I	-	
		9	5	I0
PILOT SCHOOL.				
Lecce	Fn.305	4	3	
Lecce	Sai.200	I	-	
Lecce	Mc.200	6	2	
Lecce	Cr. 42	2	-	
Lecce	P. 39	4	4	
Lecce	Spitfires V	I		

1030

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Gioia del Colle	Fj. 156	I	I	
		20	I3	29

AUTONOMUS SECTION (President)

Urbe	S.M.79	2	I	
Urbe	S.M.75	2	2	
		4	3	3

AUTONOMUS SECTION (Stato Maggiore)

[illegible]tocelle	S.M.79	3	2	
[illegible]tocelle	Ca.3I3	I	I	
[illegible]tocelle	Ca.3I4	I	-	
[illegible]tocelle	Re.20I	2	-	
[illegible]tocelle	Sai.202	I	I	
[illegible]tocelle	Sai.204	I	-	
		9	2	I2

RESEARCH SECTION.

Urbe	S.M.79	2	2	4

AUTONOMUS SECTION.

Elmas	S.M.79	I	I	
Elmas	Sai.202	I	I	
		2	2	2

TRAINING SCHOOL

Frosinone	M.I87	4	4	
Frosinone	S.84	4	I	
Frosinone	Cz.I007	I	-	
		9	5	I0

PILOT SCHOOL.

Lecce	Fn.305	4	3	
Lecce	Sai.200	I	-	
Lecce	Mc.200	6	2	
Lecce	Cr. 42	2	-	
Lecce	P. 39	4	4	
Lecce	Spitfires V	I	-	
Gioia del Colle	Ca. I64	5	3	
Gioia del Colle	Ba.25	3	3	
Brindisi	Cr.42	6	6	
Brindisi	Cr.42D.C.	I	I	
		33	22	2

1030

Continual.....

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		STRENGTH	SERVICEABLE	CREW
FIGHTER SR.M.				
Lecce	P.39	26	-	
Lecce	P.39	2	-	
Lecce	Spitfires IX	2	-	
Lecce	Spitfires V	I2	-	
Lecce	M.c.205	I3	-	
Lecce	Mc.202	I3	-	
Lecce	Sai.202	9	5	
Lecce	Fn. 305	I	-	
Lecce	Fl. 3	I	-	
Lecce	SM. 79	I	I	
B & T. SR.M.				
Lecce	SM. 82	4	-	
Lecce	S.M.84	I	-	
Castrocelle	S.M.79	8	-	
Gioia del Colle	Cz.I007	I	-	
Gioia del Colle	Ca.3I4	3	-	
Gioia del Colle	Ca.3I0	I	-	
Gioia del Colle	Ca.309	I	-	
Gioia del Colle	Ca.I33	I	-	
Gioia del Colle	Sai.202	I	-	
SEAPLANE SR.M				
Taranto	Cz.506	I3	-	
Taranto	Cz.50I	I3	-	
Taranto	Rs. I4	I	-	
SCHOOL SR.M.				
Frosinone	M. I87	I	-	
Frosinone	S.M.79	3	-	
Frosinone	Sai.202	I	-	
Lecce	Mc. 200	I	-	
Lecce	Cr. 42	2	-	
Lecce	G. 8	2	-	
Lecce	G. 50	3	-	
Lecce	G. 55	I	-	
Lecce	Ca. I64	2	-	
Lecce	Fn. 305	I	-	
		I45	6	1029
GENERAL TOTAL		43I	228	778

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Lecce	[illegible]	[illegible]	-	
Lecce	Mc.202	I3	-	
Lecce	Sei.202	9	5	
Lecce	Fn. 305	I	-	
Lecce	Fl. 3	I	-	
Lecce	SM. 79	I	I	

B & T. SR.M.

Lecce	SM. 82	4	-	
Lecce	S.M.84	I	-	
Castrocelle	S.M.79	8	-	
Gioia del Colle	Cz.I007	I	-	
Gioia del Colle	Ca.3I4	3	-	
Gioia del Colle	Ca.3I0	I	-	
Gioia del Colle	Ca.309	I	-	
Gioia del Colle	Ca.I33	I	-	
Gioia del Colle	Sei.202	I	-	

SEAPLANE SRAM

Taranto	Cz.506	I3	-	
Taranto	Cz.50I	I3	-	
Taranto	Rs. I4	I	-	

SCHOOL SRAM.

Frosinone	M. I87	I	-	
Frosinone	S.M.79	3	-	
Frosinone	Sei.202	I	-	
Lecce	Mc. 200	I	-	
Lecce	Cr. 42	2	-	
Lecce	G. 8	2	-	
Lecce	G. 50	3	-	
Lecce	G. 55	I	-	
Lecce	Ca. I64	2	-	
Lecce	Fn. 305	I	-	
		I45	6	102 9

GENERAL TOTAL	43I	228	778

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OCT 7 1946

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

To : See Distribution.

Date : 2nd October, 1946.

Ref : AFSC/25/Air.

MONTHLY AIR REPORT

The following amendment is made to this Sub Commission's Monthly Air Report No 45 for August 1946.

Paragraph 1 : delete last sentence.

C.M.M. GREECE, W/Cdr,
for Air Vice-Marshal,
Director,
Air Forces Sub Commission.

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To: Staff Officer to
Chief Commissioner.

25 September 46

The attached is returned.

Action is being taken as regards the Chief Commissioner's enquiry concerning similar reports from Land Forces Sub-Commission and the Navy Sub-Commission.

M Carr Brig

M. CARR, Brigadier.
Acting Executive Commissioner.

Noted 1007

c/Commission

SEP 19 1946

CONFIDENTIAL.

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION,
ROME.

MONTHLY AIR REPORT NO. 45 - AUGUST, 1946.

List of Appendices :

Appendix "A" - Summary of Flying Activity for the Month of August, 1946.

Appendix "B" - Engineering Report and Aircraft State as at 31st August, 1946.

Appendix "C" - I.A.F. Order of Battle.

PART I - AIR STAFF.

1. Bomber Transport Wing - Centocelle. All schedule courier flights have been carried out satisfactorily. Aircraft of the Wing have also been used to convey Italian Ministers and Representatives to and from Paris for attendance at the Peace Conference. Since the middle of the month a regular twice weekly service has been running between Rome and Paris. (Deleted as per [11])

2. Fighter Wing - Lecce. Normal flying activity has taken place during th month but shortage of petrol and maintenance problems have restricted flying to an average of less than 6 hours per pilot for the month.

3. Night Bomber Wing - Guidonia. The work of clearing the debris and of re-erecting two large and very badly damaged hangars is progressing; one of th [illegible] is now ready for roofing material to be fitted. A small base operations and waiting accommodation for passengers have been erected on the tarmac out of existing materials.

4. Light Bomber Wing - Littorio. Training flying continued all the month and particular attention has been paid to formation flying. One flight is still detached at Linate to run the courier service in the North. The Wing is beginning to experience a general shortage of Baltimore spares and in some cases Italian instruments from the store at Gallarate are being substituted.

5. Navigation School - Frosinone. Thirty two navigators passed out from the course in the middle of August after a three months course of flying and ground training. Another course comprising 36 officers has recently assembled. The school was visited by A.F.S.C. Air Staff officers who found the general standard of navigation and reconnaissance training satisfactory. There was no instruction in astro-navigation and in the flying exercises insufficient attention was given to general D.R., searches and the use of the recce Code. These points have been brought to the notice of the Italian Air Ministry.

6. Flying Training Schools. Approval was granted for the Primary Pilot Training School to move from Lecce and to commence exercises at Gio[illegible]del

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6. Flying Training Schools. Approval was granted for the Primary Pilot Training School to move from Lecce and to commence exercises at Gioia del Colle. The grass runways, accommodation and installations are quite suitable for this course. The Secondary Pilot School is moving from Lecce to Brindisi and as soon as proper accommodation is available it will be possible for the Advanced Pilot School to move there too. The moving of the Flying Training Schools from Lecce will ease the present congestion which is aggravated by the operation of different types including Fighter Squadron.

7. Target Firing Range of Gallipoli. Air-to-ground firing exercises will start as soon as all Allied flying units that have aircraft operating over this zone have been warned by the Mediterranean Allied Air Committee. Preparation of the firing range at Punta di Fizzo is now in progress and the range will be ready for use when execution authorisation is received.

...../Para. 8

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6. Airfields.

(a) Turin. An A.F.H.Q. inspection of Turin airfield in August revealed certain failings. Action is consequently being taken to provide a furnished waiting-room for passengers and certain work has been put in hand. An aircraft direction "T" is being constructed, but no automatic refuelling pump is available. One unreliable car and one unreliable bus are the only transport available.

(b) Linate Airfield, Milan. The short runway on Linate Airfield has suffered marked deterioration at both extremities; aircraft land on the grass. If the airfield is to remain in use through the winter it is essential that provision be made against bogging etc. One solution would be the provision of 2000 metre metal runway and plans for this are under consideration at the I.A.M. Components are available in the South and the only difficulty would be arranging rail transport.

(c) Orio, Bergamo. There has been no recent activity on Orio airfield, but minimum facilities are being maintained to enable its use as a diversionary airfield (for Milan). A small I.A.F. detachment includes guards, meteorological and signals services. Petrol bowser and transport can be made available; the runway (1500 x 50 metres) and approaches are in good condition.

9. Visits by Director Air Forces Sub Commission. During the month the Director paid official visits to the Headquarters of the 1st I.A.T. (Milan); Orio (Bergamo) and the main stores unit at Gallarate. He has also visited the Italian Staging Posts at Linate (Milan) and Turin and the F.I.A.T. aircraft factory.

10. Air Courier Service. The Courier service has been extended to include the following schedule: Milan-Treviso-Bolzano-Milan. The service began on the 15th August 1946 with Baltimore aircraft from Milan, it operates twice weekly on Tuesdays and Fridays. Five seats are available for every journey.

11. A conference was held at Italian Air Ministry and attended by Col. Remondino, Lt. Col. Gassoni, Lt. Col. Reinero and Lt. Col. Rush and Major Kopplinger to discuss and correct a number of problems that had arisen in connection with the Rome-Turin-Milan service. These problems were fully discussed and agreement was reached as to their solution.

Aircraft Safety.

12. During August a new Italian aircraft safety Centre was

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Aircraft Safety.

1025

12. During August a new Italian aircraft safety Centre was opened at Elmas and is operating successfully.

13. All together . four operational sorties were made but only one of these was successful. In that case valuable assistance was given to a Cant 501 seaplane which had force landed near the Straits of Messina. Two aircraft were scrambled to search for a C 47 overdue between Elmas and Rome but it was found shortly afterwards that the missing aircraft had landed safely. On the 22nd August an unknown person originated a message to the effect that the Italian Prime Minister's aircraft had crashed. This was

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disproved but not before a Baltimore from Milan had flown a fruitless two hours search.

14. Fifteen overdue actions were successfully undertaken during the period. The Italian Aircraft Safety Service has now considerable experience behind it and is a reliable force.

Italian Meteorological Service

15. Three new stations were opened during the month at Rifredo Mugello (il Giogo), Mondovi and Piano Rosa. There are now 142 reporting stations in the Italian net-work.

16. The work of the Radio-Sonde Stations has not improved, although supplies of spares and consumable stores were distributed at the beginning of the month. The chief reason for this inefficiency is the shortage of caustic soda and ferro-silicon - the chemical used to generate hydrogen. It is hoped that fresh supplies of these chemicals will become available before long from American sources in Germany.

17. Aircraft ascents have been carried out regularly throughout the month at Milan and Brindisi. Now that the spare Radio-Sonds Station held at Ciampino for Venice has been removed to Germany, the Milan aircraft which is at present duplicating the work of the Radio-Sonds section there, was transferred to Venice.

18. With effect from 1st September London, Paris, Moscow and Rome become responsible for the collection and re-broadcast of weather information for the 1st, 2nd, 3rd, and 4th. European Regions respectively. The 4th Region comprises Italy, Greece, Turkey, Syria, Iraq, Tranjordan, Palestine, Egypt and Lybia. From all these countries Surface and Upper Air Reports will be collected by the Italian Met Service and re-broadcast by the Rome National Transmitter, Italian Met Service call sign IMB. In addition to synoptic reports, IMB is also responsible for the transmission of Weather Analyses for the 4th Region.

PART II - ORGANIZATION AND ADMINISTRATION

19. I.A.F. Strength State. The total number of all I.A.F. officers and other ranks as at the end of August was as follows:

UNIT	LOCATION	ACTUAL STRENGTH OFFRS	OR.s	TOTAL	NOTES
				1054	

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UNIT	LOCATION	ACTUAL STRENGTH OFFRS	OR.s	TOTAL	NOTES
Air Ministry and Air Staff	Rome	598	1348	1946	
Unita' Aeree	Bari	933	6212	7145	
H.Q. 1st S.A.T.	Milan	329	1720	2049	
H.Q. 2nd S.A.T.	Padua	281	1842	2123	
H.Q. 3rd S.A.T.	Rome	492	3815	4307	iti-iti

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UNIT	LOCATION	ACTUAL STRENGTH OFFRS	OR.s	TOTAL	NOTES
H.Q. 4th Z....T.	Bari	216	2697	2913	(25529)
H.Q. I....F. Sicily	Palermo	117	1382	1499	
H.Q. I....F. Sardinia	Cagliari	78	829	907	
Navy		10	—	10	
Army		5	1	6	
Carabinieri		14	610	624	
With R....F.		50	1568	1618	BR-ITI
With U.S.....F.		64	1644	1708	US-ITI
Grand total		3187	23668	26855	

20. Augusta Naval Base. Conferences concerning the Naval Base at Augusta have been held at AFSC Headquarters on 15th May, 1st June, 8th June and 15th July 1946. Represented were AFSC, Navy S/C, Italian Ministry of Marine, B.O....C., Augusta and Rome. Subject to negotiation between the British and Italian Government, the Italian Navy have raised no objections to the establishment of a British Civil Air Base at Augusta. The interim agreement has been concluded and will be held as binding until the full commercial agreement is negotiated between the two Governments.

21. I....F. Recruiting Centres. A Centre for 265 airmen at Novi Ligure and another for 259 airmen at Turin were opened. The recruits have been issued with uniforms and have begun a two months course of instruction after which they will be posted to units. The centres are functioning smoothly and the recruits are showing a keen spirit.

22. American Awards and Decorations. The following awards and decorations were presented to Italian Air Force Officers:

Medal of Freedom with Silver Palm was presented to Col. Aldo Remondino by Lt. Gen. Lee, Commanding AFCOS. in a ceremony at R.....C. Headquarters in Rome on 30th August, 1946.

Medal of Freedom with Bronze Palm was presented to Lt. Col. Walter G. Mrower, Italian Air Force, by Rear Admiral Stone, Chief Commissioner of Allied Commission. Ceremonies were held at Allied Commission Headquarters on 14th August 1946.

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Navy	10	—	10	
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Bronze Star Medal (Posthumous) to the widow of Capt. Paolo Rossoni by Lt. Col. Frank E. Marsh, Deputy Director of Air Forces Sub-Commission in a Ceremony held at Padua on the 31st August 1946.

23. Pisa Barracks. Permission was granted to the Italian Air Force to use the R.... Military Barracks in the North West section of Pisa airport (S. Giusto). This will somewhat alleviate the housing shortage in the city of Pisa where I....F. personnel are now quartered.

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Equipment

24. Spitfire Spares. All Spitfire Spares in 114 M.U. were handed over, as previously agreed, to the Italian Air Force during August. Unfortunately the R....F. had a change of policy and almost before the equipment had arrived at Brindisi 25% of it was requested to be returned to the R....F. Largest spares which must be returned are tyres and tubes. In all probability I....F. Spitfires will be grounded for want of these items.

25. Baltimore Spares. All Baltimore spares in R....F. depots have been handed over to the I....F.

26. M.S.L. R....F. High speed launches have been offered to the I....F. Air Ministry, London, laid down a price of £ 7000 for each M.S.L. This appears to be high considering the age of the boats and their poor mechanical condition. Italian Air Ministry have been requested to state how much they are prepared to pay for the craft.

Engineering.

27. Spitfire IX Aircraft. Forty aircraft have been assembled and are ready to be taken into service in the fighter group at Lecce. Bari detachment have been requested to fit one Spitfire V for drogue towing from the ground.

28. P.R. Aircraft. Assembly is progressing favourably and the 38th aircraft is being worked on. Shortage of specialist tools is causing some delay. O.F.L.C. have now agreed to supply these tools.

29. One aircraft is being converted for handling instruction in the air (dual). A seat is being placed in the nose and a transparent nose is being fitted in place of the standard metal construction.

30. Capodichino. 159 M.U. was visited in company with a representative of the I....F., to take the equipment that was being handed over to U.N.R.R.A. for disposal, so that it could be earmarked for purchase by the I....F.

31. S.M. 95 Aircraft. The civilian version of the four engined S.M. 95 has returned from tests at Farnborough, England, and is now at the Savoia Marchetti works being overhauled and prepared for service on the Italian Military Courier Service.

32. Baltimore Aircraft. Difficulty is being experienced in obtaining spares for these aircraft, but the position should ease when the "pack up" is received from R....F. sources and material is obtained from U.N.R.R.A. The conversion of one aircraft for drogue towing is nearing completion.

33. Routine Visits. Visits have been made to Centocelle, 10

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have been handed over to the I...F.

28. H.S.L. R...F. High speed launches have been offered to the I...F. Air Ministry, London, laid down a price of L 7000 for each H.S.L. This appears to be high considering the age of the boats and their poor mechanical condition. Italian Air Ministry have been requested to state how much they are prepared to pay for the craft.

Engineering.

27. Spitfire IX Aircraft. Forty aircraft have been assembled and are ready to be taken into service in the fighter group at Lecce. Bari detachment have been requested to fit one Spitfire V for drogue towing from the ground.

28. P.R. Aircraft. Assembly is progressing favourably and the 36th aircraft is being worked on. Shortage of specialist tools is causing some delay. O.F.L.C. have now agreed to supply these tools.

29. One aircraft is being converted for handling instruction in the air (one dual). A [illegible] is being placed in the nose and a transparent nose is being fitted in place of the standard metal construction.

30. Capodichino. 159 M.U. was visited in company with a representative of the I...F., to view the old boat that was being handed over to AMGR for disposal, so that it could be earmarked for purchase by the I...F.

31. S.M. 95 Aircraft. The civilian version of the four engined S.M. 95 has returned from tests at Farnborough, England, and is now at the Savoia Marchetti works being overhauled and prepared for service on the Italian Military Courier Service.

32. Baltimore Aircraft. Difficulty is being experienced in obtaining spares for these aircraft, but the position should ease when the "pack up" is received from R...F. sources and material is obtained from AMGR. The conversion of one aircraft for drogue towing is nearing completion.

33. Routine Visits. Visits have been made to Castelvolturno, Ciampino, Urbe, Guidonia, Frosinone, Capodichino, Pomigliano and Paparocchi.

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Intelligence.

34. The new regime under Air Minister Cingolani would appear to be settling down and working well, though at the moment much prominence is being given to the Treaty Terms which are considered harsh by the Air Force. General Simone-Cat (C....S.) has been in Paris with the Italian delegation, and in the meantime a Vice Chief of Air Staff has been appointed to help cope with work. The officer appointed is General Briganti who, during the latter half of 1943 was commanding the Aegean Air Force, and on refusing to collaborate with the Germans was sent to a concentration camp in Poland. He is well thought of by all personnel and his recall has been well received, except from the point of view of the number of Generals being recalled which is considered too high by many I....F. officers and is causing some agitation.

35. Following the question of recalling Senior Officers, the new pension scheme has been received well by the medium ranks of the I....F., and affords them the opportunity to retire on moderately substantial incomes and many are taking advantage of the scheme. The feeling is, however, that before the medium ranking officers are retired or given the opportunity to do so, the old established brass hats should leave the service to make way for new blood and give others opportunity to reach General rank.

36. The morale of the I....F. generally is good, though quite naturally it is higher in the flying units with a corresponding increase in efficiency, outstanding amongst which is the I....F. Military Courier Service station at Centocelle (under the command of Lt. Col. Reinero). In spite of the Treaty Terms, which are considered hard by the Air Force, the relationship between the I....F. and the A.F.S.C. continues to be cordial and cooperative.

37. There have been no major changes of General Officers this month, except that Colonel Porru has now been installed as Chief of the Minister's Cabinet in place of Colonel Ludovico. Approval has been given by A.F.S.C. for the postings of two I....F. and another position was not effected (after discussion with the Air Minister).

38. Concerning the future of Italy, a well known Italian politician observed that Democracy will work in Italy and he cited the fact that the transition from the Monarchy to Republic had been achieved with practically no disorder. "Fascism", he said "almost suffocated Italy but did not kill it".

PART III - REPORTS FROM DETACHMENTS.

MILAN

39. Aircraft Firms and Industry.

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PART III - REPORTS FROM DETACHMENTS.

MILAN

39. Aircraft Firms and Industry.

(a) Fiat - Turin. In order to carry out a contract to convert eleven C47 aircraft from military to civil type, FIAT have given up the construction of electric trolley-buses, this work being taken over by C.N.S. Novara. Construction of motor-buses continues.

(b) S.I...I. Vergiate. Twelve aircraft are undergoing general overhaul at S.I...I. Vergiate. These consist of four S79, three SC2, two S84 and three Cant Z 506 B seaplanes. All this work is scheduled for completion prior to the end of October.

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(c) Macchi, Varese. Activities of the Macchi Firm are mainly concerned with the production of 3-Wheeler trucks, threshing-machines etc. A small aeronautical section was recently re-activated and three prototypes of an MB 308 touring plane constructed in contravention to the existing directive. Application to test-fly these aircraft has been refused.

40. I...F. Administration. As the Italian Salvage Parties have now virtually completed their work, steps are being taken to reduce and concentrate the I...F. organization. The Turin and Milan salvage units have been disbanded and five administrative centres have been closed down in Varese, Bergamo, Novi Ligure, Albenga and Novara. In September it is intended to close the Regional H.Q. at Parma. 1st Z...T. will then be reduced to the three Regional HQs at Milan, Turin and Genoa.

41. Equipment.

(a) Gallarate. An inspection of Gallarate Main Stores was carried out on 12th August by the Director. The Stores are well administered, tidy and clean. The Italians (mostly civilians) have done a good job here. Piles of scrap metal were found to be accumulating and a method of disposal not incurring loss to the I...F. is being sought.

(b) Taliedo. Work is in progress at Taliedo to make the I...F. hangars serviceable for occupation. As the premises at Sedriano have been evacuated in favour of the Civilian proprietors, the M.T. Repair Unit is being housed temporarily at BRESSE pending completion of this work in about 2 months time.

42. Application by the American Joint Distribution Committee for vacant hangar space to house refugees for six months has been approved. An estimate is being prepared of the expenses involved for the repair work.

NAPLES

43. Repatriated P.o.W's. During the month of August about 500 Prisoners of War were repatriated. 400 have been assisted, administrative action taken and then they have been sent on leave or discharged from the service. The remaining 100 have been sent to their respective Reception Centres.

44. I...F. Companies. On the 3rd August the 214th I...F. Detachment working with the R...F. at Marcianise was disbanded and the personnel involved transferred to other I...F. Detachments.

45. Cadet School. The Air Minister, Sig. Cingolani, visited Naples in order to decide the question relating to the transfer of the I...F. Academy. It has been decided that the Academy will not be transferred to Florence but will remain in Naples until the dorequisitioning of the Royal Palace at Caserta. Minister Cingolani also inspected [illegible]

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R.R.I

46. Normal flying activity continues throughout the fighter wing at Lecce but the petrol supply available never allows of the maximum of six hours per pilot. For economy the 4th Stormo is using the P38s only to keep the pilots familiar with the type and the bulk of training is being carried out on P39's. One fatal accident occurred when a P39 developped a spin during acrobatics and the pilot was unable to recover. The number of accidents of this nature has been discussed at Unita' Aerea but they are at a loss to provide an explanation as in every case the pilots have been very experienced. The 5th Stormo continue normal training on their Macchi 205's. The 51st Stormo have now received their full quota of Spitfire IX's. These have been grounded practically all month because of the critical tyre situation. It appears that they can only hope to get about two more landings out of the tyres fitted at present and are afraid to use these as they wish to keep the aircraft serviceable for any more which may be authorized in the near future.

47. The VC.S, General Brigante, visited units in this area. At Lecce he was met with the usual clamour from the fighters about getting transferred North. He sympathized with their wishes and asked them to try to be patient a little longer, pointing out that higher formations were equally interested in this movement and that everything was being done to bring it about. The choice of General Brigante for this appointment seems to be very popular among personnel in this area, who speak very highly of hisintegrity and his past service career.

48. The bomber S.R.....A. has continued work on one S.M. 84 now nearing completion for the Frosinone School and two S.M. 82's for Guidonia, on all of which good progress has been made. A further two S.M. 82's were flown in from Guidonia for complete overhaul, which was welcomed to offset disturbing unemployment.

49. The Refresher Flying School has made good progress in clearing up the tail end of the last course prior to starting a new course early in September. A complete new syllabus for the school has been prepared for future courses.

50. Unita' Aerea officers were very pleased to hear that the proposed re-organization of the I....F. is not to be carried out without them being consulted. In this connection it seems that conferences have already been held at Rome with Unita' representation. It is understood that Lt. Col. Fanali, a very able and experienced officer of Unita' Aerea is being transferred to Rome in the near future.

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L.E. BRODIE

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I.E. BRODIE
Air Vice-Marshal,
Director,
Air Forces Sub-Commission.

Air Forces Sub-Commission,
Allied Commission, Rome.
Date : 9th September, 1946.
Ref : AFSC/35/1/Air.

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APPENDIX "..".

SUMMARY OF FLYING ACTIVITY FOR THE MONTH OF AUGUST 1946

SUMMARY OF MILITARY COURIER FLIGHTS OF I.A.F. (*)

	No. of Flights	Hours	Passengers Carried	Various freight in lbs.
S.M. 79	129	182,20'	685	45706
S.M. 75	6	15,10'	137	7620
G. 12	149	330,05'	2243	10931
S.M. 82	120	213,30'	1276	74720
Seaplane Wing	62	123,35'	561	18621
Baltimore Wing	90	84,45'	250	12247
TOTAL	556	949,25'	4952	169845

SUMMARY OF FLYING. (+)

	Flights	Flying hours
Autonomous Squadron Units' Force	87	58,50'
Training School, Frosinone	39	37,50'
Training School, Lecce	312	126,05'
Night Flying School	33	12,45'
Baltimore Wing	44	54,25'
Cant Z 1007	3	7,20'
Seaplane Wing	107	116,00'
Fighter Wing	817	596,05'
	1442	989,20'

(*) Includes Transport and Communication Flights.

(+) Includes flights for training, air and sea rescue mission, met flights, various flights (aircraft tests, etc).

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S.M. 75	6	15,10'	137	7620
G. 12	149	350,05'	2243	10931
S.M. 82	120	213,30'	1276	74720
Seaplane Wing	32	123,35'	561	18621
Baltimore Wing	90	84,45'	350	12247
TOTAL	556	949,25'	4952	169845

SUMMARY OF FLYING.

	Flights (+)	Flying hours
Autonomous Squadron Units' Merca	87	58,50'
Training School, Frosinone	39	37,50'
Training School, Lecce	312	126,05'
Night Flying School	33	12,45'
Baltimore Wing	44	54,25'
Cant Z 1007	3	7,20'
Seaplane Wing	107	116,00'
Fighter Wing	817	596,05'
	1442	989,20'

(*) Includes Transport and Communication Flights.

(+) Includes flights for training, air and sea rescue mission, met flights, various flights (aircraft tests, etc).

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APPENDIX "B"

ENGINEERING REPORT AND AIRCRAFT STATE I.A.F. AS AT 31ST AUGUST, 1946.

FIGHTER WING.		STRENGTH	SERVICEABLE	CREW
Lecce	P.39	15	11	
Lecce	P.38	22	12	
Lecce	Spitfire IX	34	7	
Lecce	MC.205	24	17	
Lecce	MC.202	15	8	
		110	55	191
LIGHT BOMBER AND BOMBER TRANSPORT WING.				
Urbe	M.187	20	16	
Linate	M.187	3	3	
Urbe	Sai 202	1	-	
Guidonia	S.82	25	18	
Guidonia	Sai 202	1	1	
Centocelle	S.79	21	13	
Centocelle	S.75	1	-	
Centocelle	S.12	15	10	
Centocelle	S.83	1	1	
Centocelle	S.84	1	-	
CENTOCELLE	S.95	1	1	
Centocelle	S.73	1	1	
		91	64	349
SEAPLANE WING.				
Taranto	Cant. Z.506/BT	5	3	
Cadimare	Cant. Z.506/BT	1	1	
V . di Vallo	Cant.Z. 506/BT	1	1	
Brindisi	Cant. Z.501	5	2	
Brindisi	Cant. Z.506/S	2	-	
Venezia	Cant. Z.506/BT	3	2	
V. di Vallo	Cant. Z.506/BT	3	1	
Cadimare	Cant. Z.506/BT	1	1	
Elmas	Cant. Z.506/S	4	2	
Taranto	Cant. Z.501	4	3	
Taranto	RS.14	7	-	
V. di Vallo	Cant.501	1	-	
		37	16	142

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Lecce	MC.202	24	17	
		15	8	
		110	55	191

LIGHT BOMBER AND BOMBER TRANSPORT WING.

Urbe	M.187	20	16	
Linate	M.187	5	3	
Urbe	Sai 202	1	-	
Guidonia	S.82	25	18	
Guidonia	Sai 202	1	1	
Centocelle	S.79	21	13	
Centocelle	S.75	1	-	
Centocelle	S.12	15	10	
Centocelle	S.83	1	1	
Centocelle	S.84	1	-	
CENTOCELLE	S.95	1	1	
Centocelle	S.73	1	1	
		91	64	349

SEAPLANE WING.

Taranto	Cant. Z.506/BT	5	3	
Cadimare	Cant. Z.506/BT	1	1	
V . di Valle	Cant.Z. 506/BT	1	1	
Brindisi	Cant. Z.501	5	2	
Brindisi	Cant. Z.506/S	2	-	
Venezia	Cant. Z.506/BT	3	2	
V. di Valle	Cant. Z.506/BT	3	1	
Cadimare	Cant. Z.506/BT	1	1	
Elmas	Cant. Z.506/S	4	3	
Taranto	Cant. Z.501	4	-	
Taranto	RS.14	7	-	
V. di Valle	Cant.501	1	-	
		37	16	142

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AUTONOMOUS SQUADRONS
UNITA' AEREE.

Gioia del Colle	S.M.79	1	1	
Paleso	S.M.79	1	1	
Gioia del Colle	Cant.Z.1007	2	-	
Linate	Cant.Z.1007	1	-	
Gioia del Colle	C.A 314	1	-	
Paleso	C.A 314	2	2	
Linate	C.A 314	1	1	
Treviso	C.A 309	1	1	
Linate	CR 42	2	2	
Gioia del Colle	RE 2001	3	1	
Gioia del Colle	FJ 156	1	1	
Paleso	S.I.202	1	1	
Linate	S.I.202	1	1	
Brindisi	S.I.202	1	1	
Allied Command	S.I.202	1	-	
		20	13	29

AUTONOMOUS SECTION (Stato Maggiore)

Centocelle	S.M.79	2	2	
Centocelle	RE 2001	2	1	
Centocelle	CA 313	1	-	
Centocelle	S.I 204	1	-	
Centocelle	S.I 202	1	1	
Urbe	S.M. 79	3	1	
Urbe (President)	S.M. 79	1	1	
Urbe (President)	S.M. 75	2	2	
		13	8	20

AUTONOMOUS SECTION (SARDINL.).

Elmas	S.M.79	1	1	
Elmas	S.I 202	1	1	
		2	2	2

PILOT SCHOOL.

Lecce	Mc.200	6	2	
Lecce	CR.42	10	7	
Lecce	G.8	1	1	
Lecce	SPITFIRE V	2	2	
Lecce	C.A 164	3	3	
Lecce	Fn.305	4	4	
Lecce	P.39	5	3	
Lecce	B.A 25	1	1	
Lecce	S.I 200	1	1	
		31	24	15

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Linate	CR 42	3		1	
Gioia del Colle	RE 2001	3		1	
Gioia del Colle	FJ 156	1		1	
Palese	S.I.202	1		1	
Linate	S.I.202	1		1	
Brindisi	S.I.202	1		1	
Allied Command	S.I.202	1		-	
		20		13	29

AUTONOMOUS SECTION (Stato Maggiore)

Centocelle	S.M.79	2	2	
Centocelle	RE 2001	2	1	
Centocelle	CA 313	1	-	
Centocelle	S.I 204	1	1	
Centocelle	S.I 202	1	1	
Urbe	S.M. 79	3	1	
Urbe (President)	S.M. 79	1	1	
Urbe (President)	S.M. 75	2	-	
		13	6	20

AUTONOMOUS SECTION (GARDINI).

Elmas	S.M.79	1	1	
Elmas	S.I 202	1	1	
		2	2	2

PILOT SCHOOL.

Lecce	Mc.200	6	2	
Lecce	CR.42	10	7	
Lecce	G.8	1	1	
Lecce	SPITFIRE V	2	2	
Lecce	CA 164	3	3	
Lecce	Fn.305	4	4	
Lecce	P.59	3	3	
Lecce	BA 25	1	1	
Lecce	S.I 200	1	1	
		31	24	1015 / 150

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TRAINING SCHOOL

Frosinone	M.187	4	3	
Frosinone	S.84	3	1	
Frosinone	Cant.Z. 1007	1	-	
Frosinone	S.I 202	1	-	
		9	4	6

FIGHTER S.R....

Lecce	P.39	26	-	Store re-
Lecce	P.39	1	-	serve.
Lecce	Spitfire IX	2	-	
Lecce	Spitfire V	11	-	
Lecce	Mc 205	12	-	
Lecce	Mc 202	11	-	
Lecce	S.I 202	9	6	
Lecce	C. 135	1	1	
Lecce	FL 3	1	1	

B.&.T. S.R....

Lecce	S.M.84	1	-
Lecce	S.M.82	2	-
Lecce	CA 164	1	-
Centocelle	S.M.82	1	-
Centocelle	S.M.84	1	-
Centocelle	S.M.79	8	-
Gioia del Colla	Cant.Z.1007	1	-
Gioia del Colle	C. 314	3	-
Gioia del Colle	C. 310	2	-
Gioia del Colle	C. 309	1	-
Gioia del Colle	C. 164	1	-
Gioia del Colle	S.I 202	1	-

SEAPLANE S.R...

Taranto	Cant.Z.506	14	-
Taranto	Cant.Z.501	13	-
Taranto	R.S.14	1	-

PILOT SCHOOL S.R...

Lecce	Mc.200	1	-
Lecce	G.8	1	-
Lecce	G.50	3	-
Lecce	G.55	1	-
Lecce	CA.164	2	-
Lecce	Fn.305	1	-

TRAINING SCHOOL S.R....

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Lecce	P.39	26	-	Store reserve.
Lecce	P.39	1	-	
Lecce	Spitfire IX	2	-	
Lecce	Spitfire V	11	-	
Lecce	Mc 205	12	-	
Lecce	Mc 202	11	-	
Lecce	S.I 202	9	6	
Lecce	C. 133	1	1	
Lecce	FL 3	1	1	
B.&.T. S.R.L.				
Lecce	S.M.84	1	-	
Lecce	S.M.82	2	-	
Lecce	CA 164	1	-	
Contocello	S.M.82	1	-	
Contocello	S.M.84	1	-	
Contocello	S.M.79	8	-	
Gioia del Colla	Cant.Z.1007	1	-	
Gioia del Colle	C. 314	3	-	
Gioia del Colle	C. 310	2	-	
Gioia del Colle	CA 309	1	-	
Gioia del Colle	CA 164	1	-	
Gioia del Colle	S.I 202	1	-	
SEAPLANE S.R.L.				
Taranto	Cant.Z.506	14	-	
Taranto	Cant.Z.501	13	-	
Taranto	R.S.14	1	-	
PILOT SCHOOL S.R.L.				
Lecce	Mc.200	4	-	
Lecce	G.8	1	-	
Lecce	G.50	5	-	
Lecce	G.55	1	-	
Lecce	C.R.164	2	-	
Lecce	Fn.305	1	-	
TRAINING SCHOOL S.R.L.				
Frosinone	M.167	1	-	
Frosinone	S.79	2	-	
		137	8	
	GENERAL TOTAL	450	194	754

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APPENDIX "C"

I...F. ORDER OF B.TTLE .S .T 31ST .UGUST 1946.

FIGHTER GROUP - LECCE:				
4' WING	9' SQU.DRON	73 Flight	Lightning A/C P.38--19	No.of Pilots 57
		96 Flight	P.39--19	
		97 Flight		
	10' SQU.DRON	84 Flight		
		90 Flight		
		91 Flight		
5' WING	8' SQU.DRON	92 Flight	Macchi 205 A/C----25	No.of Pilots
		93 Flight	Macchi 202 A/C----16	68
	101' SQU.DRON	208 Flight		
		238 Flight		
	102' SQU.DRON	203 Flight		
		239 Flight		
51' WING	20' SQU.DRON	356 Flight	Spitfire 9 A/C----34	No. of Pilots 70
		360 Flight		
	21' SQU.DRON	351 Flight		
		386 Flight		
	155' SQU.DRON	361 Flight		
		378 Flight		
BOMBER AND TRANSPORT GROUP - GUIDONIA:				
BALTIMORE WING (Urbe Airfield)	132' SQU.DRON	255 Flight	Baltimore M.187 A/C----24	No.of Pilots and crews 29
		281 Flight		
	28' SQU.DRON	13 Flight		
		260 Flight		
NIGHT WING (Guidonia Airfield)	1' SQU.DRON	1 Flight	S.82 A/C-----27	No.of Crews 44
		5 Flight		
	28' Squadron	190 Flight		
		265 Flight		
TRANSPORT WING (Centocelle Airfield)				
	2' SQU.DRON	102 Flight	S.75/S.75/S.79/S.83/ S.84	No.of Crews 55
		103 Flight	S.95/G.12 A/C-----40	
	98' SQU.DRON	240 Flight		
		241 Flight		
SEA PLANE GROUP-				
	82'SQU.DRON	139 Flight	Cz.506/TB -Cz.506/C---7	
	(Taranto)	149 Flight		No.of crews 16
	83' SQU.DRON	141 Flight	Cz.506 - Cz.501-------10	
	(Brindisi)	147 Flight		No.of crews 14
	84' SQU.DRON			
	(Vigna di Valle	140 Flight	Cz506/TB - Cz506/	S--

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		90 Flight			
		91 Flight			
5' WING	8' SQUADRON	92 Flight	Macchi 205 A/C----25	No.of Pilots	
		93 Flight	Macchi 202 A/C----16	68	
	101' SQUADRON	208 Flight			
		238 Flight			
	102' SQUADRON	203 Flight			
		239 Flight			
51' WING	20' SQUADRON	356 Flight	Spitfire 9 A/C----34	No. of Pilots	
				70	
		360 Flight			
	21' SQUADRON	351 Flight			
		386 Flight			
	155' SQUADRON	361 Flight			
		378 Flight			

BOMBER AND TRANSPORT GROUP - GUIDONIA:

BALTIMORE WING	132' SQUADRON	255 Flight	Baltimore M.187	No.of Pi-	
(Urbe Airfield)		281 Flight	A/C----24	lots and	
	38' SQUADRON	13 Flight		crews 29	
		260 Flight			
NIGHT WING	1' SQUADRON	1 Flight	S.82 A/C-----27	No.of	
(Guidonia Airfield)		5 Flight		Crews 44	
	88' Squadron	190 Flight			
		265 Flight			
TRANSPORT WING					
(Centocelle Airfield)					
	2' SQUADRON	102 Flight	S.75/S.75/S.79/S.85/		
			S.84	No.of	
				Crews 55	
		103 Flight	S.95/G.12 A/C-----40		
	98' SQUADRON	240 Flight			
		241 Flight			

SEA PLANE GROUP-

82'SQUADRON	139 Flight	Cz.506/TB -Cz.506/C---7	
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83' SQUADRON	141 Flight	Cz.506 - Cz.501-------10	
(Brindisi)	147 Flight		No.of crews 14
84' SQUADRON			
(Vigna di Valle	140 Flight	Cz506/TB - Cz506/	
		-8	No. of crews 19
85' SQUADRON	183 Flight	Cz.501 - R.S.14--------12	
(Taranto)	287 Flight		No.of crews 12

These figures are the operational Strength only and should not be confused with the actual Strength of Fighter and Bomber Aircraft as shown in this Monthly Air Report.

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7013

CONFIDENTIAL.

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION,
ROME.

Monthly Air Report No. 44 - July, 1946.

List of Appendices :

Appendix "A" - Summary of Flying Activity for the month of July, 1946.

Appendix "B" - Engineering Report and Aircraft State as at 31st July, 1946.

PART I - AIR STAFF.

1. Fighter Wing - Lecce. Petrol supplies have greatly improved during the month and this has enabled the squadrons to increase their flying activity. The 4th Stormo have continued type familiarisation on their P.38's. the 51st Stormo have now been re-equipped with Spitfire IX's and all the pilots have done their familiarisation flying. The 5th Stormo still have their Macchi 205's and have carried out normal flying training. Flying discipline on the whole was good. There was one fatal accident with a P.38 which is at present under investigation.

2. Light Bomber Wing - Littorio. Flying has been carried out on a limited scale. One Flight has been detached to Linate in order to operate the Courier Service between Milan, Treviso and Bolzano.

3. Night Bomber Wing - Guidonia. The airfield at Guidonia was inspected on 30th July by the Director and Deputy Director of the A.F.S.C. Work is progressing satisfactorily in the clearance of the airfield and in the preparation of damaged quarters for future habitation and use.

At present Guidonia is under consideration by the Italian Air Ministry as a suitable base for the operating of Civil Air Lines.

4. Bomber Transport Wing - Centocelle. Schedule Courier flights for the month were carried out satisfactorily. There were no technical failures and repairs and maintenance progressed normally. The Station Commander undertook to ensure that all captains of aircraft personally briefed civilian passengers as to standard safety precautions, and particularly against leaving their seats and walking about in the fuselage whilst in flight thus causing instability.

5. Visits by Director A.F.S.C. The Director visited during the month Italian Air Force Units at Guidonia (Transport Squadrons), Florence (Administration Schools and future Italian Cadet College), Pal[illegible]

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5. Visits by Director A.F.S.C. The Director visited during the month Italian Air Force Units at Guidonia (Transport Squadrons), Florence (Administration Schools and future Italian Cadet College), Bologna (staging Post), Venice (Staging Post, C.A.V., and A.S.R. Detachment), Augusta (future A.S.R. Detachment and Recruit Depot), Elmas (A.S.R. Detachment and Staging Post), Vigna di Valle (A.S.R. Detachment). A visit was also made to A.H.Q. Malta with a view to clearing up aircraft safety responsibilities, particularly in the Tyrrhenian and Ionian Seas.

6. Light Bomber Flying School - Frosinone. Six pilots and one radio operator completed the refresher course, there are at present 32 navigators under training. Work is nearly finished with the clearing of debris from the airfield and hangars.

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7. Elmas Airfield Sardinia. A conference was held at Elmas airfield, Sardinia on 16th July, 1946 which was attended by the S.S.O. of the A.F.S.C. and the representatives of the A.C.C., Malta and their staffs. Representatives of H.Q. MED/ME and officers from the Italian Air Ministry and Air Force also attended. The purpose of the conference was :-

(a) to ascertain to what extent R.A.F. man-power could be conserved by the substitution of Italians in the place of R.A.F. personnel on the station and (b) to consider whether it would be practical at this stage to withdraw all R.A.F. personnel and hand the entire manning of the station over to the I.A.F.

After careful consideration of the two possibilities it was recommended to keep the R.A.F. nucleus and to reduce British personnel by gradual and easy stages and to put I.A.F. personnel in their places. It was agreed that in two or three months time the situation should again be reviewed to see whether the I.A.F. are in a position to take over the commitment without injuring Allied interests.

8. Flying Accidents. There were two accidents exemplifying breaches of Flying Training discipline at the Fighter Training School in Lecce, involving the loss of lives and aircraft.

One accident involved a pilot who had not completed training of emergency procedure on the P.38 Lightning type aircraft. Finding himself in a dangerous position this pilot called to the control tower for instructions. Either the instructions given were not correct, or the pilot failed to carry them out correctly, and on the approach to land the aircraft was seen to stall and spin into the ground killing the pilot.

Another accident involved acrobatics being carried out below the minimum altitude allowed for the P 39 aircraft. These aircraft collided in mid-air killing both pilots in the crash. All Wings have been reminded of the need for strict aerodrome discipline and that disciplinary action is to be taken against any pilots who contravene local flying orders.

9. Airfields. A total of forty-two (42) airfields have been de-requisitioned by the U.S.A.A.F. during the past month and turned over to the Italian Air Ministry with permission that the airfields may be converted to agricultural purposes. The airfields de-requisitioned are as follows :-

Canne	San Severo	Favara
Castelluccio	Spinazzola	Pistoia
Cattolica	Starparone	Rome/Centocelle
Celone	Sternara	Pantellaria
Cutella	Torretta	Cervia
Guilia	Torterella	Cancello
Lesina	Triola	Del Quarto
Lucera	Venosa	Lucca/Tassignano
Mondolfo	Vincenzo	Plaino
Pantanella	Villafranca/Main	Sparanise
Piagiolino	Bellaria	Battipaglia
Rosignano	Benvegnante	Candida
San Giovanni	Chiaravalle	Le Grece

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Lesina	Triola	Del Quarto
Lucera	Venosa	Lucca/Tassignano
Mondolfo	Vincenzo	Plaino
Pantanella	Villafranca/Main	Sparanise
Piagiolino	Bellaria	Battipaglia
Rosignano	Benvegnante	Candida
San Giovanni	Chiaravalle	La Groce
Pisa/Al Bovola	Ricte	Vada

In addition, arrangements have been made by the M.A.A.C. Secretariat to transfer responsibility for the following airfields from U.S.A.A.F. to British control : Aviano, Udine/Campoformido North, Villa-Orbia/Udine, Villaorba and Villafranca/Calzoni.

10. Refresher Flying School - Lecce. Normal flying activity has continued through the month and the present course on primary types has been practically completed. Continual unserviceability has, however, caused some delay with the secondary types. Maintenance of the Mc.200 is becoming increasingly difficult and it has been suggested that they be thrown up and replaced by Mc.202 no longer required by the 5th Stormo.

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11. Air Courier Service. A conference was held at this Headquarters attended by members of the A.F.S.C., Col. Gussoni of the I.A.M. and the Officer Commanding Centocelle, with a view to improving the Air Courier Service. The conference resulted on a complete new time-table which it is intended to put into operation on the 5th August, 1946.

In this new time schedule it will be possible for through passages to avoid the night stay in Rome. Feeder lines will arrive in Rome at such times and are to ensure that passengers routed to the North or South will be able to proceed without delay. The bus services have also been varied to come into line with the new air service.

One new Air Courier Service has also been inaugurated and will operate between Milan, Treviso and Bolzano; Baltimore aircraft bases at Linate will be used on this line.

12. French Civil Air Lines. Approval has been granted in principle for French Airlines to operate on the routes : Paris-Milan-Rome
Paris-Rome-Turin
Paris-Venice-Balkans.
It is not expected that these will operate for several months.

13. Other Civil Air Lines. The operation of a Spanish Civil Air Line has been approved in principle and proposed routes have been submitted. This line should be in operation sometime during the month of August.

A request has also been received from a Swedish Airline Company for an increase in schedule from twice monthly to once weekly.

14. Tactical Reconnaissance Training. By a trial modification of the P.38 Lightning mounting oblique cameras and four .5 cal. machine-guns in the nose is successful theatre-equipment of a P.38 Squadron for medium recce will be considered.

15. Spitfire and Lightning Aircraft. During the month of July there have been no difficulties experienced in the assembly of these aircraft. Tools and equipment for the maintenance of the P.38's have not yet been delivered to the Italian because of a delay by O.F.L.C. on payment for this material.

16. Move of I.A.F. Academy. A start has been made to transfer the Officer Cadet School from NISIDA to FLORENCE, it is expected that the move will be completed by September.

AIRCRAFT SAFETY.

17. Air Sea Rescue Searches. In conjunction with the Italian Navy, two unsuccessful A.S.R. sorties were carried out to search for two drifters weather-bound in the Gulf of Taranto. These ships later made port. In all ten exercises were held during the month and a new A.S.R. frequency (6500 K/cs.) was tested and proved successful. For the first time, exercises were held to train the Baltimore crews in this work.

18. Hand-over of Aircraft Safety Services to I.A.F. The first of the Italian crews to take over the High Speed Launches at Lecchia arrived on that Island on

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18. Hand-over of Aircraft Safety Services to I.A.F. The first of the Italian crews to take over the High Speed Launches at Ischia arrived on that island on 27th July, and six boats are now ready to be taken over from the R.A.F.

The postings of F/Lts. Jones and Masterton from Venice and Milan respectively marked another step in the complete hand-over of all Aircraft Safety Services in Italy to the Italians

ITALIAN METEOROLOGICAL SERVICE.

19. Four new reporting stations were opened during the month at Civitavecchia, Pavullo, Monte Bisbino and Portofino. There are now 139 reporting stations in the Italian net-work.

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20. The work of the Upper Air Stations has not been satisfactory this month. The stations at Elmas and Chinisia have been short of essential spares and transmitters, while the aircraft at Brindisi has been unserviceable for the entire month. The necessary material has now arrived in this country and is being distributed, when this has been done all Upper Air Stations should be functioning normally.

21. The type and quantity of equipment to be purchased from the British Met. Stores at Caserta has now been decided by the Italians, but official prices for some of the items are still not available.

22. Arrangements have been made for the Italians to operate Met. Offices at Augusta and Bari. The unit at Augusta will commence its service on 1st August. The date for the opening of the one at Bari has not yet been fixed.

23. The Italian delegates to the International Meteorological Organisation Conference in Paris returned to Rome on 7th July. The main work dealt with the Collection and Distribution of Met. information and the standardisation of Codes.

SIGNALS.

24. Civil Aviation - Communications. In accordance with instructions received from U.K.C.A.S.R. a transmitter and receiver were installed at CENTOCELLE on the 15th July for the use of Civil Air Lines. This service will be used for all Civil Aviation aircraft movements and will be on the point to point service ALMAZA-ROME-MALTA. Contact was made with ALMAZA on the night of 20th July, nothing has yet been heard from MALTA.

25. H/F D/F Station Bologna. The H/F D/F station at Bologna came into service on 13th July. The station will operate from dawn to dusk.

PART II - ORGANISATION AND ADMINISTRATION.

26. I.A.F. Personnel. The number of Italian Air Force personnel employed with R.A.F. and U.S.A.A.F. Units has decreased during July. The total is now 3,313. 1,385 with the U.S.A.A.F. and 1,928 with the R.A.F. The total strength of the Italian Air Force as at 1st July was 27,598, 3,255 officers, 24,324 Other Ranks.

27. Reorganisation of A.A.T. and other Commands. New regulations have been sent out by the Italian Air Ministry to all Commands to reorganise their Staffs. The reorganisation will create a more simple structure thus enabling the strength of the Italian Air Force to be decreased still further.

28. War Casualties in the Italian Air Force. Total War Casualties Officers and Men I.A.F. 10th June, 1940 - 8th May, 1945.

	Killed in Action	Missing	Total.
Officers	526	708	1,234
N.C.O's.	550	742	1,292
Truppa (O.R's)	1,934	1,880	3,814
Totals	3,010	3,330	6,340

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ENGINEERING.

29. Assembly of P.38 Lightnings. The assembly of P.38 aircraft is proceeding satisfactorily at Capodichino. The special tools required by the Italain Air Force for these aircraft have not yet arrived but negotiations between the I.A.M. and the American O.F.I.C. to purchase them are in progress. The special photographic P.38 aircraft were inspected by the C.T.O. with a view to modifying them to take 3 oblique cameras and four 0.5 machine guns, one aircraft is to be flown into CENTOCELLE for a mock up of the modification to be carried out.

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30. Assembly of Spitfire IX Aircraft. The inspection, repair and assembly of Spitfires IX aircraft at Brindisi is proceeding satisfactorily. All the relevant publications and maintenance schedules have been handed over to the Italian Air Force and translations are being made.

31. Baltimore Aircraft. One Baltimore aircraft at MTBE is being fitted up for target towing and should be completed in the near future. A number of salvaged Cyclone engines have been handed over to the Baltimore Wing and will be used for spare parts.

32. Visit of S.M.95 to United Kingdom. During the month an S.M.82 left Guidonia with a spare engine for the R.A.E. Farnborough. Repairs were then effected to the S.M.95 which had completed flight and handling tests. Both aircraft have now returned to Italy.

33. Visits by Technical Staff. The following visits have been made by the Chief Technical Officer.

(a) to the FIAT firm in Turin with a representative of the I.A.F. to examine and discuss modifications to G.12, G.212, G.46 and G.55 aircraft.

(b) The O.R.L.A. works at Rieti. It was ascertained that the workers at present at Laversa would be returned in the very near future.

(c) Normal routine visits were made to Centocelle, Guidonia, Urbe and Frosinone.

INTELLIGENCE SECTION.

New Ministers.

34. A new Italian Government was formed and consequently there was a change in the Air Minister and Under Secretary. After a number of false rumours as to who the new Minister was likely to be, Dott. Cingolani, a Christian Democrat was appointed. The new Under Secretary is Giosue Fiorentino who is a Socialist. Dott. Cingolani's wife is one of the first women deputies in the Constituente.

35. Dott. Cingolani has been connected with the Christian Democrat movement since the beginning, and even during Fascism he upheld Democratic principles until in 1938 he was forced to desist. During his career he has been largely connected with organisations of a social character; he founded the Young Cathol Federation, was one of the founders of the Partito Popolare Italiano and was Secretary of State for Labour and Social Services, etc.

36. The new Under Secretary of State for Air, Giosue Fiorentino is by profess an engineer. He fought in the last war and was taken prisoner by the Germans; at the end of the war, whilst still a student, he dedicated himself to Socialist propaganda; in 1920 he became Socialist Mayor of his birthplace, Palma di Montechiaro, Sicily. After the 'March on Rome' he continued Socialist propaganda under the direction of Matteotti although there were police surveillance and numerous arrests. In 1924 an attempt was made on his life by the Fascists which resulted in the death of one woman and injuries to a child

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32. Visit of S.M.95 to United Kingdom. During the month an S.M.82 left Guidonia with a spare engine for the R.A.E. Farnborough. Members were then effected to the S.M.95 which had completed flight and handling tests. Both aircraft have now returned to Italy.

33. Visits by Technical Staff. The following visits have been made by the Chief Technical Officer.

(a) to the FIAT firm in Turin with a representative of the I.A.F. to examine and discuss modifications to G.12, G.212, G.46 and G.55 aircraft.

(b) The O.R.L.A. works at Rieti. It was ascertained that the workers at present at Leverse would be returned in the very near future.

(c) Normal routine visits were made to Centocelle, Guidonia, Urbe and Frosinone.

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37. On the whole the Italian Air Ministry Officers seem to be pleased with the appointment; they are hopeful that the present Air Minister will do more for the Service than the former incumbent and that he will accept advice from his

...../Cont. Page 6.

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Air Force Staff. Anyway the new Minister, the Under Secretary and the Chief of Air Staff seem to be friendly.

38. The Director of the A.F.S.C. called on Dott. Cingolani on his appointment as Air Minister and emphasised the more important points of policy and other outstanding matters. He requested that a frank spirit should exist between the I.A.F. and A.F.S.C., and suggested that to save embarrassment all tricky problems should be discussed before being committed to paper.

39. Press Attacks. There have been numerous attacks in the Socialist newspaper 'Avanti' on recent promotions and retirements of certain Senior Officers of the Italian Air Force. The majority of these attacks are without foundation and are malicious. However, a number of Colonels have been promoted to General merely to afford them better pensions on retirement, but the 'Avanti' has not been slow to turn this fact into an alleged scandal.

MOTOR TRANSPORT.

40. Two Auto-Unions, German type civilian cars, found to be held by the I.A.F. 2nd Z.A.T. contrary to Allied Commission Directive were recovered and handed over to C.E.M. Branch for diposal thorugh the appropriate channels.

41. In accordance with M.A.A.C. orders all I.A.F. units holding Allied vehicle have been informed that no further demands for spares will be accepted by A.F.S. The I.A.F. have been advised to apply to A.R.A.R. which receives Allied vehicles from Chief Disposal Officer of Ministry of Supply.

A.F.S.C. OFFICIAL DANCE ON 12TH JULY, 1946.

42. On 12th July, 1946 the Director, Deputy Director and Officers of the A.F.S.C. held a dance in the Volpi Palace in order to entertain their many friends among the Allied and Italian population of Rome.

43. The dance was a great success and was attended by about 200 official and private guests from the Corps Diplomatique and the Fighting Services. Many Allied Officers were present apart from the British and American, the most noticeable of whom were the French and Russian Representatives.

44. Members of the Italian Forces were invited but were unable to accept the invitation. The day before the dance the Italian Chief of Air Staff came to see the Director, A.F.S.C. and said that before taking single handed action, he had consulted the Secretary General of the Ministry for Foreign Affairs, and was advised to inform his officers that in view of the delicate political situation (consequent upon the agreements just reached by the Big Four in respect of the Italian Peace Treaty), it would be unwise to accept invitations to the dance.

45. The reasons put forward by the C.A.S. were both external and internal :

(i) External - because the press would make use of it as the occasion for a tirade upon the Italian Air Force, accusing them of lack of sensibility and irresponsibility.

(ii) Internal - because [illegible]

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(i) External - because the press would make use of it as the occasion for a tirade upon the Italian Air Force, accusing them of lack of sensibility and irresponsibility.

(ii) Internal - because it would cause a split in the Italian Air Force ranks, some of whom would show their sympathy with the Allies with whom they are in close contact, whereas others not so closely in touch would remain aloof.

46. The Secretary General of the Ministry for Foreign Affairs also sent a personal message to the Director saying that he had advised the Italian Chief of Air Staff not to accept the invitation (for similar reasons) which, in brief may be expressed as "Italy is in mourning at its treatment by the Big Four, and dancing in Italy is a sign of joy".

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47. Both the Italian Chief of Staff and the Secretary General for Foreign Affairs were most polite about the whole thing, and added that their decision must not be taken as an unfriendly gesture to the Allies in general and the Allied Commission in particular.

PART III - REPORTS FROM DETACHMENTS.

MILAN.

48. Aircraft Firms and Industry. No improvement has been shown in the position of aircraft firms generally. Engineer Caproni made a visit to London by air in hope of finding work for his firm but achieved nothing in the aeronautical field. A chance of supplying motor-lorries would only be possible with a different rate of exchange or by leaving a greater percentage of foreign currency at the disposal of the producer.

49. The Avia aircraft firm, Vercelli, has effected the sale of four Turismo planes to purchasers in Switzerland and applied for permission to deliver them in flight from Vercelli via Linate (custom clearance) to Locarno.

50. Authority has been granted for the test flying of the Cator 110 aircraft at C.R.L.A. Works, Laveno, Varese. Specification data and a report on the plane's airworthiness are being prepared.

51. Linate Airfield. During the month one or two irregularities have been observed at Linate airfield. A Baltimore pilot who indulged in dangerous low stunt-flying over airfield buildings was reprimanded and steps taken to prevent a recurrence. The Polish Communications Flight was found to be ignoring regulations, particularly booking out and in procedure, and to be making unauthorised flights. This matter was taken up with the Polish Commanding Officer who promised to improve discipline.

52. A marked improvement has been shown in general security and discipline among airfield ground crew since the appointment of the new C.O., Col. Lazzarini

53. Air Courier Service. The following recommendations have been put forward to improve the Service :-

(a) Daily signal to Milan A.B.C. at 14.00 hours detailing aircraft scheduled for next day's flight and guaranteeing their return.

(b) One reserve aircraft to be held at Milan.

(c) Itinerary to be altered to Rome-Turin-Milan, instead of Rome-Milan-Turin.

54. With the closing down of Allied Commission, Milan, other accommodation will be necessary for the office of Col. Musch, I.A.F. Officer i/c Courier Service. This has been found in the Italian Air Forces Headquarters building, in office adjoining the A.F.S.C. detachment.

55. British Overseas Airways Corporation. On 23rd July a B.O.A.C. passenger aircraft landed at Linate to conclude the ultimate arrangements for the forthcoming service between England and Italy, due to commence on 1st August. A.F.S.

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55. British Overseas Airways Corporation. On 23rd July a B.O.A.C. passenger aircraft landed at Linate to conclude the ultimate arrangements for the forthcoming service between England and Italy, due to commence on 1st August. A.F.S. liaison was extended to B.O.A.C. representatives. Agreement was reached with the I.A.F. for the cession of premises and the construction of a 22.000 litre petrol tank. Fuel held in custody by the I.A.F. was handed over to the Shell Agent, Mr. Casanova. In the absence of a permanent B.O.A.C. representative at Milan, Aviolinea Firm on Linate will act as agent for the new airline.

56. Baltimore Flight. During the month eighteen flying hours have been carried out by the Baltimore Flight based on Linate Airfield. The main operations have been eight return flights Milan-Bolzano carrying Allied Commission personnel, and two exercises in connection with the HF/DF Station. In addition eight training flights have been made.

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57. 1st Z.A.T. - Recommendations by Gen. Drago. General Drago, I.A.F. General Commanding 1st Z.A.T., has made the following proposals for re-organisation with the 1st Z.A.T. :-

(a) Airfields. Airfields in 1st Z.A.T. have been listed in four categories : 1 - Serviceable. 2 - Almost serviceable. 3 - In need of extensive repairs, b t worth repairing. 4 - Not worth repairing. A programme has beendrawn up with recommendations for the immediat turning over of category 4 to agricultural purposes and the commencing of repairs to category 2.
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.
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.

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

(c) Aircraft. Application that the aircraft strength of the I.A.F. be divided equally among the four Z.A.T's, or 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 I.A.F. officers, and there is no realisation by the public in the North, of the number of aircraft or scope of the I.A.F. services in other areas.

(d) 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 I.A.F. stores will not be approved, but a recommendation made for sale of certain items to obtain funds for the purchase of others.

58. Equipment.
(a) Gallarate. Activity at Gallarate Central Stores has been completely normal. The influx of material was double that of the preceding month and more than 160 lorry-loads of

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Outgoing issues to units were below average.
Repair work carried out in the workshops has been limited mainly to undercarriages, radiators etc., of miscellaneous aircraft. The carpentry section has been active in the construction of crates, furniture, etc.

(b) Taliedo, Milan. With the departure of 335 German Engineering Coy. from huts on Taliedo successful application has been made to the Town Major for the return of these premises to the I.A.F. This enables the clothing stores to be re-established and the Air Force laundry to be put back into operation. It is instended to transfer

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the Bricks, Works and Construction material from Monza and the Servizi from Sedriano in due course. Four of the five Taliedo hengars, however, have been temporarily allocated to the firms of Caproni, SALE, Ormano, and A.R.A.R.

NAPLES.

59. Repatriated P.O.W's. During the month of July about 500 Prisoners of War were repatriated. Administrative action has already been taken in respect of 400 of these to discharge them from the Service. They are at present on Release Leave. Of these the remaining 100 have been sent to their respective Reception Centres.

60. Aircraft Factories.

Alfa Romeo, Pomigliano. - have tested during the month 5 D.B.601, 'E' type, engines.

Magnaghi, S. Anastasia. - are repairing twenty exhaust-gas collectors. Work is now nearing completion.

Navalmeccanica, Naples - are proceeding in the construction of the last 5 water radiators (metal-sheet type) for Mc.205's.

61. I.A.F. Companies. The Company which has been working with R.A.F. Marcianise Airport Comm. Squadron is now being disbanded.

LECCE.

62. Flying and Training. The fourth Storm have carried on with their type familiarisation on P.38's during the month but flying was temporarily suspended for a while following a fatal accident. A Court of Enquiry is at present investigating the incident but the general opinion at present is that the pilot fainted, because he was in wireless communication half a minute before the crash and then reported everything in order.

63. So far 37 Spitfire IX's have been delivered to the 51st Stormo from Brindisi and all Spitfire V's have been withdrawn for general overhaul. Their final allotment is not yet known.

64. Navigation and reconnaissance exercises have been produced in order to improve the general efficiency of the pilots.

65. No air firing has been attempted; there is no armament officer and no ammunition available and for this reason the laying out of a range has not yet been put in hand. The area, however, has been chosen and as soon as ammunition is available and final M.A.A.C. approval given steps will be taken to give all pilots firing practice.

66. The Move of the Refresher School. This has caused much local contrversy. Permission was orginally asked to move the school complete to Brindisi in this was later varied and the present proposal is to have one flight at Brindisi, one at Gioia del Colle, and one at Lecce. The Commanding Officer does not consider this a wise proposition as it means a split command, lack of continu-

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67. Engineering. Further to report submitted recently work has now stopped on the S.M.79 which was transported to Lecce. One S.M.84 has now been completed and test flown during the month. It is equipped with six seats and tables for navigation training and is allotted to the Frosinone School. Good progress has been made on two S.M.82's under repair but generally the S.R.A.M. capacity is not being fully utilised and more work would be appreciated to keep the employees busy until the S.R.A.M. is moved to Guidonia.

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68. Intelligence. The present system for the reduction in strength of the Air Force has caused considerable comment. The feeling seems to be that the committee doing this job is incompetent and that the wrong type is being retained in the service. It has been quite frankly stated that it would be a better and fairer scheme if our Sub-Commission could control these activities and vet the people who are being retained in the Service. One example quoted was that of Col. Leone of Guidonia who has been gazetted as "at disposition". The feeling is that with his service experience he would be an ideal officer to retain as a General as he would think on behalf of the Service rather than on his own account as so many officers seem to be doing.

69. Transfer of Detachment. On 31st July Lecce Detachment was moved complete to Bari. The property in Lecce was returned to the Italian Air Force. There is a possibility that this may be returned to the owner in which case alternati arrangements for accomodation of visiting A.F.S.C. personnel will be made. When communications are completed further information will be forwarded.

Christison

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AIR FORCES SUB-COMMISSION.

Air Forces Sub-Commission,
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Date: 9th August, 1946.
Ref :- AFSC/25/1/AIR.

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APPENDIX "A".

SUMMARY OF FLYING ACTIVITY FOR THE MONTH OF JULY, 1946.

SUMMARY OF MILITARY COURIER FLIGHTS OF I.A.F. (*)

	No. of Flights	Hours	Passengers Carried.	Various Freigh in lbs.
S.M. 79	160	236.40'	820	5,670
S.M. 75	-	-	-	-
G.12	135	271.30'	1,963	87,309
S.M. 82	124	206.05'	1,350	89,001
Seaplane Wing	45	94.15'	201	20,010
Baltimore Wing	73	68.55'	191	10,953
TOTALS	537	877.25'	4,525	212,943

SUMMARY OF FLYING.

	Flights	Flying hours.
Autonomous Squadron Units' Acrea	82	53.10'
Training School, Frosinone	153	185.20'
Training School, Lecce	370	210.15'
Night Flying School	34	13.30'
Transport Wing	45	29.00'
Baltimore Wing	355	276.40'
Cant. Z.1007	9	11.20'
Seaplane Wing	133	117.40'
Fighter Wing	1,025	723.50' 1002
TOTALS	2,206	1,620.45'

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	No. of Flights	Hours	Persons Carried.	Goods in lbs.
S.M. 79	160	236.40'	820	5,670
S.M. 75	-	-	-	-
G.12	135	271.30'	1,963	87,309
S.M. 82	124	206.05'	1,350	89,001
Seaplane Wing	45	94.15'	201	20,010
Baltimore Wing	73	68.55'	191	10,953
TOTALS	537	877.25'	4,525	212,943

SUMMARY OF FLYING.

	Flights	Flying hours.
Autonomous Squadron Units' Aerea	82	53.10'
Training School, Frosinone	153	185.20'
Training School, Lecce	370	210.15'
Night Flying School	34	13.30'
Transport Wing	45	29.00'
Baltimore Wing	355	276.40'
Cant. Z.1007	9	11.20'
Seaplane Wing	133	117.40'
Fighter Wing	1,025	723.50'
TOTALS	2,206	1,620.45'

(a) Includes Transport and Communication Flights.

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APPENDIX "B".

ENGINEERING REPORT AND AIRCRAFT STATE - I.A.F. AS AT 31st JULY, 1946.

FIGHTER WING.		STRENGTH	SERVICEABLE	CREW
Lecce	P.39	18	17	
Lecce	P.38	17	9	
Lecce	Spitfire V	11	2	
Lecce	Spitfir IX	24	14	
Lecce	Spitfire IX	11	10	Serv. Reserve
Lecce	Mc. 205	27	22	
Lecce	Mc. 202	15	6	
		123	80	194

LIGHT BOMBER & BOMBER TRANSPORT WING.				
Urbe	M.187	20	14	
Linate	M.187	3	3	
Urbe	Sai.202	1	-	
Guidonia	S.M. 82	26	16	
Guidonia	Sai.202	1	-	
Centocelle	S.M. 79	25	19	
Centocelle	S.M. 75	[illegible]	[illegible]	
Centocelle	G.12	[illegible]	11	
Centocelle	S.M. 83	[illegible]	1	
Centocelle	S.M. 84	1	1	
Centocelle	S.M. 95	1	-	
		93	66	354

SEAPLANE WING.				
Tranto	Cant.Z.506/BT	4	3	
Cadimare	Cant.Z.506/BT	1	1	
Taranto	Cant.Z.506/C	1	1	
Brindisi	Cant.Z.501	4	1	
Venice	Cant.Z.501	1	1	
Brindisi	Cant.Z.506/S	3	-	
Venice	Cant.Z.506/BT	2	2	
V. di Valle	Cant.Z.506/BT	3	2	
Cadimare	Cant.Z.506/BT	1	1	
Elmas	Cant.Z.506/BT	1	1	
Elmas	Cant.Z.506/S	3	1	
Taranto	Cant.Z.501	4	3	
Taranto	R.S. 14	7	-	

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Lecce	Spitfire IX	11	10	Serv. Reserve
Lecce	Mc. 205	27	22	
Lecce	Mc. 202	15	6	
		123	80	194

LIGHT BOMBER & BOMBER TRANSPORT WING.

Urbe	M.187	20	14	
Linate	M.187	3	3	
Urbe	Sai.202	1	-	
Guidonia	S.M. 82	26	16	
Guidonia	Sai.202	1	-	
Centocelle	S.M. 79	25	19	
Centocelle	S.M. 75	[illegible]	[illegible]	
Centocelle	G.12	[illegible]	11	
Centocelle	S.M. 83	[illegible]	1	
Centocelle	S.M. 84	1	1	
Centocelle	S.M. 95	1	-	
		93	66	354

SEAPLANE WING.

Tranto	Cant.Z.506/BT	4	3	
Cadimare	Cant.Z.506/BT	1	1	
Taranto	Cant.Z.506/C	1	1	
Brindisi	Cant.Z.501	4	1	
Venice	Cant.Z.501	1	1	
Brindisi	Cant.Z.506/S	3	-	
Venice	Cant.Z.506/BT	2	2	
V. di Valle	Cant.Z.506/BT	3	1	
Cadimare	Cant.Z.506/BT	1	1	
Elmas	Cant.Z.506/BT	1	1	
Elmas	Cant.Z.506/S	3	3	
Taranto	Cant.Z.501	4	-	
Taranto	R.S. 14	7		
		35	17	14

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AUTONOMOUS SQUADRONS
UNITA' AERA.

Gioia del Colle	S.M. 79	2	2	
Gioia del Colle	Cant.Z.1007	2	1	
Gioia Del Colle	CA.314	1	1	
Palese	CA.314	1	1	
Linate	CA.313	1	-	
Treviso	CA.309	1	1	
Linate	CR.42	2	2	
Gioia del Colle	RE.2001	3	2	
Gioia del Colle	FJ.156	1	1	
Gioia del Colle	SAI.202	1	1	
Palese	SAI.202	1	1	
Linate	SAI.202	1	1	
Allied Command	SAI.202	1	-	
		18	14	32

AUTONOMOUS SECTION (President).

Urbe	S.M. 79	1	1	
Urbe	S.M. 75	2	1	
		3	2	3

AUTONOMOUS SECTION (Stato Maggiore).

Centocelle	S.M. 79	2	2	
Centocelle	RE.2001	2	1	
Centocelle	CA.314	1	-	
Centocelle	SAI.204	1	-	
Centocelle	SAI.202	2	1	
Centocelle	CA.313	1	1	
		9	5	15

RESEARCH SECTION.

Urbe	S.M. 79	3	2	2

AUTONOMOUS SECTION - SARDIGNA.

Elmas	S.M. 79	1	1	
Elmas	SAI.202	1	1	

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Linate	CA.314	1	1	
Treviso	CA.313	1	-	
Linate	CA.309	1	1	
Gioia del Colle	CR.42	2	2	
Gioia del Colle	RE.2001	3	1	
Gioia del Colle	FU.156	1	1	
Palese	SAI.202	1	1	
Linate	SAI.202	1	1	
Allied Command	SAI.202	1	-	
		18	14	32

AUTONOMOUS SECTION (President).

Urbe	S.M. 79	1	1	
Urbe	S.M. 75	2	1	
		3	2	3

AUTONOMOUS SECTION (Stato Maggiore).

Centocelle	S.M. 79	2	2	
Centocelle	RE.2001	2	1	
Centocelle	CA.314	1	-	
Centocelle	SAI.204	1	-	
Centocelle	SAI.202	2	1	
Centocelle	CA.313	1	1	
		9	5	15

RESEARCH SECTION.

Urbe	S.M. 79	3	2	2

AUTONOMOUS SECTION - SARDIGNA.

Elmas	S.M. 79	1	1	
Elmas	SAI.202	1	1	
		2	2	2

TRAINING SCHOOL.

Frosinone	M.187	4	3	
Frosinone	S.M. 79	3	2	
Frosinone	S.M. 84	2	1	
Frosinone	Cant.Z.1007	1	-	
Frosinone	SAI.202	1	-	
		11	6	14

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PILOT SCHOOL				
Lecce	Mc.200	5	-	
Lecce	CR.42	10	9	
Lecce	G.50	1	1	
Lecce	G.8	1	1	
Lecce	CR.164	5	5	
Lecce	FN.305	3	3	
Lecce	P.39	2	2	
Lecce	Spitfire V	2	1	
Lecce	B..25	1	1	
Lecce	SAI.200	1	1	
		31	24	8
FIGHTER S.R.A.				
Lecce	P.39	16	-	Store Reserve.
Lecce	P.39	13	-	
Lecce	Spitfire IX	1	-	
Lecce	Mc.205	13	-	
Lecce	Mc.202	12	-	
Lecce	SAI.202	9	5	
Lecce	CA.133	1	-	
Lecce	FL.3	1	1	
B. & T. S.R.A.				
Lecce	S.M. 79	5	-	
Lecce	S.M. 84	2	-	
Centocelle	S.M. 82	2	-	
Centocelle	S.M. 84	1	-	
Gioia del Colle	Cant.Z.1007	2	-	
Gioia del Colle	CA.314	3	-	
Gioia del Colle	CA.310	1	-	
Gioia del Colle	CA.309	1	-	
Gioia del Colle	SAI.202	1	-	
SEAPLANE S.R.A.				
Taranto	Cant.Z.506/BT	13	-	
Taranto	Cant.Z.506/S	2	-	
Taranto	Cant.Z.501	13	-	
Taranto	RS.14	2	-	
SCHOOL S.R.A.				
Lecce	Mc.200	2	-	
Lecce	G.8	1	-	
Lecce	G.50	2	-	

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Lecce	[illegible]	2	2	
Lecce	Spitfire V	2	1	
Lecce	B..25	1	1	
Lecce	S.M.I.200	1	1	
		31	24	8

FIGHTER S.R.A.

Lecce	P.39	16	-	Store Reserve.
Lecce	P.39	13	-	
Lecce	Spitfire IX	1	-	
Lecce	Mc.205	13	-	
Lecce	Mc.202	12	-	
Lecce	S.M.I.202	9	5	
Lecce	C.M.133	1	-	
Lecce	FL.3	[illegible]	1	

B. & T. S.R.A.

Lecce	S.M. 79	,5	-	
Lecce	S.M. 84	2	-	
Centocelle	S.M. 82	2	-	
Centocelle	S.M. 84	1	-	
Gioia del Colle	Cant.Z.1007	2	-	
Gioia del Colle	C.M.314	3	-	
Gioia del Colle	C.M.310	1	-	
Gioia del Colle	C.M.309	1	-	
Gioia del Colle	S.M.I.202	1	-	

SEAPLANE S.R.A.

Taranto	Cant.Z.506/BT	13	-	
Taranto	Cant.Z.506/S	2	-	
Taranto	Cant.Z.501	13	-	
Taranto	RS.14	2	-	

SCHOOL S.R.A.

Lecce	Mc.200	2	-	
Lecce	G.8	1	-	
Lecce	G.50	2	-	
Lecce	G.55	1	-	
Lecce	C.M.164	2	-	
Lecce	FN.305	3	-	
		125	6	-
	GENERAL TOTAL	453	224	638.

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JUL 18 1946

CONFIDENTIAL.

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION, ROME.

Monthly Air Report No.43 - JUNE, 1946.

List of Appendices:

Appendix "A" - Summary of Flying Activity for the month of June, 1946.

Appendix "B" - Aircraft State as at 30th June, 1946.

PART I - AIR STAFF.

1. Fighter Wing - Lecce. The early part of the month saw little flying activity due to the continuing shortage of fuel. Thus ground training and sports were predominant. With the arrival of fuel flying activities were increased. Flying discipline remained good and flying control functioned very well. Training is continuing on Spitfire V's for the Macchi Pilots who are taking them over, on Spitfire IXs for the squadrons being re-equipped, and on P.38s for the Fourth Stormo. With the arrival of P.38s several P.39s have been put into storage.

2. Light Bomber Wing - Littorio. An inspection of this airfield was carried out by two officers of A.F.S.C. The field and workshops were found in generally good condition. A discrepancy was noted in the handling of parachutes.

3. Night Bomber Wing - Guidonia. Repair of 3 hangars is being carried on satisfactorily. Work is proceeding on clearing debris from the aerodrome and technical area.

4. Bomber Transport Wing - Centocelle. All schedule flights for the month were carried out. In general all aircraft were found in good condition, and maintenance crews are observing all safety regulations.

5. Light Bomber Flying School - Frosinone. The pilot refresher course and navigator training crews are using four Baltimore aircraft, two CZ.1007s and two SM.84s. Aerodrome and hanger areas have been cleaned up. Bulk petrol is now being received by rail tankers from Naples.

6. Refresher Flying School - Lecce. Of the six Breda 25s only one has arrived to date. It is only in fair condition and is unmodified, i.e. without brakes and tail wheel.

7. Spitfire IX aircraft. Good progress has been made in checking and assembling Spitfires at Brindisi with the result that 17 were delivered to

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Appendix "A" - Summary of Flying Activity for the month of June, 1946.

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6. Refresher Flying School - Lecce. Of the six Breda 25s only one has arrived to date. It is only in fair condition and is unmodified, i.e. without brakes and tail wheel.

7. Spitfire IX aircraft. Good progress has been made in checking and assembling Spitfires at Brindisi with the result that 17 were delivered to Lecce by the end of the month and 7 were ready for delivery as soon as they could be accepted by the maintenance crews at Lecce.

8. P.38 Lightning Aircraft. There are now 20 Lightning Aircraft completely assembled and test flown. All check outs of these aircraft have been satisfactory. Nine of these aircraft have been transferred to the fighter wing at Lecce where normal squadron work and training is being

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carried out. The Italian pilots have encountered no difficulties in flying this type of aircraft which is new to them.

9. Air Courier Service. During the election special precautionary measures were enforced. Passengers were limited to Allied Military personnel for certain days. All arrangements have been made to enable the fare paying system to be introduced on the 1st July.

10. Italian Civil Airlines. The Italian Government has been authorised to establish offices on Allied controlled airfields in order that greater control may be exercised in enforcing Italian customs and immigration laws. Also authority to request spot cash payments for petrol, oil and airfield services from civilian pilots landing on Italian controlled airfields has been granted. These do not become operative until the Italian Government notify this Headquarte the names of the airfields concerned and until the British, American and other authorities have been informed.

11. Sale of surplus aircraft to Italian Government. Authority for the Italian Government to purchase 20 surplus C.47 aircraft from OFLC has been given provided:-

(i) That the aircraft are not to be flown until proper authority is obtained.

(ii) That all instruments of war be removed from the aircraft.

(iii) That these aircraft be allotted to civilian aviation.

12. Tactical Reconnaissance Training. Authority has been given by A.H.Q. Italy to attach an I.A.F. Photographer to a Tac.R squadron. Two Italian officers sent to an R.A.F. Tac.R. squadron in the North have completed their training. Work is now in progress to re-equip the fighter wing with material for a Tac.R squadron.

Aircraft Safety.

13. During June the four CAV's now operational, controlled one simple search resulting in the discovery of a Cant Z.501 force landed on Lake Varano. In addition, six practice exercises were held. These exercises revealed some signal snags but it is hoped to obviate them by commissioning a new M/F D/F station at Genoa and by allocating a new M/F control frequency for A.S.R. use.

14. Plans were begun for a new seaplane base at Augusta and new operations rooms at Catania and Elmas, and it is hoped to have all three operational before the end of the summer. The derequisitioning of the Seaplane Base at S. Andrea by the Royal Navy was completed on the 23rd June. In agreement with the Ministry of Marine, the Seaplane Detachment, now at Treport, will be moving there in the near future.

15. An addition to A.S.R. forces was provided by the authority to have standing by, at 30 minutes notice, one Baltimore at Milan, one Baltimore at Littorio, and one single-engined fighter at Lecce. These aircraft will be used for land searches when necessary.

16. During the month, a visit was paid by a delegation from the A.F.S.C. and the Italian Air Ministry to the R.A.F. High Speed Launch base at Pontinia

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16. During the month, a visit was paid by a delegation from the A.F.S.C. and the Italian Air Ministry to the R.A.F. High Speed Launch base at Ischia. The delegation expressed general satisfaction with the boats and as soon as Italian crews are sufficiently trained, the first three boats will be handed over. Thereafter one boat will be 100% serviced and handed over each week. Pending financial agreements, the boats will be on loan.

17. To obviate unnecessary overdue actions, authority was given by A.H.Q. Italy to have all diversion arrival signals repeated to C.A.V. Centocelle (Rome).

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18. Much valuable help was given by the I.A.F. at Frosinone in locating and salvaging the wreckage of an American B.17 which crashed on Monte Meta on 11th November, 1945. The wreckage was only discovered on the 28th May, and from the 8th of June until the 12th, preliminary rescue parties directed by the C.A.F., Centocelle, did good work in the recovery of bodies and material.

Italian Meteorological Services.

19. Three new reporting stations, at Gioia del Colle, Dosenzano and Aviano were opened during the month. There are now 135 reporting stations in the Italian net-work.

20. The Italian radio-sonde operators at Foggia have now been found satisfactory accommodation and they commenced running the station on the 1st June. There is still no authority to hand over the spare radio-sonde apparatus held at Ciampino to the Italians for use at Venice, and the equipment is now being used for spares for other stations. Aircraft ascents continue to be made at Milan and Brindisi. At the former station the aircraft is equipped with a 'home-made' meteorograph that has been giving satisfactory results in place of the proper instruments.

21. On the 19th June two Italian officers from the Met. Service visited A.H.Q. Italy to select items of British equipment for purchase by the Italian Met. Office.

22. A conference was held at the Italian Air Ministry on the 4th June between British, American and Italian Met. representatives to discuss the facilities provided by the Italian Met. Service, especially with regard to the demands of British and American aviation.

23. The heads of the Italian Met. Office left Rome to attend an International Met. Conference in Paris that opened on 14th June. The main task of the conference is the simplification and standardisation of synoptic codes.

PART II - ORGANISATION AND ADMINISTRATION.

24. Strength of Personnel. Total strength of Italian personnel are 26,436 Italian Air Force, 1772 Italians working for the R.A.F, 1413 Italians working for USAAF. It will be noted that the strength has been reduced; every effort is being made to bring the total strength down to 26,000. British ITI's total has been cut further since June 1st by 124 due to the disbanding of the 25th Company R.A. at Capodichino.

25. Augusta Naval Base. The Italian Minister of Marine has agreed to BOAC retaining the R.A.F. base at Augusta providing BOAC move out of two buildings required by the Italian Navy. BOAC will eventually lease the base from the Italian Government.

Intelligence.

26. Election notes. Apart from a few isolated incidents elsewhere, Naples was the main trouble spot during the election period, and a number of people were killed and injured during an organised demonstration, mostly in favour of retaining the monarchy. With the exception of the ex-King, most members of the Royal

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20. The Italian radio-sonde operators at Reggia have now been found satisfactory accommodation and they commenced running the station on the 1st June. There is still no authority to hand over the spare radio-sonde apparatus held at Ciampino to the Italians for use at Venice, and the equipment is now being used for spares for other stations. Aircraft ascents continue to be made at Milan and Brindisi. At the former station the aircraft is equipped with a 'home-made' meteorograph that has been giving satisfactory results in place of the proper instruments.

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27. Stolen SM.79 aircraft. Further to the report last month of the theft of

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an SM.79 aircraft from Linate airfield, Milan, it is now confirmed that this aircraft was flown to Belgrade from Gorizia airfield by Slav pilots escorted by two Slav fighters. Negotiations are now proceeding between the two Governments for the return of this aircraft to its rightful owner.

28. Italian administration. So far no announcement has been made as to who will be the new Air Minister in the Government, but it is reported that there may be one Minister for the three Service Ministries with an Under-Secretary for each, but this has not been confirmed. It is reasonably certain, however, that the present Minister Cevolotto, will not be responsible for the Air Ministry in the future.

Signals.

29. Italian Air Force - Radar Defence Plan - Equipment. With the exception of VHF D/F vehicles, more than sufficient Radar and VHF mobile equipment to equip one Mobile Defence Sector was frozen at No.4 M.T.S.D. Vesuvius on the authority of British Air Ministry to hand it over to the I.A.F. The equipment comprises approximately 120 vehicles.

Engineering.

30. Taliedo. Inspected and found suitable as a repair maintenance unit for Allied types of aircraft and engines.

31. Breda Sesto San Giovanni. Inspected BZ.308, the fuselage of which is not yet prepared for removal to Bresso. The designer stated it would be ready in about two weeks.

42. Colli Bros, Milan. Inspected light aircraft manufactured by this firm and consider it worth testing.

33. The following I.A.F. Units were visited by C.T.O. during the month - Brindisi, Capodichino, Frosinone, Roma Autogruppo Guidonia.

PART III - REPORTS FROM DETACHMENTS.

Milan.

34. Baltimore flight. Operations by the Baltimore flight during June have included three return flights to Rome carrying VIP's and one each to Treviso and Turin. On 19th June a Baltimore aircraft was used for making a parachute test, and on 27th June for rescue-search purposes.

An additional Baltimore aircraft has been brought to Linate for use by the CAV, for Air Sea Rescue service and to carry out exercises in conjunction with the MF/DF station.

Arrangements are in hand for initiating the proposed regular service between Milan and Bolzano, where the grass has been cut and other preparations made for the reception of aircraft. Heavy rain has made the airfield temporarily unserviceable, but it is expected that the first flight will be flown early in July.

35. Use of aircraft to protect fruit and crops. Permission has been given for the use of an Avia FL3 aircraft to spray the olives in the Rapallo-Sestri Lev-

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Signals.

29. Italian Air Force - Radar Defence Plan - Equipment. With the exception of VHF D/F vehicles, more than sufficient Radar and VHF mobile equipment to equip one Mobile Defence Sector was frozen at No.4 M.T.S.E. Vesuvius on the authority of British Air Ministry to hand it over to the I.A.F. The equipment comprises approximately 120 vehicles.

Engineering.

30. Taliedo. Inspected and found suitable as a repair maintenance unit for Allied types of aircraft and engines.

31. Breda Sesto San Giovanni. Inspected BZ.308, the fuselage of which is not yet prepared for removal to Bresso. The designer stated it would be ready in about two weeks.

42. Colli Bros, Milan. Inspected light aircraft manufactured by this firm and consider it worth testing.

33. The following I.A.F. Units were visited by C.T.O. during the month - Brindisi, Capodichino, Frosinone, Rome Autogruppo Guidonia.

PART III - REPORTS FROM DETACHMENTS.

Milan.

34. Baltimore flight. Operations by the Baltimore flight during June have included three return flights to Rome carrying VIP's and one each to Treviso and Turin. On 19th June a Baltimore aircraft was used for making a parachute test, and on 27th June for rescue-search purposes.

An additional Baltimore aircraft has been brought to Linate for use by the CAV, for Air Sea Rescue service and to carry out exercises in conjunction with the HF/DF station.

Arrangements are in hand for initiating the proposed regular service between Milan and Bolzano, where the grass has been cut and other preparations made for the reception of aircraft. Heavy rain has made the airfield temporarily unserviceable, but it is expected that the first flight will be flown early in July.

35. Use of aircraft to protect fruit and crops. Permission has been given for the use of an Avia FL3 aircraft to spray the olives in the Rapallo-Sestri Levante area with GERASOL insecticide. The scheme envisages a total of twelve flights spaced at regular intervals over the months of July, August, and September. Accord has been reached between the I.A.M. and Ministry of Agriculture, and arrangements have been made through 1st ZAT for the provision of necessary aircrew and other personnel. The undertaking is of an experimental nature and if it proves successful, plans for a large scale campaign using bigger aircraft will be put forward.

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Continued/5.....

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36. Linate airfield. Following upon Allied infractions of air traffic regulations on Linate airfield, a request was forwarded to A.H.Q. Italy that Allied airfields be notified that the I.A.F. has a Flying Control Office on all airfields to handle clearances and arrivals. Aldis lamps were obtained from R.A.F. M.U. at Treviso to enable the tower operator to use regular international signals for controlling traffic.

2,000 gallons of 80-octane fuel have been received at Linate for storage and issue to visiting civilian type aircraft flying from U.K. under A.M. authority. Detailed instructions have been issued to the I.A.F. for the safeguarding and control of this petrol and procedure laid down for book-keeping entries and receipts.

Arrangements were made for the monthly allocation of 1,000 litres for use by Swedish Air Lines operating between Copenhagen, Milan and Naples. A supplementary request by 663 Polish AOP Squadron for petrol for additional training flights was referred to A.H.Q. Italy.

The two Fairchild-Argus aircraft KK.427 and MB.639 previously kept at Linate have been transferred to Treviso on 17th June by pilots from D.A.F. Communications Flight.

37. Genoa Seaplane Base. During a visit made to Genoa Seaplane Base on the 6th June, it was found that considerable progress had been made. Two serviceable launches were available, accommodation and welfare for personnel were satisfactory, and the small M.T. repair section was functioning in good order. In addition to recovery and repair of lorries, which have been sent to Rome, this section has been servicing motor launches for I.A.F. use. War damage to buildings has been made good by local authorities who consider the seaplane service one of the main amenities of the city.

38. Flying Accident (Trento). One flying accident was reported on the 25th May when a CR 42 landing at Gardolo (Trento) airfield hit a trailer and crashed. The pilot was unhurt but the aircraft sustained heavy damage and is almost a write-off.

39. Equipment.

(a) Gallarate. Incoming material for the month comprised some 76 lorry loads and 7 box-cars of equipment against an outgoing total of 30 lorry loads and 50 tons by rail. Demolition work included the breaking down of 14 Messerschmidt fuselages from Cascina Costa, completing the destruction of all German aircraft in Northern Italy. The workshops, carpentry section and M.T. depot have been active.

(b) Busto, Arsizio. The process of clearing this sub-depot, prior to closing, has now been almost complete. The remaining equipment will be transferred to Loreito Peccolo instead of previous intentions to transfer materials to Aquasante (50 miles outh of Rome).

40. I.A.F. Administration. Special arrangements were made for all I.A.F. personnel to register their vote. Emergency measures and extra guards were provided for I.A.F. Headquarters in case of public disturbances. No incidents were reported. Application was made to H.Q. 59 Area for a release order of spares for servicing Milan Autogruppo lorries.

41. Billetting and Accommodation, Headquarters, II ZAT. Headquarters II ZAT at Padua have experienced further accommodation difficulties. A British Tank Detachment was detailed to occupy the airfield and take over all buildings thereon. A contract for repair of these buildings had just been signed by the I.A.F. in order to provide winter quarters for 400

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39. Equipment.

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(b) Busto, Arsizio. The process of clearing this sub-depot, prior to closing, has now been almost complete. The remaining equipment will be transferred to Loncite Porrolo instead of previous intentions to transfer materials to Aquasante (30 miles outh of Rome).

40. I.A.F. Administration. Special arrangements were made for all I.A.F. personnel to register their vote. Emergency measures and extra guards were provided for I.A.F. Headquarters in case of public disturbances. No incidents were reported. Application was made to H.Q. 59 Area for a release order of spares for servicing Milan Autogruppo lorries.

41. Billetting and Accommodation, Headquarters, II ZAT. Headquarters II ZAT at Padua have experienced further accommodation difficulties. A British Tank Detachment was detailed to occupy the airfield and take over all buildings thereon. A contract for repair of these buildings had just been signed by the I.A.F. in order to provide winter quarters for 400 airmen who would have to evacuate by that date the barracks in which they are at present temporarily housed. Energetic intervention with the O.C. Tank Regiment, Town Major and Resident Engineer led to the allocation of other premises to the British detachment, and preservation of the airfield accommodation for the I.A.F.

Naples.

42. Motor Transport. Considerable work has been carried out by this Section

Continued/6.....

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in order to keep serviceable the old vehicles at present in use at this Command. Owing to the short supply of fuels and lubricants, a strict control is being kept on the use of the vehicles.

43. Repatriated P.O.W's. About 600 Prisoners of War were repatriated. 400 have been interrogated, assisted, administrative action taken and then discharged from the service or sent on leave. The remaining POW's have been sent to their respective Reception Centres.

44. Aircraft companies.

Alfa-Romeo, Pomigliano; are proceeding in the repair of DB.601 and RA.1000 engines. No tests took place during the month.

Magnaghi, S. Anastasia; are proceeding in the repair of 20 exhaust-gas collectors and machine tools for the I.A.F.

Naval Meccanica, Naples; are proceeding in the construction of the last 5 water radiators (metal-sheet type) for MC.205's.

45. Sicily. The R.A.F. Staging Post at Catania has now closed and the main airport buildings handed over to the I.A.F.

Lecce.

46. Fighter Wing. F/Lt. Smith and W.O. Gregory (both ex 392 M.U) have been attached to this detachment to assist the Italians with the hand over of Spitfire aircraft. The information they can give is most useful and greatly appreciated as it saves a considerable amount of time in the checking work. They also propose to go through all equipment left and assist the Italians in sorting out the Spitfire IX spares and cataloguing them.

47. Aircraft for anti-malaria spraying. The Fighter Wing was asked, and agreed, to assemble three cased aircraft for U.N.R.R.A. to be used for anti-malaria spraying in Italy, Greece and Albania. Within four days of staring work the first aircraft was ready for air test, a very agreeable surprise to the American engineer who arrived to supervise the work. The fitting of spraying equipment, most of which will be manufactured locally, is also being undertaken by the fighter SRAM.

48. Aircraft accidents. During the month the school had two accidents with Macchi 200s. The first was the result of a pilot spinning while doing aerobatics and bailing out. He sustained a broken leg. The second happened when a pilot coming in to land tried to overshoot by turning steeply off the line of approach with u/c and flaps down, to avoid another aircraft, at the same time pulling the stick back. The aircraft stalled and the pilot was killed.

L.E. JARMAN, G/CAPT, O.C.

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L.E. JARMAN, G/CAPT,
AIR VICE-MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

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Air Forces Sub-Commission,
Allied Commission, Rome.
Date: 15th July, 1946.
Ref: AFSC/25/1/AIR.

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APPENDIX "A".

SUMMARY OF FLYING ACTIVITY FOR THE MONTH OF JUNE, 1946.

	No of flights.	Hours.	Passengers carried.	(i) Various freight in Kgs.
SM.79	147	235,40	819	36,164
SM.75	6	22,55	61	1,185
G.12	61	131,45	743	22,102
S.82	97	140,40	421	40,258
SEAPLANE WING	38	77,25	170	6,668
BALTIMORE	56	62,05	148	2,820
	405	670,30	2,362	109,197

SUMMARY OF OTHER FLIGHTS OF I.A.F.

	Flights	(ii) Flying hours.
AUTONOMOUS UNITA AEREA	17	8,00
TRAINING SCHOOL, FROSINONE	156	96,30
TRAINING SCHOOL, LECCE.	477	236,40
NIGHT FLYING SCHOOL	86	30,20
TRANSPORT WING	52	31,25
BALTIMORE WING	337	186,55
SEAPLANE WING	118	112,40
CANT.Z1007	-	-
FIGHTER WING	565	345,05
	1,808	1,047,35

(i) Includes Transport and Communication flights.

(ii) Includes flights for training, air and sea rescue mission, met flights, various flights (aircraft tests, etc).

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SM.79	147	235,40	819	36,164
SM.75	6	22,55	61	1,185
G.12	61	131,45	743	22,102
S.82	97	140,40	421	40,258
SEAPLANE WING	38	77,25	170	6,668
BALTIMORE	56	62,05	148	2,820
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NIGHT FLYING SCHOOL	86	30,20
TRANSPORT WING	52	31,25
BALTIMORE WING	337	186,55
SEAPLANE WING	118	112,40
CANT.Z1007	-	-
FIGHTER WING	565	345,05
	1,808	1,047,55

(i) Includes Transport and Communication flights.

(ii) Includes flights for training, air and sea rescue mission, not flights, various flights (aircraft tests, etc).

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APPENDIX "B".

ENGINEERING REPORT AND AIRCRAFT STATE - I.A.F. AS AT 30TH JUNE, 1946.

FIGHTER WING.		STRENGTH	SERVICEABLE	CREW
Lecce	P.39	30	18	
Lecce	P.38	12	9	
Lecce	Ca.133	1	1	
Lecce	Sai.202	2	2	
Lecce	Spitfire V	12	7	
Lecce	Spitfire IX	17	11	
Lecce	Mc.205	18	18	
Lecce	Mc.205	11	2	Serv. reserve.
Lecce	Mc.202	18	15	
Lecce	Mc.202	3	-	Serv. Reserve.
		124	83	196

LIGHT BOMBER & BOMBER/TRANSPORT WING.				
Urbe	M.187	23	18	
Linate	M.187	2	2	
Urbe	Sai.202	1	1	
Guidonia	SM.82	25	21	
Guidonia	Sai.202	1	-	
Centocelle	SM.79	25	19	
Centocelle	C.12	11	10	
Centocelle	SM.84	1	-	
Centocelle	SM.83	1	-	
Centocelle	SM.75	1	-	
Centocelle	SM.95	1	1	
		92	72	347

SEAPLANE WING.				
Taranto	Cant.Z.506/BT.	3	3	
Codimare	Cant.Z.506/BT	1	1	
Stagnone	Cant.Z.506/BT.	1	-	
Taranto	Cant.Z.506/C	1	1	
Brindisi	Cant.Z.501	5	1	
Venice	Cant.Z.506/S	2	2	
Brindisi	Cant.Z.50 /S	1	-	
Venice	Cant.Z.501	1	1	
Brindisi	Cant.Z.506/BT	1	1	
Venice	Cant.Z.506/BT	1	1	
V. di Valle.	Cant.Z.506/BT	3	2	
Codimare	Cant.Z.506/BT	1	1	
Elmas	Cant.Z.506/BT	1	1	
Elmas	Cant.Z.506/S	3	1	
Taranto	Cant.Z.501	5	3	
Taranto	RS.14	7	4	
		37	23	142

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Lecce	Ca.133	1	1	
Lecce	Sai.202	2	2	
Lecce	Spitfire V	12	7	
Lecce	Spitfire IX	17	11	
Lecce	Mc.205	18	18	
Lecce	Mc.205	11	2	Serv. reserve.
Lecce	Mc.202	18	15	
Lecce	Mc.202	3	-	Serv. Reserve.
		124	83	196

LIGHT BOMBER & BOMBER/TRANSPORT WING.

Urbe	M.187	23	18	
Linate	M.187	2	2	
Urbe	Sai.202	1	1	
Guidonia	SM.82	25	21	
Guidonia	Sai.202	1	-	
Centocelle	SM.79	25	19	
Centocelle	G.12	11	10	
Centocelle	SM.84	1	-	
Centocelle	SM.83	1	-	
Centocelle	SM.75	1	-	
Centocelle	SM.95	1	1	
		92	72	347

SEAPLANE WING.

Taranto	Cant.Z.506/BT.	3	3	
Cadimare	Cant.Z.506/BT	1	1	
Stagnone	Cant.Z.506/BT.	1	-	
Taranto	Cant.Z.506/C	1	1	
Brindisi	Cant.Z.501	5	1	
Venice	Cant.Z.506/S	2	2	
Brindisi	Cant.Z.50 /S	1	-	
Venice	Cant.Z.501	1	1	
Brindisi	Cant.Z.506/BT	1	1	
Venice	Cant.Z.506/BT	1	1	
V. di Valle.	Cant.Z.506/BT	3	2	
Cadimare	Cant.Z. 06/BT	1	1	
Elmas	Cant.Z.506/BT	1	1	
Elmas	Cant.Z. 06/S	3	1	
Taranto	Cant.Z.501	5	3	
Taranto	RS.14	7	4	
		37	23	142

AUTONOMOUS SQUADRONS - UNITA AEREA.

Gioia del Colle	SM.79	1	1	
Palese	SM.79	1	1	
Gioia del Colle	CantZ.1007	2	1	
Linate	Cant.Z.1007	1	-	
Gioia del Colle	Ca.314	1	-	
Palese	Ca.314	1	1	
Linate	Ca.313	1	-	
Treviso	Ca.309	1	1	
Linate	Cr.42	2	1	

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		STRENGTH	SERVICEABLE	CREW
AUTONOMOUS SQUADRONS - UNITA AEREA. (Cont'd).				
Gioia del Colle	CR.42	1	1	
Gioia del Colle	Re.2001	3	2	
Gioia del Colle	Sai.202	2	2	
Linate	Sai.202	1	1	
Palese	Sai.202	1	1	
Allied Comm.	Sai.202	1	-	
Gioia del Colle.	Fj.156	1	1	
		21	14	32
AUTONOMOUS SECTION (President).				
Urbe	SM.79	1	1	
Urbe	SM.75	2	2	
		3	3	3
AUTONOMOUS SECTION (Stato Maggiore).				
Centocelle	SM.79	2	2	
Centocelle	Re.2001	2	1	
Centocelle	Ca.314	1	1	
Centocelle	Sai.202	2	1	
Centocelle	Sai.204	1	-	
Centocelle	Ca.313	1	1	
		9	6	15
RESEARCH SECTION.				
Urbe	SM.79	3	2	4
AUTONOMOUS SECTION - SARDINIA.				
Elmas	SM.79	1	1	
Elmas	Sai.202	1	1	
		2	2	2
TRAINING SCHOOL.				
Frosinone	M.187	4	3	
Frosinone	SM.79	3	2	
Frosinone	SM.84	1	1	
Frosinone	CZ.1007	1	-	
Frosinone	Sai.202	1	-	
		10	6	10
PILOT SCHOOL.				
Lecce	P.39	3	2	
Lecce	Spitfire V	2	1	
Lecce	G.55	1	-	
Lecce	Mc.200	5	-	
Lecce	Cr.42	8	6	
Lecce	G.50	2	1	
Lecce				

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AUTONOMOUS SECTION (Presidente).

Urbe	SM.79	1	1	
Urbe	SM.75	2	2	
		3	3	3

AUTONOMOUS SECTION (Stato Maggiore).

Centocelle	SM.79	2	2	
Centocelle	Re.2001	2	1	
Centocelle	Ca.314	1	1	
Centocelle	Sai.202	2	1	
Centocelle	Sai.204	1	-	
Centocelle	Ca.313	1	1	
		9	6	15

RESEARCH SECTION.

Urbe	SM.79	3	2	4

AUTONOMOUS SECTION - SARDINIA.

Elmas	SM.79	1	1	
Elmas	Sai.202	1	1	
		2	2	2

TRAINING SCHOOL.

Frosinone	M.187	4	3	
Frosinone	SM.79	3	2	
Frosinone	SM.84	1	1	
Frosinone	CZ.1007	1	-	
Frosinone	Sai.202	1	-	
		10	6	10

PILOT SCHOOL.

Lecce	P.39	3	2	
Lecce	Spitfire V	2	1	
Lecce	G.55	1	-	
Lecce	Mc.200	5	-	
Lecce	Cr.42	8	6	
Lecce	G.50	2	1	
Lecce	G.8	1	-	
Lecce	Ca.164	4	1	
Lecce	Fn.305	2	-	
		28	11	23

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		STRENGTH	SERVICEABLE	CREW
FIGHTER SQNS.				
Lecce	Mc.205	12	-	
Lecce	Mc.202	6	-	
Lecce	P.39	16	-	
Lecce	Sai.202	7	4	
Lecce	Sai.200	1	-	
	FL.3	2	2	
B.& T.SQN.				
Lecce	SM.82	2	-	
Lecce	SM.84	2	-	
G.del Colle	CZ.1007	1	-	
G.del Colle	Ca.314	3	-	
G.del Colle	Ca.309	1	-	
Centocelle	Ca.310	1	-	
Centocelle	SM.79	5	-	
Urbe	SM.84	1	-	
	Ca.309	1	-	
SEARCH SQN.				
Taranto	Cz.506/BT	12	-	
Taranto	Cz.506/S	3	-	
Taranto	Cz.501	12	-	
Taranto	RS.14	2	-	
SCHOOL SQNS.				
Lecce	Mc.200	2	-	
Lecce	Re.25	1	-	
Lecce	G.50	1	-	
Lecce	G.8	1	-	
Lecce	Cr.164	3	-	
Lecce	FN.305	4	-	
		102	6	-
GENERAL TOTAL:		431	228	778

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G.del Colle	CZ.1007	2	-	
G.del Colle	Ca.314	1	-	
G.del Colle	Ca.309	3	-	
G.del Colle	Ca.310	1	-	
Centocelle	SM.79	1	-	
Centocelle	SM.84	5	-	
Urbe	Ca.309	1	-	
		1	-	

SPARVIERO SQUAD.

Taranto	Cz.506/BT	12	-	
Taranto	Cz.506/S	3	-	
Taranto	Cm.501	12	-	
Taranto	RS.14	2	-	

SCHOOL SQUAD.

Lecce	Mc.200	2	-	
Lecce	Ba.25	1	-	
Lecce	C.50	1	-	
Lecce	G.8	1	-	
Lecce	Ca.164	3	-	
Lecce	FN.305	4	-	
		102	6	-

GENERAL TOTAL:	431	228	778

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CONFIDENTIAL.

JUN 17 REC'D

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION, ROME.

Monthly Air Report No.42 - MAY, 1946.

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Appendix "A" - Summary of Flying Activity for the month of May, 1946.

Appendix "B" - Aircraft State as at 31st May, 1946.

PART I - AIR STAFF.

1. Fighter Wing - Lecce. Flying training was only possible during the first half of the month; the petrol strike grounded all aircraft after the 14th and a more intensive ground training was therefore substituted. The new allocation of Spitfire IX aircraft has created a good impression which has resulted in a decided increase in morale.

2. Light Bomber Wing - Littorio. Flying activity was on a reduced scale owing to the petrol strike.

3. Light Bomber Wing - Gutiglia. One S.82 in standing by to fly to Farnborough with a servicing party and a spare engine for the S.79 grounded there.

4. Bomber Transport Wing - Centocelle. With the exception of a break of three days when no petrol was available, all scheduled flights were carried out. One S.12 flying to Milan returned to Centocelle on two of its three engines after being airborne for half an hour. The flight was resumed an hour later.

5. Visit to British Air Ministry. The Director A.F.S.C, visited the British Air Ministry where, subject to official channels, he obtained a recommendation to the supply of certain aircraft, flying craft and signals equipment, and to a limited number of English speaking Italian personnel being given certain courses in the R.A.F. with a view of improving the standard of training in various Italian Air Force Schools.

6. Refresher Flying School - Lecce. The training programme was broken when all aircraft were grounded through lack of petrol. The knowledge that it is intended to use Spitfire V aircraft for advanced flying training has been received with enthusiasm.

7. Light Bomber Flying School - Frosinone. The limited amount of flying possible only allowed those pilots who had recently passed out solo to continue in practice.

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Appendix "A" - Summary of Flying Activity for the month of May, 1946.

Appendix "B" - Aircraft State as at 31st May, 1946.

PART I - AIR STAFF.

1. Bomber Wing - Lecce. Flying training was only possible during the first half of the month; the petrol strike grounded all aircraft after the 14th and a more intensive ground training was therefore substituted. The news of the allocation of Spitfire IX aircraft has created a good impression which has resulted in a decided increase in morale.

2. Night Bomber Wing - Littorio. Flying activity was on a reduced scale owing to the petrol strike.

3. Night Bomber Wing - Guidonia. One S.79 is standing by to fly to Marrakech with a servicing party and a spare engine for the S.79 grounded there.

4. Bomber Transport Wing - Centocelle. With the exception of a break of three days when no petrol was available, all scheduled flights were carried out. One C.12 flying to Milan returned to Centocelle on two of its three engines after being airborne for half an hour. The flight was resumed an hour later.

5. Visit to British Air Ministry. The Director A.I.S.C. visited the British Air Ministry there, subject to official channels, he obtained agreement to the supply of certain aircraft, flaming oraft and signals equipment, and to a limited number of English speaking Italian personnel being given certain courses in the U.K. with a view of improving the standard of training in various Italian Air Force Schools.

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7. Night Bomber Flying School - Brosinone. The limited amount of flying possible only allowed those pilots who had recently passed out solo to continue in practice.

8. Supply of Training Aircraft. The A.A.S.C. Training Officer inspected the six re-A.C.25 aircraft at Grosseto and reported favourably on them after a flight trial. These will be used for primary training at Lecce. One A.C.25 on its flight South was damaged at Pisa.

9. Tactical Reconnaissance Training. The two Italian Officers recently attached to Desert Air Force for tactical reconnaissance training are submitting a report on their instruction to A.A.S.C. through the Italian Air Ministry. An Italian Photo Recce Officer will probably be attached to Desert Air Force for a short course.

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10. Pilot training B.25. Four Italian pilots have flown the newly assembled B.25 aircraft from Castelbenino and have shown above average ability. These pilots will, when fully experienced, train other pilots to become efficient, on this type of aircraft.

SIGNALS.

11. Allied aircraft - Radio Facilities. It has been confirmed that details of the Italian Radio Facilities are now issued to Allied aircraft at briefing and they also carry relevant extracts from the "Italian Radio Navigation Handbook".

12. Bologna. This airfield was visited by the C.S.O. and Lt/Col. Giansanti of the I.A.F. The VHF/DF installations will not be serviceable for a month as the I.A.F. have to install their own transmitter and calibrate the goniometer for site errors.

AIRCRAFT SAFETY CENTRES.

13. Aircraft Safety Centre "C.A.V." Linate, Milan. C.A.V. Offices have been opened at Linate Airfield. A well equipped operations room and switchboard have been established. Initial difficulties were encountered with telephone and wireless communications and direction finding with Air Sea Rescue aircraft.

14. Li.S. Venice. A separate operations room has been set up in the Airport Control Tower. Telephone Communication with all D.A.F. airfields, D.A.F. Headquarters and Rome is satisfactory. While only VHF/DF facilities exist at present, it is hoped to establish an HF/DF Station in the near future. Air Sea Rescue in Italy is now entirely under Italian Control. The seaplanes have been airborne on three occasions on rescue operations. The organisation is working well.

15. Restitution of aircraft from Spain. The restitution of an Italian S.M.79 aircraft previously interned in Spain was effected on 9th May, 1946. The aircraft, piloted by Lt/Col. Duilio Fanali, left Tablada Airfield, Seville, Spain, on 8th May 1946, and landed on Centocelle Airfield, Rome, on 9th May, 1946. It made one stop at Cagliari, Sardinia, for refuelling and maintenance.

16. Leece. During the month a search by 15 fighters was carried out for an aircraft missing on a flight from Cagliari to Leece. Seaplanes were also employed to search the whole route. Arrangements were not completely satisfactory, and due to petrol shortage only 9 of the 15 fighters took off.

ITALIAN AIR COURIER SERVICE.

17. Date Having Been. Date having been on the I.A.I. Courier Service has not started as scheduled, due to lack of approval from the Italian Air Ministry. It is expected that it will start in June, and in anticipation an I.A.F. Officer is to be appointed to the Air Booking Centres at Milan and Milan, to deal with accounting procedure.

18. A new Courier Service is being started from Milan to Cagliari, running twice weekly. This is primarily to handle mail, special freight and passengers for the Allied Commission Liaison Detachment at Cagliari.

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15. Restitution of Aircraft from Spain. The restitution of an Italian S.M.79 aircraft previously interned in Spain was effected on 9th May, 1946. The aircraft, piloted by Lt/Col. Duilio Fanali, left Tablada aerodrome, Spain, on 8th May 1946, and landed on Centocelle Airfield, Rome, on 9th May, 1946. It made one stop at Cagliari, Sardinia, for refuelling and maintenance.

16. Lecce. During the month a search by 15 fighters was ordered for an aircraft missing on a flight from Cagliari to Lecce. Seaplanes were also employed to search the whole route. Arrangements were not entirely satisfactory, and due to petrol shortage only 9 of the 15 fighters took off.

ITALIAN AIR COURIER SERVICE.

17. Para Trooping School. Para training on the I.A.F. Courier Service has not started as scheduled, due to lack of approval from the Italian Air Ministry. It is expected that it will start in June, and in anticipation an R.A.F. Officer is to be appointed to the Air Booking Centres at Turin and Milan, to deal with accounting procedure.

18. A new Courier Service is being started from Milan to Bolzano, running twice weekly. This is primarily to handle mail, special freight and passengers for the Allied Commission Liaison Detachment at Bolzano.

19. The normal Courier Services during May were suspended from the 14th till 20th due to a petrol distribution strike which affected the whole country.

METEOROLOGICAL SERVICE.

20. Reporting Stations. One new reporting station has opened at Bengasi. This makes a total of 132 stations in the Italian network.

21. National Radio Transmitter (R.T.). The transmitter continues to give satisfactory service and the teletype link between the Italian Air Ministry and Cinecitta is functioning well.

22. Radio Sonde Equipment. The radio-sonde station at Torino has not yet opened because of difficulties in the accommodation and provisioning of Italian Operators.

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23. Short Aviation Letter Reports. On the 19th May the R.A.F. Stations at Hinaidi, Nicosia, Fayid, Habbaniya, Castel Benito and Castel Benito, commenced broadcasting short aviation weather reports at hourly-synoptic hours during the hours of darkness. This service was requested by the American representatives at the International Civil Conference in Paris.

PERSONNEL - POSTINGS AND APPOINTMENTS.

24. Additional Air Force Personnel. Requisitions received from No.249 Wing for R.A.F. English speaking personnel to be employed at R.A.F. Stations Castel Benito, Hinaidi, Castelvetrano and Milan, for Traffic Control and Plain Control duties. Twenty R.A.F. personnel have been interviewed, seventeen were found to be suitable and after a security vetting will commence employment. Group Captain T. will be responsible for their administration.

25. Demobilisation of Personnel. Two new lists are being passed to Middle East Command stating the order in which R.A.F., Army and Navy personnel are to be released from service. It is anticipated that during the year 765 Generals and Senior Officers and 7,000 N.C.O's will be released from service.

(a) Orders will be given to release Generals and Senior Officers after 12 years regular service and 17 years active service.

(b) Formation of Commissions to select officers for release from those who have reached their age limits.

(c) Released officers will receive two years allowances in the rank they hold on their release plus three years pension allowance and a special pension allowance and a special monthly allowance.

26. Air Mail. Conferences have been held in connection with U.S.A. who wish to obtain control of the Italian Air Mail Services. The Italian Office have sent a note to the Italian Government requesting that air mail may be taken over by U.S.A. on Commercial basis terms. The Italian Government have indicated that U.S.A. may continue to use Castel Benito for further discussion between the Army Sub-Commission, Italian Ministry of Marine, U.S.A.C. and A.A.S.C.

27. Representation of non-national Societies by Mr. Barnabe. Order to declare issued by the Sub-Commissioner for Barletta, on the view of the fact that the Italian Police Office to be involved in political wrangles. Because the Police of Fascist Societies usually are in order when the scheme was originally vetted last November, the whole project has been cancelled. The Allied Commission is bringing this matter to the attention of the Italian Prime Minister.

Inspection.

28. R.3C aircraft are now being assembled by R.A.F. Personnel at Cape Ichino, but difficulty is being experienced through lack of specialist tools and ground equipment. Every endeavour is being made by A.A.S.C. and R.A.F. to expedite the handing over of necessary tools from the Officer in charge of the Surplus Liquidation Committee (O.S.L.C).

29. Provision has been made to institute a production line at Brindisi for repairs and in replacement of Spitfire IX aircraft handed over to the I.A.F. This will be supervised by R.A.F. personnel from [illegible]

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able for water transport will all be released [illegible] will be responsible for their administration.

25. Reduction in Personnel. The Navy has an object to reduce the officer and R.C.N. strength of the Army, Navy and Navy. It is anticipated that during the year 765 Generals and Senior Officers and 7,000 N.C.O's will be released from service.

(a) Orders will be given to release Generals and Senior Officers after 12 years retired service and 25 years active service.

(b) Formation of Commissions to select officers for release from those who have reached their age limit.

(c) Released officers will receive two years allowances in the rank they hold on being released plus three years pension allowance and a special pension allowance and a special monthly allowance.

26. Italian. Conferences have been held in connection with C.C.C who wish to retain control of the Italian Navy at present. The Soviet Office have sent a note to the Italian Government requesting that warships may be taken over by U.S.S.R. on Commercial basis terms. The Italian Government have indicated that U.S.S.R. may continue to use warships pending further discussion between the Navy Sub-Commission, Foreign Ministry of Marine, A.C.C, and A.M.C.C.

27. Transportation of Non-national Refugees by Air. Instructions have been issued by the High Commissioner for Refugees, in view of the fact that the Vatican Police do not like to be involved in political questions, and because the rules of Pius and the refugees themselves are to be taken when the refugees eventually reach Rome, that this project has been cancelled. The Allied Commission is being informed of this matter to the attention of the Italian Authorities.

Maintenance.

28. 2.30 aircraft are now being used by R.A.F. Squadrons at Capodichino, but difficulty is being experienced through lack of specialist tools and ground equipment. Work on these is being done by A.M.S.C. and R.A.F. No credits for the loan in over of necessary tools from the Officer in charge of the Foreign Liquidation Committee (U.F.L.C).

29. Provision has been made to institute a production line at Grimisi for repairs and main replacement of Spitfire IX aircraft handed over to the I.A.F. This will be manned by I.A.F. personnel from Lecce.

30. Three C.R.506 seaplanes are with Savioa Marchetti Vercate for overhaul, and discussions have taken place concerning the transfer by road, rail or sea to Vercate of the Italian C.R.506 for overhaul.

31. It is the intention of the I.A.F. to form a main repair depot for Spitfire airframes and engines in the north, Bolocco airfield - Milan - has been approved by A.M.S.C.

32. The following Air Stores were visited by the Chief Technical Officer of A.M.S.C during May:

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1. Savoia Marchetti - Sesto Calende.
2. Alfa Romeo - Pomigliano d'Arco, Naples.
3. [illegible] - Naples.
4. [illegible] - Cameri.
5. SAIA - Varmlisa.

35. The Italian Air Ministry has advised by the Chief Technical Officer as to the types of aircraft which are to be retained, the remainder to be scrapped.

Equipment.

36. British Air Ministry have authorised the handing over to the U.S.A. of 57 Spitfire IX aircraft from Varmlisa. In addition all spares, ground equipment, simplanes, kits, etc, available in this country are also to be handed over to the U.S.A. The majority of the aircraft were handed over on May 27th. and the remainder plus other equipment will be transferred on June 7th.

Intelligence.

35. With the advent of the elections, various precautionary measures have been taken. A Communist Manifesto was distributed to the other ranks of the armed forces to desert their posts as quickly as possible after 2nd June. The propaganda is limited, purported to show how badly the soldiers are treated and how well the Officers live, but so far as the Italian Air Force is concerned the men appear to be reasonably contented with the conditions under which they serve. General Ambrosio, the C.I.S., issued an Order of the Day to all Commands concerning their duties before, during, and after the Elections.

36. On May 27th an Italian S.79 aircraft was stolen from Lecce aerodrome by five unidentified men, believed to be Italian Communists like the crew. Officers. The aircraft belonged to an School at Bresimano and was due to return to its base on the morning of the theft. Information was received later that the aircraft landed at Mussalm (Near Gerbini), but that it was now suspected by the Yugoslavs. A full investigation is being carried out at Milan by Italian Air Ministry Officials; the Chief of the Air Staff sent General Longo to conduct the inquiry.

37. After a build up of attacks on Ministers in the press, there are quite certain reports of newspaper articles attacking the Minister for Air and the Director of Civil Aviation who, they allege, "are treated with the interest of all citizens and Universal Services in the Air Force and have placed the Nation's future in addition for the worse".

38. A further attack has been made on Colonel Bonomini, Assistant Chief of the Staff, who is accused by the Vice Republicans of an incorrect release of the Communists prisoners in Sardinia. The Air Ministry have replied that there is no truth in it.

39. Twenty one Colonels of the I.A.F. are about to be promoted to General di Brigata, and twelve Generals di Brigata are to be promoted to Generals di Divisione; and three Gen. di Divisione to Generals di Squadra. The majority of these promotions are due to retire, and their promotion will, therefore, not to

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35. [illegible] Air Ministry have authorised the handing over to the U.S.A.A.F. of 57 Spitfire IX aircraft from Britain. In addition all spares, ground equipment, compliances, dies, etc, available in this country are also to be made over to the U.S.A.A.F. The majority of the aircraft are hoped to be handed over on May 27th and the remainder plus other equipment will be transferred on June 7th.

Intelligence.

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36. On May 27th an Italian C.R.42 aircraft was stolen from Lecce aerodrome by five unidentified men, believed to be Italian Communists who were ex-R.A.F. Officers. The aircraft belonged to the Squadra at Brindisi and was due to return to its base on the morning of the theft. Later it was reported that the aircraft landed at Belgrade (Near Corfu), but that it was now suspected by the Yugoslavs. A full investigation is being carried out at present by Italian Air Ministry Officials; the Chief of the Air Staff sent General [illegible] to conduct the inquiry.

37. After a lull in attacks on Ministers in the papers, there are once again accounts of newspaper articles attacking the Minister for Air, the Director of Civil Aviation, etc. They allege, "are based on the distrust of all Italians and interested parties in the Air Force and have played the Nation's future in relation for treason".

38. A further attack has been made on Colonel Scassellino, Assistant Chief of the Staff, who is accused by the Neo Republicans of an alleged [illegible] of the ex-Duce's private funds in Spain. The Air Ministry have replied that there is no truth in it.

39. Twenty one Colonels of the I.A.F. are about to be promoted to Generals di Brigata, and twelve Generals di Brigata are to be promoted to Generals di Divisione, and three Gen. di Divisione to Generals di Squadra. The majority of these officers are due to retire, and their promotion will, therefore, seem to come as a prize for their long service in Italian Military Aviation.

PART III - REPORTS FROM FORMATIONS.

Milan.

40. Major repairs are carried out by the S.A.I. organisation including repair workshop and depot sections have turned out 200 crates for storage and transport of aircraft components.

41. Alfa Romeo, Milan are carrying out tests on overhauls of aircraft engines with an output of 30 per month.

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42. [illegible] in addition for the G.A.F. when [illegible] the Yak version of the Spitfire was used in the case of types G.24 and G.25 for future civil aviation.

43. [illegible] converted three C.47's and one C.54 for use by the Air Transport Command for urgent purposes, and a further five are under conversion for similar purposes.

44. [illegible] have been given permission to hold a limited number of light aircraft. These are to be used with the Polish Air Force Association to assess the potential for light aircraft for civil purposes in this country.

45. [illegible] applications have been received for the establishment of aerodromes, some of which are open to public use. Those applications which have been refused have been for sites which were considered unsuitable.

46. [illegible] In addition, disturbed [illegible] restrictions remain in force, but the issue of a pilot's licence [illegible] is now issued in Malta to civilians who have served with the R.A.F. [illegible] their responsibilities with regard to the safe running of flying displays. Precautions are taken to prohibit the use of explosives and other aids [illegible] have been made to [illegible] flying displays.

47. [illegible], Malta. [illegible] the public [illegible] closed, and all equipment [illegible] to Italy. Such visits [illegible] are being made [illegible] to arrange for the Soviet personnel [illegible].

Malta

48. [illegible] In the early part of the year a number of the Soviet personnel [illegible] to Italy, [illegible] to Malta to become familiar with the procedures [illegible] the transfer of the Soviet personnel [illegible].

49. [illegible] A number of light aircraft [illegible] have been present [illegible].

50. [illegible] Six [illegible] have been [illegible] in connection with the Navy, [illegible] R.A.F. squadrons.

51. [illegible] Precautions [illegible] have been taken by all units against sabotage [illegible].

Iraq

52. [illegible] In addition [illegible] for the construction of the new Royal Iraqi Air Force Base [illegible] it is hoped that this will enable civil flying to continue normally. Conferences have been held at the school and the following points discussed:

(a) The elimination of [illegible] necessary [illegible] the school [illegible]

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45. Family Allowances. Difficulties have been experienced over the payment of family allowances, particularly in cases where [illegible] children were already in receipt of allowances from the U.N.R.R.A.

46. Security. Recreation disturbances [illegible] serious proportions, but the [illegible] of a police unit [illegible] in order to enable [illegible] in dealing with [illegible] their responsibilities with regard to the maintenance of discipline. Precautions are being taken to [illegible] explosives and other materials are being used in the manufacture of home-made bombs.

47. [illegible] Camp. [illegible] both the [illegible] camps are closed, [illegible] up. Efforts are being made [illegible] Such visits [illegible] are being made once a week in order to ensure no members remain in the [illegible] camps.

48. [illegible] Many [illegible] Jewish [illegible] are [illegible] to the [illegible] Jewish [illegible] Jewish [illegible] Jewish [illegible] the [illegible] Jewish [illegible]

49. [illegible] Jewish [illegible] Jewish [illegible] Jewish

55. [illegible] It is considered that German aircraft at present have been [illegible] the results of surveys is being used in the School.

56. Colonel Graham, C.A.C. Staff, has initiated action on a [illegible] the first step is the collection of all aircraft unfit or due for inspection, after which they will either be overhauled or scrapped. Secondly a review of all old records will be made to determine any important work holding, and after this the remainder will be sold as scrap to civilian contractors.

[signature]

L.F. PEGLER,
AIR VICE-MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

Air Forces Sub-Commission,
Allied Commission, Rome.
Date: 15th June, 1946.
Ref: AFC/2/1/AIR.

Distribution:

A.F.S.C. (9 copies) (2 for [illegible], 2 for Political Branch, Caserta, [illegible] Air Adviser, London, [illegible])
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for P. Poole.

I.T. POOLE,
AIR VICE-MARSHAL,
DIRECTOR
AIR FORCES SUB-COMMISSION.

Air Forces Sub-Commission,
Allied Commission, Rome.
Date: 19th June, 1945.
Ref: AFSC/2/1/ATI.

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S..79	113	2[illegible]09	159	17,290
S..78	[illegible]	[illegible]40	22	[illegible]
G..12	67	157,35	1,165	20,230
S..62	125	224,2[illegible]	1,165	[illegible]
[illegible]	52	101,20	311	4,620
[illegible]	16	46.15	99	1,060
	456	82[illegible]	5,537	127,513

[illegible]

[illegible]	47	23,5[illegible]
[illegible]	121	12[illegible],00
[illegible]	347	23[illegible],15
[illegible]	44	16.45
[illegible]	60	40.10
[illegible]	263	213,45
CASE. .1007.	5	[illegible],45
[illegible]	56	21.[illegible]
[illegible]	315	2[illegible]
TOTAL:	1,459	970.69

+ Includes Transport and Communication flights.

(++) Includes Flights for training, air and sea rescue missions, ferry flights, various flights (itinerant tests, etc).

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APPENDIX 5-A

ENGINEERING REPORT AND AIRCRAFT STATUS - I.A.F. AS AT 31ST MAY, 1946.

UNIT & TYPE.		STATUS	SERVICEABLE	OTU.
Tocco	P.39	32	25	
Tocco	P.39	15	--	Reserve
Tocco	Cr.135	1	1	
Tocco	Sal.202	2	2	
Tocco	Spitfire	12	8	
Tocco	Ha.205	21	21	
Tocco	Ha.202	18	16	
		101	73	197
UNIT & TYPE.				
Urbe	M.167	24	17	
Pineto	M.167	2	2	
Urbe	Sal.202	1	1	
Guidonia	SM.82	27	19	
Guidonia	Sal.202	1	1	
Centocelle	SM.79	22	20	
Centocelle	SM.75	1	1	
Centocelle	SM.84	1	-	
Centocelle	SM.85	1	1	
Centocelle	G. 12	9	8	
Centocelle	C .25	1	1	
		90	71	125
UNIT & TYPE.				
Taranto	Cant.Z.506/S	5	5	
Cagliari	Cant.Z. 506/S	1	1	
V. di Volle	Cant. Z.506/S	1	1	
Stagnone	Cant. Z.506/S	1	-	
Taranto	Cant. Z.506/S	1	1	
Castelsi	Cant. Z.501	6	1	
Trapani	Cant. Z.506/S	1	-	
Castelsi	Cant. Z.506/S	2	1	
Venice	Cant. Z.501	1	1	
Venice	Cant. Z. 506/S	1	1	
Venice	Cant. Z.506/S	1	1	
V. di Volle	Cant. Z.506/S	4	2	
Cagliari	Cant. Z.506/S	1	1	
Elmas	Cant. Z.506/S	1	1	
Elmas	Cant. Z.506/S	3	1	
Taranto	Cant. Z.501	4	1	
Taranto	P.B.14	7	4	
		41	24	58

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Signature /s/.....

| | | |

SPECIAL SERVICE UNITS.

AIR FORCE SQUADRON (MEDICAL).

Clerk Typist	S.C.79	1	1	
Clerk Typist	Cert.Z.1007	3	2	
Clerk Typist	Ca.313	2	2	
Clerk Typist	Ca.309	2	-	
Clerk Typist	Ae.200	3	1	
Clerk Typist	Cal.202	1	1	
Clerk Typist	Ky.156	1	1	
Medic	Cr.42	1	1	
Radio	Sqd.202	1	-	
Typist	Ca.314	2	1	
Typist	Ca.316	1	-	
Typist	Sqd.202	1	1	
Typist	Cr.42	2	1	Not in action.
Typist	Ca.309	1	1	
Typist Operator	Sqd.202	1	-	
		21	12	

AIR CORPS SECTION (Finance).

Typist	S.C.79	1	1	
Typist	Sc.75	2	2	
		3	3	

AIR CORPS SECTION (Statistical).

Control Clk	S.C.79	2	2	
Control Clk	Ca.314	1		
Control Clk	Pc.2004	1	2	
Control Clk	Sqd.204	1		
Control Clk	Sqd.202	2		
		8	4	

WEATHER SECTION.

Typist	S.C.79	2	1	

AIR CORPS SECTION - SUPPLY.

Clerk	S.C.79	1	1	
Clerk	Sqd.202	1	1	
		2	2	

SCHOOLS.

Issue	Ae.200	7	5	
Issue	Wh.345	2	1	
Issue	C.50	1	1	
Issue	Cr.42	1	-	
Issue	Sc.164	4	2	

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[illegible]	Cr.42	[illegible]	-	
Dakota	Sal.202	1	-	
Fin.Ac	Ca.314	2	1	
Fin.Ac	Ca.314	[illegible]	-	
Fin.Ac	Sal.202	1	1	
Fin.Ac	Cr.42	2	1	Det. Meteor.
Fin.Ac	Ca.309	1	1	
[illegible]	Sal.202	1	-	
		23	2	25

ARMAMENTS SECTION (Armstrong).

Ursu	Sk.79	2	1	
Urso	Sk.79	2	-	
		4	1	5

ARMAMENTS SECTION (Structural Duty).

Centaur	Sk.79	2	2	
Centaur	Ca.314	2	-	
Centaur	Br.380	2	2	
Centaur	Sal.202	2	-	
Centaur	Sal.202	2	-	
		10	4	14

ARMAMENTS SPECIAL.

Urso	Sk.79	3	1	4

ARMAMENTS SECTION - SATURN.

Vimy	Sk.79	1	1	
Vimy	Sal.202	1	1	
		2	2	4

SCHOOLS.

Tecce	Ca.200	1	1	
Tecce	Fn.43	2	1	
Tecce	C.50	1	-	
Tecce	Cr.42	1	1	
Tecce	[illegible].164	4	2	
Tecce	S.3	1	1	
Tecce	P.30	2	1	
Tecce	Spitfire	2	2	
Tecce	[illegible].187	4	4	
Tecce	S.79	2	2	
Tecce	Sk.84	1	-	
Tecce	Cant.Z.1007	1	-	
Tecce	Sal.202	1	-	
		3	27	33

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MAY 16 RECD

CONFIDENTIAL.

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION, ROME.

Monthly Air Report No.41 - APRIL, 1946.

List of Appendices:

Appendix "A" - Summary of Flying Activity for the month of April, 1946.

Appendix "B" - Aircraft State as at 30th April, 1946.

Appendix "C" - Regulations governing clearance of foreign aircraft entering Italy.

PART I - AIR STAFF.

1. Fighter Wing - Lecce. Flying has continued up to the limitation imposed by the availability of petrol. Morale is good, and the station personnel realise that the petrol supply problem is their own responsibility. Summary of flying activity in the I.A.F. during April is shown at Appendix "A".

2. Allocation of P.38's (Lightnings). These aircraft are eagerly awaited by all. Forty aircraft are now being assembled at Capodichino airfield, Naples. These are almost ready for their first test flight, after which they will be flown to Lecce, where conversion of personnel will be carried out.

3. Light Bomber Wing - Littorio. One aircraft has been detached to the training school, Frosinone, to replace the one which crashed there last month. Two aircraft remain detached at Linate (Milan).

4. Flying Personnel. Twenty ex P.O.W's have already taken over flying duties after completing refresher and conversion courses at Frosinone. Morale is fairly good.

5. Night Bomber Wing - Guidonia. This station has been extensively damaged, both hangars and installations being hit. The I.A.F. intention is to repair three hangars and make this station the major inspection and repair centre for landplanes.

6. Bomber Transport Wing - Centocelle. Once again all scheduled flights were completed without incident.

7. Discipline and Morale. Discipline during working hours is good. A large

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7. Discipline and Morale. Discipline during working hours is good. A large number of the personnel are ex-civil aviation employees and there is some malcontent among them owing to rumours that civil aviation in Italy is in the process of being established. They feel that they are being denied the opportunity of re-employment in their pre-war work.

8. Seaplane Wing - Terranto. This base was inspected on April 18th by the Italian C.A.S - General Aimone Cat, accompanied by General Gaeta and Staff.

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9. Flying Activities. 99 hours were flown on air transport work, and 1 hour 45 minutes on target towing exercises. Two A.S.R. exercises accounted for a further 3½ hours flying.

10. C.A.V. building, Brindisi. The newly installed operations room has been inspected by representatives of the A.F.S.C, and approved.

11. Seaplane Detachment - Vigna di Valle. This station is slightly damaged and is being repaired. A 20 ton crane is serviceable and a 10 ton crane unserviceable. Benching trellies and equipment are being salvaged from the lake and some of the hangar accommodation should be useable in the near future. The transformer station an standby power set are completely serviceable. The I.A.F. intend to make this station the major inspection and repair centre for seaplanes.

Training.

12. Refresher Flying School - Lecce. The school continues its normal training programme but lack of petrol, unserviceability and strong cross winds have curtailed activity considerably. It is hoped to start early morning flying in the near future to avoid the strong cross-winds. School aircraft and future requirements have been reviewed by the Chief Technical Officer of the A.F.S.C. A flying control officer has been posted to the school and is giving lectures in addition to checking airfield discipline.

13. Light Bomber Flying School - Frosinone. 6 Pilots and 1 Wireless Operator completed training during the month of April. 8 Pilots, 14 Navigators and 1 Wireless Operator are now under training.

14. Supply of training aircraft. Six Breda BA.25s located at the Brasso airfield have been inspected by the Chief Technical Officer of the A.F.S.C. These aircraft are single engine biplanes, dual control, and suitable for elementary pilot training. Authority has been granted for them to be overhauled and assigned to the Refresher flying school, Lecce. A further arrangement has been made whereby all the CR.42 aircraft engaged on Meteorological flights, or communication duties, will be withdrawn. They will be re-assigned to the Lecce flying school. The allotment of other aircraft for Met. flight duties is under consideration.

15. Tactical Reconnaissance Training. Authority has been granted for the Italian Spitfire Squadron - at present equipped with Spitfire V's - to convert to tactical reconnaissance. By arrangement with H.Q. M.A.F. Desert Air Force, two Italian Air Force Officer pilots have been attached to the Polish Squadron of D.A.F. Treviso, for Tac/R Training. Upon completion of this course they will return to Lecce, accompanied by a Polish Officer pilot who will supervise the training of the Spitfire squadron there.

16. Ground Courses. Two I.A.F. officers are to be attached to the American A.T.C - Ciampino airfield. They will undertake a 30 days course in the study of A.T.C's system of radio communication and meteorology.

17. General Services School. The third course consisting of 30 Senior NCO's commenced at the School's new quarters in Florence, on 25th April, 1946.

18. Director of Training. The end of April saw the departure of Colonel Robert F. Worden, (U.S.A.A.F), formerly head of the A.F.S.C. Training Department. His new assignment will be with H.Q. United States Air Forces Europe, Wiesbaden,

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Aircraft Centre.

19. Transfer of duties to Italian C.A.V's. During April the CAVs at Rome and Brindisi took over Aircraft Safety duties in Southern Italy from the R.A.F. Two successful exercises were held using the Seaplane Base at Vigna di Valle, and one using bases at Taranto and Brindisi. The change-over appears to have been made satisfactorily, but landline difficulties are still being experienced between the central CAV at Rome and the subsidiaries at Bologna and Brindisi. At the moment this trouble is being covered by the Italian W/T point to point system, but

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it is anticipated that the Italian Air Ministry will be able to improve the telephone link-up before May 8th, on which date the Safety Centre Northern Italy, at Bologna is scheduled to close.

Italian Military Courier Service.

20. Fare-paying scheme. The scheme has been temporarily delayed. Tickets have now been printed and are awaiting distribution to all courier line offices. Instructions covering the operation of the scheme are also to be issued by the I.A.F.

21. SM.95 aircraft. The new Italian SM.95 made its debut in the military courier service on the 27th of April. This aircraft is a four engined aircraft which can carry a maximum of 50 passengers and has a top speed of 390 kilometres per hour. The ceremony which was held at Cent celle airport was attended by the Ministry for Air (Doctor Cevolotto) and numerous politicians, as well as representatives of Allied and Italian services. Cevolotto made a brief speech illustrating what the Italian military courier service had accomplished in the field of transporting passengers and goods, and concluded by stating that the Transport Group had carried out 25,000 flights, carried over 9,000 passengers, and had flown a distance of 2,786,474 kilometres, all without incident.

Meteorological Service.

22. Reporting Stations. Reporting stations were opened at Carbonia, Volterra and Grossanano. There are now 131 stations in the Italian net-work.

23. National Radio Transmitter (IMB). This transmitter continues to give satisfactory service and the teletype link between the Italian Air Ministry and Ciampino is functioning well.

24. Radio-Sonde Equipment. A radio-sonde section is to be sent to Venice as soon as the necessary equipment is obtained. The Italian Air Force is training more radio-sonde specialists, and there will be sufficient personnel available for the work.

25. Reorganisation of Italian Meteorological Services. A small reorganisation was effected on April 15th chiefly affecting the constitution of the various zones. The new schedules are working well and no complaints have been received from any source.

PART II - ORGANISATION AND ADMINISTRATION.

26. International Conference. During the month the Italian Air Force despatched a Commission composed of experts to participate in the Paris conference on Civil Aviation. They discussed International Civil Air Lines and the problems of bases.

27. Reduction of Commands. From April 5th all I.A.F. Nucleus Commands were disbanded. This is part of the general plan to revert to the normal peace-time organisation.

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Intelligence.

28. Radio-Sonde Transmitters. A great deal of prominence has been given in local and Allied newspapers to the mysterious dropping of wireless sets by unknown aircraft in various parts of Italy. In fact no wireless transmitters were dropped in Italy by aircraft, but a number of 'Radio Sonde' were despatched for meteorological purposes, and it was these instruments which were found and started the spate of rumours.

29. Retirement of Senior Officers. Commissions have been set up by the Italian Air Ministry to review the retirement of senior officers. These Commissions are

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generally unpopular with the Italians because they feel that a stable government should be in power before work is started on this subject.

30. Civil relations. The relationship between the Regia Aeronautica and the civil population continues to be completely normal, and there have been no incidents or demonstrations, and no unfavourable articles have appeared in the press.

Engineering.

31. Italian Aircraft Firms. A tour of inspection of aircraft and aircraft engine manufacturers in the North of Italy has been carried out by the C.T.C. of the A.F.S.C. The following firms were visited:

Breda at Sesto San Giovanni and Bresso.
Destetti Carlo at Ancona.
Macchi at Bergso.
Alfa Romeo at Milan.
Isotta Fraschini at Milan.
Fiat at Turin.
Farina at Turin.
Caproni at Bergamo, Milan and Trento.
Aria Libarli at Vercelli.
Augusta at Cascina Costa.
Savoia Marchetti at Sesto Calende, S. Anna and Vergiate.
Caproni at Vizzola Ticino.

Visits have also been made to the following I.A.F. Units: Novara, Gallarate, Linate, Malpensa and the Technical Headquarters at Milan. A.H.Q. Italy (Caserta) and 159 L.U. were also visited.

32. Retention of unauthorised aircraft by I.A.F. An up-to-date complete and comprehensive return has been requested from the Italian Air Ministry showing all aircraft, military and civilian, in the country. A committee of A.F.S.C. and I.A.F. representatives will decide upon their retention or destruction to salvage. Definite orders have again been issued to the I.A.M. for the complete destruction of all German aircraft by the 20th May, 1946.

Equipment.

33. Concentration of Equipment Depots in North Italy. All but a very few sub-depots have now been concentrated into Gallarate and Novara and the equipment from the few remaining depots will be transferred to these central depots within the next few weeks. It is anticipated that by the end of June at the latest all sub-depots will have been cleared and closed down.

Mechanical Transport.

34. Recovery of ex-enemy captured vehicles. The firm of Caproni, Trento, has received a considerable sum in payment for work completed. A contract has been made for the repair of vehicles by the S.A.D.O. firm of Bolzano.

35. I.A.F. M.T. School of Instruction - Monte Rotondo. The second course consisting of 30 pupils finished on March 30th. It was not possible to commence another course in April through lack of entrants. The third course will commence

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PART III - REPORTS FROM DETACHMENTS.

Lecce.

36. Bomber S.R.A.M. Work continues on the overhaul of 2 SM.84s and 3 SM.82s, the last aircraft to be overhauled at Lecce. Acute shortage of dope, fabric and plywood is seriously hindering progress. This shortage is being experienced by all the S.R.A.M's but is much more noticeable in the case of the big aircraft. During the month an SM.79 which crashed several months ago was completed and successfully test-flown.

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37. English speaking course. The course of instruction in English is still continuing and seems popular. It is expected to last a further fortnight.

38. Visits. On the 11th of April General Bradley, U.S. Military Attaché visited Lecce and carried out a detailed inspection of all technical and domestic installations. During the visit the General commented at some length on the age of the aircraft in use and the amount of work required to maintain them, and also gained some idea of the difficulty in obtaining normal consumer items and raw materials, and in working generally with little industrial backing. He stated the necessity of cutting out unnecessary overheads and getting down to the standarising of a small but efficient air force.

39. On the 17th of April the Station was visited by the Italian C.A.S, General Aimone Cat and staff officers. During his visit considerable agitation among fighter personnel generally was obvious, the reason being their desire to be moved North, and as yet having no information of this happening. The general wish seems to be to move soon in order that winter quarters can be established before the bad weather sets in, and to make the best use of air transport, other means being so limited.

Naples.

40. Cadet School. The Italian Air Force Academy at Nisida is functioning normally. On the evening of the 13th April, 1946, a dance was held to celebrate the passing out of the Cadets belonging to the 3rd Course. It is a tradition that all Military Academies should hold a dance 100 days before the passing out of Cadets. Allied and Italian authorities and the Chief of the Italian General Staff, General Aimone Cat, attended the dance.

41. Motor Transport. It was originally decided to close the M/T workshop with the transformation of Naples Area from "Command" to "Garrison" Status, but the demand for transport has made it necessary to continue this Section for an indefinite period. Difficulties are encountered in meeting requirements arising from the transportation of the ever increasing number of repatriated Prisoners of War.

42. Repatriated P.O.W's. During the month of April about 1,000 Prisoners of War have been repatriated - amongst whom were officers from India. The morale of P.O.W's arriving from British and American Camps is high and their physical condition good.

43. Aircraft factories. During the month of April the activity of the Aviation Firms has slowed down owing to the lack of new contracts from the Italian Air Force Administration.

44. I.A.F. Companies. On the 6th April 1946 the 206th Detachment on duty with No.114 M.U, R.A.F, was disbanded and the personnel involved transferred to various I.A.F. Units as replacements for those discharged from the Italian Air Force.

45. Seaplanes. During the month of April 10 training flights have been made in conjunction with the Navy, making use of a Cant Z.501 detached at Nisida from Taranto.

46. Assembling of P.38 aircraft. During the first days of April ground crews skilled in the assembling of P.38

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46. Assembling of P.38 aircraft. During the first days of April ground crews skilled in the assembling of P.38 aircraft arrived at Capodichino and billets were arranged on the airfield. The Chief of the Italian General Staff, General Aimone Cat and General Gaeta inspected the work in progress and expressed satisfaction. The aircraft all appear to be in good condition, and several have only had a few flying hours. 074

Milan.

47. Equipment.

Gallarate. The main activity at Gallarate Central Stores has been the sorting, listing and classification of incoming and outgoing material. During

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April 21 box-wagons and 122 lorry-loads of incoming stores were handled against 16 box-wagons and 25 lorry-loads for outward delivery. Extensive servicing, pressing and repairing of aircraft spares was carried out by the Gallarate Servicing Section, over a thousand items being checked and stored during the month. Machine tools were rendered serviceable for local use and U.S. engines and obsolete aircraft parts broken down for scrap. Much repair and construction work of a miscellaneous nature was carried out by the Workshop and Carpentry Sections.

Milan. Approval has been secured for I.A.F. to use the Caproni hangars at Taliedo for centralising bulk stores amounting to 7,000 tons, at present housed in premises which industrial firms have reclaimed. The hangars are now occupied by the Caproni and Orlandi Firms, but orders have been given for these firms to evacuate by the 15th May when the transfer of I.A.F. equipment will commence. The I.A.F. store in Via Vanvitelli, Milan, has been closed down and about forty tons of material (mainly spare engine parts, crated), have been transferred to Novara and Gallarate.

48. Italian Civil Aviation. A three days Congress has been held in Milan to discuss the technical and economical aspect of air transport in Italy. Subjects discussed were inception of air-lines, aircraft and organisation.

49. Linate airfield. Work is still in progress to set up and render serviceable the H.F./D.F. and VHF equipment on the airfield. A technical fitting party from 378 M.U. R.A.F. is working between Manlu and Linate. All non-essential radio equipment is being sorted out for return to R.A.F. Stores. The air-courier service has been functioning smoothly but difficulties have occurred over the supply of petrol. Shortages have been due to under-estimating the consumption of aircraft, excessive refuelling of presidential planes, visiting British aircraft and transport hold-ups between Lagnarn and Milan. Steps have been taken to eradicate these troubles.

50. Aeronautical study and research. The Italian Air Ministry has received applications from Milan Polytechnic for permission to resume study and research in the Laboratorio di Aeronautica. Permission was granted for experiments to be continued into the structure of parachutes to withstand high-speed opening. A request has also been made for components and spare parts of unserviceable Allied aircraft to be made available for instructional purposes.

51. Inventions. Aeronautical inventions studied during April included a new principle for the gradual and automatic variation in flight of airscrew pitch, and a mounting for piston-shafts designed to increase efficiency.

52. Security. Clandestine production of arms and concealed dumps of weapons still give rise to anxiety, but no damage or loss to I.A.F. property has been reported. Airfield security and safeguarding of stores has been satisfactory.

53. I.A.F. Administration. Concern has been caused by the inspection of I.A.F. Headquarters building in Milan with a view to its possible requisition by an American formation. This building houses every type of aeronautical installation and service, offices messing and sleeping accommodation for several hundred personnel, and about five-hundred tons of miscellaneous equipment which has been brought in over a period of ten months. Efforts are being made to discourage the requisitioning of this building.

54. Command of 1st Z.A.T. Headquarters. General Drago was appointed to the

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54. Command of 1st Z.A.T. Headquarters. General Drago was appointed to the Command of 1st Z.A.T. Headquarters, Milan, on the departure of General Biffi.

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L.E. J[illegible], GROUP CAPTAIN,
AIR VICE-MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

(b)

Declassified E.O. 12356 Section 3.3/NND No. 785015

Air Forces Sub-Commission,
Allied Commission, Rome.
Date: 13th May, 1946.
Ref: AFSC/25/1/AIR.

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Appendix "A".

SUMMARY OF FLYING ACTIVITY FOR THE MONTH OF APRIL, 1946.

	No. of flights.	Hours.	Passengers carried.	(+) Various freight in lbs.
C.12	79	141,50	685	25,457
SM.79	220	361,00	1,603	72,648
SM.82	109	158,05	1,625	111,654
SM.75	6	24,00	76	2,433
SEAPLANE WING	58	137,15	394	18,360
BALTIMORE WING	38	47,00	134	3,708
	510	849,10	4,517	234,260

SUMMARY OF OTHER FLIGHTS OF I.A.F.

	Flights.	(++) Flying Hours.
AUTONOMOUS SQDN. UNITA AEREA.	46	26,15
TRAINING SCHOOL, FROSINONE.	57	30,30
TRAINING SCHOOL, LECCE.	516	217,45
NIGHT FLYING SCHOOL.	48	25,00
TRANSPORT WING.	97	48,20
BALTIMORE WING.	273	150,45
CANT.Z1007.	2	4,00
SEAPLANE WING.	99	92,15
FIGHTER WING.	623	456,20
TOTAL:	1761	1051,10

\+ Includes Transport and Communication flights.

++ Includes Flights for training, air and sea rescue missions, met flights, various flights (aircraft tests, etc).

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S.M.79	226	301,05	1,525	111,654
S.M.82	109	158,05	1,625	111,654
S.M.75	6	24,00	76	2,433
SEAPLANE WING	58	137,15	394	18,360
BALTIMORE WING	38	47,00	134	3,700
	510	849,10	4,517	234,260

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APPENDIX "B".

ENGINEERING REPORT AND AIRCRAFT STATE - I.A.F. AS AT 30TH APRIL, 1946.

FIGHTER WING.		STRENGTH	SERVICEABLE	CREW.
[illegible]	P.39	34	34	
LECCE	P.39	13	3	
LECCE	G.L.133	1	1	
LECCE	SAI.202	2	2	
LECCE	Spitfire	12	8	
LECCE	Mc.205	18	17	
LECCE	Mc.202	16	17	
		98	82	199

LIGHT BOMBER & BOMBER/TRANSPORT WING.				
Urbe	M.167	24	19	
Lecce	M.167	2	2	
Urbe	Sm.202	1	1	
Guidonia	S.82	25	15	
Centocelle	S.79	24	17	
Centocelle	S.75	1	1	
Centocelle	S.84	1	1	
Centocelle	S.83	1	1	
Centocelle	G.12	7	5	
Centocelle	S.95	1	1	
		88	64	122

SEAPLANE WING.				
Taranto	Cant.Z.506/T	7	4	
Taranto	Cant.Z.506/C	1	1	
V. di Vallo	Cant.Z.506/T	2	2	
Brindisi	Cant.Z.501	6	-	
Venice	Cant.Z.501	1	1	
Venice	Cant.Z.506/T	2	2	
Venice	Cant.Z.506/S.	1	1	
Brindisi	Cant.Z.506/S.	2	1	
V. di Vallo	Cant.Z.506/T.	2	2	
Calimaro	Cant.Z.506/T.	2	2	
Elmas	Cant.Z.506/T.	2	2	
Elmas	Cant.Z.506/S.	3	1	
Taranto	Cant.Z.501	4	1	
Taranto	R.S.14.	7	5	
		42	25	57

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Trieste	Re.207	18	17	
Lecce	Re.202	18	17	
		98	82	199

FIGHT WING A/CRAFT/TRANSPORT WING.

Urbe	M.187	24	19	
Linate	M.187	2	2	
Urbe	Sai.202	1	1	
Guidonia	S.82	25	15	
Centocelle	S.79	24	17	
Centocelle	S.75	1	1	
Centocelle	S.84	1	1	
Centocelle	S.83	1	1	
Centocelle	G.12	7	5	
Centocelle	S.95	1	1	
		88	64	122

BOMBING WING.

Taranto	Cant.Z.506/T	7	4	
Taranto	Cant.Z.506/C	1	1	
V. Di Valle	Cant.Z.506/T	2	2	
Brindisi	Cant.Z.501	6	-	
Venice	Cant.Z.501	1	1	
Venice	Cant.Z.506/T	2	2	
Venice	Cant.Z.506/S.	1	1	
Brindisi	Cant.Z.506/S.	2	1	
V. Di Valle	Cant.Z.506/T.	2	2	
Caliaro	Cant.Z.506/T.	2	2	
Elmas	Cant.Z.506/T.	2	2	
Elmas	Cant.Z.506/S.	3	1	
Taranto	Cant.Z.501	4	1	
Taranto	R.S.14.	7	5	
		42	25	57

AUTONOMOUS SQUADRONS - UNITA AEREA.

G. Del Colle.	SM.79	1	1	
G. Del Colle.	Cant.Z.1007	3	2	
G. Del Colle.	Ca.314	3	2	
G. Del Colle.	Ca.309	2	1	
G. Del Colle.	Re.2001	3	-	
G. Del Colle.	Sai.202	2	2	
G. Del Colle.	Pj.156	1	-	

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Continued/2.....

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		STRENGTH	SERVICEABLE	CREW
AUTONOMOUS SQUADRONS - UNITA AEREA (CONT'D).				
Palese (Bari)	Ca.310	1	-	
Palese (Bari)	Ca.314	1	-	
Palermo	Sai.202	1	1	
Palermo	Cr.313	2	1	
Linate	Sai.202	1	1	
Linate	Cr.42	2	1	
Linate	Ca.309	1	1	
Treviso	Cr.42	1	1	
Brindisi	Sai.202	1	1	
Allied Command		26	15	24
AUTONOMOUS SECTION. (Ministero).				
Urbe	SM.79	1	1	
Urbe	SM.75	2	2	
		3	3	3
AUTONOMOUS SECTION (Stato Maggiore).				
Centocelle	SM.79	2	2	
Centocelle	Cr.313	1	1	
Centocelle	Re.2001	2	2	
Centocelle	Sai.204	1	-	
Centocelle	Sai.202	2	2	
		8	7	15
RESEARCH SECTION.				
Urbe	SM.79	2	1	4
AUTONOMOUS SECTION - SARDINIA.				
Elmas	SM.79	1	1	
Elmas	Sai.202	1	1	
		2	2	1
SCHOOLS.				
Lecce	Mc.200	9	3	
Lecce	FN.305	3	1	
Lecce	G.50	3	1	
Lecce	Cr.42	3	3	

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		2	15	4
AUTONOMOUS SECTION. (Minister).				
Urbe	SM.79	1	1	
Urbe	SM.75	2	2	
		3	3	3
AUTONOMOUS SECTION (Stato Maggiore).				
Centocelle	SM.79	2	2	
Centocelle	Ca.313	1	1	
Centocelle	Re.2001	2	2	
Centocelle	Sai.204	1	-	
Centocelle	Sai.202	2	2	
		8	7	15
RESEARCH SECTION.				
Urbe	SM.79	2	1	4
AUTONOMOUS SECTION - SARDINIA.				
Elmas	SM.79	1	1	
Elmas	Sai.202	1	1	
		2	2	1
SCHOOLS.				
Lecce	Mc.200	9	3	
Lecce	FW.305	3	1	
Lecce	G.50	3	1	
Lecce	Cr.42	3	3	
Lecce	Ca.164	7	1	
Lecce	G.8	1	1	
Lecce	F.39	2	2	
Lecce	Spitfire	2	2	
Lecce	M.187	4	4	
Frosinone	SM.79	1	-	
Frosinone	SM.84	1	-	
Frosinone	Cant.Z.1007	1	1	
Frosinone	Sai.202	1	-	
		42	19	73

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		STRENGTH	SERVICEABLE	CREW.
FIGHTER SRAM.				
Lecce	Mc.205	25	-	
Lecce	Mc.202	9	-	
Lecce	Sai.202	7	4	
Lecce	Fl.3	2	1	
Lecce	Fr.20	1	-	
R.A.F. SRAM.				
Lecce	SM.82	2	-	
Lecce	SM.79	1	-	
G. del Colle	Cant.Z.1007	1	-	
S.V. Taranto	Ca.314	2	-	
S.V. Taranto	Ca.310	1	-	
Cont'celle	SM.79	5	-	
Contecelle	SM.84	3	-	
Urbe	Ca.309	1	-	
SEAPLANE SRAM.				
Taranto	Cant.Z.506/T.B.	7	-	
Taranto	Cant.Z.506/S.	3	-	
Taranto	Cant.Z.501	12	-	
Taranto	R.S.14.	2	-	
SCHOOL SRAM.				
Lecce	G.8	1	-	
Lecce	Ro.2001	7	-	
Lecce	Mc.200	17	-	
Lecce	Fr.305	1	-	
Lecce	Sai.200	1	-	
		111	5	-
GENERAL TOTALS:		422	223	498

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T.A.F. SRAM.

Lecce	SM.82	2	-	
Lecce	SM.79	1	-	
G. del Gallo	Cant.Z.1007	1	-	
S.V. Taranto	Ca.314	2	-	
S.V. Taranto	Ca.310	1	-	
Cantocello	SM.79	5	-	
Cantocello	S.M.84	3	-	
Urbe	Ca.309	1	-	

SEARCH SRAM.

Taranto	Cant.Z.506/T.E.	7	-	
Taranto	Cant.Z.506/S.	3	-	
Taranto	Cant.Z.501	12	-	
Taranto	R.S.14.	2	-	

SCHOOL SRAM.

Lecce	G.8	1	-	
Lecce	Ro.2001	7	-	
Lecce	Ro.200	17	-	
Lecce	Fn.305	1	-	
Lecce	Sci.200	1	-	
		111	5	-

GENERAL TOTALS: 422 223 498

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Appendix "C".

REGULATIONS CONCERNING CLEARANCE OF FOREIGN AIRCRAFT ENTERING ITALY.

Instructions have been issued by A.F.H.Q. to all Military Missions in Rome that effective 25th March, 1946, all foreign aircraft entering Italy must have specific clearance from the M.A.A.C. Secretariat. Requests for permission to fly over or land in Italy must be made to the M.A.A.C. Secretariat through their local authorities, if possible, at least five days in advance of E.T.A.D. embodying the following information before clearance can be effected:

a. Type, number and make of aircraft.
b. Name of crew members.
c. Route to be followed.
d. Nature of flight, if any.
e. Approximate duration of stay.
f. Aircraft services required.
g. Confirmation that passengers have all necessary visas which can be obtained through Italian Embassy or Location Channels.

2. Failure to obtain clearance in accordance with these instructions, aircraft, crew and passengers are to be kept under observation until such time as notification of clearance is received either from the M.A.A.C. Secretariat, or Air Headquarters, A.A.F. Italy.

3. In addition, passengers and crews, other than British or American service personnel, not in possession of valid entry documents, are to be handed over to either:

a. Italian public safety airfield control.
b. Italian public safety port control.
c. The local Questure.
d. The local Carabinieri.

4. The above provisions are not applicable to British and American aircraft providing civilians conform to para 1, supra, and if normal warnings are sent. Also excluded from the above provisions are the existing weekly shuttle French Military Courier Service Flights and internal flying of light aircraft in use by the French Air Attaché in Rome.

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APR 27 RECD

CONFIDENTIAL.

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION, ROME.

Monthly Air Report No.40 - MARCH, 1946.

List of Appendices:

Appendix "A" - Summary of Flying Activity for the month of March, 1946.

Appendix "B" - Aircraft state as at 31st March, 1946.

Appendix "C" - Programme of Courses in progress in the I.A.F, and proposed future courses.

Appendix "D" - Italian Meteorological Services.

PART I - AIR STAFF.

Fighter Wing - Lecce.

1. Activity. The petrol supply position showed a great improvement during the month. This, together with a period of good flying weather has enabled a full programme to be operated. Summary of flying activity in the Italian Air Force during March is shown at Appendix "A".

2. Accidents. One accident occurred, involving an Aerocobra (P.39). The aircraft went into a flat spin while engaged on patrol exercises, and crashed on the airfield. The pilot baled out successfully.

Light Bomber Wing - Littorio.

3. Flying Activities. 119 flights were made during the month, giving 77 hours flying time. Of this total 4 special flights were made for the I.A.F, and 21 flights for the Italian Government, carrying in all, 65passengers. No Allied personnel were carried during the period under review. Two aircraft remain detached at Linate (Milan).

4. Maintenance. Spares are anxiously awaited for the Baltimore aircraft, principal requirements being engines, airscrews, and tail wheel tyres.

5. Morale. Uncertainty of the future tends to lower morale. The new Commanding Officer is liked and respected by the station personnel.

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Appendix "A" - Summary of Flying Activity for the month of March, 1946.

Appendix "B" - Aircraft state as at 31st March, 1946.

Appendix "C" - Programme of Courses in progress in the I.A.F, and proposed future courses.

Appendix "D" - Italian Meteorological Services.

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Work Services.

6. Urbe. This station has been extensively damaged, but good use of any serviceable buildings is being made. A number of servicing sections are under canvas. All hangars are damaged beyond repair. Bomb damage to airfield is being rectified but no attempt beyond external clearing has been made to square up the hangar sites.

Night Bomber Wing - Guidonia.

7. Organisation. Cleaning up of the airfield progresses satisfactorily, and the runway is almost completed. The weigh-bridge capable of weighing aircraft up

Continued/2.....

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to 20 tons is being repaired.

Bomber Transport Wing - Centocelle.

8. Activities. All scheduled flights were carried out without incident. Morale is excellent, and this airfield still gives the impression of being the best organised Italian airfield.

Seaplane Wing - Taranto.

9. Organisation. A detachment of 2 Cant 506 seaplanes of No.288 Squadron have been transferred to the Vigna di Valle base for Air Sea Rescue duties in the Tyrrhenian Sea area. The Brindisi Seaplane base is opening a new air sea rescue operations room within the C.A.V. (Aircraft Safety Centre). This is now being equipped with the necessary communications, charts and furnishings.

10. Flying activities. 125 hours were flown on air transport work, and 15 on target towing for the Italian Navy. One Air Sea Rescue sortie was requested by the Admiral Commanding, La Spezia. The occupants of the dinghy were eventually found safe in S. Remo harbour. 5 air sea rescue exercises were held.

Training.

11. Refresher Flying School - Lecce. A thorough review has been made of the aircraft situation in the school. Proposals are under consideration which will lead to the establishment of a constructive long term policy for the supply and maintenance of training aircraft, which will enable the school to operate a standardised training programme.

12. Light Bomber Flying School - Frosinone. General activity has slowed down owing to one of the three remaining aircraft having crashed. The latter was caused by engine failure on take-off, the pilot escaping without injury. One SM.84 and a Cant Z.1007 have arrived for use in the school. During the month one pilot only has completed training, while three pilots and one wireless operator remain under training.

13. General Service School. The second course, consisting of Senior N.C.O. pilots ended on the 23rd March, 1946. As from April 1st, 1946 the school will be moved from Frosinone to Florence.

14. English Language Courses. The Italian Air Ministry has ordered that all these courses, which are now held at all major I.A.F. Headquarters and Stations, shall be extended from three to four months. There will be a final examination for all personnel attending the courses. Those persons failing the first examination will be required for re-examination within four months from the date of failure.

15. Special Training Courses - I.A.F. Academy. Two special one year courses have been authorised for 15 Junior officers and 15 Senior N.C.O's respectively. The aim will be to grant permanent commissions to those officers and senior N.C.O's with especially good war records.

16. Flying Train

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9. Organisation. A detachment of 2 Cant.506 seaplanes of No.288 Squadron have been transferred to the Vigna di Valle base for Air Sea Rescue duties in the Tyrrhenian Sea area. The Brindisi Seaplane base is opening a new air sea rescue operations room within the C.A.V. (Aircraft Safety Centre). This is now being equipped with the necessary communications, charts and furnishings.

10. Flying activities. 125 hours were flown on air transport work, and 15 on target towing for the Italian Navy. One Air Sea Rescue sortie was requested by the Admiral Commanding, La Spezia. The occupants of the dinghy were eventually found safe in S. Remo Harbour. 5 air sea rescue exercises were held.

Training.

11. Refresher Flying School - Lecce. A thorough review has been made of the aircraft situation in the school. Proposals are under consideration which will lead to the establishment of a constructive long term policy for the supply and maintenance of training aircraft, which will enable the school to operate a standardised training programme.

12. Light Bomber Flying School - Frosinone. General activity has slowed down owing to one of the three remaining aircraft having crashed. The latter was caused by engine failure on take-off, the pilot escaping without injury. One SM.84 and a Cant Z.1007 have arrived for use in the school. During the month one pilot only has completed training, while three pilots and one wireless operator remain under training.

13. General Service School. The second course, consisting of Senior N.C.O. pilots ended on the 23rd March, 1946. As from April 1st, 1946 the school will be moved from Frosinone to Florence.

14. English Language Courses. The Italian Air Ministry has ordered that all these courses, which are now held at all major I.A.F. Headquarters and Stations, shall be extended from three to four months. There will be a final examination for all personnel attending the courses. Those persons failing the first examination will be required for re-examination within four months from the date of failure.

15. Special Training Courses - I.A.F. Academy. Two special one year courses have been authorised for 15 Junior officers and 15 Senior N.C.O's respectively. The aim will be to grant permanent commissions to those officers and senior N.C.O's with especially good war records.

16. Flying Training. A short flying training instructors course was held for six instructros of the refresher school, Lecce. Lectures and air exercises were given by the A.F.S.C. flying training instructor, and considerable interest was shown by all. The pilot instructors were of a low average standard, and are hindered in their work by lack of suitable equipment, such as inter-communication in the aircraft between instructor and pupil. The instructor relies entirely on pre-flight briefing followed by air demonstration.

865.

17. Air Sea Rescue - Organisation. Aircraft Safety. The Italian Air Force is now furnishing the only A.S.R. service available in Italy, due to the folding up of all R.A.F. air sea rescue units.

18. Planning. The Italian C.A.V's are being prepared to take over the services of the Allied aircraft safety centres. In this respect Rome and Brindisi

(5)

Continued/3.....

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C.A.V's will become operational on April 14th, with the Rome C.A.V. earmarked as the controlling C.A.V. for the Italian and Allied aircraft safety service.

Italian Military Courier Service.

19. Fare-paying scheme. Final details of this project are now being worked out between the Italian Air Ministry and the Ministry of Transport, before it is put into effect.

20. Activities. Improved weather conditions have permitted unrestricted operations. Owing to increased requests for high priority airlift to Genoa, the initial weekly service has been increased to two flights. Sardinia is now served by two SM.82s weekly from Guidonia to Cagliari and return, and three SM.79s from Centocelle to Alghero and return.

Meteorological Service.

21. Reporting stations. Reporting stations were opened at Siracuse, Stromboli, Chinisia, La Spezia, Radicofeni and Monte S. Angelo. There are now 128 stations in the Italian Meteorological net-work.

22. Directorate of Communications and Meteorological Information Centre. These two offices have returned to the pre-1943 site of the Italian Air Ministry. This move enabled all the teletype faults to be corrected and the line from Ciampino airfield is now working well.

23. National Radio Transmitter (IMB). This transmitter has given very satisfactory service and no complaints have been received from Allied units. It has been arranged that coded landing forecasts will be made four times daily for the following airfields: Milan, Turin, Venice, Treviso, Bologna, Centocelle, Pisa, Frosinone, Bari, Lecce, Brindisi, Catania, Palermo, Cagliari and Alghero. This service will begin on April 15th.

24. Italian Air Force Radio Beacons. Arrangements have been made for the beacons at Milan, Venice, Brindisi, Palermo, Cagliari and Olbia, to transmit a small collective of weather reports from nearby airfields. Broadcasts will be made at half-hour intervals.

25. Special reports. As from 1st April, 1946 all Italian airfields will pass special reports, four times daily, giving details of the serviceability of the airfield and of the signal services in existence.

26. Re-organisation of Italian Meteorological Services. The main changes affect the constitution of the various zones, in an effort to facilitate the collection and re-broadcasting of reports. The re-organisation will also affect the broadcast time schedules of the Regional Centres, Milan, Venice, Rome, Brindisi, Catania and Cagliari, and of the National Radio Transmitter (I.M.B). A summary of Italian Meteorological Services is contained in Appendix "D".

Signals.

27. Aircraft Safety Communications. Provision has been made for the handing over to the I.A.F. of a skeleton of private wire communications for operational circuits between the C.A.V's and Rome. This also includes the lines to the so-

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Signals.

27. Aircraft Safety Communications. Provision has been made for the handing over to the I.A.F. of a skeleton of private wire communications for operational circuits between the C.A.V's and Rome. This also includes the lines to the seaplane bases and the centres at Bologna and Naples. These lines will serve both Allied and Italian needs. 864

28. Air Sea Rescue. The I.A.M. is arranging for W/T watches to be kept at Rome and the C.A.V's to provide for air/ground communications for A.S.R. aircraft under Italian control. Eventually a watch will be kept on the HF/DF distress frequency.

29. I.A.F. and Italian Navy Liaison. It has been proposed to secure communications between the Naval stations guarding the international distress frequency 500 kc/s, and the aircraft safety centres North and South Italy.

Continued/4.....

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30. Int[illegible]l Frequencies. Permission has been requested for the C.A.V. Rome to join the 5660 kc/s network.

31. Linate (Milan). The installation of the HF/DF station is complete and air calibration tests are being arranged. Work on the installation of the Control Tower is held up temporarily for lack of equipment.

PART II - ORGANISATION AND ADMINISTRATION.

32. Demobilisation. All I.A.F. personnel of the 1922 class have been demobilised. The actual active strength is now approximately 22,000 excluding those being paid at home.

33. Disbanding of Commands. The North of Italy General Command was disbanded on March 15th, 1946. The I.A.F. Nucleus Command was disbanded on March 31st, 1946, and was replaced in Naples by the I.A.F. Regional Garrison Command.

34. Retention of personnel. Special Sub-Commissions have been formed in all I.A.F. Commands for the training and examination of N.C.O's of the I.A.F. The object is to select the most efficient N.C.O's for retention when the strength of the I.A.F. is announced by the peace treaty. At present, the strength of the N.C.O's vis-a-vis other ranks is excessive.

35. Transportation of food by air. The projected air services from Sardinia to Rome and from Venice to Milan, for the purpose of transporting fish and medical and relief supplies, remains in abeyance. This is due to the apparent unwillingness of the Air Minister to sign the contract and the reluctance of the High Commissioner for Sardinia to allow fish out of the country; further action is being taken to hasten.

36. Italian Air Ministry Building. Movement of the Italian Air Ministry into their pre-1943 site has been completed. The building was earmarked for A.F.H.Q. and was at one time occupied by the Austrian Control Commission.

37. I.A.F. Building - Florence. This building, until recently occupied by New Zealand personnel, has been de-requisitioned, and returned to the I.A.F. It was the former site of the I.A.F. Post-Cadet Training School which will re-open there on the 15th April, 1946, as a general service school.

38. International Conference. The I.A.F. Officers who attended the International Met. Service Conference and the Air Navigation and equipment demonstration in London, returned to Rome during the month and were very favourably impressed.

39. Italian Air Mails (Internal). Information has been received from the Communications Sub-Commission that Internal Air Mail services are in operation by all Italian Courier lines. The air mail fee is 4 lire for every 15 grams. The use made by the public of these services is not so great as was expected because mail services by rail are constantly improving.

40. Italian Air Mails (Europe). It is also learned that Italy has air mail service to the following European capitals, conveyed by R.A.F. services: London, Bucharest, Budapest, Tirana, Sofia, Athens, Belgrade, Malta, Paris, Marseilles. The air mail fee in this case is 15 lire for every 20 grams.

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Civil Aviation.

41. Civil airlines. The Italian Government has now been granted permissive authority for running of Italian civil airlines which does not include gliding, club or private flying. The regulation of commercial aviation in Italy will henceforward be the responsibility of the Italian Air Ministry (Department of Civil Aviation) under the supervision of the A.F.S.C. The following communiqué from the Press throws an interesting sidelight on public opinion: "a remarkable and encouraging step toward the recovery of our political autonomy, and reconstruction of Air Transport".

Continued/5.....

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Engineering.

42. **Serviceability - Allied Fighters.** The P.39 (Airacobra) serviceability now stands at 100%, while the Spitfire's is in the region of 90%. This is a creditable achievement considering the difficulty of obtaining spares.

43. **Italian Fighters.** The Macchi 205 squadron has 100% serviceability and the Macchi 202s show over 90%. The school aircraft are down to 40% due to the age of the aircraft employed, and lack of replacements and spares.

44. **Bomber Transports.** The serviceability of these aircraft is being maintained at 75% which is again satisfactory considering the amount of flying being done. The aircraft state for the I.A.F. as at the end of March is shown in Appendix "B".

Mechanical Transport.

45. **M.T. School.** The course for fifty learners continues at Monterotondo - (Rome).

PART III - REPORTS FROM DETACHMENTS.

Lecce.

46. **Salvage.** The work of breaking up a number of P.39s is now well advanced, and all salvageable parts have been removed. Definite orders have been issued for the breaking up of two obsolete Ju.87 aircraft.

47. **Air Discipline.** During recent weeks there has been a noticeable increase in breaches of low flying regulations by the fighter pilots. Severe disciplinary action is being taken by the C.O. against all offenders. It is also hoped to institute a system of aircraft marking in order to facilitate identification of offending pilots.

48. **English Speaking Courses.** These are held three times weekly, each period being of two hours duration.

Naples.

49. **Cadet School.** There are 56 pupils attending the three courses at the I.A.F. Academy.

50. **Motor Transport.** Transportation of ex-P.O.W's, rations and materials, has occupied all available vehicles. Difficulties have been reported in the supply of petrol and oil throughout the month.

51. **Repatriated P.O.W's.** Another 700 P.O.W's have been repatriated. 400 were released at the end of their home-coming leave.

52. **Aviation Firms.** The activity of the Aviation Firms is slowing down due to lack of new contracts from the Air Ministry:

062

(a) **Alfa Romeo, Pomigliano d'Arco:** hold 40 overhauled engines, which cannot be

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062

(a) Alfa Romeo, Pomigliano d'Arco: hold 40 overhauled engines, which cannot be despatched owing to the lack of cases.

(b) Sannita, Benevento: is making the 3 last lots of brackets for Cant Z.506.

(c) Magnaghi, S.Anastasia: have completed the production of rubber gaskets. They are now repairing 30 exhaust pipes for SM.79 and the machine tools which have been received from Sardinia.

(d) Naval-meccanica, Naples: slowly completing the last 5 radiators for Macchi 202.

53. I.A.F. Companies. Duties are being carried out normally. On the 1st March the 205th Company stationed at Castellammare di Stabia was disbanded. On the same

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Continued/6.....

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day with the same men, the 216th Company was formed and is on duty at the No.1 R.A.F. General Hospital, Torre del Greco.

54. Seaplanes. On March the 23rd a Cant Z.501 arrived at Nisida from Taranto in order to do towing flights in conjunction with the Italian Navy.

55. Organisation. The Independent I.A.F. Campania Command has received orders to disband and to become H.Q. Regional Command under No.3 Z.A.T. Rome.

56. General: The Minister for Air. Avv. Cevolotto visited Naples on the 23rd March in order to inspect units, and in particular the R. Academy and P.O.W. Reception Centre. American and British films are now a regulat feature at the I.A.F. Headquarters in Naples. An English language course meets twice weekly in Naples.

Milan.

57. Linate Airport. Difficulty was experienced in maintaining stocks of petrol. Rail transport from Leghorn to Milan was not forthcoming and recourse had to be made to three road tankers.

58. Captured Enemy Material. With the exception of the Verona depot, all C.E.M. depots have now been handed over to the A.F.A.R. organisation.

59. Aircraft and Airfields. Six training type Breda BA.25 aircraft were traced to the R.A. Hangar at Bresso. Information is being collected as to availability of spares, running-times of engines, and efficiency of the aircraft with a view to bringing them into service at the flying training school at Lecce.

60. Civil Aircraft. Final tests of the LM.5 aircraft, to determine rate of climb and other characteristics, were carried out at Vercelli under the auspices of Italian Air Ministry officials.

61. Inventions. Several inventions have been examined during March. These included a combined car and autogyro, a mobile field kitchen and devices for variable pitch airscrews.

62. I.A.F. Administration. A break-down occurred during March in the supply of rations for the I.A.F. of 1st and 2nd Z.A.T. owing to the non availability of railway box-cars at Bari.

Padua.

63. Caproni's Trento. Payment has, at long last, been forthcoming from the Italian Air Ministry for work done by Caproni's. 7 million lire were received in the earlier part of the month making a sum total to date of nine and a half million lire. It is estimated that Caproni's have enough work for approximately 6 weeks.

64. Electricity supplies. The difficulty regarding the curtailing of electricity supplies has been put right.

65. Spares. The difficulty of obtaining spares is not so great as it was, and it has been possible to buy enough for present requirements. The real difficulty is the shortage of tyres, especially for civilian type cars.

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66. Desenzano. The repair of vehicles at Desenzano is now proceeding apace; 16 were repaired during February.

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

Air Forces Sub-Commission,
Allied Commission, Rome.
Date: 23rd April, 1946.
Ref: AFSC/25/1/AIR.

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Appendix "A".

SUMMARY OF FLYING ACTIVITY FOR THE MONTH OF MARCH 1946.

Summary of Courier Service.

	No of Flights.	Hours.	Passengers Carried.	(*) Various freight in lbs.
SM.79	186	296,30	1.339	66.257
SM.82	103	159,40	1.561	113.092
G.12	57	118,35	784	14.379
SM.75	18	30,55	372	6.742
SEAPLANE WING	62	120,05	384	26.901
BALTIMORE WING	30	40,20	306	450
	456	766.05	4.746	227.821

Summary of other flights of I.A.F.

	Flights.	(++) Flying hours.
AUTONOMOUS SQDN. UNITA AEREA.	109	45,35
TRAINING SCHOOL (B) FROSINONE.	123	30,30
TRAINING SCHOOL (C) LECCE.	45	30,10
PILOT SCHOOL, LECCE.	504	220,40
NIGHT FLYING SQDN.	32	14,50
TRANSPORT WING.	82	40,40
BALTIMORE WING.	89	36,45
CANT. Z.1007	5	3,30
SEAPLANE WING.	100	86,45
FIGHTER WING.	888	623,50
	1,977	1,143,15

\+ Includes transport and communication flights.

++ Includes flights for training, air sea rescue, met flights, various flights (aircraft tests, etc).

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(5)

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Appendix "L".

ENGINEERING REPORT AND AIRCRAFT STATE - I.A.F. AS AT 31ST MARCH 1946.

		STRENGTH	SERVICEABLE	CREW.
FIGHTER WING.				
Lecce	P.39	32	32	
Lecce	P.39	14	1	
Lecce	CA.133	1	1	
Lecce	SAI.202	2	2	
Lecce	Spitfire	11	8	
Lecce	Mc.205	18	18	
Lecce	Mc.202	18	17	
		96	79	190
LIGHT BOMBER & BOMBER/TRANSPORT WING.				
Urbe	M.187	25	19	
Linate	M.187	2	2	
Urbe	Sai.202	1	1	
Guidonia	SM.82	24	14	
Guidonia	Sai.202	1	1	
Centocelle	SM.79	23	18	
Centocelle	SM.75	1	1	
Centocelle	SM.74	1	1	
Centocelle	SM.83	1	1	
Centocelle	G.12	5	5	
		84	63	126
SEAPLANE WING.				
Taranto	Cant Z.506/T	6	4	
V.di Valle	Cant Z.506/T	2	2	
Taranto	Cant.Z.506/C	1	1	
Brindisi	Cant.Z.501	6	-	
Venice	Cant.Z.501	1	1	
Venice	Cant.Z.506/T	1	1	
Venice	Cant.Z.506/A.S.R.	1	1	
Brindisi	Cant.Z.506/A.S.R.	2	1	
V.di Valle	Cant.Z.506/T	3	3	
Cadimare	Cant.Z.506/T	2	2	
Elmas	Cant.Z.506/T	1	1	
Elmas	Cant.Z.506/A.S.R.	3	-	
Taranto	Cant.Z.501	4	1	
Taranto	R.S.14.	7	3	
		40	21	53
AUTONOMOUS SQUADRONS UNITA AEREA.				
G.del Colle	S.79	1	1	
G.del Colle	Cant.Z.1007	4	2	
G.del Colle	Ca.314	3	2	
G.del Colle	Ca.309			

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		96	79	190

LIGHT BOMBER & BOMBER/TRANSPORT WING.

Urbe	M.187			
Linate	M.187	25	19	
Urbe	Sai.202	2	2	
Guidonia	SM.82	1	1	
Guidonia	Sai.202	24	14	
Centocelle	SM.79	1	1	
Centocelle	SM.75	23	18	
Centocelle	SM.74	1	1	
Centocelle	SM.83	1	1	
Centocelle	G.12	1	1	
		5	5	
		84	63	125

SEAPLANE WING.

Taranto	Cant Z.506/T	6	4	
V.di Valle	Cant Z.506/T	2	2	
Taranto	Cant.Z.506/C	1	1	
Venice	Cant.Z.501	6	-	
Venice	Cant.Z.501	1	1	
Venice	Cant.Z.506/T	1	1	
Brindisi	Cant.Z.506/A.S.R.	1	1	
V.di Valle	Cant.Z.506/A.S.R.	2	1	
Cadimare	Cant.Z.506/T	3	3	
Elmas	Cant.Z.506/T	2	2	
Elmas	Cant.Z.506/A.S.R.	1	1	
Taranto	Cant.Z.501	3	-	
Taranto	R.S.14.	4	1	
		7	3	
		40	21	53

AUTONOMOUS SQUADRONS UNITA AEREA.

G.del Colle	SM.79	1	1	
G.del Colle	Cant.Z.1007	4	2	
G.del Colle	Ca.314	3	2	
G.del Colle	Ca.309	2	1	
G.del Colle	Ro.2001	2	-	
G.del Colle	Sai.202	2	2	
G.del Colle	FJ.156	1	-	
Palese	Ca.310	1	-	
Palese	Ro.2001	1	1	
Palermo	Ca.314	1	1	
Palermo	Sai.202	2	1	
Linate	Ca.313	1	1	
Linate	Fn.305	1	1	
Linate	Sai.202	2	2	
Linate	Cr.42	1	1	
Treviso	Ca.309	1	1	
Brindisi	Cr.42	1	1	
Allied Command	Sai.202	28	16	60

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		STRENGTH	SERVICEABLE	CREW
AUTONOMOUS SECTION (1c Minister).				
Urbe	SM.79	1	1	
Urbe	SM.75	2	2	
		3	3	3
AUTONOMOUS SECTION (State Aviazione).				
Centocelle	SM.79	2	2	
Centocelle	Ca.314	1	-	
Centocelle	Ca.309	1	-	
Centocelle	Re.2001	2	1	
Centocelle	Cr.42	1	-	
Centocelle	Sri.204	1	1	
Centocelle	Sri.202	2	2	
		10	6	8
AUTONOMOUS SECTION - SARDINIA.				
Elmas	SM.79	1	1	
Elmas	Sri.202	1	1	
		2	2	2
SCHOOLS:				
Lecce	Ro.200	10	1	
Lecce	MC.305	3	1	
Lecce	G.50	2	1	
Lecce	Cr.42	6	3	
Lecce	Ca.164	7	3	
Lecce	G.8	1	1	
Lecce	P.39	2	2	
Lecce	Spitfire	2	2	
Trasimene	MC.187	3	2	
Trasimene	S.84	1	1	
Trasimene	CZ.1007	1	1	
Trasimene	Sri.202	1	1	
		39	19	77

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AUTONOMOUS SECTION (State Interceptor).				
Centocelle	S.M.79	2	2	
Centocelle	Cr.314	1	-	
Centocelle	Cr.309	1	-	
Centocelle	Re.2001	2	1	
Centocelle	Cr.42	1	-	
Centocelle	Sai.204	1	1	
Centocelle	Sai.202	2	2	
		10	6	8
AUTONOMOUS SECTION - SARDINIA.				
Elmas	S.M.79	1	1	
Elmas	Sai.202	1	1	
		2	2	2
SCHOOLS:				
Lecce	Mc.200	10	1	
Lecce	M.305	3	1	
Lecce	G.50	2	1	
Lecce	Cr.42	6	3	
Lecce	Cr.164	7	3	
Lecce	G.8	1	1	
Lecce	P.39	2	2	
Lecce	Spitfire	2	2	
Frosinone	M.167	3	2	
Frosinone	S.84	1	1	
Frosinone	CZ.1007	1	1	
Frosinone	Sai.202	1	1	
		39	19	77
WITHDRAWN SOON.				
Lecce	P.39	2	-	
Lecce	Spitfire	1	-	
Lecce	Mc.205	25	-	
Lecce	Mc.202	9	-	
Lecce	Sai.202	7	5	
Lecce	Ju.87	2	-	
Lecce	Fl.3	2	1	
Lecce	Br.20	1	-	

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		STRENGTH	SERVICEABLE	CREW.
T.&T. SPAL.				
LECCE	SM.82	2	-	
LECCE	S.79	1	-	
S.V.LAGNANO	Cr.314	2	-	
S.V.LAGNANO	Cr.310	1	-	
CENTOCELLE	SM.79	7	-	
CENTOCELLE	SM.84	3	-	
SEARCH SPAL.				
Taranto	CZ.506/T	10	-	
Taranto	CZ.506/LSR.	3	-	
Taranto	CZ.501	12	-	
Taranto	R.S.14	2	-	
SCHOOL SPAL.				
Lecce	G.50	1	-	
Lecce	Re.2001	7	-	
Lecce	Re.2002	15	-	
Lecce	BC.200	16	-	
Lecce	FR.305	1	-	
Lecce	Sci.200	1	-	
		133	6	
TOTAL:		435	217	519

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[illegible]	[illegible]	1	-	
CRYPTOSCHOOL	S.I.84	3	-	
SIGNALS STAFF.				
Taranto	CZ.506/T	10	-	
Taranto	CZ.506/ASR.	3	-	
Taranto	CZ.501	12	-	
Taranto	R.S.14	2	-	
SCHOOL STAFF.				
Lecce	G.50	1	-	
Lecce	Re.2001	7	-	
Lecce	Re.2002	15	-	
Lecce	MC.200	16	-	
Lecce	MT.305	1	-	
Lecce	Sm.i.200	1	-	
		133	6	
TOTAL:		435	217	519

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Appendix "C".

PROGRAMME OF COURSES IN PROGRESS IN THE I.A.F. AND PROPOSED FUTURE COURSES.

1. The I.A.F. are at present holding the following courses:

(a) Italian Air Force Academy at Nisida (Naples). A course for training 15 Officer Pilots for regular service has recently been initiated. In the same Academy all cadets that were unable to finish their studies before the 8th of September, 1943, are completing them, after having been favourably discriminated.

(b) Air Observers School - Frosinone. The 5th Course for 16 Officer Pilots to acquire the Observers License, will commence w.e.f. the 10th April, 1946.

(c) Pilot School at Leverano - Lecce. 24 Cadet Pilots are being trained to acquire the Pilot license and the military pilot license.

(d) From Centocelle, radio range courses using the Ciampino airfield range, are under the direction of an instructor from the former Italian Blind Flying School. These Courses are given to pilots regarded as potential blind flying instructors. Blind flying training programmes are arranged in all Italian flying units, under the supervision of a qualified officer pilot.

2. The following courses will begin in the near future:

(a) Special Course for Mot. Officers at the School of Telecommunication Specialised Personnel - Torricola (Ciampino - Rome). The course will be initiated in April 1946.

(b) Special Course for officers of the Technical Branch. Trade of Mot. technical Assistant. This course will be initiated next month.

(c) Telecommunication Training Course for Senior and Junior Pilot Officers. The course will initiate w.e.f. 1st May, 1946.

(d) Wireless Operators, NCOs and ORs of the same trade (Wireless Operators), starting w.c.f. 1st May, 1946 at Torricola.

(e) Mechanic Wireless Operators for NCOs and ORs of the A/m trade, which will be initiated w.c.f. 1st May, 46 at Torricola.

(f) Electro mechanics for NCOs and ORs specialised in the following trades: Fitter, Turner and Armourers. Date and locality where the course will take place is to be fixed.

(g) The second Flying Control Course is ready to commence at Lecce as soon as suitable accommodation is available.

3. A typist course for 30 Ors is now taking place in the Caserma Cavour, Rome. The course will end on April, 28th.

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ated.

(b) Air Observers School - Frasinone. The 5th Course for 16 Officer Pilots to acquire the Observers License, will commence w.e.f. the 10th April, 1946.

(c) Pilot School at Leverano - Lecce. 24 Cadet Pilots are being trained to acquire the Pilot license and the military pilot license.

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(a) Special Course for Not. Officers at the School of Telecommunication Specialised Personnel - Torricola (Ciampino - Rome). The course will be initiated in April 1946.

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Appendix "D".

SUMMARY OF REPORT ON THE ITALIAN METEOROLOGICAL SERVICES.

1. Reporting Stations.

There are now 128 reporting stations open, supplying the following service:

40 Ist. Class stations reporting every 3 hours from 0000 to 2100 G.M.T.
70 2nd. Class stations reporting every 3 hours from 0300 to 1800 G.M.T.
18 3rd. Class stations reporting every 3 hours from 0600 to 1800 G.M.T.

In addition 96 of these stations report hourly in the abbreviated International Code from 0400 to 1700 G.M.T.

A further 14 stations are still projected and arrangements have been made to take over several American weather stations in Italy.

2. Regional Centres.

These centres collect and broadcast all observations and reports from stations in their respective Zones.

In addition they supply all forecasts (for aviation, shipping and public use), provide all information needed for Aircraft Safety, carry out research and check work at the outstations.

Regional Centres are situated at Milan (controlling 25 stations), Venice (19 stations), Centocelle (28), Brindisi (24), Catania (14) and Cagliari (18).

3. Meteorological Information Centre (Italian Air Ministry).

This centre collects and re-broadcasts all Italian data and a certain amount of foreign data (re-broadcasting N. Africa, Corsica, Austria and 30 selected European stations). It also broadcasts all other information of use to Aircraft Safety and general weather forecasting. It supplies routine information to Frosinone and, on request, to Guidonia and Urbe airfields. It issues forecasts to the press, radio, Italian Naval Ministry and the Italian Air Ministry.

4. Airfield Meteorological Offices.

These act as 1st, 2nd or 3rd Class reporting stations, passing observations to the Regional Centres by the quickest available means. Four times daily they pass Serviceability Reports, consisting of statements concerning the state of the airfield and of the existing signals services. Route forecasts are obtained from the Regional Centre and passed to the pilot on a special route forecast form. This form is handed to the destination Met. Office, with notes written on the back commenting on the actual conditions and variations from those forecast. Eventually these route forecast forms are returned to the Regional Centres compiling the original forecasts. All airfield Met. Offices keep a check on the airfield serviceability at all Italian airfields and on the weather along the route of aircraft taking off from their own airfield.

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5. Upper air ascents.

Five radio-sonde ascents are made (at Milan, Centocelle, Pavia, Palermo and Cagliari) twice daily and are included in the Regional Collectives for 0600 and 1800 G.M.T. An aircraft ascent is made daily at Brindisi. It is proposed to move the aircraft now at Milan (and not functioning on account of the excellent radio-sonde service there) to Venice, where a Meteorological flight would be of great value.

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6. Pilot Balloon Ascents.

These are made twice daily at Potenza, Brindisi, Paola, Cagliari, Catania and Alghero. When more balloons are available a more satisfactory network of stations making ascents will be formed.

7. Communications.

The Italian Air Ministry is connected by direct teletype link to the American Weather Control at Ciampino. This line is used for the exchange of Italian and Allied weather information. All other communications are by radio, telephone, Air Force "general" teleprinter lines, radio 'Phones and State telegraph lines.

8. Ground/Air Communications.

Small collectives of weather reports from nearby airfields are broadcast half-hourly by the six radio beacons used by the Italian Air Force.

9. Equipment.

Sufficient equipment is now at the disposal of the Italians - with the exception of the special thermometers needed for taking sea temperatures and various instruments used in Meteorological aircraft ascents.

10. Personnel.

Efforts are being made to civilianise the Italian Meteorological Services. At the moment there are 703 military personnel and 120 civilians employed on meterological duties by the Italian Air Ministry. With increasing demands being made upon the Italians by the Allied Meteorological services a serious shortage of trained personnel is being experienced and, to remedy this, an application has been made to hasten the repatriation of Italian Meteorological personnel now Prisoners of War in Kenya.

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APR 1 RECD

CONFIDENTIAL.

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION, ROME.

Monthly Air Report No.39 - February, 1946.

List of Appendices:

Appendix "A" - Summary of Flying Activity for the month of February, 1946.

Appendix "B" - Aircraft State as at 28th February 1946.

PART I - AIR STAFF.

Flying Units.

1. Fighter Wing - Lecce. Flying activity was practically nil for the greater part of the month due to a hitch in the supply of petrol. The trouble was, however, eliminated towards the end of the month and a little flying was possible. In the absence of flying, extra ground training was instituted to keep personnel occupied, and also football matches were arranged. All joined in the latter with enthusiasm and morale remained quite good. It seems that the enforced period on the ground has not materially affected efficiency in the air. Flying times are at Appendix "A".

2. Light Bomber Wing - Littorio. Two accidents occurred during the month. Both accidents were caused by cross wind landings. No one was hurt and both aircraft are being repaired. There was a change of C.O's.

3. Bomber Transport Wing - Centocelle. More progress has been made in the removal of debris. An efficient scheme is now in operation for aerodrome defense. Efforts are being made to obtain better safety equipment.

4. Night Bomber Wing - Guidonia. The Wing is still waiting for completion of negotiations for air carriage of fish and perishable food stuffs into Rome from Sardinia. They are preparing to install lighting facilities for night flying training.

5. Seaplane Wing - Taranto. 135 hours were flown on air transport work and 5 hours on target towing for the Italian Navy. A regular Air Service from Rome (L. Bracciano) to Genoa was inaugurated. No air sea rescue operations took place but plans were made for exercises at Brindisi for trying out a projected Italian control organisation. Four ASR exercises were carried out by ASCNI with the Seaplane Detachment at La. Spezia and the HSL's at Leghorn. There was a change of Wing C.O's.

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Appendix "A" - Summary of Flying Activity for the month of February, 1946.

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6. Communications Squadron has been transferred from Bari to Gioia del Colle.

Training.

7. Policy. Training activities are limited in most phases, and with little long-range planning. All phases are much handicapped by lack of equipment or any plan to secure the required equipment. There is a definite lack of facilities, such as classrooms and housing. Instructors, although capable individually, are few and also out of date compared to those of Anglo/American Air Forces.

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8. There can be no systematic training plan or organisation until the organisation and strength of the Italian Air Force is definitely established by the Combined Chiefs of Staff. Whenever future plans for a training organisation are considered the future organisation must be taken into account. Consequently, either no concrete plans are drawn up or they are drawn up on a hit-or-miss basis from month to month.

9. Future Plans. The new training activities which have been added or planned for during the month of February are as follows:

(a) Training of radio operators and maintenance personnel is being done at Ciampino airfield for the purpose of taking over operating and maintaining USAAF AACS and weather installations throughout Italy. The number involved is approximately 150. The training 'on the job' will take approximately three months.

(b) A further project has been planned involving a total of 227 personnel to be initiated on 1st March for the purpose of training Italian Air Force personnel to operate and maintain the base at Ciampino when the USAAF personnel will be withdrawn. The training period is indefinite and will continue until such time as USAAF personnel will leave.

10. All previous phases of training which have been conducted by the Italian Air Force remain unchanged from the last report, with the exception of an attempt now being made to move the General Service School from Frosinone to some other location, possibly Florence. In order to save overheads, it is likely that the General Service School and the Air Academy will be housed together.

11. Schools at Frosinone. The Light-Bomber School has completed the training of 8 pilots and 1 Wireless Operator, 5 pilots and 1 W/T Operator remaining. The Second course at the General Service School was begun on February 25th.

12. Flying Refresher School - Lecce, took advantage of the non-flying period at Lecce to concentrate on maintenance. Outstanding results were achieved in repairing Macchi 200s which had become almost irrepairable through wear and tear and corrosion. The Flying Training Instructor of Air Forces Sub-Commission instituted a Flying Instructor's course; he is carrying out a considerable amount of pilot checking at Lecce, especially of flying instructors.

Aircraft Safety.

13. Flying Control. The Flying Control School at Lecce graduated 19 students on February 10th; they are being transferred to the various I.A.F. airfields to organise and run the various Flying Control centres. Another course will begin shortly.

14. Air Sea Rescue - La Spezia. The Air Sea Rescue Detachment at La Spezia is running practice exercises which have been satisfactory as regards procedure and efficiency of the aircrew and aircraft. There have, however, been some difficulties with the communications, and the detachment will not be considered as fully efficient until these troubles can be corrected. The Aircraft Safety Centre, Northern Italy, is working on this and better results should be obtained in March.

15. A.S.R. Organisation - Plans. A meeting was held to establish a plan for future operations of the Aircraft Safety and Air Sea Rescue commitments in Italy by the Italian Air Force. A plan using the C.A.V's as Safety Centres was agreed upon by the A.F.S.C. and the Aircraft Safety Officer, A.H.Q. Italy. As soon as a model sector is established and is efficient in the Brindisi area, it will be inspected

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and Weather Installations throughout Italy. The number involved is approximately 150. The training 'on the job' will take approximately three months.

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16. Restitution of Aircraft from Spain. The restitution of the Ca. 314 Italian aircraft interned in Spain was effected on 18th February 1946. The aircraft, piloted by Captain Remo Maccagnani, departed from Palma di Majorca, Spain, on 16th February 1946 and landed on Centocelle Airfield, Rome, 18th February 1946. A stop-over landing at Cagliari, Sardinia, was required for refuelling and maintenance purposes.

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17. 23 A.A. Co-operation Unit. Plans to use Italian personnel to run this R...F. flight in order to save manpower have fallen through after training of Italian personnel had commenced. Difficulties were experienced in obtaining authority from A.T.C. Headquarters for training and operations to be carried out from Ciampino airfield. Finally A.F.H.Q. informed A.H.Q. Italy that the commitment that the flight had been required for had ceased to exist.

18. Aircraft Construction and Assembly. Permission was obtained for the re-assembly of twelve G.55 aircraft for use in the flying school at Lecce. Six of these are to be converted for use as dual advanced trainers. The aircraft will be delivered with the proviso that an equivalent number of obsolete aircraft are broken up. In addition to the G.55's, permission has also been granted for the construction and testing of two prototype G.46's. This work is being undertaken by the FIAT aircraft factory, and should the initial tests prove satisfactory, it is proposed to adopt the aircraft as a standard elementary trainer.

Meteorological Service.

19. Reporting Stations. Reporting stations were opened at Ustica, Vergiate, Udine and Palmaria. The station at La Spezia was closed and the office at Palermo was transferred to its pre-war site.

20. Replacement of Allies by Italian personnel. Arrangements are being made for certain American weather stations in Italy to be handed over to the Italian Air Ministry. Italian sections will be installed at these places and they will be responsible for supplying the same service previously carried out by 12th Weather Region personnel. At the airfields continuing to be used as bases for USAAF aircraft, American forecasters will remain with the Italian sections. The first of these stations to be transferred will be at Trapani, Sicily.

21. Discussions have also been held during the month concerning the possibility of the Italian Meteorological Service supplying information to British aircrews at A.T.C. and B.C.A.C. stations in Italy. Provisional arrangements have been made to set up an Italian section at Ciampino for this purpose - when the need arises, and, failing that, two English speaking Italian forecasters will be stationed there for the purpose of briefing British aircrews.

22. Failure of Teletype Link - Italian Air Ministry to Ciampino. The direct teletype link between the Italian Air Ministry and the Weather Central at Ciampino has been unserviceable for more than two weeks and weather data has been exchanged by telephone and road courier, thus causing considerable delay in the general circuit transmissions from Ciampino. There seems to be no immediate hope of restoring the link, for several faults have contributed to the failure and, with the shortage of trained maintenance men becoming even more acute, the correction of these faults will be a lengthy job.

23. National Transmitters. The National transmitter (IDE) has functioned well and very favourable comments have been received from Caserta, Malta and Udine concerning the quality of its broadcasts.

24. London Conference. Three Italian officers left Rome on 22nd February, to attend the World Meteorological Conference in London.

Signals.

25. International Call-signs. Authority for the I.A.F. to revert to the use

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Signals.

25. International Call-signs. Authority for the I.A.F. to revert to the use of International W/T Call signs for all radio communications was granted. The Italian Air Force has now put this into effect.

26. Landlines. A direct circuit is now available between Caserta (Freedom), and Taranto, which should greatly improve communications between Aircraft Safety Centre, South Italy and Taranto. The I.A.F. has undertaken land line maintenance within the airfield limits at R.A.F. Station, Elmas. The civilian authorities still maintain all landlines external to the camp.

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27. Aircraft Safety Communications. The C.S.O. and I.A.F. Director of Communications visited I.A.F. stations in Southern Italy and discussed in detail with Station Commanders the organisation operated by the R.A.F. In concert with the O.C. A.F.S.C. Taranto Detachment it was agreed to unify the organisation and procedure for Southern Italy on the same lines as are already in operation in the North.

28. The common control frequencies 3805 kc/s for marine craft and aircraft, and 6500 kc/s for aircraft at long range have been introduced experimentally.

29. Aircraft Movements - International Communications. As a temporary measure, permission has been obtained for the extension of two Italian Air Force W/T circuits into Switzerland for passing aircraft movement signals.

30. Linate (Milan). The operation of airfield control facilities at Linate has been delayed by the theft of items of signals equipment, rendering the installation unserviceable. An HF D/F fitting party is at Linate, servicing the HF D/F station, and the re-installation of the Control Tower is being undertaken by the same party.

PART II - ORGANISATION AND ADMINISTRATION.

Organisation.

31. Transportation of food by air. During February lengthy negotiations were almost brought to a successful conclusion. Flights would be made three times a week (a daily schedule possibly being introduced later). They are to be from Guidonia Airfield with UNRRA and ENDSI Medical and Relief supplies for Sardinia, and the return flight will be with a full load (3,000 Kilos) of food, fish, butter, cheese, etc., for distribution in Rome, through the Vatican Relief Commission to workmen's Canteen, Cooperatives, etc. It is hoped that a similar project will be arranged in the near future for the North of Italy (i.e. from Venice to Milan).

32. Occupation of derequisitioned accommodation. At Bari the I.A.F. have, under pressure, returned the Milano Barracks to the Italian Army. The agreement was to include the return by USAAF of the Presidiaria building to the I.A.F. This, so far, has not taken place because it will be needed until the summer, with the result that the displaced I.A.F. unit is in very poor quarters.

33. Italian Air Ministry Building. In Rome the Italian Air Ministry building has been released by H.Q. Rome Area Allied Command, and the various Air Ministry departments which were spread out all over Rome are moving in. A part of the building is to be occupied by the new Italian Ministry for Foreign Trade (Ministero del Commercio Estero).

34. Recruit training. The Italian Army has agreed to undertake the training of 1,000 recruits for the I.A.F. The recruits will be given two months basic infantry training. It is intended that the recruits will be obtained from the call-up scheduled to take place 1st - 5th May, 1946.

35. International Conferences. I.A.F. Officers are attending two Conferences in London, one on International Met Services and the other demonstrating radio navigational aids.

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Italian Air Council.

36. The first meeting of the improvised Italian Air Council took place on the 7th March and was attended by the Director and Deputy Director of the Air Forces Sub-Commission. The Italian Officers attending were the Minister and Under Secretary for Air, the Chief and Deputy Chief of Air Staff, Director of Works, Director of Personnel, Director of Civil Aviation and Director of Maintenance (Engineering).

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37. Three subjects were discussed namely I.A.F. establishments generally with a view to discharge of Senior Officers in particular, and civilianising posts held by Junior Air Force Officers and others; whether or not certain aircraft, e.g. Dakotas, should be bought for civil aviation, (if and when allowed); return of airfields to agriculture.

38. No decisions for executive action were actually taken, and it was apparent that it is extremely difficult for the Italian Air Ministry to make changes in policy or detailed plans, until some idea of the future of the Italian Air Force is announced to them, (at present they have no policy).

39. It was interesting to note that the meeting was conducted in a normal way and it was seldom that more than one person was talking at the same time; everyone who wanted to speak was allowed, by the Chairman, to do so freely. The meeting lasted for two hours.

40. The Director of the Air Forces Sub-Commission made a point at the beginning of the meeting that the Chairman should treat the meeting purely as an Italian one, and that the Allied representatives would not take part in the discussions unless asked for advice or information.

Engineering.

41. Serviceability. The serviceability of aircraft at Lecce has been fairly high for the month. Spitfire aircraft have shown a further improvement and now stand at 84% serviceable. The percentage of serviceability of transport aircraft is down on last month by 2%, but this is merely due to the lack of spare parts especially for S.82 aircraft. The aircraft state for the I.A.F. as at the end of February is shown in Appendix "B".

42. Replacement U.S. engines. Difficulty is being experienced in obtaining replacement Wright-Cyclone engines for Baltimore aircraft.

Mechanican Transport.

43. Payment of civilian firms. There were indications of reluctance on the part of the Italian Air Ministry to arrange contracts with civilian firms carrying out work for the I.A.F. and also to make timely payment for work done. The matter is being further investigated.

44. M.T. School. The first learners course began on the 5th February. Fifty pupils are under instruction.

PART III - REPORTS FROM DETACHMENTS.

Lecce.

45. Salvage. Preparations have been made to reduce a number of redundant P.39s to produce. It is intended that the Bendix sets shall be handed over for use by Flying Control.

46. Courier Service. The addition of a G.12 to the SM.79s operating on the Naples-Bari-Lecce service has been a great help in facilitating the movement of troops and other passengers. The possibility of increasing still further the air space on this line by means of SM.82s is under consideration.

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47. Activity of workshops. The bomber S.R.A.M. has continued to work steadily on three SM.82s and one SM.79 and good progress is evident. Two SM.84s were flown in during the month for complete overhaul. They were withdrawn from air-line work, and when overhauled will be handed over to the school at Frosinone to be used for Navigation and W/T training. It is intended that the SM.79 shall be handed over to the Transport Wing for Unit Communications work.

48. English courses. The first course of eight pupils is progressing satisfactorily. Instruction in English has also been introduced into the syllabus of the Flying School.

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49. Tirana Repatriation Service. The air service from Bari to Tirana has been suspended pending efforts by the Displaced Persons Sub-Commission (through AFHQ) to recreate accord between the parties concerned.

Naples.

50. Cadet School. The Academy Course is now fully underway. The accommodation occupies a large part of Nisida Seaplane Base, but is divided off by a wall which enables it to maintain a separate entity under the direction of the Lt/Col. in command. The first years course is to be referred to as "Centauro II". The school also contains cadets from earlier courses begun at Brindisi. The syllabus covers English, French, Navigation, Geometry, Physics, Chemistry, Mathematics, Signals, Mechanical Instructions, Military History and Physical Training.

51. Ex-Enemy vehicles. French Military Headquarters in Naples have arranged disposal for vehicles of French origin. The civilian contractor now working on Italian vehicles has made good progress.

52. Motor Transport. Various unserviceable Italian vehicles have been repaired during the month, but in order to meet all requirements old R.A.F. and W.D. lorries are still being kept on the road with great difficulty. The premises formerly used by the Autogruppo are now being used for M.T. vehicle servicing and repair.

53. Repatriated P.O.W's. More P.O.W's have been received from overseas than in any previous month, 850 having been dealt with at Nisida. 450 of them will be discharged at the end of their leave, while the remainder will be at the disposal of the Italian Air Ministry. Morale remains high.

54. Aviation firms. The following work has been carried out:-

(a) ALFA ROMEO - POMIGLIANO d'ARCO. have completed tests on four R.A.1000 and D.5.601 engines.

(b) SANNITA, BENEVENTO, have turned out 3 more lots of aluminium brackets for Cant Z.506/B aircraft. They are continuing to produce the remaining lots of this item.

(c) MAGNAGHI, S. ANASTASIA. The last consignments of assorted rubber gaskets for aircraft has now been produced by this Firm. They are proceeding in the repair of machine tools for the Italian Air Force.

(d) NAVALMECCANICA, NAPLES. This firm is engaged in the construction of the remaining 5 metal blade radiators for Macchi 205s. 2 of these items are in their final stages of construction.

55. Cooperator Companies. As R.A.F. Units cease to function, a number of men are being withdrawn from the Companies. Reports continue to show a marked improvement in the morale of the men, and the results of their work.

56. Nisida Seaplane Base. The Italian Navy have requested further A.A. target towing cooperation, and this will now recommence. A motor boat has now been received and put into operation.

57. Capodichino airfield. The American Command at Capodichino have under consideration the possibility of handing back to the R.A. the main administrative building. Before the Armistice the building was used for a School of [illegible]

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58. Miscellaneous. Personnel of /the Campania Regional Command has been commended for their assistance at Torre Annunziata Disaster last month. A free dental service for airmen and their families has been instituted. An R.A. comforts scheme is in operation for providing additional food for airmen in hospitals. English language lessons which commenced two months ago at Casanova Barracks continue to be held three times each week.

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Milan.

Equipment.

59. Gallarate Depot. Gallarate is now assuming the appearance of a well organised and administered central stores depot, and equipment transferred from other depots is being racked and binned methodically in the large hangars. Provision is being made for a Parachute Section where parachutes may be properly hung and inspected. Workshops are equipped for the small repairs of damaged equipment. A good programme of repairs is being maintained, the items being afterwards returned serviceable to the stores.

60. Recovery and repair of vehicles. The recovery of captured enemy vehicles is decreasing, but repairs to those already recovered are going ahead, and vehicles ready for putting into Commission are being sent periodically to Rome.

61. Release of Captured Enemy Material. A number of depots till recently under the jurisdiction of H.Q. No.2 District have been handed over to the Italian organisation A.R.A.R. who now control releases of material.

Linate airfield.

62. Signals equipment. Steps have been taken to consolidate the position of R.A.F. on Linate airfield. A technical D.F. fitting party, consisting of five R.A.F. ORs from 378 M.U. is engaged upon setting up and making serviceable the HF D/F Station at Manlu. This party will also ascertain what replacements are necessary to restore the Control Tower installations, which were damaged and depleted by theft during the evacuation of 146 Staging Post.

63. Disposal of R.A.F. Equipment. An Equipment Officer from 61 Staging Post has supervised the sorting out of equipment allocated to Naples, Rome and Vienna. These stores have been depleted.

64. Telephone maintenance. Arrangements have been made with the Stipel and Siemens Companies for transfer of wiring and maintenance of the present telephone system.

65. Improvements. Inspection has been made of the damage to the runway and directions have been given for surface repairs to parts of the airfield. A civilian manager on the I.A.P. payroll has been appointed to the Cafeteria and casual meals are now available for visiting aircrews.

Aircraft Industry and Civil Aviation.

66. Industry. Aircraft industry in Northern Italy is almost completely inactive. Some firms, basing their policy on a hope that light aircraft construction may be permitted in the near future, have draughtsmen and designers at work on projects for small "turismo" planes and helicopters. Despite misleading statements in the Italian press no prototypes of such aircraft have been completed.

67. Clubs. A revival of interest has been shown by young gliding and flying enthusiasts. There have been meetings of the Milan Aero Club and other sporting societies. Activities have been limited to passing resolutions, enrolling members and endeavouring to liquidate old debts. The present ban on flying and gliding is understood and accepted by all concerned.

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68. Public opinion. Fears have been expressed against a possible future State monopoly of aviation crushing private enterprise, and a new aviation journal "Corriere dell'Aria" is being used as a forum for expressing the opinions of these Clubs and Societies.

69. Tyre allocations. Intervention by the A.F.S.C. has expedited the release of C.E.M. vehicles from No.2 District for R.A.F. use. Representations made to the Italian Tyre Committee resulted in stepping up the allocation of tyres from Pirelli, whose output from new stocks of synthetic rubber from American is now 16,000 tyres per month.

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70. Miscellaneous. Efforts are being made to secure the return of Italian Telephone Switch-boards at present installed in 2 District H.Q. to Italian Air Ministry, Rome. Supervision has been given to I.A.F. altitude flights on which hospital patients with throat and whooping cough complaints have been carried. Encouragement is being given to English languages classes, which are regularly attended at Milan Headquarters.

PADUA.

Repair and Recovery of Vehicles.

71. Caproni's, Trento. Work is being retarded by enforced economy of electric power, difficulty of obtaining payment due from the Italian Air Ministry and difficulty in obtaining the release of spares through the Italian organisation AFAR.

72. S.A.S.O. Bolzano. Work is held up for lack of a contract with the Italian Air Ministry.

73. Bologna airfield. The I.A.F. garrison Headquarters is trying to obtain a suitable roller for servicing the gravel runway at this airfield. If this service is not effected the airfield is likely to be unserviceable during the April rains.

74. S.Andrea Seaplane Base - Venice. The whole of this Naval/Air Force Base is in the process of being evacuated by the Royal Navy. The question of reoccupation by the I.A.F. is being taken up by the Italian Air Ministry with the Ministry of Marine, as there is some uncertainty as to ownership.

75. Air Bookings on Courier Service. As the result of the closing down of A.M.G. Regional Headquarters in Padova, Air Passages on the Italian Courier Service Treviso to Rome are now controlled by the Allied Commission, Liaison Officer, Venezia. His office is located in Villa Taverna, to the South of Treviso on the Road to Mestre.

W.M. BISDEE, WING COMMANDER.
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AIR FORCES SUB-COMMISSION.

Air Forces Sub-Commission,
Allied Commission, Rome.
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APPENDIX "A".

SUMMARY OF FLYING ACTIVITY FOR THE MONTH OF FEBRUARY 1946.

Summary of Courier Service.

	No of flights	Hours.	+ Passengers carried.	Various freight in lbs.
SM.79	171	279,45	1,207	49,255
SM.82	95	144,50	1,053	107,685
SEAPLANE WING.	50	103,05	389	17,487
BALTIMORE WING.	29	44,30	99	2,220
TOTAL:	345	569,10	2,748	177,172

Summary of other flights of I.A.F. ø

	Flights	Flying hours.
AUTONOMOUS SQDN. UNITA AEREA	81	47,05
TRAINING SCHOOL (B) FROSINONE.	162	50,50
TRAINING SCHOOL (C) LECCE.	3	2,45
PILOT SCHOOL, LECCE.	171	85,55
NIGHT FLYING SQDN.	47	34,10
TRANSPORT WING.	67	44,45
BALTIMORE WING.	332	186,20
CAPT. Z.1007.	-	-
SEAPLANE WING.	91	72,00
FIGHTER WING.	354	234,25
TOTAL:	1,308	758,15

(+) Includes transport and communication flights.

(ø) Includes flights for [illegible]

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	Flights		carried.	in lbs.
SM.79	171	279,45	1,207	49,255
SM.82	95	144,50	1,053	107,685
SEAPLANE WING.	50	103,05	389	17,487
BALTIMORE WING.	29	44,30	99	2,220
TOTAL:	345	569,10	2,748	177,172

Summary of other flights of I.A.F. ø

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NIGHT FLYING SQDN.	47	34,10
TRANSPORT WING.	67	44,45
BALTIMORE WING.	332	186,20
CANT. Z.1007.	-	-
SEAPLANE WING.	91	72,00
FIGHTER WING.	354	234,25
TOTAL:	1,308	758,15

(+) Includes transport and communication flights.

(ø) Includes flights for training, air sea rescue, met flights, various flights (aircraft tests, etc).

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Appendix "B".

ENGINEERING REPORT AND AIRCRAFT STATE - I.A.F. AS AT 28TH FEBRUARY 1946.

FIGHTER WING.

		STRENGTH	SERVICEABLE	CREW
LECCE	P.39	32	32	
LECCE	P.39	46	-	
LECCE	CA.133	1	1	
LECCE	SAI.202	2	2	
LECCE	SPITFIRE	11	9	
LECCE	MC.205	21	21	
LECCE	MC.202	18	18	
		131	83	183

LIGHT BOMBER & BOMBER/TRANSPORT WING.

GUIDONIA	M.187	24	20	
UDBE	M.187	2	2	
LINATE	SAI.202	1	1	
UDBE	S.82	23	13	
GUIDONIA	S.79	24	18	
CENTOCELLE	S.79	2	2	
PALERMO	S.75	1	-	
CENTOCELLE	S.84	1	1	
CENTOCELLE	S.84	2	2	
CENTOCELLE	S.83	1	1	
CENTOCELLE	S.73	1	1	
CENTOCELLE	G.12	5	4	
	SAI.202	1	-	
		88	65	131

SPARE/ WING

TARANTO	CZ.506/TB	5	3	
ELMAS	CZ.506/T	2	2	
TARANTO	CZ.506/C	1	1	
BRINDISI	CZ.501	9	6	
BRINDISI	CZ.506/S	1	1	
VENEZIA	CZ.506/S	2	1	
BRINDISI	CZ.506/T	1	1	
TARANTO	CZ.506/	5	5	
CAGLIARI	CZ.506/TB	1	1	
ELMAS	CZ.506/S			
TARANTO				

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LECCE	P.39	32	32	
LECCE	CA.133	46	-	
LECCE	SAI.202	1	1	
LECCE	SPITFIRE	2	2	
LECCE	MC.205	11	9	
LECCE	MC.202	21	21	
		18	18	
		131	83	183

LIGHT BOMBER & BOMBER/TRANSPORT WING.

GUIDONIA				
URBE	M.187	24	20	
LIDATE	M.187	2	2	
URBE	SAI.202	1	1	
GUIDONIA	S.82	23	13	
CENTOCELLE	S.79	24	18	
PALERMO	S.79	2	2	
CENTOCELLE	S.75	1	-	
PALERMO	S.84	1	1	
CENTOCELLE	S.84	2	2	
CENTOCELLE	S.83	1	1	
CENTOCELLE	S.73	1	1	
CENTOCELLE	G.12	5	4	
CENTOCELLE	SAI.202	1	-	
		88	65	131

STARLANE WING.

TARANTO	CZ.506/TB	5	3	
ELMAS	CZ.506/T	2	2	
TARANTO	CZ.506/C	1	1	
BRINDISI	CZ.501	9	6	
BRINDISI	CZ.506/S	1	1	
VENEZIA	CZ.506/S	2	1	
BRINDISI	CZ.506/T	1	1	
TARANTO	CZ.506/T	5	5	
CAGLIARE	CZ.506/TB	1	1	
ELMAS	CZ.506/S	3	1	
TARANTO	CZ.501	4	1	
TARANTO	RS.14	6	1	
VENEZIA	RS.14	1	5	
		41	29	53

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		STRENGTH	SERVICEABLE	CREW
AUTONOMOUS SQUADRONS.				
UNITA' AEREA -	PALESE SM.79	1	1	
	PALESE CZ.1007	2	1	
	PALESE CA.314	3	2	
	PALESE CA.310	1	-	
	PALESE RE.2001	2	1	
	PALESE SAI.202	2	2	
GIOIA DEL COLLE	CZ.1007	1	-	
GIOIA DEL COLLE	CZ.314	1	-	
GIOIA DEL COLLE	CA.309	2	1	
GIOIA DEL COLLE	RE.2001	1	-	
GIOIA DEL COLLE	SAI.202	1	1	
GIOIA DEL COLLE	FJ.156	1	-	
CENTOCELLE	CA.309	1	-	
CENTOCELLE	RE.2001	2	-	
CENTOCELLE	CR.42	2	1	
CENTOCELLE	SAI.204	1	1	
CENTOCELLE	SAI.202	2	2	
LINATE	CA.313	2	1	
LINATE	FW.305	1	1	
LINATE	SAI.202	1	1	
LINATE	CR.42	2	1	
TREVISO	CA.309	1	-	
ALLIED COMM.	SAI.202	34	19	68
AUTONOMOUS SQUADRONS - SARDINIA.				
ELMAS	S.79	1	1	
ELMAS	SAI.202	1	1	
		2	2	2
AUTONOMOUS SECTION.				
UDINE	S.79	1	1	
UDINE	S.75	1	1	
		2	2	3
SCHOOLS.				
LECCE	MC.200	9	1	
LECCE	FN.305	3	3	
LECCE	G.50	2	1	
LECCE	CR.42	5	4	
LECCE	CA.164	7	4	
BRINDISI	G.8	2		

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GIOIA DEL COLLE	FJ.156	1	1	
CENTOCELLE	CA.309	1	-	
CENTOCELLE	RE.2001	1	-	
CENTOCELLE	CR.42	2	-	
CENTOCELLE	SAI.204	2	1	
CENTOCELLE	SAI.202	1	1	
LINATE	CA.313	2	2	
LINATE	FN.305	2	1	
LINATE	SAI.202	1	1	
LINATE	CR.42	1	1	
TREVISO	CA.309	2	2	
ALLIED COMM.	SAI.202	1	1	
		1	-	
		34	19	68

AUTONOMOUS SQUADRONS - SARDINIA.

ELMAS	S.79	1	1	
ELMAS	SAI.202	1	1	
		2	2	2

AUTONOMOUS SECTION.

[illegible]	S.79	1	1	
[illegible]	S.75	1	1	
		2	2	3

SCHOOLS.

LECCE	MC.200	9	1	
LECCE	FN.305	3	3	
LECCE	G.50	2	1	
LECCE	CR.42	5	4	
LECCE	CA.164	7	4	
LECCE	G.8	2	1	
BRINDISI	CR.42	1	1	
LECCE	P.39	2	1	
LECCE	SPITFIRE	2	2	
FROSINONE	M.187	4	3	
FROSINONE	CZ.1007	1	1	
FROSINONE	SAI.202	1	1	
		39	23	73

Continued/3.....

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		STRENGTH	SERVICEABLE	CREW.
FIGHTER S.R.A.M.				
LECCE	P.39	6	-	
LECCE	SPITFIRE	1	-	
LECCE	MC.205	23	-	
LECCE	MC.202	10	-	
LECCE	SAI.202	8	5	
LECCE	JU.87	2	-	
LECCE	FL.3	2	1	
LECCE	ER.20	1	1	
LECCE	S.79	1	-	
LECCE	CZ.1007	1	-	
R.V. TARANTO	CA.314	2	-	
R.V. TARANTO	CA.310	1	-	
CENTOCELLE	S.79	5	-	
CENTOCELLE	S.84	2	-	
CENTOCELLE	S.82	2	-	
TARANTO	CZ.506/TB	10	-	
TARANTO	CZ.506/S	4	-	
TARANTO	CZ.501	11	-	
TARANTO	RS.14	2	-	
		94	7	-
SCHOOL S.F.A.M.				
LECCE	G.50	1	-	
LECCE	RE.2001	7	-	
LECCE	RE.2002	15	-	
LECCE	MC.200	17	-	
LECCE	FN.305	1	-	
LECCE	SAI.200	1	-	
		42	-	-
		136	7	-
TOTALS:		467	212	511

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[illegible]	FL.3	2	1	
[illegible]	BR.20	1	1	
[illegible]	S.79	1	-	
[illegible]	CZ.1007	1	-	
[illegible]	CA.314	2	-	
[illegible]	CA.310	1	-	
[illegible]	S.79	5	-	
[illegible]	S.84	2	-	
[illegible]	S.82	2	-	
TARANTO	CZ.506/TB	10	-	
TARANTO	CZ.506/S	4	-	
TARANTO	CZ.501	11	-	
TARANTO	RS.14	2	-	
		94	7	-

SCHOOL S.E.A.M.

LECCE	C.50	1	-	
LECCE	RE.2001	7	-	
LECCE	RE.2002	15	-	
LECCE	MC.200	17	-	
LECCE	FN.305	1	-	
LECCE	SAI.200	1	-	
		42	-	-
		136	7	-

TOTALS: 467 212 511

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CONFIDENTIAL.

SEC 22 [illegible]

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION,
ROME.

Monthly Air Report No.38 - January, 1946.

List of Appendices:

Appendix "A" - Summary of Flying Activity for the month of January, 1946.

Appendix "B" - Aircraft State as at 31st January, 1946.

PART I - AIR STAFF.

Fighter Wing - Lecce.

1. Activity. Flying activity has been considerably curtailed by bad weather. Heavy rain causes the airfield to become unserviceable through flooding in two days. Maximum advantage has been taken of all periods of good flying weather. The standard of formation flying and acrobatics is generally very high.

2. Accidents. One fatal accident occurred. The aircraft stalled after climbing out of a loop, and spun into the airfield.

Light Bomber Wing - Littorio.

3. Accidents. One accident occurred during the month when one of the Baltimores overshot in an emergency night landing in Sicily occasioned by engine failure when returning from Pantelleria. No one was hurt. Flying times and summary of special flight activity are shown at Appendix "A".

Night Bomber Wing - Guidonia.

4. Airfield Development. This Wing is commanded by Lt/Col. Collavolpi and consists of 2 Squadrons of SM.82s. Much progress has been made in cleaning up the airfield, eradicating bomb and mine damage and increasing the habitable accommodation. Preparations are being made to construct a new and longer North/South runway. The frames of bombed hangars are being raised to provide future covering.

5. Flying Activity. SM.82s have been operating on the Courier Services to Catania and Sardinia. Negotiations for completing the arrangements for air carriage of fish and other perishable foodstuffs into Milan from Venice and Rome from Sardinia are expected to be completed very soon.

Bomber Transport Wing - Centocelle.

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Appendix "B" - Aircraft State as at 31st January, 1946.

PART I - AIR STAFF.

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Bomber Transport Wing - Centocelle.

6. Works services have gone ahead, and a good defence and security scheme is in operation. 10% of scheduled flights had to be cancelled on account of bad weather and airfield unserviceability.

Courier Service.

7. Rome - Naples - Bari - Lecce - Service. Passenger capacity on this service has been increased by 10 seats by means of substituting one Fiat G.12 for an SM.79 each week.

Continued/2.....

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Seaplane Wing - Taranto.

8. Air Transport Work. Most of the flying activity of this Wing consisted of air transportation on scheduled courier services and special flights. At the end of the month a weekly service from Rome (Lake Bracciano) to Genoa was inaugurated. Aircraft on the service leave Rome on Mondays and return on Wednesdays, returning subsequently to their base at Elmas, Sardinia. It may be worth while increasing the frequency of this service when the seaplane base at Vigna di Valle has been got into a condition adequate to base seaplanes on Lake Bracciano. As some seaplanes are also used on the Rome-Cagliari service it has been necessary to substitute an SM.82 service from Guidonia to Sardinia for one of the three weekly seaplane services.

9. Other Flying Activity. This consisted of one negative Air Sea Rescue Sortie together with 5 hrs 30 mins target towing for Italian naval A.A. A new Air Sea Rescue detachment has been established at La Spezia for operating in the Gulf of Genoa under the operational direction of Aircraft Safety Centre, Northern Italy.

Training.

10. Refresher and Fighter Flying School - Lecce. This unit has continued to operate but on a reduced scale owing to wearing out of advanced trainers and lack of replacements. It is intended as an interim measure to seek authorisation to substitute other aircraft as replacements for the obsolete Macchi 200s and 202s which are mostly indefinitely unserviceable.

11. Light Bomber Flying School - Frosinone. Pilot and Wireless Operator training has been continued with Baltimore and Cant Z.1007 aircraft, 7 pilots and 2 W/T Operators being at present under training. The school is reported to be doing good work in the face of severe obstacles, old aircraft, unserviceability and lack of spares.

12. English Language Courses. These are now being given at all the major I.A.F. Headquarters and Air Bases, and are being attended with considerable enthusiasm. English literature is much in demand; an English/Italian aeronautical phrase book has been produced.

13. General Service School - Frosinone. The first course began on January 10th and has been more successful than expected by I.A.F. higher authority. This initial course, however, has been composed of specially selected personnel owing to its experimental character, and it remains to be seen whether the majority of Junior Officers and Senior N.C.Os will derive substantial benefit from it. In general, the bad current service conditions prevailing in the I.A.F. tend to destroy enthusiasm for improving service knowledge and being subjected to stricter discipline than in the I.A.F. at large.

14. Flying Control Course (S.A.T.A) - Lecce. The first course began on January 10th with 17 officers under instruction. The school is commanded by Colonel Bianchi who is running it efficiently. Two Italian officers who recently attended a similar course in Cairo are on the directing staff. The second course will begin on 15th February and will be composed of Senior N.C.Os.

Work of Staff Officer - Flying Training Instructor.

15. Airmanship. Check flights have been made with pilots from the Bomber Transport Wing (Courier Service) and with an instructor and a pupil from the Light

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Work of Staff Officer - Flying Training Instructor.

15. Airmanship. Check flights have been made with pilots from the Bomber Transport Wing (Courier Service) and with an instructor and a pupil from the Light Bomber flying school at Frosinone. The standard of the Courier pilots was excellent and their flying above criticism. The standard of instruction at Frosinone is 'high average', both in the air and on the ground. The pupils are keen and eager to learn, and a good spirit prevailing between instructor and pupil is observed.

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16. Instrument Flying. Efforts are being made to obtain from Allied sources (at least on loan) a portable radio range for practice at Lecce. At present instrument flying training is being carried out spasmodically on Allied radio

Continued/3.....

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ranges. Proposals have been submitted to Italian Air Ministry for establishing a system of instrument flying ratings on the lines of those in force in the USAAF and recently brought into force in the R.A.F. (Green and White cards).

17. Night Flying. A complete set of angle of approach indicators have been supplied to the I.A.F. at Guidonia, where it is also hoped to set up an experimental "Upavon" type flare path.

Operations.

18. Sicilian disturbances. Minor reconnaissance operations unaccompanied by any offensive action have been carried out by a flight of several Italian type transport aircraft in support of an Italian ground force operating against Sicilian bandits.

Aircraft Safety.

19. I.A.F. Flying Control Organisation. The I.A.F. Flying Control Organisation, called S.A.T.A., has been organised and is operating on a few of the airfields. Present regulations apply only to flight clearances and tower control. Orders covering instrument flights, night flights and seaplanes are being prepared.

20. Aircraft Safety Organisation. In discussion with the Aircraft Safety Officer, Air H.Q. Italy, the suggestion was made that the I.A.F. should participate more fully in the present Aircraft Safety organisation in Italy with the probability of the I.A.F. taking over this duty completely when sufficient personnel have been trained.

21. With this in mind, the Seaplane Base at Taranto and the C.A.V. (Centrale Assistenza Volo) at Brindisi were inspected by the Air H.Q. Italy Aircraft Safety officer.

22. After further discussion it was decided that exercises should be conducted by the Taranto Seaplanes in conjunction with the Brindisi C.A.V. to determine their efficiency when operating together.

Signals.

23. W/T Organisation. Additional frequencies have been allocated to the I.A.F. for the inter - C.A.V. W/T channel and for inter - Zone channels. This should ensure more satisfactory communication at night. Sanction has been given for the I.A.F. to revert to the use of international callsigns on all W/T services.

24. Air/Surface Vessel/Ground Service. Some difficulty had been experienced in operating the common aircraft and launch A.S.R. guard, 3805 Kc/s. Recent reports indicate much more satisfactory results obtained between Bologna and the Venice A.S.R. seaplanes. The I.A.F. have provided crystals to ensure more accurate tuning. Additional experiments are in progress to determine whether the more efficient type of aircraft equipment can be modified to operate on 3805 Kcs. Point-to-point and air-to-ground tests are being made (on instructions from Air H.Q. R.A.F. Italy) with a view to introducing this frequency as standard for all control of A.S.R. aircraft and launches in Italy.

25. Signals Equipment - Linate (Milan). Included in the equipment taken over by the I.A.F. at Linate is an H.F. D/F station, which though not at present serviceable will soon be brought into use. This is the first of what it is hoped will be developed into a net of H.F. D/F [illegible]

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transport aircraft in support of an Italian ground force operating against Sicilian bandits.

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26. Bologna - Venice Link. The W/T standby to the line between A.S.C. North Italy and Treporti Seaplane Base had not operated satisfactorily. Successful tests have been carried out from A.S.C. North Italy through I.A.F. Bologna over Italian W/T circuits to the C.A.V, Venice, thence by landline or VHF to Treporti. Communication over this route appears to be workable, reliable and reasonably rapid. Instructions are being given with the concurrence of Air Headquarters, R.A.F. Italy, for this link to be substituted for the direct link A.S.C. North Italy to Treporti.

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Meteorological Service.

27. New Reporting Stations. During the month reporting stations were opened at Pisa, Venegono, Sesto Calende, Vercelli, Orbetello, Arezzo, Piombino and Montefiescone. There are now 121 stations open - the target is 140 stations in Italy and the Islands.

28. Meteorological Equipment. British pilot balloons have been supplied to the Italian Air Ministry and to the Sardinian Meteorological Service for distribution amongst sub-units. The rubber needed by the firm of Pirelli for the manufacture of balloons has not yet been released and further efforts are being made to hasten the Italian department concerned. It is anticipated that the delay will result in the necessity for further demands to be made upon Allied stocks.

29. Transfer of Brindisi Flight to Lecce. The two CR.42 aircraft carrying out met. flights at Brindisi have been moved to Lecce. A further flight is to be started at Venice.

30. Italian National Met. Service. Favourable comments have been made by Allied units about the National transmitter IMB. All previous faults have been corrected by persuading the Italians to start the transmission of the National Collective at thirty minutes past the hour instead of at fifteen minutes. In this way all the Regional broadcasts are received before the national broadcast is started and the radio operators are able to prepare their automatic tape in good time and to send it without interruption.

31. Italian Air Ministry - Ciampino Link. A direct line has been installed between the Italian Air Ministry and the teletype switchboard at Ciampino, with the result that a much better service is being supplied - both by and for the Italians. Power failures have been frequent during the month, thus causing teletype and wireless communications to break down temporarily.

PART II - ORGANISATION AND ADMINISTRATION.

Organisation.

32. Personnel. The return of personnel in the Italian Air Force for January shows an over all decrease in the total number of about two thousand personnel, chiefly owing to the partial discharge of the 1920 and 1921 classes, which it is anticipated will continue during the month of February.

33. Pay. A comprehensive table of pay and allowances etc. for NCOs and Other Ranks of the Italian Air Force shows that the average rate of pay is :-

(a)	NCOs Aircrew	-	8500 lire per month		
(b)	Specialists NCOs	-	8200	Other Ranks -	1700
(c)	A/C.Hs average	-	1400 lire per month		

Flying Pay has recently been increased from 900 to 3000 lire per month.

34. Organisation. Progress has been made in the attempt to form an Air Council or its equivalent with a limited number of members, and permission was given

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will result in the necessity for further demands to be made upon Allied stocks.

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(a) NCOs Airgrew - 8500 lire per month

(b) Specialists NCOs - 8200 Other Ranks - 1700

(c) A/C.Hs average - 1400 lire per month

Flying Pay has recently been increased from 900 to 3000 lire per month.

34. Organisation. Progress has been made in the attempt to form an Air Council or its equivalent with a limited number of members, and permission was given to replace "Unita Aeree" with a new and smaller Command "Comando Forze Generali dell'Aria" which is to be centred in Rome and not Bari. 056

Motor Transport.

35. Recovery and Repair of Ex-enemy Vehicles in N. Italy. Caproni of Gardolo are well organised and forging ahead with their repair programme. Lack of spares however is delaying completion of repairs to many vehicles. Curtisas

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Continued/5.....

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of Bologna have received approximately 100 vehicles by rail from Bolzano, but repairs are not being put in hand until a suitable contract has been arranged with the Italian Air Ministry. 60 vehicles have been released to the I.A.F. from the M.T. dump at Ghedi and another 140 can be expected.

36. M.T. School of instruction - Monterotondo, Rome. The first drivers instruction course began on the 10th January, and finished on 1st February. The second course for learners only is due to begin on the 10th February, 1946. This school is to be permanent and courses of instruction will shortly be arranged for all grades of motor mechanics and electricians. Workshops are being adapted for the purpose.

Engineering.

37. Workshops at Monserrato Airfield - Sardinia. These have now been turned over from repairing aircraft to repairing I.A.F. vehicles in Sardinia. The airfield has now been closed.

38. Serviceability. In the Italian Fighters the serviceability is still being maintained at a high level; the end of the month figures showing the 2 Macchi Squadrons to be over 90%. The serviceability of the P.39s shows a big improvement; this month the average for the month being roughly 90%. The Spitfires have improved to 75%. While the P.39 Squadrons have reserve aircraft to draw on, the Spitfire Squadron have no reserve and are, therefore, unable to replace aircraft which need engine changes and major repairs. The serviceability of the Bomber Transport aircraft is being maintained at 75%, and as spares are becoming available from the North, this should be maintained. One SM.79 recently rebuilt has been fitted to take 10 passengers instead of the usual 8. The SM.95 military version which is being converted for the courier service by S.I.A.I. has not yet arrived. The aircraft state for the Italian Air Force as at 31st January 1946 is shown at Appendix "B".

39. Visits. Each time Centocelle is visited some improvement is noticed; the technical lay-out of the various shops is well arranged, and whatever department is visited, everybody seems to be on their toes. At Littorio the first Baltimore is now on major inspection, and other repair jobs are going ahead. At Guidonia no major snags have occurred from the maintainance point of view.

PART III - REPORTS FROM DETACHMENTS.

Milan.

40. M.T. Recovery. During the month further I.A.F. vehicles have been located in the Milan and Turin areas and release certificates obtained from H.Q. No.2 District. A record is being maintained of these vehicles which are reported to A.F.S.C. Rome. Salvaged vehicles which have been repaired and are ready to be put into commission are now reported monthly to A.F.S.C. Rome.

41. Material of French origin. The French Air Mission visited this detachment and is now arranging for the disposal of French M.T. vehicles and other material which they have located in Northern Italy.

42. Occupation of Linate by I.A.F. On the closing down of No.146 Staging Post, Linate, all I.A.F. equipment and materials issued to the Staging Post are being returned to the I.A.F. [illegible]

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41. Material of French origin. The French Air Mission visited this detachment and is now arranging for the disposal of French M.T. vehicles and other material which they have located in Northern Italy.

42. Occupation of Linate by I.A.F. On the closing down of No.146 Staging Post, Linate, all I.A.F. equipment and materials issued to the Staging Post are being returned to the I.A.F. Any of this equipment not required by the I.A.F. will be re-issued to the R.A.F. Staging Post at Pomigliano. Stocks of aviation P.O.L. remaining at Linate have been handed over to the I.A.F, together with an R.A.F. Petrol Bowser and Fire Tender and a considerable quantity of Signals equipment. English speaking I.A.F. personnel have been posted to the Control Tower, Operations and Meteorological Sections. A competent Italian Liaison officer has also been appointed.

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43. Equipment. Releases from H.Q. 2 District of C.E.M. are satisfactory. 68 Italian Aero engines have been located at Riva Porto and Riva Caproni and release obtained for handing over to the I.A.F. Compilation of depot inventories is now nearing completion.

Industrial Position.

44. A marked worsening in the industrial position of aircraft firms has been experienced in recent weeks. Hopes had been entertained that the ban on all branches of aircraft construction might be partly lifted after a relatively short period. Efforts to bridge this interim period by the production of peacetime articles have now in many cases been abandoned or nullified for economic reasons.

45. Firms (such as the Cantu' Glider Works) who were turning out utility and high quality furniture, toys etc. have found it necessary to close down completely. High production costs, reluctance of consumers to buy owing to lack of money (due to high cost of living, unemployment etc) and the expectation of a fall in prices have combined to reduce sales to a minimum. No market has been found to absorb the bicycles and light vehicles produced by Breda, Macchi, Caproni, and S.I.A.I. Marchetti, whose difficulties have been increased by the non-availability of tyres except at black market prices.

46. All these firms have been forced to stand-down workers, thus adding to the unemployment figures and further aggravating the situation. Efforts are still being made to find new channels into which surplus labour and machinery can be diverted, but constant set backs have convinced many directors that only the permission to return to at least a limited programme of aircraft construction will supply a solution to their problem.

47. Lack of coal has compelled the Fiat Works at Turin to suspend 60,000 workers.

48. Air Courier Service. Adverse weather conditions, including fog and heavy snow, led to a suspension of the Air Courier Service from January 17th to January 27th inclusive. On January 28th the service was resumed from Orio (Bergamo) diversionary airfield as Linate (Milan) was still unserviceable. In future the Genoa Seaplane Service will provide an alternative route when weather conditions present the normal service.

49. Medical Aid. Special medical services have been obtained in emergency cases for R.A. personnel, and the rapid supply of penicillin from Allied sources has been responsible for saving the life of at least one I.A.F. officer.

Padua.

50. Captured Enemy Vehicle Repair. Work at Caproni (Trento) has been retarded by difficulties of financial settlement with the Italian Air Ministry and by lack of spares. The work of S.A.B.O. (Bolzano) has also been held up pending the signing of a contract by the Italian Air Ministry. 118 out of the 200 cars allotted to the I.A.F. from the dump at Ghedi have been taken to Desenzano.

51. Airfields. Improved accommodation for the Italian Courier Staging Post has been arranged at the R.A.F. airfield at Treviso. Destruction of ammunition is being carried out at Villafranca airfield by No.2 C.E.M. group of H.Q. No.2 District on the understanding that the runway is not damaged.

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054

Naples.

52. Cadet College. All the work in connection with the rehabilitation of the Cadet College at Nisida Base is now finished. The main barrack building has been reconditioned and this will permit the evacuation of all the Station personnel from College building. The College staff took over control of the premises at the beginning of the month and arrangements are now made for its functioning.

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Continued/7.....

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53. During the period between 16th and 19th January the candidates for the Instructional Course reported to their College Headquarters for admission to the I.A.F. Academy's first year of instruction and they then underwent a physical examination in the Legal-Medical Institute, Naples. 28 candidates were selected after the physical examination.

54. On January 23rd, the candidates were given a written Italian test from which five more were dropped. A total of 23 have actually been retained at the Cadet School for a further 20 days apprenticeship and theory/practice course, at the end of which time they will be required to pass their oral examinations in mathematics. It is then intended that the 15 best entries will be selected and the remaining 8 candidates will be rejected.

55. The young men who have reported for the course all show eagerness and enthusiasm for the Service.

56. Motor Transport. Serviceability of R.A.F. vehicles in use with the Italian Air Force remains at a low standard and the decision of Headquarters MED/ME on replacements is still awaited. Apart from normal routine work the transport has been largely engaged in moving equipment and ex P.O.Ws shipped to the Port of Naples.

57. Repatriated P.O.Ws. During the month a decrease in the number of incoming P.O.Ws was observed. A total of 300 were received, interrogated, assisted and administrative action was taken. 200 were given their discharge. The remainder were granted 2 months leave, after which they are to report to the Reception Centre either as regulars or as being eligible for further service in their respective age groups.

Aviation Factories.

58. Alfa Romeo (Pomigliano d'Arco), have overhauled and tested 5 DB.601 engines and continued the assembling of modified types of machine gun control gears on DB.601 "E" and "F" engines.

59. Macchi (S. Anastasia), have delivered an additional consignment of rubber gaskets for aircraft. They are continuing to repair machine tools for the Italian Air Force.

60. Sannita (Benevento), having carried out necessary adjustments to its installations and machine tools, has proceeded in the production of further sets of aluminium brackets for Cant. Z.506/B aircraft.

61. Navalmeccanica (Naples), are still working on the construction of the remaining 4 metal-blade water radiators for Macchi 205s.

62. I.A.F. Co-operator Companies. The duties to which the Italian Air Force Companies have been assigned are being normally carried out. Both the Italian Air Force Commandant and the Inspectorate Officer have been frequent inspections at the various units. The detachment at No.113 M.U. has been disbanded and the personnel involved transferred to Bari as replacements for those discharged from the Italian Air Force.

63. Misida Seaplane Base. For some time the American Authorities have

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63. Nisida Seaplane Base. For some time the American Authorities have used the jetty for unloading bombs, but now this work is finished and the Italian Air Force are carrying out repair work to improve its surface. It can be used for loading and unloading small boats, and also as a parade ground.

053

W.M. DISNEY, WING COMMANDER,
AIR VICE-MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

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AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, ROME.
DATE: 19TH FEBRUARY, 1946.
REF: AFSC/25/1/AIR.

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APPENDIX "A".

SUMMARY OF FLYING ACTIVITY FOR THE MONTH OF JANUARY 1946.

Summary of Courier Service. +

	No. of Flights.	Hours.	Passengers Carried.	Various freight in lbs.
SM.79	174	275,55'	992	71,273
SM.82	85	127,40'	1.031	86,231
SEAPLANE WING.	56	117,20'	395	23,831
BALTIMORE WING.	39	94,55'	97	2,175
	354	615,50'	2.515	180,3510

Summary of other flights of I.A.F. ø

	Flights.	Flying hours.
AUTONOMOUS SQDN. UNITA AEREA.	37	22,15'
TRAINING SCHOOL (B) FROSINONE.	159	63,45'
TRAINING SCHOOL (C) LECCE.	11	6,20'
PILOT SCHOOL, LECCE.	314	115,10'
NIGHT FLYING SQDN.	40	23,05'
TRANSPORT WING.	43	20,45'
BALTIMORE WING.	174	87,15'
CANT Z.1007.	2	0,30'
SEAPLANE WING.	660	53,15'
FIGHTER WING.	515	366,55'
	1.355	759,15'

951

+ - Includes transport and communication flights

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	1.355	759,15'

951

+ - Includes transport and communication flights.

ø - Includes flights for training, air sea rescue, test flights, various flights (aircraft tests, etc).

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APPENDIX "B".

ENGINEERING REPORT AND AIRCRAFT STATE - I.A.F. AS AT 31ST JANUARY, 1946.

FIGHTER WING.		STRENGTH	SERVICEABLE	CREW.
LECCE	P.39	32	32	
LECCE	P.39	43	-	
LECCE	CA.133	1	1	
LECCE	SAI.202	2	2	
LECCE	SPITFIRE	11	7	
LECCE	MC.205	18	17	
LECCE	MC.202	18	17	
		125	76	183

LIGHT BOMBER & BOMBER/ TRANSPORT WING.				
GUIDONIA	S.82	20	14	
URBE	M.187	24	20	
LINATE	M.187	2	2	
URBE	SAI.202	1	1	
LECCE	S.82	2	1	
CENTOCELLE	SM.79	22	12	
PALERMO	SM.79	2	2	
CENTOCELLE	S.75	1	-	
CENTOCELLE	SM.84	2	2	
CENTOCELLE	SM.83	1	1	
CENTOCELLE	SM.73	1	1	
CENTOCELLE	G.12	5	2	
CENTOCELLE	SAI.202	1	-	
		84	58	138

SEAPLANE WING.				
TARANTO	CZ.506/BT	4	3	
CADIMARE	CZ.506/T	2	2	
ELMAS	CZ.506/T	1	1	
TARANTO	CZ.506/C	1	1	
BRINDISI	CZ.501	9	6	
BRINDISI	CZ.506/S	2	1	
VENEZIA	CZ.506/S	1	1	
VENEZIA	CZ.506/T	1	-	
TARANTO	CZ.506/BT	4	1	
ELMAS	CZ.506/BT	2	2	
ELMAS	CZ.506/S	3	1	
TARANTO	CZ.501	4	3	
TARANTO	RS.14	7	5	
VENEZIA	RS.14	1	1	
		42	28	53

AUTONOMOUS SQUADRONS.

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LIGHT BOMBER & BOMBER/ TRANSPORT WING.				
GUIDONIA	S.82	20	14	
URBE	M.187	24	20	
LINATE	M.187	2	2	
URBE	SAI.202	1	1	
LECCE	S.82	2	1	
CENTOCELLE	SM.79	22	12	
PALERMO	SM.79	2	2	
CENTOCELLE	S.75	1	-	
CENTOCELLE	SM.84	2	2	
CENTOCELLE	SM.83	1	1	
CENTOCELLE	SM.73	1	1	
CENTOCELLE	G.12	5	2	
CENTOCELLE	SAI.202	1	-	
		84	58	138
SEAPLANE WING.				
TARANTO	CZ.506/ET	4	3	
CADIMARE	CZ.506/T	2	2	
ELMAS	CZ.506/T	1	1	
TARANTO	CZ.506/C	1	1	
BRINDISI	CZ.501	9	6	
BRINDISI	CZ.506/S	2	1	
VENEZIA	CZ.506/S	1	1	
VENEZIA	CZ.506/T	1	-	
TARANTO	CZ.506/ET	4	1	
ELMAS	CZ.506/ET	2	2	
ELMAS	CZ.506/S	3	1	
TARANTO	CZ.501	4	3	
TARANTO	RS.14	7	5	
VENEZIA	RS.14	1	1	
		42	28	53
AUTONOMOUS SQUADRONS.				
UNITA AEREA -	PALESE SM.79	4	1	
	PALESE CZ.1007	3	2	
	PALESE CA.314	4	4	
	PALESE SAI.202	1	1	
	PALESE CA.310	1	-	

Continued/2.....

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AUTONOMOUS SQUADRONS (Cont'd).			STRENGTH	SERVICEABLE	CREW.
UNITA AEREA	-	PALESE CA.309	2	2	
		PALESE SAI.202	3	3	
		PALESE RE.2001	3	1	
		CENTOCELLE RE.2001	2	1	
		CENTOCELLE CR.42	1	1	
		CENTOCELLE SAI.204	1	1	
		CENTOCELLE SAI.202	2	1	
		CENTOCELLE CA.309	1	-	
		CENTOCELLE MF.156	1	-	
		LIDATE CA.309	1	1	
		LIDATE SAI.202	1	-	
		LIDATE CA.313	1	-	
		LIDATE CR.42	2	1	
		ALLIED COMM. SAI.202	1	-	
			32	20	59
AUTONOMOUS SQUADRONS - SARDINIA.					
ELMAS		SM.79	1	1	
ELMAS		SAI.202	1	1	
			2	2	2
AUTONOMOUS SECTION.					
UDINE		SM.79	1	1	
UDINE		SM.75	2	2	
			3	3	3
SCHOOLS.					
LECCE		MC.200	10	2	
LECCE		FN.305	3	2	
LECCE		G.50	2	1	
LECCE		CR.42	2	-	
LECCE		CA.164	7	1	
LECCE		G.8	2	1	
BRINDISI		CR.42	1	-	(For Met. Service).
LECCE		P.39	5	3	
LECCE		SPITFIRE	2	2	
FROSINONE		M.187	4	2	
FROSINONE		CZ.1007	1	1	
FROSINONE		SAI.202	1	1	
			40	16	16

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	LIVRE	CA.309	1	1	
	LIVRE	SAI.202	1	-	
	LIVRE	CA.313	1	-	
	LIVRE	CR.42	2	1	
	ALLIED CONV.	SAI.202	1	-	
			32	20	59

AUTONOMOUS SQUADRONS - SARDINIA.

ELMAS	SM.79	1	1	
ELMAS	SAI.202	1	1	
		2	2	2

AUTONOMOUS SECTION.

UDBV	SM.79	1	1	
URBE	SM.75	2	2	
		3	3	3

SCHOOLS.

LECCE	MC.200	10	2	
LECCE	FR.385	3	2	
LECCE	G.50	3	2	
LECCE	CR.42	2	1	
LECCE	CA.164	7	-	
LECCE	G.8	2	1	
BRINDISI	CR.42	1	1	
LECCE	P.39	5	-	
LECCE	SPITFIRE	2	2	(For Met. Service).
FROSINONE	M.187	4	-	
FROSINONE	CZ.1007	1	1	
FROSINONE	SAI.202	1	1	
		40	16	73

FIGHTER S.R.A.M.

LECCE	P.39	6	-
LECCE	SPITFIRE	1	-
LECCE	MC.205	24	-
LECCE	MC.202	11	-
LECCE	SAI.202	8	6

(B)

CONTINUED/3.....

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FIGHTER S.R.A.M. (CONT'D).		STRENGTH	SERVICEABLE	CREW.
LECCE	JU.87	2	-	
LECCE	FL.3	2	2	
LECCE	BR.20	1	1	
LECCE	SM.82	1	-	
LECCE	SM.79	1	-	
LECCE	CZ.1007	1	-	
S.V. TARANTO	CA.314	2	-	
S.V. TARANTO	CA.310	1	-	
CENTOCELLE	SM.79	8	-	
CENTOCELLE	SM.84	2	-	
TARANTO SEAPLANE S.R.A.	CZ.506/BT	11	-	
TARANTO	CZ.506/S	4	-	
TARANTO	CZ.501	11	-	
TARANTO	RS.14	1	-	
SCHOOL S.R.A.M.				
LECCE	G.50	1	-	
LECCE	RE.2001	7	-	
LECCE	RE.2002	15	-	
LECCE	MC.200	17	-	
LECCE	FN.305	1	-	
		139	9	--
TOTALS:		467	212	511

* (See: Fighter Wing P.39).

29 P.39 aircraft to be broken down for spares and scrap.

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TARANTO	CZ.501	11	-	
TARANTO	RS.14	1	-	
SCHOOL S.R.A.M.				
LECCE	G.50	1	-	
LECCE	RE.2001	7	-	
LECCE	RE.2002	15	-	
LECCE	MC.200	17	-	
LECCE	FN.305	1	-	
		139	9	--
	TOTALS:	467	212	511

* (See: Fighter Wing P.39).

29 P.39 aircraft to be broken down for spares and scrap.

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SECRET.

Return to AC Office (2 cys)

JAN 1 RECD

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION, ROME.

JAN 19 RECD

Monthly Air Report No.37 - December, 1945.

List of Appendices:

Appendix "A" - Summary of flying activity for December 1945.

Appendix "B" - Summary of Transport Wing activity during 1945.

Appendix "C" - Flying Training Instructors Report for December.

Appendix "D" - Account of visit by A.O.C. Italy and Director, A.F.S.C. to I.A.F. bases in Southern Italy.

Appendix "E" - Aircraft state as at 31st December, 1945.

PART I - AIR STAFF.

Fighter Wing - Lecce.

1. A flying demonstration was given on the occasion of the A.O's C's visit on December 12th referred to hereafter.

Night Bomber Wing - Guidonia (Nr. Rome).

2. This Wing under the command of Lt. Col. Colla-Volpi and consisting of two squadrons of SM.82s is now well established at Guidonia though works developments are still in progress. It is planned to use some of the aircraft of this Wing in scheduled courier services to Sardinia to replace seaplanes required to fulfil the I.A.F's expanding Air Sea Rescue commitment. It is also proposed to use the SM.82s on other special missions including the carrying of fish from Venice to Milan and Sardinia to Rome in order to reduce the cost of living for the poor. Major maintenance of this Wing's aircraft is still carried out at the S.E.A.M. at Lecce.

3. Total flying activity for December 221 flights entailing 155 hrs 35 mins flying time and carrying 9 Allied passengers, 622 Italian passengers and 26,220 kgms of Italian material.

4. The state of serviceability at the end of December was 16 aircraft serviceable and 8 unserviceable. Visits to the airport were made by the Chief Technical Officer and Flying

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Appendix "A" - Summary of Flying [illegible] December 1945.

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Light Bomber Wing - Littorio (Rome).

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5. This Wing has been engaged mainly on Special Flights with those aircraft converted for passenger carrying, and routine training of aircrews at the authorised rate of six hours per crew per month. In addition aircraft have been loaned to the Light Bomber Training School at Frosinone and some photographic test flights were carried out. Total activity comprised 302 flights entailing 250

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hours flying time and the carrying of 36 Allied passengers and 12,690 lbs of Italian freight.

6. Two accidents occurred (not on Courier flights), one resulting in the death of the crew and the other slight injury to the pilot. Serviceability at the end of December was 27 serviceable and 1 under repair. All personnel were given home leave either at Christmas or the New Year.

Bomber Transport Wing - Centocelle (Rome).

7. In North Italy only 5% of the scheduled Courier Flights had to be cancelled due to weather. Serviceable at the end of December were 3 SM.84s, 2 SM.79s, 1 SM.75, 1 SM.73 and 4 G.12s. The morale and standards of keenness and efficiency of this Wing are high owing to the importance and quantity of work and the ableleadership of the Commanding Officer, Lt.Col. Reinero. A summary of the work of the Wing during 1945 is shown at Appendix "B". Flying times for December, together with flying times for all other units of the I.A.F. are shown at Appendix "A".

8. The service between Bari and Tirana on behalf of the Balkan Mission has been continued without incident with CZ.1007 aircraft. These aircraft are now on the strength of the Unità Aeree Communications Squadron at Bari.

Seaplane Wing - Taranto.

9. The seaplane bases at Taranto and Brindisi were inspected by the A.O.C. Italy in company with the Director, Air Forces Sub-Commission on 13th and 14th December. Further details are shown at Appendix "C". Activity for the month up till 23rd December comprised approximately 75 hours flying on Courier work and special flights, and 2 hours of towed target and artillery plotting exercises.

Training.

10. Flying School - Lecce. Weather has greatly hampered flying during the month as cross-winds interfered with the use of the runway and rain put the grass area completely unserviceable. However, every advantage has been taken of good weather as the number of pilots on refresher flying has increased. These pilots were screened after being P.O.W's and internees during the war, and eventually sent for refresher courses. Good progress has been made with the modification of light aircraft to take tail wheels.

11. Light Bomber School - Fresinone. The School has turned out 5 pilots, 27 navigators and 2 wireless operators. 5 Pilots and 2 wireless operators remain under training. The state of serviceability of the school at the end of the month was 3 Baltimores and 1 Cant 1007 serviceable; 1 Baltimore and 1 Saiman light aircraft unserviceable.

12. Blind Flying. Major Vasallo, an experienced I.A.F. pilot with pre-war knowledge of the Lorenz system, has been instructed practically in the use of radio range by pilots on the staff of the Air Forces Sub-Commission. He has in turn instructed four crews in the use of Radio Range as instructors for the Transport, Night Bomber, Light Bomber, and Training Wings respectively. Each of these wings has now set aside an aircraft for blind flying practice. Crews who have done ten tours blind flying in their Wings will be required to do a further more advanced course at Centocelle in a specially equipped SM.79. It is also hoped that the I.A.F. will soon have link trainers available which they are buying from the U.S. Navy and Army Liquidation Committee, Italy.

13. Flying Training Instruction. Flight Lieutenant Hart, a qualified

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13. Flying Training Instruction. Flight Lieutenant Hart, a qualified flying training instructor has been scrutinising I.A.F. methods of flying training and standard of airmanship. His report for the month is shown at Appendix "C".

Meteorological Service.

14. Opening and Closing of Stations. Reporting stations were opened at Orro al Serio, Tarvisio, Ferrara and Vigna di Valle. The stations at Leverano and Bracciano were closed.

Continued/3.....

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15. Met. Flights. Permission was given for a second CR.42 aircraft to be sent to Brindisi in an attempt to remedy the present situation there. It is hoped that regular flights will now be possible from that base. Further upper air data will soon be available from the Italian Air Courier pilots and navigators who will be responsible for informing their respective bases of the conditions encountered during flight and who will report temperature and humidity at various levels.

16. Weather Communication. Frequent failures in the Rome power supply and many line faults between Ciampino and the Air Ministry made teletype reception very irregular and unsatisfactory. This, in turn affected the radio transmissions by the National transmitter IMB and many complaints were received about the poor service given by this station. These complaints originated from Caserta, Malta, Marseilles and the American Embassy, Sofia, Bulgaria (on behalf of the Russian Weather Service). In nearly all cases the trouble was caused by teletype failures, which restricted the reception of weather information at the Air Ministry - IMB thus having nothing to broadcast. A complaint concerning the slack manner in which the Italian National collective is being transmitted has been remedied by starting Italian transmissions fifteen minutes later, thus giving the wireless operators plenty of time in which to prepare their messages and to enable them to send them without interruption. Further checks are to be made on the quality of I.M.B's material and all British recipients have been requested to supply this office with occasional reception reports.

Signals.

17. La Spezia. Seaplanes operating from La Spezia come under W/T control of Aircraft Safety Centre Bologna, on the Air/Marine Craft wave 3805 kc/s, on R.A.F. frequency not allocated to the I.A.F. W/T point-to-point stand by to land line is provided by La Spezia joining the inter CAV circuit, R.A.15.

Air Courier Service.

18. Catania Service. A bi-weekly service from Rome to Catania Via Naples (Pomigliano) was planned to begin on January 3rd. Flights carrying 20 passengers will be made on Mondays and Thursdays, returning on Tuesdays and Fridays. A new booking office has been established at the Naples A.F.S.C. office to handle flights out of Naples. The office is located in the A.M.G. building.

19. Genoa Service. A new seaplane service to Genoa from Rome will be inaugurated in January. For the time being these flights will be made on Tuesdays returning on Thursdays.

20. Fares. Permission in principle has been granted for the Italian Air Ministry to charge fares for certain types of airlift on the Italian Military Courier Service. The final approval of such a plan will augment the income of the I.A.M. which at present realises considerable expenditure for its P.O.L. supplies.

Visits.

21. The Director, A.F.S.C, in company with A.O.C, A.H.Q. Italy, visited Lecce, Brindisi, Taranto and Bari between the 11th and 15th December, 1945. Details of these visits are shown at Appendix "D".

PART II - ORGANISATION AND ADMINISTRATION.

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Marseilles and the American Embassy, Rome. [illegible]
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PART II - ORGANISATION AND ADMINISTRATION.

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Personnel.

22. Strength. Further reductions were noted in Italian Air Force strength statements in December as the readjustment of the composition of the 31,000 level was being brought about.

23. Recruitment and Training of Specialists. A study of details of enlistment and promotion of specialists was received for study during December.

Continued/4.....

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A brief summary of the [illegible]y reveals the following:-

(a) I.A.F. Specialists include fitters (mechanics) radio operators, armourers, drivers, medical orderlies, photographers, electricians and aircraft electrical engineers.

(b) Only volunteers are accepted for specialist training, with age limits between 17 and 20 years. Physical fitness, good moral and civil conduct and varying degrees of educational achievement, depending on the specialities, are required from the volunteers. Conditions of the enlistment include a 30-month term of service and the provision that they have to fly, whenever it is required for service duty.

(c) Specialist courses, temporarily inactive, last from 6 to 10 months, and for 3 months an "on-the-job" training period follows graduation. At the completion of training, specialists are remustered and deserving individuals receive promotions. At the close of the 30-month period the specialist is given the option of re-engagement for a 4-6 year period.

(d) Once a specialist decides on a long period of duty, promotion is open up to the rank of captain.

Organisation.

24. Courses. A general Service School (Frosinone) and a Flying Control School (Lecce) and an M.T. School (Rome) are due for their first courses on 10th January when the Cadet College will also open at Nisida (Naples).

25. Welfare. Groundwork for the initiation of a programme designed to transport by air perishable foods from Italy's remote sections to the metropolitan centres was laid during December. Approval has been obtained for the first of these plans to go into effect. It will entail the carrying of some 7,000 kilos of fresh fish daily from Venice to Milan. Private concerns will handle the gathering and loading of the fish, Italian Air Force SM.82s will carry the load to Milan, and there it will be turned over to the SEPRAL, the Governmental food agency for proper distribution at minimum prices. Permission has been obtained for the basing of three aircraft at Treviso. Future plans indicate the possibility of transporting scarce items into Rome from Sardinia and into Turin from the same Venice markets that will supply Milan.

Motor Transport.

26. Ex-Enemy Recaptured Vehicles. Progress is being made in the repair of vehicles recovered, but delay in the completion of vehicles is being experienced through lack of essential parts. Approximately 60 vehicles have been transferred by rail from Bolzano to S.A.B.O. Bologna for repair.

27. Drivers School - Monte Rotondo. Twenty Junior N.C.O's for the instructors course assembled on the 22nd December 1945 for the first course which is due to begin on the 2nd January.

Engineering.

28. Italian-type Fighters. The serviceability is being maintained at a high level particularly with the Mc.202 Squadron which is 100%; the all round serviceability remains at about 80%.

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29. Allied-type Fighters. The serviceability of the Spitfires has dropped slightly to roughly 66%, this is due to non-availability of spares, which are now practically non-existent, the possibility of certain spares being manufactured locally is being explored.

30. Bomber Transport. The serviceability has improved to 75%. 16 Baltimores have now been converted for passenger work; it is expected that conversion programme will be completed in about a month's time.

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31. General. Arrangements have now been made with the Savoia Marchetti firm by the Italian Air Ministry to overhaul seaplanes. It will be a month or two before the work can begin owing to bomb damage at the St. Anna seaplane works. When the firm gets started it will be of considerable help to the overworked S.R.A.M. at Taranto, which has had difficulty in maintaining the necessary standard of serviceability owing to the age and deterioration of the seaplanes. The Italian Air Ministry have also arranged for the complete overhaul of CR.42s and the conversion to dual control of 3 aircraft for use at the Flying School at Lecce. This should also be beneficial to the Met. Flights who have been experiencing difficulty in maintaining aircraft.

PART III - REPORTS FROM DETACHMENTS.

MILAN.

32. Barrack and Clothing Equipment. The transfer of all material from Seregno (Barrack and Clothing) to the main depot at Gallarate has been completed satisfactorily. Seregno School can now been returned to the Education Authority.

33. M.T. Recovery. A complete list of recovered I.A.F. M.T. vehicles for the Milan and Turin districts for the period 11-10-45 to 15-12-45 has been completed by H.Q. 1st Z.A.T.

34. Storage of Explosives. All explosives are being centralised at Lonato Pozzolo.

35. Aircraft Firms. Aircraft firms continue to divert their energies as far as possible to peacetime products. The Macchi Firm at Varese is now producing light 3-wheeler vans, threshing machines for farm work, and barges (60 and 300 ton types) made in sections.

36. Although firms have absorbed much of their machine and labour on similar programmes, a few retain skilled operatives and machine-tools for aircraft production in readiness, hoping that authority may be granted for a return to the work upon which their name and reputation has been built.

37. The Avia Firm at Vercelli has applied for permission to construct a limited number of LM5 three-seater passenger aircraft, of which the prototype was successfully air-tested in November and of which further tests are in progress.

38. Air Courier Service. Considerable work has been put in on Orio/Bergamo diversionary airfield, and courier aircraft unable to land at Linate (Milan) through local fog, have been handled efficiently. A petrol bowser for refuelling aircraft has been secured on loan from 146 Staging Post until it is possible to obtain one for permanent allocation. Application has been made to the Prefettura for the uninterrupted supply of electric current for the R.T. centre. Transport has been arranged to carry passengers between Bergamo and Milan.

39. Genoa Seaplane Base. Further provisions have been made to render the seaplane base at Genoa efficient. Two landing-strips, each 2,000 yards in length, have been cleared in sheltered water. Two motor boats have been borrowed from local authorities for immediate use and these will soon be replaced by I.A.F. craft. Arrangements are in hand for undertaking light engine repairs. Refuelling facilities have been established. Spare-parts and tools are being delivered from the South.

[illegible] MC 2006 fighter has been

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40. Intelligence. The missing prototype of the RE.2006 Fighter has been traced in an underground store at Caproni Taliedo. Although the aircraft was dismantled and instruments had been stolen, all main components have now been recovered. Reports and diagrams have been forwarded to Rome.

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41. Information regarding concealed dumps of arms and suspect personnel has been passed on to the appropriate department of the Public Safety Division.

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42. Security. Security for the month has been satisfactory as a result of policy of centralisation of stores and provision of competent guards. Thefts of I.A.F. cars and car-tyres, however, have occurred notwithstanding rigid precautions. These have sometimes been carried out by armed men stopping and threatening the armed drivers. Lawlessness and hold-ups of this nature are becoming more prevalent, especially in Lombardia and Piemonte, where civilians are often reluctant to venture out at night unattended.

43. Inspections and Visits. Visits and inspections have been made to the following places:- R.A. Seaplane Base at Conco, Diversionary Airfield at Bergamo, Central I.A.F. Stores at Gallarate, Macchi Aircraft Firm at Varese, Caproni Taliedo, and Corsico.

PADUA.

44. The bulk of the work of this Detachment is concerned with the supervision of recovery and repair work to Italian motor vehicles concentrated in North Italy by the Republican and German Forces prior to the liberation. The firms carrying out the repairs are Caproni at Cardolo, S.A.B.C. at Bolzano, and Curtisa and Righi, both of Bologna. Generally speaking the rate of output of repaired vehicles remains low owing to a lack of spare-parts.

45. Arrangements are in hand for directing the distribution of the Italian Air Forces allotment of these vehicles as approved by the Italian Air Ministry and Air Forces Sub-Commission.

NAPLES.

46. Cadet School. The building and repair work for the Cadet School at Nisida is now in its final stages.

47. Motor Transport. The Autogruppo di Campania has been closed and all available vehicles allotted to Sections of the I.A.F. Steps have been taken to expedite the transfer of Italian lorries from the North to replace R.A.F. and W.D. vehicles which are now in use but rapidly becoming unserviceable. Contact has been maintained with 214 Group Headquarters to find out the position with regard to replacements and repairs, but no action can be taken pending receipt of a decision on this subject by H.Q. MED/TE.

48. The M.T. Workshop has been working overtime to keep vehicles running for the increased commitments which the Italian Air Ministry have placed on this region for the transport of materials obtained in Naples and Salerno to various parts of the country.

49. Repatriated P.O.W's. A record number of repatriated prisoners have been received at Nisida. Approximately six hundred have been formally dealt with in respect of allowances, registration and general administrative action has been taken. Of these, about 350 have been granted two months leave and the remainder discharged in accordance with their age group.

50. Aviation Factories. The majority of the Firms have nearly fulfilled their contracts. The Factories which are still producing for the Italian Air Force are:-

(a) Alfa Romeo, who have delivered five aircraft engines during December.

(b) Sannita, who have almost finished [illegible]

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(a) Alfa Romeo, who have delivered five aircraft engines during December.

(b) Sannita, who have almost finished turning out aluminium supports for Cant Z.506 aircraft, and -

(c) Magnaghi, who are making gaskets and are being ordered to repair exhaust-gas tubes for Alfa 128 engines.

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Continued/7.....

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51. I.A.F. Co-operator Companies. There have been no complaints against any Company, and a general improvements has been noticed. Number 10 Company stationed at S. Rocco, Capodimonte, has been disbanded and the personnel have been dispersed among various other Royal Air Force Units.

52. Equipment Supplies. The R.A.F. have issued 172, 966 S type Flying Rations to the Italian Air Ministry and these are being temporarily stored at Nisida.

53. Federal Liquidation Commission of the U.S.A.A.F. have informed us that there are no further supplies available in Italy for P.38 and P.39 aircraft in use by the I.A.F. They are now enquiring into the possibility of obtaining spares from the E.T.O.

54. Ex-Enemy vehicles. Having sorted out and classified the vehicles handed back to the Italian Air Force by the R.A.F, they are now being turned over to a civilian contractor with a view to making as many serviceable as possible.

I.E. BRODIE,
AIR VICE-MARSHAL,
DIRECTOR, A.F.S.C.
A.C. C.M.F.

Air Forces Sub-Commission,
Allied Commission, Rome.
Date: 16th January, 1946.
Ref: AFSC/25/1/AIR.

DISTRIBUTION:

M.A.A.C. SECRETARIAT (7 copies) (1 for MED/ME, 2 for Historical Records Section, Malta, and 1 for Air Ministry, London, if required).

Chief Commissioner, H.Q. A.C. Rome.	1 copy
A.F.S.C. Rome.	1 copy
A.F.S.C. Naples.	1 copy
A.F.S.C. Lecce.	1 copy
A.F.S.C. Taranto.	1 copy
A.F.S.C. Milan.	1 copy
Director, A.F.S.C. Rome.	1 copy

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A P P E N D I X "A"

SUMMARY OF FLYING ACTIVITY FOR THE MONTH OF DECEMBER, 1945.

Summary of Courier Service +

	No. of Flights.	Hours.	Passengers Carried	Various Freight in lbs.
S.M. 79	153	280.40	1025	72 000
S.M. 82	52	103.45	631	65 000
Seaplane Wing.	52	108.30	356	33 000
Baltimore Wing.	59	63.55	144	15 000
TOTALS :	316	556.50	2156	185 000

Summary of other flights of I.A.F. ø

	Flights.	Flying hours.
Autonomous Sqdn. Unita Aeree.	52	37.40
Training School (B) Frosinone	113	173.55
Training School (C) Lecce.	14	7.25
Pilot School, Lecce	134	52.55
Night Flying Sqdn.	159	34.25
Transport Wing.	26	13.15
Baltimore Wing	179	90.45
Cant. Z.1007	10	17.15
Seaplane Wing	55	36.40
Fighter Wing	552	386.35
TOTALS:	1294	850.50.

+ - Signifies flights for transport and liaisions.

ø - Signifies flights for training, air sea rescue, met flights various flights (aircraft tests, etc.).

NOTES: In the Training School Frosinone, activity 75 flights involving 104.50 hours flying time carried out by aircraft of the Baltimore Wing temporarily located at Frosinone for Navigator Training. Cant Z.1007 flights have been carried out at Training School (B)

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INSTRUMENT FLYING.

11. The link trainer course for the officers and NCO's of the I.A.F. at Ciampino is making good progress.

NIGHT FLYING.

12. Col. Savi hopes thatit may be possible to equip fully one airfield possibly Guidonia) for night flying practice and for use in case of emergency night landings by the Allies.

13. Discussions have been held with Col. Savi and the "Upavon" portable system of night firepath lighting was explained in detail. It is simple in operation, easily understood and has a low maintenance costs. Most of the equipment can be found by the I.A.F. except for goose-neck flares and angle of approach indicators, which have been asked for from R.A.F. sources.

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13. Discussions have been held with Col. Savi and the "Upevon" portable system of night firepath lighting was explained in detail. It is simple in operation, easily understood and has a low maintenance costs. Most of the equipment can be found by the I.A.F. except for goose-neck flares and angle of approach indicators, which have been asked for from R.A.F. sources.

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A P P E N D I X "B"

TRANSPORT WING ACTIVITY - 1945.

MONTH.	PASSENGERS.	WEIGHT IN LBS. POST.	WEIGHT IN LBS FREIGHT.	FLYING HOURS.	MILES FLOWN	SUPPLE-MENTARY FLIGHTS.	ACCIDENTS CAUSING INJURIES TO PASSENGERS
January	685	34650	45000	246	51150	10	-
February	740	14100	76500	296	57350	32	-
March	900	99000	82350	308	59675	39	-
April	940	32850	69750	288	55800	32	-
May	1100	42750	88650	402	77888	25	-
June	1970	63900	141150	506	99288	45	-
July	2200	85000	98100	524	101525	55	-
August	2560	96750	79550	656	127100	84	-
September	3000	69300	129600	580	113537	85	-
October	3030	28000	139500	588	113925	83	-
November	2120	48600	81800	502	98512	54	-
December	1666	27810	76828	384	93150	26	-
TOTALS:	20961	712710	1008778	5304	1048900	570	-

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APPENDIX "B"

TRANSPORT WING ACTIVITY - 1945.

PASSENGERS.	WEIGHT IN LBS. POST.	WEIGHT IN LBS FREIGHT.	FLYING HOURS.	MILES FLOWN	SUPPLE-MENTARY FLIGHTS.	ACCIDENTS CAUSING INJURIES TO PASSENGERS	% OF FLYING PROGRAMME CARRIED OUT
885	34650	45000	246	51150	10	-	94%
440	44100	76500	296	57350	32	-	100%
200	99000	82350	308	59675	39	-	100%
440	32850	69750	288	55800	32	-	100%
380	42750	88650	402	77888	25	-	100%
770	63900	141150	506	99288	45	-	100%
000	85000	98100	524	101525	55	-	100%
460	96750	79550	656	127100	84	-	98%
200	69300	129600	580	113537	85	-	98%
350	28000	139500	588	113925	83	-	99%
820	48600	81800	502	98512	54	-	100%
356	27810	76823	384	93150	26	-	95%
961	712710	1003778	5304	1048900	570	-	99%

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

FLYING TRAINING INSTRUCTIONS REPORT FOR THE MONTH OF DECEMBER, 1945.

AIRMANSHIP.

1. In conference with Col. Savi at the Air Ministry, all angles of the Italian and R.A.F. circuit procedures were discussed in detail. No doubt the I.A.F. pilots have allowed their circuit discipline to be lax since the cessation of hostilities, prior to which they were flying from R.A.F. airfields. Also, the small scale of traffic encountered on Italian Airfields does not make the need for rigid discipline evident.

2. However, measures are in force for reporting severe breaches of air discipline and it is known that at least with the squadrons of Baltimores at Littorio, disciplinary action is taken by the Squadron Commander against the pilots concerned.

3. A series of regulations have been prepared together with a detailed analysis, and sketches showing the correct circuit procedure. Col. Savi is taking steps to have copies distributed to all pilots, and also to include them in the syllabus of lectures in the Training Schools.

4. Two check flights were made from Littorio Airfield, with S/Lt. Minesi and Maresciallo Pil Maggiore of 28 Squadron.

VISITS.

5. Guidonia. - Visited together with Col. Adrower on the 14th December, 1945. Much headway has been made in preparation for opening up the courier service with S.M. 82's of which it is hoped to have some thirty aircraft available. Three grass runways are being prepared and accommodation for pilots, passengers and operations personnel is well underway. It is hoped to have the flying control building ready by the New Year, - it is well situated, affording an unrestricted view of all quarters of the airfield and surrounding terrain.

6. Due to the close proximity of the mountains on the East side of the field, it is planned to circulate to all airfields a copy of the regulations and restrictions for Guidonia, before the airfield becomes fully operative.

7. Centocelle. At Centocelle a test flight was carried out in a CR.42 which handles rather like a Gladiator.

8. Littorio. Airfield was visited on the 17th and 18th December, 1945, including both 28 and 132 Squadrons. Discussions were held with Col. Revede Col. Melci and Captain Graziani on airmanship, training programme and instrument flying. The Squadrons activities are well organised and efficiently executed.

9. Pilots arriving from Frosinone are thoroughly trained, completing between 40 - 50 hours practise flying before undertaking passenger work - and frequent progress test flights are made by the Squadron Commanders.

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9. Pilots arriving from Frosinone are thoroughly trained, completing between 40 - 50 hours practise flying before undertaking passenger work - and frequent progress test flights are made by the Squadron Commanders.

10. A comprehensive syllabus of instrument flying practise is operated. Six progressive exercises are arranged and the pilots have completed them all to pass as satisfactory - the final test again being given by the Squadron Commander.

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A P P E N D I X "D"

ACCOUNT OF VISIT BY A.O.C., ITALY AND DIRECTOR, A.F.S.C. TO I.A.F. BASES IN SOUTHERN ITALY.

1. After 24 hours postponement due to weather, the A.O.C. Italy, Air Vice Marshal Fogarty, DFC. AFC and Director, A.F.S.C., Air Vice Marshal I.E. Brodie, OBE. arrived at Lecce at 1115 hours on 12th December, 1945, to inspect Units in the area and watch a flying demonstration by the Fighter Wing. The flying programme consisted of:-

(a) Three Macchi 205
- (a) looping in formation.
- (b) rolling in formation.
- (c) rolling in line astern.
- (d) Immelman in line astern.
- (e) looping in line astern.

(b) Two formations of 4 P.39's making a simulation bombing and straffing attack over the airport.

(c) Four Spitfires escorting the above were attacked by 4 Mc. 202. A short but realistic combat ensued, hampered slightly by scattered low cloud in which it was conclusive that the Mc. 202 had fared badly at the hands of the Spitfires.

(d) Further information aerobatics by a formation of P.39's followed by straffing, into which the pilots appeared to put everything they had.

(e) 1 CR.42 piloted by a pupil was to have carried out aerobatics but was cancelled due to unfavourable wind conditions.

All the fighter flights were controlled from the control tower by Radio and timing was adhered to accurately.

2. Before lunch the A.O.C's met Squadron Commanders and pilots who had taken part in the display and voiced his appreciation of the high standard of flying and flying discipline and congratulated them on their good work.

3. After lunch, an inspection of the School SRAM, Bomber SRAM and machine shops, and fighter SRAM was carried out. These inspections provided an insight into the technical organisation and also on the ingenuity and perseverance of the technical people who, for so long, had maintained old aircraft without the benefit of industrial backing. Before his departure at 1530 hours, A.O.C., Italy again expressed his appreciation of all he had seen and said he hoped that the worst days of the I.A.F. were past and that an improvement in conditions would soon be possible.

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- (a) looping in formation.
- (b) rolling in formation.
- (c) rolling in line astern.
- (d) Immelman in line astern.
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(b) Two formations of 4 P.39's making a simulation bombing and straffing attack over the airport.

(c) Four Spitfires escorting the above were attacked by 4 Mc. 202. A short but realistic combat ensued, hampered slightly by scattered low cloud in which it was conclusive that the Mc. 202 had fared badly at the hands of the Spitfires.

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4. The Director, A.F.S.C. carried out further inspections of 51st Stores living site including Officers, N.C.O's and airmens' kitchens, Messes and dormitories, followed by a similar inspection of the Flying School accommodation. These inspections, showing how the people concerned had tried to improve their own living conditions, elicited congratulations from the Director. 946

5. On the morning of December 15th, the Director A.F.S.C. visited the Seaplane Detachment at Brindisi and the C.A.V. organisation before lunch. He saw how assistance and information was given and received and how the whole organisation tied up with Air Sea Rescue activities when 302 ASRU was visited.

6. After lunch at 8 A.R.D., the Seaplane organisation was visited by the A.O.C., Italy with Director A.F.S.C. before their departure to Taranto at 1430 hours.

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7. The visit to Lecce was welcomed with great enthusiasm by all personnel who were delighted to see the interest taken in their activities by two "R.A.F. Generals". It appeared to improve the morale very considerably and all have since been "on their toes". The encouragement afforded by the visit is quite obvious, the visit being the general topic of conversation for many days before and after it took place. Similar reactions were noticed at the Taranto Seaplane Base where an A.S.R. demonstration was staged but rather spoilt by the Lindholm gear refusing to release at the correct moment.

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Hammondsport Scout Parade to Watkins Glen. Hammondsport was staged at the Taconto Sea-
plane release at the correct moment.

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8

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

ITALIAN AIR FORCE - AIRCRAFT STATE AS AT 31ST DECEMBER, 1945.

FIGHTER WING.		STRENGTH.	SERVICEABLE.	CREW.
LECCE	F.39	32	14	
LECCE	F.39	43	-	
LECCE	CA.133	1	1	
LECCE	SAI. 202	2	2	
LECCE	Spitfire	11	6	
LECCE	MC.205	18	12	
LECCE	MC.202	18	13	
		125	53	162

LIGHT BOMBER AND BOMBER/TRANSPORT WINGS.				
LITTORIO	M.187	25	20	
LINATE	M.187	2	2	
LITTORIO	SAI.202	1	1	
GUIDONIA (ROME)	SM.82	20	11	
LECCE	SM.82	3	2	
CENTOCELLE	SM.79	29	23	
CENTOCELLE	SM.84	3	2	
CENTOCELLE	SM.83	1	1	
CENTOCELLE	SM.73	1	-	
CENTOCELLE	G.12	5	4	
CENTOCELLE	SAI.202	1	-	
		91	66	133

SEAPLANE WING.				
TARANTO	CZ.506/C	1	1	
TARANTO	CZ.506/BT	5	3	
ELMAS	CZ.506BT	1	1	
BRINDISI	CZ.501	9	7	
BRINDISI	CZ.506/S	2	2	
VENICE	CZ.506/S	1	1	
VENICE	CZ.506/BT	2	1	
VIGNA DI VALLE	CZ.506/BT	2	1	
ELMAS	CZ.506/BT	3	2	
ELMAS	CZ.506/S	3	-	
TARANTO	CZ.501	4	3	
TARANTO	RS.14	6	4	
VENICE	RS.14	1	1	
		39	27	53

SCHOOLS.				
LECCE	MC.200	11	3	
LECCE	FN.305	3	1	
LECCE	G.50	2	-	
LECCE	CR.42	5	2	
LECCE	CA.164	6	3	

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LECCE	MC.202	13	13	
		125	55	162

LIGHT BOMBER AND BOMBER/TRANSPORT WINGS.

LITTORIO	M.187	25	20	
LINATE	M.187	2	2	
LITTORIO	S.I.202	1	1	
GUIDONIA (ROME)	SM.82	20	11	
LECCE	SM.82	3	2	
CENTOCELLE	SM.79	29	23	
CENTOCELLE	SM.84	3	2	
CENTOCELLE	SM.83	1	1	
CENTOCELLE	SM.73	1	-	
CENTOCELLE	G.12	5	4	
CENTOCELLE	SAI.202	1	-	
		91	66	133

SEAPLANE WING.

TARANTO	CZ.506/C	1	1	
TARANTO	CZ.506/BT	5	3	
ELMAS	CZ.506BT	1	1	
BRINDISI	CZ.501	9	7	
BRINDISI	CZ.506/S	2	2	
VENICE	CZ.506/S	1	1	
VENICE	CZ.506/BT	2	1	
VIGNA DI VALLE	CZ.506/BT	2	1	
ELMAS	CZ.506/BT	3	2	
ELMAS	CZ.506/S	3	-	
TARANTO	CZ.501	4	3	
TARANTO	RS.14	6	4	
VENICE	RS.14	1	1	
		39	27	53

SCHOOLS.

LECCE	MC.200	11	3	
LECCE	MN.305	3	1	
LECCE	G.50	2	-	
LECCE	CR.42	5	2	
LECCE	CA.164	6	3	
LECCE	R.8	1	1	
PALESE	SAI.200	1	1	
BRINDISI	CR.42	1	1	
LECCE	F.39	5	3	
LECCE	SPITFIRE	2	1	
FROSINONE	M.187	4	3	
FROSINONE	CZ.1007	1	1	
FROSINONE	SAI.202	1	1	
		43	21	108

Cont'd/over

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AUTONOMOUS SQUADRONS UNITA AEREA.		STRENGTH.	SERVICEABLE.	CREW.
PALESE (BARI)	SM.79	1	1	
PALESE	CZ.1007	1	1	
PALESE	CA.314	4	3	
PALESE	CA.313	1	-	
PALESE	CA.310	1	-	
PALESE	CA.309	2	1	
PALESE	SAI.202	3	3	
PALESE	RE.2001	3	-	
CENTOCELLE (ROME)	RE.2001	2	1	
CENTOCELLE	CR.42	1	1	
CENTOCELLE	SAI.204	1	1	
CENTOCELLE	SAI.202	1	1	
CENTOCELLE	CA.309	1	-	
CENTOCELLE	FL.3	1	1	
CENTOCELLE	FU.156	1	-	
LINATE (MILAN)	CA.309	1	1	
LINATE	SAI.202	1	1	
MET. LINATE	CR.42	2	2	
MET. LINATE	CZ.1007	1	1	
ALLIED COMM.	SAI.202	1	-	
		30	19	59

AUTONOMOUS SQUADRON - SARDINIA.				
ELMAS	SM.79	1	1	
ELMAS	SAI.202	1	1	
		2	2	2

AUTONOMOUS SECTION.				
LITTORIO (ROME)	SM.79	1	1	
LITTORIO	SM.75	2	2	
		3	3	3

REPAIR SHOPS.				
F. LECCE	F.59	7	-	
LECCE	SPITFIRE	1	-	
LECCE	MC.205	18	-	
LECCE	MC.202	9	-	
LECCE	SAI.202	7	4	
LECCE	JU.87	2	-	
LECCE	FL.3	1	1	
LECCE	BR.20	1	1	
B/T LECCE	SM.82	2	-	
LECCE	SM.79	1	-	
LECCE	CZ.1007	2	-	
S.V. TARANTO	CA.314	2	-	
S.V. TARANTO	CA.310	4	-	
CENTOCELLE	SM.79	6	-	
CENTOCELLE	SM.84	1	-	
S.P. TARANTO	CZ.506/BT	13	-	
TARANTO	CZ.506/S	4	-	
TARANTO	CZ.501	11	-	
TARANTO	RS.14	2	-	
LECCE	CA.164	1	-	

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	CENTOCELLE	SAI.202	1	1
	CENTOCELLE	CA.309	1	-
	CENTOCELLE	FL.3	1	1
	CENTOCELLE	FJ.156	1	-
	LINATE (MILAN)	CA.309	1	1
	LINATE	SAI.202	1	1
	MET. LINATE	CR.42	2	2
	MET. LINATE	CZ.1007	1	1
	ALLIED COMM.	SAI.202	1	-
			30	19 59

AUTONOMOUS SQUADRON - SARDINIA.

ELMAS	SM.79	1	1
ELMAS	SAI.202	1	1
		2	2 2

AUTONOMOUS SECTION.

LITTORIO (ROME)	SM.79	1	1
LITTORIO	SM.75	2	2
		3	3 3

REPAIR SHOPS.

F. LECCE	F.59	7	-
LECCE	SPITFIRE	1	-
LECCE	MC.205	18	-
LECCE	MC.202	9	-
LECCE	SAI.202	7	4
LECCE	JU.87	2	-
LESCE	FL.3	1	1
LECCE	BR.20	1	1
B/T LECCE	SM.82	2	-
LECCE	SM.79	1	-
LECCE	CZ.1007	2	-
S.V. TARANTO	CA.314	2	-
S.V. TARANTO	CA.310	1	-
CENTOCELLE	SM.79	6	-
CENTOCELLE	SM.84	1	-
S.P. TARANTO	CZ.506/ET	13	-
TARANTO	CZ.506/E	4	-
TARANTO	CZ.501	11	-
TARANTO	RS.14	2	-
LECCE	CA.164	1	-
LECCE	RE.2001	7	-
LECCE	RF.2002	15	-
LECCE	MC.200	15	-
LECCE	CR.42	1	-
LECCE	G.8	1	-
		131	6 -
TOTALS:		464	197 520

043

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SECRET.

Chief Commissioner

DEC 22 RECD

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION, ROME.

Monthly Air Report No.36 - November, 1945. DEC 27 1945

List of Appendices:

Appendix "A" - Summary of flying activity for the month of November, 1945.

Appendix "B" - Details of visit to Centocelle Airfield by Air Marshal Sir Charles Medhurst, Air C-in-C, MAF/MEDME.

Appendix "C" - Report on test flights of I.A.F. aircraft types FL.3 and FL.5.

Appendix "D" - Aircraft state as at 30th November, 1945.

PART I - AIR STAFF.

Fighter Wing - Lecce.

1. The month has seen an increase in the flying activity of the Fighter Wing. Very good aerobatic and formation drill etc. has been witnessed during the training.

2. All squadrons have now been moved out of the tented camp to the permanent buildings of the airfield. Aircraft are now also located near the hangars.

3. Flying times are shown in Appendix "A".

Night Bomber Wing - Lecce/Guidonia.

4. The Wing has not completed its move to Guidonia yet. Part of the maintenance organisation still remains at Lecce until accommodation at Guidonia is available.

5. Very little flying has been done during the month, but new operations have been planned.

6. Summary of flying times is in Appendix "A".

Light Bomber Wing - Littorio (Rome).

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5. Very little flying has been done during the month, but new operations have been planned.

6. Summary of flying times is in Appendix "A".

Light Bomber Wing - Littorio (Rome).

7. During the month the Wing had 30 planes in use of which 11 had been modified for transport work, 10 had been disarmed but not modified, and 9 were still armed. Flying times are shown in Appendix "A".

Seaplane Wing - Taranto.

8. Between 27th October 1945 and 5th November, 1945 our Liaison Officer carried out an extensive survey of the facilities and conditions existing at the Seaplane Bases of GENOA, SPEZIA, TORRE DEL LAGO and ORBITELLO, with a view to their future usage as bases and emergency alighting areas for the Air Sea Rescue and Courier Services.

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9. A small nucl[illegible] of key personnel was installed at the Spezia and Genoa Seaplane Bases.

10. Air Sea Rescue. Ten A.S.R. sorties were flown with a total of 30.20 hours flying.

11. Other Flying. 32.35 hours were flown on A.A. plotting and tow target exercises for the Italian Navy. Courier Services accounted for 125.50 hours flying time. Details of flying and air transport work are shown in Appendix "A".

Bomber/Transport Wing, Centocelle (Rome).

12. Courier Service. This wing has continued scheduled courier services during the month. Details of work carried out are shown in Appendix "A".

Training.

13. F/Lt. Hart, R.A.F, was attached from England temporarily as Flying Training Instructor.

14. A flying training survey has been carried out at Italian airfields in conjunction with Lt/Col. Adrower of the I...F. Visits were made to the following airfields: Centocelle, Frosinone, Littorio, Lecce and Bari. In addition check flights have been made in certain Italian light aircraft, a report of which is found in Appendix "C".

15. Refresher Flying School, Lecce. The Refresher Flying School has continued to settle in and train during the month. Difficulty has been experienced due to cross winds as the grass area is not yet prepared for flying, although work is at last in progress. In order to provide more facilities for training, an FL.305 was experimentally fitted with a Spitfire tail wheel instead of a skid and with brakes. After tests which proved successful, it was decided to modify other aircraft.

16. Flying times are shown in Appendix "A".

17. Fighter Training School - Lecce. Shortage of advanced trainer aircraft is still a major problem. Although a second G.50 arrived from Sardinia recently there are still only 2 aircraft available. A number of G.55 aircraft are available in the Turin area and, if authority for their conversion and use is favourably reconsidered, it would considerably improve the school's position.

18. Flying times are shown in Appendix "A".

19. Instrument Training. Instrument training has been initiated. It can be broken down into two phases, first, work on the Link Trainer, and second, Air Work. Classes on the Link Trainer are held at Ciampino airport by kind consent of U.S.A.A.T.C, each Monday, Wednesday, and Friday afternoon and Saturday morning. Attending are two pilots, two Engineering Officers and five enlisted technicians. The object of the course is to train a nucleus of operation and maintenance personnel who will operate and maintain trainers to be purchased at some future date by the Italian Air Force.

20. Instrument flying totalled 7 hours 15 min, flown by four pilots who will be part of the training staff for the I...F.

21. At the present time there is but one ship completely fitted for [illegible] ment training, but plans are in effect [illegible]

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20. Instrument flying totalled 7 hours 15 min, flown by four pilots who will be part of the training staff for the I.A.F.

21. At the present time there is but one ship completely fitted for instrument training, but plans are in effect to equip similar ships for use at Guidonia and Lecce.

22. Fresinone O.T.U. A thorough ground school programme is in operation, with particular emphasis on navigation and R/T procedure.

23. The flying training programme is working efficiently, but the number of planes out of commission due to a tail wheel shortage is hampering training.

24. 206 training sorties were flown for a total of 95 hours. 46 sorties totalling 24.40 hours were flown on test flights and communication work. Output of the school during the month was 9 pilots and 3 W/T operators. 11 pilots, 29 navigators, and 3 W/T Operators remain under training.

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25. Litteric. Flying training consists of circuits and landings and emergency procedure.

Flying Control.

26. I.A.F. Flying Control Organisation. Orders for the I.A.F. Flying Control Organisation, called S.A.T.A. (Servizio Assistenza Traffico Aereo), have been issued by the Italian Air Ministry. This organisation is very similar to the R.A.F. Flying Control.

27. As soon as this is put into effect at the airfields, the I.A.F. Flying Control will be adequate to handle all traffic.

28. Flying Control Course. The two I.A.F. Officers, Capt. Guza and Lt. Vitucci, who attended the R.A.F. Flying Control School in Ceric, have completed their course satisfacorily. On their return trip the Officers were in an R.A.F. Transport plane that crashed in North Africa. Capt Guza was injured slightly and has returned to duty. Lt. Vitucci was injured more seriously and is still in a hospital in North Africa. He is expected to return shortly. A properly organised I.A.F. course will be initiated at Lecce on the 10th January, 1946.

Aircraft Safety.

29. An inspection of all the R.A.F. Aircraft Safety Centres in Italy and Sardinia was made to check on the Italian Air Sea Rescue Detachments and the liaison between the Safety Centres and the I.A.F. Efforts are being made to correct the discrepancies found.

Air Courier Service.

30. Air priorities system (to Allied standards) is now in operation at all points with the exception of the Islands where the system will be inaugerated immediately.

31. A new service to CATANIA Via NAPLES has been proposed and it is likely that approval will be given in the near future. Bi-weekly flights to Catania are planned for the present and until such time as it is determined whether the volume of business warrants an adjustment in the number of scheduled flights.

32. There was one minor accident in the Courier Service. A shock strut broke on an SM.79 aircraft causing the left gear to collapse on landing at Bologna. There were no injuries or damage to freight. It is estimated that the plan can be repaired by the Centocelle S.R.A. with 2,000 man hours of work.

Italian Meteorological Services.

33. During the month reporting stations were opened at Parma, San Remo, Piacenza and Guadagnolo. No stations were closed. There are now a total of 113 Meteorological Stations operating in Italy, Sicily and Sardinia.

34. A large amount of British Meteorological equipment was issued on repayment to the Italians. As the prices were lower than those quoted originally, the Italians purchased much more than they had previously intended. There is still a small amount of British equipment to be handed over, and this, with the stocks already supplied, should be sufficient for Italian needs for six months

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Guidonia Airport.

35. Recent inspection of Guidonia Airport indicates that rather extensive work is being carried out by the Italian Air Force personnel stationed there to improve the operations set-upand to repair the damages of bombing and demolition. Many

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of the installations are under repair and the old hangars are being either torn down for salvage or rebuilt for use. As regards operations, a new aircrew briefing room which will contain all current meteorological and navigation information is in the process of completion as well as is a new building to be used as a "passengers waiting room" for new courier commitments. A fully equipped and well situated control tower will also be completed shortly. The signals and meteorological installations are completed and ready for use. The airfield has three grass landing strips of 1,200, 1,500 and 1,600 metres length.

Visits.

36. Details of the visit to Centocelle Airfield by Air Marshal Sir Charles Medhurst, KCB, CBE, MC, Commander-in-Chief of R.A.F. MED/ME, is shown in Appendix "B".

37. The Director and Deputy Director, A.F.S.C. inspected Littoria airfield and the Baltimore Wing stationed there.

PART II - ORGANISATION AND ADMINISTRATION.

38. Personnel. The returns for November show a decrease in the total strength of the I.A.F, but have brought forward the question of the readjustment of the composition of the 51,000. The reduction of 4,000 Italian Air Force personnel formerly employed by U.S.A.A.F. has created a ration problem in the Italian Air Ministry, and the question of the responsibility for rations has been raised with higher authority.

Organisation.

39. Further attention has been paid to the complete reorganisation of the Air Ministry. Until the major changes are made, further reorganisation of the operational commands is difficult.

English Speaking Courses.

40. Plans have been effected to establish English speaking courses for I.A.F. personnel in the following centres: Milan, Turin, Padua, Rome, Naples, Bari, Lecce, Taranto and Cagliari.

Motor Transport.

41. Captured Ex-Enemy Vehicles. Lists of vehicles handed over from R.A.F. sources are being compiled, and on completion will be released to the I.A.F. on P.603 action.

42. Autogruppo di Manovra.

(a) The detachment at Naples has been disbanded.

(b) H.Q. MED/T have put a ban on the exchange and major repair of R.A.F. vehicles until the future interim policy of the I.A.F. has been decided.

43. H.Q. 24/Gruppo have [illegible]

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Details of the visit to Centocelle Airfield by Air Marshal Sir Charles Medhurst, KCB, CBE, MC, Commander-in-Chief of R.A.F. MED/ME, is shown in Appendix "D".

37. The Director and Deputy Director, A.F.S.C. inspected Littoria airfield and the Baltimore Wing stationed there.

PART II - ORGANISATION AND ADMINISTRATION.

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43. H.Q. 214Group have asked H.Q. MED/ME to hasten their decision because the M.T. situation in the I.A.F. is critical. An early reply is expected.

44. M.T. Drivers School. The building at Monterotondo is completed and the equipment and vehicles have been received. The Instructors course is expected to commence in the very near future.

Engineering.

45. Italian Fighters. The serviceability has again improved and now stands at 80%, this being due to spares becoming available from the North.

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46. Allied Fighters. The serviceability of the Spitfires has improved to 73% with more spares available, the P.38's serviceability is being maintained and stands at 72%, which is good in view of the shortage of spares which are becoming increasingly difficult to obtain.

47. Italian Bomber Transport. The serviceability has dropped slightly to 73%, this being mainly due to routine inspections. The Italian Air Ministry has decided to order 6 SM.75 aircraft instead of SM.82 (approved by Allies).

48. General. A recent visit to Lecce to investigate our proposal for a central maintenance organisation revealed that the fighters using a similar system to the R.A.F, all work up to 48 hours is done by the Squadrons, routine inspections are carried out by a section of the S.R.A.M, and major inspections, major repairs and engine changes etc, are carried out in another section of the S.R.A.M, this system is working very well under centralised control.

Italian Air Force aircraft and crew status report as of 30th November, 1945, is shown in Appendix "D".

Milan Detachment.

49. Equipment. The handing over of Italian Air Depots has begun. Seregno (Barrack and Clothing) and Pogliano (Medical) Depots have already been handed over to the I.A.F.

50. The completion of inventories for Gallarate, Sedriano, Monza and Corsico prior to handing over is in progress.

51. The French Air Mission have returned to Milan and are continuing to locate and list French Air Force Equipment, etc. taken over by the Italians during the period of the Italian occupation in France.

52. During the month further Italian Air Force M.T. vehicles have been located in the Milan and Turin districts and several release certificates obtained from H.Q. 2 District. A complete list of recovered M.T. vehicles for Milan and Turin Districts for the period 11.10.45 to date is being completed by H.Q. 1st Z.A.T.

53. Further issues of surplus I.A.F. equipment have been made to R.A.F. Units.

54. Industrial position. Aircraft firms have been encouraged to switch production to peacetime articles and November has seen considerable progress in this direction. Fiat aircraft works in Turin are making coach work for motor-buses and electric trolley buses and when the new assembly lines are ready, combined output will be stepped up to fifty per month. Additional enterprises are furniture construction and non-provision work for the State Railways.

55. Readily adaptable firms, such as the Lombardia Glider Works, Cantu (now engaged upon toy, furniture and motor-boat production) have been able to make 100% conversions. Others, such as Caproni Armament Works, Saronno (which is turning out a few trolley-bus chassis) have a large number of specialised machine tools lying idle and hundreds of employees for whom no useful work can be found. Lack of coal and raw materials aggravates the situation and hardship will have to be endured before conditions improve.

56. Inventions and new aircraft. A successful test of the "Turri 32" parachute has been carried out on Linate Airport. Special features claimed for the parachute include safety at low altitude (150 feet), shock absorbers to eliminate jerk, air valves to control speed and direction of descent and automatic self-

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57. The first air-test of the LM.5, new two seater passenger aircraft, has been carried out at Vercelli. The aircraft proved very manoevrable and is anticipated to prove a popular model if regulations allow its production for the civil market.

58. Air Courier Service and Freight Transport. During the month some interruption in the regular functioning of the Air Courier Service has been caused by weather conditions. Owing to the incidence of fog at Linate Airfield arrangements are well in hand for the systematisation of diversionary landing grounds at Orio Bergamo, Venegono and Vergiate.

59. During the past seven weeks over 9,000 mines have been raised from Orio Airfield by the I.A.F. Armament Section. Work of levelling and clearing the field has been completed, and accommodation provided for duty personnel. Two aircraft have already landed at Bergamo.

60. The I.A.F. seaplane base at Genoa has been set up and staffed in preparation for Rome-Genoa Air Courier Service.

61. Screening procedure at Air Booking Centre, Milan, has been revised and brought into line with the provisions of the A.F.S.C. Air Priorities Board.

62. I.A.F. Equipment and Ration Issues. Accord has been reached with No.2 District to facilitate the release to I.A.F. of material stored in C.E.M. Dumps. Present arrangements consent to the immediate withdrawal of necessary stores and obviate the time-lag previously occasioned by submitting lists for approval.

63. A Regional I.A.F. Depot has been established in I.A.F. Headquarters Barracks, Milan. Bulk rations for 30 days for all I.A.F. personnel in this area will be stored and issued at this centre.

64. Inspections and visits. Inspections and visits have been made to Aeronautica Lombardia Glider Works, at Cantu, Fiat Aircraft Works at Turin and Rossio, Caproni Works at Saronno, C.C.R.A. Sedirano etc.

PADOVA DETACHMENT.

65 Caproni - Gardolo. Tangible results are now beginning to be seen as a result of M.T. repair work carried out at the firm Caproni - Gardolo. Two buses have been repaired of which one has been despatched to Rome and the other to the airfield of Bologna for the purpose of conveying passengers from the I.A.F. Courier Service, between the airfield and the town. An ambulance has also been repaired and is being sent to the airfield of Bologna. It is now expected that results will be more in evidence as quite a number of vehicles are in an advanced state of repair.

66. S.A.E.O. Bolzano. Difficulties had been experienced in obtaining permission to convoy salvage trucks from Bolzano to the main works at Bologna. However, permission was eventually obtained and the transport of vehicles is now well under way. A total of approximately 40 vehicles have already been delivered, and a further 20 are being sent each week.

67. Transfer of R.A.F. vehicles to Rome. A start has already been made on the transfer of R.A.F. vehicles to Rome. As Italian type trucks are repaired and put into use with the 2nd S.A.T, R.A.F. vehicles are despatched to Rome.

PADUA DETACHMENT.

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...Maintenance Section. ...stes have been raised from Orio field has been completed, and accommodation provided for duty personnel. Two aircraft have already landed at Bergamo.

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61. Screening procedure at Air Booking Centre, Milan, has been revised and brought into line with the provisions of the A.F.S.C. Air Priorities Board.

62. I...F. Equipment and Ration Issues. Accord has been reached with No.2 District to facilitate the release to I...F. of material stored in C.E.I. Dumps. Present arrangements consent to the immediate withdrawal of necessary stores and obviate the time-lag previously occasioned by submitting lists for approval.

63. A Regional I.A.F. Depot has been established in I.A.F. Headquarters Barracks, Milan. Bulk rations for 30 days for all I.A.F. personnel in this area will be stored and issued at this centre.

64. Inspections and visits. Inspections and visits have been made to Aeronautica Lombardia Gilfior Works, at Cantu, Fiat Aircraft Works at Turin and Rossio, Caproni Works at Saronno, O.C.R... Sodirono etc.

PADOVA DETACHMENT.

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66. S.A.D.C. Bolzano. Difficulties had been experienced in obtaining permission to convey salvage trucks from Bolzano to the main works at Bolzano. However, permission was eventually obtained and the transport of vehicles is now well under way. A total of approximately 40 vehicles have already been delivered, and a further 20 are being sent each week.

67. Transfer of I...F. vehicles to Rome. A start has already been made on the transfer of I...F. vehicles to Rome. The Italian type trucks are repaired and put into use with the 2nd I...T, I...F. vehicles are despatched to Rome.

NAPLES DETACHMENT.

68 Supply of aircraft from U.S. sources. During the month under review the ...A.F.S.C/A.T.C. Headquarters in Naples closed down. This organisation had been responsible for the issue of P.39 aircraft and equipment since June 1944 when the Italian Air Force first used Allied equipment. Supplies are now controlled by an organisation known as Naples Air Force General Depot where contacts have already been made. After a necessary delay owing to this transition it is hoped to resume P.39 supplies with the possibility of P.38 aircraft also being handed over.

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69. Cadet school. In order to provide suitable accommodation for the cadets at Misida, repair work is in hand. The Officers, N.C.O's and civilian permanent staffs who are to carry out duties with the school have arrived at Misida and have been accommodated at the airport. The school is expected to open on 10th January, 1946.

70. Clothing and Accoutrements. More than 50 tons of clothing and accoutrements of second and third grade quality have now been successfully transferred from Naples to the I.A.F. Store at Mungivacca near Bari. Supplies reached the Port of Naples from the Middle East and were temporarily stored at Misida Depot prior to forwarding. Owing to the heavy commitments in this area the A.F.S.C. has supervised the opening of a local clothing store of sufficient capacity to supply all the Italian Air Force personnel who are very largely attached to Allied Units.

71. Motor transport. With the general decrease in serviceability of British vehicles previously supplied to Italian Air Force S.&T. Column, arrangements are being made to provide Italian vehicles from the North in replacement. It is intended entirely to reorganise the motor transport arrangements in the Naples area which should lead to economy in the use of men and material while at the same time increasing the efficiency. At Misida, a workshop is being equipped so that it may be capable of undertaking all repair work on M.T. vehicles of any description, and this should obviate the heavy charges of civilian contractors.

72. Repatriated I.A.F. Ex-POW'S. About 450, including about 40 I.A.F. Officers and 80 N.C.O's have passed through Misida during the month. They have been accommodated there and interrogated in order to obtain from them all the necessary details prior to their being issued with backpay and allowances.

73. Aviation Firms. The work at all the factories in the Naples area is gradually coming to an end and in the near future none of these factories will have any work in hand for the Italian Air Force. The Magnaghi Firm has produced a consignment of rubber gaskets for P.39 aircraft.

74. I.A.F. Companies. Special attention has been given to I.A.F. personnel employed by the Royal Air Force. Frequent inspections have been carried out by the newly appointed I.A.F. Liaison Officer and by Lt/Col. Dentice in order to ensure that the personnel maintain a reasonable standard of discipline. A complaint of inefficiency by the R.A.F. No.1 General Hospital was passed to our Naples Office, and they have reported that our immediate action has produced a decided improvement. The Units which have been established for some time do not produce as many complaints as in the past. The 21st Company was transferred from Caserta to Bari.

75. Ex-Enemy Vehicle Park. 43 vehicles of ex-enemy origin have been collected from R.A.F. Units and stored at the Transport Column. They range from small saloon cars to 5 ton transports, but almost without exception their condition is very poor. A local contractor has been recommended to the Italian Air Ministry who will undertake to "cannibalise" vehicles in order to make a few of them serviceable.

/ [illegible]

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71. Motor transport. With the general decrease in serviceability of British vehicles previously supplied to Italian Air Force S.&T. Column, arrangements are being made to provide Italian vehicles from the North in replacement. It is intended entirely to reorganise the motor transport arrangements in the Naples area which should lead to economy in the use of men and material while at the same time increasing the efficiency. At Nisida, a workshop is being equipped so that it may be capable of undertaking all repair work on M.T. vehicles of any description, and this should obviate the heavy charges of civilian contractors.

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I.E. BRODIE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING. 046

Air Forces Sub-Commission,
Allied Commission, Rome.
Date: 14th December, 1945.
Ref: AFSC/25/1/AIR.

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Continued/8.....

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APPENDIX "A"

SUMMARY OF COURIER WORK FOR THE MONTH OF NOVEMBER, 1945.

	Number of Flights.	Hours.	Passengers.	Freight. Lbs.
SM. 79.	177	338.30	1277	77
SM. 82	131	198.05	874	140
Seaplane Wing.	47	90.40	367	18
Baltimore Wing.	67	75.10	146	8
TOTALS:	422	702.25	2664	243

SUMMARY OF OTHER FLYING BY ITALIAN AIR FORCE.

	No of Flights.	No of hours.
INDEPENDENT (AUTONOMOUS) SQUADRON U.A.	52	31.25
TRAINING SCHOOL FROSINONE.	224	97.50
FIGHTER TRAINING SCHOOL, LECCE.	32	25.50
REFRESHER FLYING SCHOOL, LECCE.	90	37.00
NIGHT FLYING SQUADRON.	168	74.00
TRANSPORT WING.	41	30.00
BALTIMORE WING.	249	82.30
CANT Z.1007.	10	18.30
SEAPLANE WING.	63	81.20
FIGHTER WING.	636	444.35
TOTALS:	1565	922.15

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Seaplane Wing.	47	90.40	387	18
Baltimore Wing.	67	75.10	146	8
TOTALS:	422	702.25	2604	243

SUMMARY OF OTHER FLYING BY ITALIAN AIR FORCE.

	No of Flights.	No of hours.
INDEPENDENT (AUTONOMOUS) SQUADRON U.A.	52	31.25
TRAINING SCHOOL FROSINONE.	224	97.50
FIGHTER TRAINING SCHOOL, LECCE.	32	25.50
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CANT Z.1007.	10	18.30
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FIGHTER WING.	636	444.35
TOTALS:	1565	922.15

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APPENDIX "D".

VISIT OF AIR MARSHAL SIR CHARLES MEDHURST K.B., O.B.E., M.C. TO CENTOCELLE AIRFIELD - SUNDAY 25th NOV. 1945.

The Italian Air Force station, Centocelle, was inspected by the Commander-in-Chief, R.A.F. - MED/ME. - Air Marshal Sir Charles Medhurst K.B., O.B.E., M.C. on Sunday the 25th November, 1945, at 09,30 hours together with Air Vice-Marshal F.J. Fogarty D.F.C., A.F.C., - A.O.C. Italy; Air Vice Marshal I.E. Brodie O.B.E. A.F.S.C., A.C. Rome; Brig.Gen. W.L.Lee; Colonel R.F. Worden - A.F.S.C., A.C. Rome; General Ainone Cat - Chief of Italian Air Staff.

2. Arriving at the airfield the C-in-C was introduced to General Gaeta, Commanding, Units Area - Bari, and the station commander, Lt. Colonel Reinero, and afterwards inspected the Guard of Honour.

3. Aircraft, representing all phases of operational, courier, and training departments of the I.A.F. were displayed for inspection on the flight line. These included such types as the Spitfire, Airocobra, Baltimore, MC 205, SM. 79, SM. 82, SM. 95, F.L. 3., L.M. 5 and C.R. 42.

4. After inspecting the aircraft, - a detailed tour of the airfield buildings followed.
First, the maintenance hangars and buildings, - where airframe, propellor and engine maintenance was seen underway.

5. Then to the mobile workshops, - the radio repair shop, - the stores, - airmen's barracks, - officer's and airmen's dining halls.

6. Finally to the C.A.V. offices, and the operations room, where details of the movement and control of aircraft engaged in the courier service, were explained by the officers in charge.

7. Upon completion of the inspection, light refreshments were served in the buffet, when the Air Marshal expressed his admiration and appreciation of all he had seen, and thanked all those responsible.

8. The mornings activities ended with a flying demonstration of the performance of the SM. 95, in the capable hands of the chief test pilot of the firm of Savoia Marchetti, and also a formation of three Baltimores representing the two squadrons stationed at Littorio airfield.

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Wg.Cdr. Lee; Colonel R.F. Worton - A.F.S.C., A.C. Rome; General Aimone Cat - Chief of Italian Air Staff.

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APPENDIX "C".

REPORT ON TEST FLIGHTS IN ITALIAN AIRCRAFT TYPES F.L. 3 AND F.L. 5.

Test flights in the above named aircraft were flown by the F.T.I. from Centocelle Airfield, on the 26th and 27th of November - respectively.

1. F.L. 3 (Reg N MM.50474) -
DURATION OF FLIGHT - 1 hour 15 minutes.
DESCRIPTION.

2. This is a light, single-engine aircraft designed with an open cockpit with side by side seating for dual instructional purposes in the elementary training of pilot cadets. It has a normal type fixed undercarriage - flaps are not fitted.

OPERATING DATA.

3. Powered by a 65 H.P. engine, driving a fixed pitch airscrew, the stalling speed is 50 km/hr. Take-off speed at full power is 80 km/hr - with a climb of 200 to 300 ft/min. - at 100 km/hr, and 1850 engine r.p.m. Cruising speed is 140 km/hr, at 1650 r.p.m. - with an endurance of 4½ hours tanks full.

GENERAL REMARKS.

4. The aircraft handles very lightly indeed, and little or no rudder is required in any manoeuvre. No trimming devices are available, but the aircraft responds effectively to the controls, and is stable in flight.

5. The glide approach for landing is the best method to adopt at 90 km/hr., but even this gives but a shallow flat attitude, and if the speed is at all on the high side, considerable float results before landing - the landing run is very short.

F.L.5 (PROTOTYPE)
DURATION OF FLIGHT. - 30 minutes.
DESCRIPTION.

6. The first model of a light single-engine aircraft, designed for either military or civilian use, in short distance personal and courier service. Has an enclosed cockpit, with side by side seating for two persons. Retractable undercarriage and full 90 of flaps are fitted.

OPERATING DATA.

7. A fixed pitch airscrew is powered by a 60 H.P. C.N.A. normally aspirated engine, consisting of four cylinders horizontally opposed in pair

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1. F.L. 5 (Reg'n NM.3474) -
DURATION OF FLIGHT - 1 hour 15 minutes.
DESCRIPTION.

2. This is a light, single-engine aircraft designed with an open cockpit with side by side seating for dual instructional purposes in the elementary training of pilot cadets. It has a normal type fixed undercarriage - flaps are not fitted.

OPERATING DATA.

3. Powered by a 65 H.P. engine, driving a fixed pitch airscrew, the stalling speed is 50 km/hr. Take-off speed at full power is 60 km/hr - with a climb of 200 to 300 ft/min. - at 100 km/hr, and 1850 engine r.p.m. Cruising speed is 140 km/hr, at 1850 r.p.m. - with an endurance of 4½ hours tanks full.

GENERAL REMARKS.

4. The aircraft handles very lightly indeed, and little or no rudder is required in any manoeuvre. No trimming devices are available, but the aircraft responds effectively to the controls, and is stable in flight.

5. The glide approach for landing is the best method to adopt at 90 km/hr., but even this gives but a shallow flat attitude, and if the speed is at all on the high side, considerable float results before landing - the landing run is very short.

F.L.5 (PROTOTYPE)
DURATION OF FLIGHT. - 30 minutes.
DESCRIPTION.

6. The first model of a light single-engine aircraft, designed for either military or civilian use, in short distance personal and courier service. Has an enclosed cockpit, with side by side seating for two persons. Retractable undercarriage and full 90 of flaps are fitted.

OPERATING DATA.

7. A fixed pitch airscrew is powered by a 60 H.P. C.N.A. normally aspirated engine, consisting of four cylinders horizontally opposed in pair 052

8. Takes-off at full power at 60 km/hr., climbing at 300 ft/min. 1900 r.p.m. at 100 km/hr. Cruises straight and level at 160 km/hr.

9. Stalling speed - a) with undercarriage and flaps up - 40

b) undercarriage and flaps down. 30 - 35 km/hr.

10. With full petrol tanks the manufacturers lay down an endurance of 6 hours. Maximum speed for operation of undercarriage and flaps 120 km/hr.

11. The elevators and rudder are fitted with adjustable trimming devices - operative from pilots seat.

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GENERAL REMARKS, CHARACTERISTICS, ETC.

12. During the take-off there is a slight swing to the left which is easily corrected by application of moderate right rudder.

13. The undercarriage is mechanically operated by a hand lever to the left of centre of the cockpit. To retract the gear pull the lever out to the left and then sharply to the rear and lock there. The wheels retract instantly, being assisted by the spring motion of a rubber "hinge" in the mid-section of the undercarriage legs.

14. The flaps lever is in close proximity to the right of the undercarriage lever, and slightly forward of the latter. There is a possibility of knocking the flaps lever into the "down" position when raising the undercarriage, and it should be guarded against,

15. Flaps may be lowered in four stages approximating to 20°, 40°, 60°, and full 90°.

16. The first 60° create a sudden surging loss of speed and steep, nose down attitude, also one feel a fair weight effect on the operating lever. In raising the flaps little change of trim is experienced, and the aircraft continues to handle efficiently and safely.

17. The rate of descent in a glide with full flaps down is up to 500 metres min., full flaps being used for landing under normal wing conditions. A slight check only is needed on the control column, and after touchdown the aircraft will come to rest within a comfortable fifty yards.

18. A spacious and bulbous canopy is fitted to the cockpit, giving excellent visibility throughout all directions, including an exceptionally good view forward of the nose.

19. It is hoped to fit a Lycoming, 85 H.P. engine to later models, which should further enhance the excellent performance of this aircraft.

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14. The flaps lever is in close proximity to the right of the under-carriage lever, and slightly forward of the latter. There is a possibility of knocking the flaps lever into the "down" position when raising the undercarriage, and it should be guarded against.

15. Flaps may be lowered in four stages approximating to 20°, 40°, 60°, and full 90°.

16. The first 60° create a sudden surging loss of speed and steep, nose down attitude, also one feels a fair weight effect on the operating lever. In raising the flaps little change of trim is experienced, and the aircraft continues to handle efficiently and safely.

17. The rate of descent in a glide with full flaps down is up to 500 metres min., full flaps being used for landing under normal wind conditions. A slight check only is needed on the control column, and after touchdown the aircraft will come to rest within a comfortable fifty yards.

18. A spacious and bulbous canopy is fitted to the cockpit, giving excellent visibility throughout all directions, including an exceptionally good view forward of the nose.

19. It is hoped to fit a Lycoming, 85 H.P. engine to later models, which should further enhance the excellent performance of this aircraft.

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APPENDIX "D".

ITALIAN AIR FORCE - AIRCRAFT STATUS REPORT AS AT 30TH NOVEMBER, 1945.

FIGHTER WING.		Strength	Serviceable	Crew.
Lecce	P.39	32	23	
Lecce	P.39	44	--	Reserve
Lecce	Ca.135	1	1	
Lecce	Sai. 202	2	2	
Lecce	Spitfires	11	8	
Lecce	Mc. 205	10	14	
Lecce	Mc. 202	18	15	
		126	63	174

LIGHT BOMBER AND BOMBER/TRANSPORT WINGS.				
Urbe	M. 187	27	23	
Linate	M. 187	2	2	
Guidonia	S. 82	14	4	
Centocelle	S. 82	4	4	
Lecce	S. 82	4	3	
Lecce	Cant. Z. 1007	2	-	
Frosinone	Cant.Z. 1007	1	1	
Centocelle	S. 79	29	22	
Centocelle	S. 84	3	2	
Centocelle	S. 73	1	1	
Centocelle	G. 12	5	5	
Centocelle	Sai. 202	1	1	
		93	68	137

SEAPLANE WING.				
Taranto	Cant. Z.506/B	5	2	
Elmas	Cant.Z.506/B	2	2	
Brindisi	Cant.Z.501	9	7	
Brindisi	Cant.Z.506/S	2	1	
Venice	Cant.Z.506/S	1	1	
Venice	Cant.Z.506/B	1	1	
Taranto	Cant.Z. 506/B	2	2	
Elmas	Cant.Z. 506/B	2	1	
Elmas	Cant.Z. 506/S	3	-	
Taranto	Cant.Z.501	4	2	
Taranto	R.S. 14	6	5	
Venice	R.S. 14	1	1	
		38	25	49

SCHOOLS.				
Lecce	Mc.200	11	4	
Lecce	Fn.305	3	1	
Lecce	G.50	2	1	
Lecce	Cr.42	5	2	
Lecce	Ca.104	7	2	
Lecce	Sai. 200	1	1	

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HIGH POWER AND
LOW ER/TRANSPORT
WINGS.

Urbe	M. 167	27	23	
Linate	M. 167	2	2	
Guidonia	S. 82	14	4	
Centocelle	S. 82	4	4	
Lecce	S. 82	4	3	
Lecce	Cant. Z. 1007	2	-	
Frosinone	Cant.Z. 1007	1	1	
Centocelle	S. 79	29	22	
Centocelle	S. 84	3	2	
Centocelle	S. 73	1	1	
Centocelle	G. 12	5	5	
Centocelle	Sai. 202	1	1	
		93	68	137

SEAPLANE WING.

Taranto	Cant. Z.506/S	5	2	
Elmas	Cant.Z.506/S	2	2	
Brindisi	Cant.Z.501	9	7	
Brindisi	Cant.Z.506/S	2	1	
Venice	Cant.Z.506/S	1	1	
Venice	Cant.Z.506/S	1	1	
Taranto	Cant.Z. 506/S	2	2	
Elmas	Cant.Z. 506/S	2	1	
Elmas	Cant.Z. 506/S	3	-	
Taranto	Cant.Z.501	4	2	
Taranto	R.S. 14	6	5	
Venice	R.S. 14	1	1	
		38	25	49

SCHOOLS.

Lecce	Mc.200	11	4	
Lecce	Fn.305	3	1	
Lecce	G.50	2	1	
Lecce	Cr.42	5	2	
Lecce	Ca.104	7	2	
Lecce	Sai. 200	1	1	
Lecce	G.8	1	1	
Brindisi	Cr.42	1	1	
Lecce	F.39	5	1	
Lecce	Spitfires	2	2	
Frosinone	M.167	4	2	
Frosinone	Sai.202	1	1	
		43	19	114

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AUTONOMOUS SQUADRONS.
Unita Aerea.

Palese	Ca. 314	4	2	
Palese	S. 79	1	1	
Palese	Cant. Z. 1007	2	1	
Palese	Ca. 313	1	-	
Palese	Ca. 310	1	-	
Palese	Ca. 309	2	1	
Palese	Sai. 202	3	3	
Palese	Re. 2001	3	1	
Palese	Re. 2001	2	-	
Centocelle	Cr. 42	1	1	
Centocelle	Sai. 204	1	1	
Centocelle	Sai. 202	1	-	
Centocelle	Ca. 309	1	-	
Centocelle	Sai. 202	1	-	
Urbe	Ca. 309	1	1	
Linate	Sai. 202	1	1	
Linate	Cr. 42	2	2	
Udine	Fj. 150	1	-	
Allied Com.	Sai. 202	1	-	
		30	15	63

AUTONOMOUS SQUADRON - SARDIGNA.

Elmas	S. 79	1	-	
Elmas	Sai. 202	1	1	
		2	1	2

AUTONOMOUS SECTION.

Urbe	S. 79	1	1	
Urbe	S. 75	2	2	
		3	3	3

REPAIR SHOPS.

Fighter Lecce	T.39	6	-	
Lecce	Spitfire	1	-	
Lecce	Mc.205	10	1	
Lecce	Mc.202	9	-	
Lecce	Sai.202	7	3	
Lecce	Ju.87	2	-	
Lecce	Fl.3	2	2	
Lecce	Cr. 20	1	1	
T/T Lecce	S.82	4	-	
Lecce	S.79	1	-	
S.V.Taranto	Ca.314	2	-	
S.V.Taranto	Ca. 310	1	-	
Centocelle	S.79	5	-	
Centocelle	S.84	1	-	
Seaplane Taranto	Cant.Z.506/-	13	-	
Taranto	Cant.Z.506/C	1	-	
Taranto	Cant.Z.506/S	4	-	
Taranto	Cant.Z. 501	11	-	

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	Priese	Re. 2001	3	1	
	Centocelle	Re. 2001	2	-	
	Centocelle	Cr. 42	1	1	
	Centocelle	Sai. 204	1	1	
	Centocelle	Sai. 202	1	-	
	Centocelle	Ca. 309	1	-	
	Urbe	Sai. 202	1	-	
	Linate	Ca. 309	1	1	
	Linate	Sai. 202	1	1	
	Linate	Cr. 42	2	2	
	Udine	Fj. 156	1	-	
	Allied Com.	Sai. 202	1	-	
			30	15	63

AUTONOMOUS SQUADRON - SARDIGNA.

Elmas	S. 79	1	-	
Elmas	Sai. 202	1	1	
		2	1	2

AUTONOMOUS SECTION.

Urbe	S. 79	1	1	
Urbe	S. 75	2	2	
		3	3	3

REPAIR SHOPS.

Fighter	Lecce	M.39	6	-	
	Lecce	Spitfire	1	-	
	Lecce	Mc.205	18	1	
	Lecce	Mc.202	9	-	
	Lecce	Sai.202	7	3	
	Lecce	Ju.87	2	-	
	Lecce	Fl.3	2	2	
	Lecce	Fr. 20	1	1	
T/T	Lecce	S.82	4	-	
	Lecce	S.79	1	-	
	S.V.Taranto	Ca.314	2	-	
	S.V.Taranto	Ca. 310	1	-	
	Centocelle	S.79	5	-	
	Centocelle	S.84	1	-	
Seaplane	Taranto	Cant.Z.506/T	13	-	
	Taranto	Cant.Z.506/C	1	-	
	Taranto	Cant.Z.506/S	4	-	
	Taranto	Cant.Z. 501	11	-	
	Taranto	R.S. 14	2	-	
	Leverano	Re. 2001	7	-	
	Leverano	Re.2002	15	-	
	Leverano	Mc. 200	15	-	
	Leverano	Cr. 42	1	-	
	Leverano	G. 8	1	-	
	Brindisi	RS. 14	2	-	
			132	7	--

TOTALS: 467 201 542

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Revised July 20, 1918

LIST OF PAPERS

Office of the
Chief Commissioner

File under No. 2205 REPATRIATION OF CIVILIANS - MILITARY (MISC)
--GENERAL--

ALLIED COMMISSION

For Repatr, POW It See 9003/CC
For Repatr, Russian See 1050/CC

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SERIAL NUMBER	FROM—	DATE	TO—	SYNOPSIS
118	Cbl 13713 Mideast	17 May 46	IPW S/C	Repat to Tripoli of Italians in Tunis and Italy

INSTRUCTIONS.—When papers on a subject become numerous they will be numbered serially and brief entries made on this form.

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