

ACC

10000/136/490

10000/136/490

AIR FORCE MONTHLY REPORT  
JAN., FEB. 1947

8501/IMAS

Q. M. C. Form 353 (Old No. 400)  
Revised July 20, 1918

# LIST OF PAPERS

Office of the  
Chief, IMAS

File under No. 8501 AIR FORCES MONTHLY REPORT

ITALIAN MILITARY  
MILITARY SECTIONS

*U. S. CAS*

11-0789

SERIAL NUMBER	FROM—	DATE	TO—	SYNOPSIS
1	Report Air Forces	1 Feb 47	Adm Stone	Monthly air report no. 50 for Jan
2	Ltr Stone	15 Feb 47	Sub sections	Re continuance of monthly report

1073

ALLIED FORCE HEADQUARTERS  
Italian Military Affairs Section  
APO 794

13 February 1947.

IMAS/8004/CS

SUBJECT: Monthly Reports.

TO : Director, Naval Sub-Section.  
Director, Land Forces Sub-Section.  
Director, Air Forces Sub-Section.

1. The monthly reports of the former three service Sub-Commissions of the Allied Commission will continue, without breaking continuity, as reports of the Sub-Sections of IMAS. The same distribution will be made as formerly, except that Chief of IMAS will be substituted for Chief Commissioner, Allied Commission.

2. Where applicable, appropriate reference in the report will be made to provisions of the Peace Treaty. (As an example, strength of personnel of the Italian Navy will be shown, having regard to the provisions of Article 60 of the Peace Treaty.)

/s/ Ellery W. Stone

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

8311/IMAS

Copy to:  
Chief of Staff AFHQ  
G-2 AFHQ  
G-3 AFHQ  
G-5 AFHQ  
Chief LACAB  
Chief IMAS ✓

1072

D

BEST COPY POSSIBLE

14-00000

FEB 17 1947

CONFIDENTIAL.

AIR FORCES SUB SECTION  
ITALIAN MILITARY AFFAIRS SECTION  
R O M E

Monthly Air Report No 50 - January, 1947.

1-Feb

List of Air Missions

Appendix "A" - Summary of Flying Activity for the Month of January, 1947.

Appendix "B" - Engineering Reports and Aircraft Status as at 31st January, 1947.

PART I - AIR STAFF.

1. Transport Wing - Centocelle. The first recorded accident of the Italian Courier Service occurred this month when an aircraft at Ussita collapsed on landing. The cause of the accident is under investigation. There were no casualties. An increasing number of passengers are being carried and improvements have recently been made to the passenger accommodation on the airfield at Centocelle. The concrete dispersal area in front of the terminal building is now nearly completed.
2. Former Transport Wing and Baltimore Wing - Guidonia. The Transport Wing has had an uneventful month. Scheduled flights to Cagliari have been hampered to some extent due to bad weather, otherwise normal day flying has continued. The Baltimore Wing have completed a photographic survey of the Civitavecchia and Bracciano districts. This has been done at the request of the Italian School of Infantry Training and has given some good practice to the Baltimore crews.
3. Fighter Wing - Lecce. There has been little activity at Lecce during the month. The 5th Stormo are all ready for their move to the North and a number of their ground crews have already gone to prepare the station at Orio al Serio. The 51st and 4th Stormos have been engaged on normal flying training but neither have as yet been able to carry out any flying or practice bombing due to lack of ammunition.
4. Seaplane Wing - Taranto. The crews of the Wing at Taranto apart from their passenger carrying duties on scheduled courier routes are now undergoing intensive flying training in Air Sea Rescue exercises. Air 1 visited the station during the month and went as second pilot on two of these exercises in both of which the hoisting of a rescue craft 500 onto an orbiting RS 14 was successfully effected. The crews are very keen on Air Sea Rescue work and realise that they are now performing a useful international duty around the coast of

IMAS/2561

Continued.....

①

Italy. Aircraft serviceability remains fairly high. The position with regard to High Speed Launches is more difficult. There are fourteen crews at Taranto who are fully trained in theoretical and technical aspect of their work. They are waiting now for an opportunity to go to sea, but so far no launches are available.

5. Pilot Training School - Gioia del Colle. Strong winds have considerably restricted flying at Gioia del Colle. This airfield is over 1900 feet high and is on a particularly exposed part of Puglia with the result that strong winds persist most of the winter. As soon as the 5th Stormo will have left Lecce it is hoped that the Primary School will join the Advanced School there.

6. Navigation School - Frosinone. The Navigation School at present has six pilots and twenty six navigators under training. During the month they flew only 8. hours. This low figure is due to bad weather and equipment shortages.

7. Bergamo - Orio al Serio Airfield. An advanced party of the 5th Stormo has moved into the aerodrome and is preparing the accommodation for the remainder of the wing. Construction work has been hampered by the frozen ground and work is behind schedule. The aerodrome will not be fully operational for some time.

8. Capodichino Airfield. Several conferences have been held with representatives of AFHQ XFOUSA and EAFS Headquarters at Capodichino regarding the turn over of Capodichino Airfield to the Italian Air Force. Colonel Cigorza of the Italian Air Ministry together with officers of this Sub Section have presented the Italian Air Force case to the United States Office of Foreign Liquidation Commission and it is expected that an agreement will be reached within a few weeks concerning the actual hand-over of equipment and fixed installations. It is intended to turn over the airfield in an operating condition. This will mean that the pressed steel planking on the runways together with the field lighting equipment will remain intact. Pre-fabricated buildings, which are actually located on the airfield are also expected to be declared surplus.

9. Baltimora Flight at Linato. The regular weekly flight to Treviso is maintained whenever weather conditions permit and practice flights are regularly undertaken.

10. Anondola Airfield. Negotiations are still being carried on to transfer the operational control of Anondola Airfield to the Italian Air Force. It is anticipated that the transaction may be effected in the early part of February 1945.

11. Link Trainers. Of the twelve Link Trainers at the Air Ministry three are now operational. Ten student officers are undergoing a course of instruction. The Air Ministry intends in due course to send separate Link Trainers to the main airfields and to man them with the instructors who are now undergoing training.

12. Civil Aviation. During the month copies have been obtained from Washington and London of the Civil Aviation Air Control Regulations and Air Ministry Air Regulations respectively. These publications have been handed

to the Italian Director of Civil Aviation for reference purposes.

13. Air Line Plans. The Italian Air Ministry detailed plan in respect of scheduled internal air line services has now been settled at the Air Ministry and is awaiting approval by the Constituent Assembly.

14. Taxi and Carrier Services. Following the publication in the Italian press early in the month of a plan approval for certain taxi and Charter Services many publications for licenses have been received at the Italian Air Ministry. So far no licenses have been granted.

15. Attachment of IAF Officers to RAF. During January two IAF pilots were attached to the RAF Wing at Treviso. The purpose of the attachment was to give RAF Squadron and Flight Commanders experience in modern Allied Bomber and Fighter Bomber tactics. These two officers will spend approximately three weeks with the RAF Wing and will be flying their own aircraft in wing formation exercises. On the completion of this attachment two other IAF officers will take their place. Arrangements have been made for one IAF Lt. Colonel to be attached to AEC Italy to supervise the set up and function of a mobile operations room. In the course signals and arm and specialists will also be attached to study training masters with British equipment.

16. Prop. Works. Members of the Air Staff visited the Prop. Works at Milan and inspected the Prop's 303 which is up to production schedule. The chief designer stated that they were awaiting arrival of four continuous engines and a working party from the United Kingdom to install them.

17. Visits by Air Staff. Air 1 spent two days at Taranto with the Seaplane Wing and is now flying with the Air Sea Rescue crews. He also visited Gioia del Colle, Bari and S. Vito whilst in the South. Visits have also been made by members of Air Staff to Cassanese, Foggia, Grottole, Lamezia, Orto di Sanio and Capodichino.

18. Close Down of RAF Detachment. Due to the reduction in the number of RAF officers in the IAF S.O. it has been found necessary to close down the RAF Detachment and to supersede all liaison with IAF airfields and formations in the South direct from this Headquarters.

19. Termination of the Air Forces Sub Commission. The Air Forces Sub Commission together with all other branches of the Allied Commission closed on 31st January 1947. The remaining work to be performed with the I.A.F. is being carried out by the Air Forces Sub Section of the newly formed Italian Military Affairs Section of A.F.H.Q. Air Vice Marshal IE Brodie is Director of this Air Sub Section and Lt. Colonel IE Wreck is the Deputy Director.

Aircraft Safety.

20. Flying Control. With the close down of the RAF station at Etrus and the withdrawal of the remaining RAF Flying Control personnel during January, the responsibility for airfield control at this station has passed into the

Continued.....

①



hands of the Italian Air Ministry. The Signal facilities left by the RAF are good, but due to the lack of sufficiently trained Italian personnel the VHF/DF is still manned by RAF signals personnel.

21. Courses in U.K. The IAM hope in the near future to send a number of English speaking personnel to England for a Flying Control course. On their return they will be employed as instructors in a Flying Control School to be established in Italy.

22. Air Sea Rescue Activities. Eleven exercises have been carried out during January with average results. Six were undertaken by Milan, three by Brindisi and one each by Rome and Venice. The time spent in practice exercises was 15 hours. No actual search was undertaken although Brindisi JAR Station was brought to readiness following the receipt of an S.O.S. through Milan. The aircraft, which was on the Brindisi-Venezia route, eventually ditched off Sorlinia and the crew of five were rescued by a French ship.

23. Air Sea Rescue Organisation. Further extensions have been made to the telephone communications by the establishment of a direct line from Milan to Venice. At the moment plans are being made for the establishment of an Approach Control Zone in the Milan area, but difficulty is being experienced due to lack of equipment. The Italian Air Ministry expect to have a modified form of control in operation by March.

Italian Meteorological Services.

24. New Stations. Five more stations were opened this month bringing the total in the Italian network to 134.

25. Radio Sonda. Radio Sonda stations at Milan and Elmas worked badly due to failure of electricity and also to lack of hydrogen supplies. The new station at Palermo commenced on the 18th January and has been working very well. The Sounding Aircraft at Venice and Brindisi have not done a single flight this month, due to unserviceable aircraft and meteorograph respectively. The Pirelli Company are now satisfactorily delivering Pilot Balloons, and Rome will be distributing them as soon as possible to the outstations.

26. Communications. The Italian Air Ministry are in the process of installing a telephone tie line between the Italian Air Ministry and Ciampino. This will be a very useful direct communication for the Meteorological Offices.

27. Liaison. The Senior Meteorological Officer, A.H.Q. Italy visited Rome on the 20th for three days. He consulted with Ciampino, the Italian Meteorological Service and the Air Staff of this Headquarters.

1008

Intelligence.

28. Appointments of IAF Senior Officers. Approval has been given for several changes among personnel in the higher posts at the Air Ministry and elsewhere at

①

Continued.....

- 5 -

the beginning of the month. The new listing is as follows:-

Director General of Armament	Gen. Leone
Inspector General of Communications	Gen. Farba
Director of Personnel, Vice Chief	Gen. Corpi
Director General of Construction, Vice Chief	Gen. Dozzio
Secretary General	Gen. Bonasa
Assistant Chief of Air Staff	Gen. Della Valle
Sardinian Air Force	Gen. Monti
Commander of Bomber Formations	Gen. Briganti
	Gen. Federici
	Gen. Forghetti

A feature of these changes is the increase in the number of General Officers, particularly in the Inspectorate of Communications and the Directorate of Constructions where formerly the heads were a Colonel and a Lieutenant Colonel respectively.

29. Italian Peace Treaty: The Italian Government states that article 46A of the Peace Treaty, which debars ex-members of the Fascist Militia from the Armed Forces, will not necessitate any change in organisation regarding military personnel since existing regulations already go beyond those provided for in the Peace Treaty.

#### PART II - ORGANISATION & ADMINISTRATION.

30. I.A.F. Strength State: The Strength of the Italian Air Force as at 31st January 1947 was as follows:-

Unit	Location of H.Q.s	Actual Strength.		TOTAL	NOTES
		OFFS.	AIRMEN.		
Air Ministry and Air Staff	Rome	621	1410	2031	
Unita' Aerea	Bari	954	6356	7320	
H.Q. 1st Z.A.T.	Milan	293	1711	2004	
H.Q. 2nd Z.A.T.	Favua	259	1834	2143	
H.Q. 3rd Z.A.T.	Rome	511	3971	4482	ITI-ITI
H.Q. 4th Z.A.T.	Bari	217	2906	3123	
H.Q. I.A.F. Sicily	Palermo	117	1302	1419	
H.Q. I.A.F. Sardinia	Cagliari	80	760	840	
Navy		33	3	36	
Army		6	-	6	
Carabinieri		32	558	570	
With R.A.F.		38	658	696	IR-ITI
With U.S.A.A.F.		51	1368	1439	US-ITI
		3202	22907	26109	

①

- 6 -

31. Clearance of Foreign Civilian Airlines. All Foreign Civilian Air Lines routed to Ciampino and who have not signed the Hold Harmless Agreement, have been notified that clearance will be granted on the understanding that the Companies concerned take steps to sign the Hold Harmless Agreement.
32. Special Flights. A special flight to Pola to carry officials of the Vatican Relief Organisation was cleared and the flight took off 31st January, 1947.
33. 1st Z.A.T. Command. During the whole of January the extraordinary cold has limited every kind of air activity in this area. In addition, the entire organisation has been seriously compromised due to the rationing of electric power. With the exception of hospitals, certain street lightings and other vitally important works, the whole area has been without electric current for four days in every week.
34. 2nd Z.A.T. Command - Italy. Only one visit was made to 2nd ZAT H.Q. during the month. Work is still being carried out by Allied authorities on the airfield, and the General Commanding the ZAT is anxious to know when this will be completed as the runway is unserviceable.

#### Equipment.

35. Ammunition. During a recent visit to the Spitfire IX Squadrons it was ascertained that approximately 50% of the aircraft will be armed with .303 guns, a demand for the appropriate ammunition has therefore been placed on Middle East. The negotiations for the acquisition of the remaining ammunition requirements from American sources are proceeding between the Italian Air Ministry and the Italian Government Disposals Organisation (ARAR) in whose custody the ammunition is.
36. Marine Craft. Quantity fifty seven scrap marine engines have been authorised for transfer to the I.A.F. and these will be used as spare parts after being broken down. The engines are being delivered to Taranto.
37. Baltimore Squadrons. A pack up of equipment sufficient for the maintenance of the Baltimore Squadrons for one year is now in the process of being transferred from 357 M.U. to the Italian Air Force Station at Guidonia.
38. Gallarate. During the month 19 wagons and 4 trucks containing miscellaneous equipment arrived at Gallarate Depot. Total 900 kilograms. One wagon of miscellaneous material was despatched. Total 11,400 kilograms. A close liaison is always maintained with this depot.

1088

#### Engineering.

39. Spitfire Aircraft. All the Spitfire Aircraft (Mk V) are unserviceable as they have been cannibalised to maintain the Spitfire IX's. Three squadrons of Spitfire IX aircraft are to be cannibalised for this purpose if necessary.
40. P.39 Aircraft. The serviceability of these aircraft is deteriorating due to non availability of spares.

①

- 7 -

41. P-39 Aircraft. Fair serviceability is being maintained by the 3th Stormo. Here again the non availability of spares is bound to result in low serviceability in the near future.
42. Baltimore Wing. A pack of spares is now available for these aircraft; it is therefore hoped that serviceability will improve. The stress towing tests have so far failed to give satisfactory results.
43. High Speed Launches. The old seaplane station at Ostia was visited with a view to using accommodation there for the reconditioning of the remaining 68 foot launches. A slipway and a crane at present used by a small shipbuilding firm were considered suitable provided the necessary hoisting trolley could be produced. It was suggested that Isotta Fraschini engines could be installed in the launches now in the possession of the Italian Air Force; this idea is not practicable, and after discussion with I.A.F. technicians it was decided to abandon the project.
44. Routing Visits. Visits have been made to Lecce, Bari, Cantocello, Gaidonia, Elmas.
45. Maison Visits. Visits have been made to A.D.O. RAF Air Ministry, London, to the Ministry of Civil Aviation, to A.E.Q. Udine, and Caserta.

## SUMMARY

46. Call Signs. In the early part of the month the call signs of Italian Air Force W/F Radio Beacons changed from the two letters allotted by the R.A.F. to three figure international call signs commencing with the letter "I".
47. Radar Equipment. The Radar personnel trained in the North by HQ started work on the Radar vehicles at Terricola. The personnel are concentrating on one type of equipment at a time.
48. Elmas. The I.A.F. have now taken over radio facilities from the R.A.F. at Elmas.

*C. M. G. GEECE*  
 for  
 G.M. M. GEECE W/CDR.  
 AIR VICE MARSHAL,  
 DIRECTOR,  
 AIR FORCES SUB SECTION.

Air Forces Sub Section,  
 Italian Military Affairs Section,  
 Allied Force Headquarters, Rome.  
 Date:- 4th February, 1947.  
 Ref:- IMAS/25/1/AIR/AF.

.. 8 ..

Distribution.

- |        |   |             |
|--------|---|-------------|
| (i)    | M.A.A.C. Secretariat                              | 3 Copies.   |
| (ii)   | M.A.A.C. Secretariat for onward transmission to:- |             |
|        | (a) HQ MED/ME. R.A.F., M.E.F.                     | 3 Copies.   |
|        | (b) Air Ministry, London.                         | 3 Copies.   |
|        | (c) War Department, Washington.                   | 3 Copies.   |
|        | (d) A.R.C., R.A.F., Italy, C.M.F.                 | 2 Copies.   |
|        | (e) R.A.F. Historical Section, Malta.             | 2 Copies.   |
| (iii)  | Director of Policy, Air Ministry, London.         | 2 Copies.   |
| (iv)   | Chief I.M.A.S.                                    | 2 Copies.   |
| (v)    | Chief I.S.S., R.                                  | 1 Copy.     |
| (vi)   | American Embassy, Rome.                           | 2 Copies.   |
| (vii)  | British Embassy, Rome.                            | 2 Copies. ✓ |
| (viii) | French Embassy, Rome. (Colonel Cross).            | 1 Copy.     |
| (ix)   | A.F.S.S., Milan.                                  | 1 Copy.     |
| (x)    | A.F.S.S., Rome.                                   | 3 Copies.   |
| (xi)   | File.   | 1 Copy.     |

1064

SUMMARY OF FLYING ACTIVITY FOR  
THE MONTH OF FEBRUARY 1947

APPENDIX III

SUMMARY OF MILITARY COURIER FLIGHTS OF  
I.I.A. (b)

	No of Flights	Hours	Passengers Carried	Various freight in lbs.
SM-79	108	155,551	652	30897
SM-75	-	-	-	-
G. 12	105	225,001	1401	30658
SM-82	217	233,251	1187	118331
Scaplane Wing	31	35,451	156	10,52
Baltimore Wing	6	8,551	11	205
	<u>378</u>	<u>671,201</u>	<u>3381</u>	<u>223841</u>

SUMMARY OF FLYING. (x)

	Flights.	Flying Hours.
Autonomous Squadron Unit, Area	45	20,451
Training School, Presinano	82	73,551
Training School, Lecce	427	173,051
Transport Wing	38	41,001
Night Flying Wing	56	43,051
Baltimore Wing	251	138,201
Scaplane Wing	50	49,051
Fighter Wing	369	297,301
Total.	<u>1317</u>	<u>841,401</u>

(b) Includes Transport and Communication Flights.

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

1063

(1)

APPENDIX 1B

ENGINEERING REPORT AND AIRCRAFT TYPE ITALIAN AIR FORCE  
AS AT 31 ST JANUARY, 1958

FIGHTER WING.	TYPE.	STRENGTH	SERVICEABLE	SRM
Lecco	P.38	33	26	
Lecco	P.39	6	3	
Lecco	Spitfire IX	37	32	
Lecco	Me.209	25	22	
		<u>101</u>	<u>83</u>	<u>188</u>

LIGHT BOMBER &  
BOMBER TRANSPORT WING.

Guidonia	M.197	16	11	
Linato	M.187	3	3	
Guidonia	Sai.202	1	1	
Guidonia	S.82	22	16	
Guidonia	Sai.202	1	1	
Centocelle	S.79	20	11	
Centocelle	S.73	1	-	
Centocelle	S.95	1	1	
Centocelle	S.84	1	9	
Centocelle	G.12	15		
		<u>63</u>	<u>53</u>	<u>348</u>

SEAPLANE WING.

Taranto	Cz.506	4	3	
Vigna di Valle	Cz.506	1	1	
Brindisi	Cz.501	3	1	
Brindisi	Cz.506	2	1	
Venezia	Cz.506	2	1	
Vigna di Valle	Cz.501	1	1	
Vigna di Valle	Cz.506	4	2	
Gardunaro	Cz.506	1	1	
Elans	Sz.506	2	1	
Taranto	Cz.506	2	1	
Taranto	Cz.501	5	3	
Taranto	Cz.501	6	3	
Taranto	Rs. 14			
		<u>33</u>	<u>19</u>	<u>125</u>

1062

...../Cont. Page 2.

①

AUTONOMOUS SECTION  
Stato Maggiore

Contocello	S. 95	1	1	
Contocello	S. 79	2	2	
Contocello	Gr. 313	1	1	
Contocello	Ro. 2001	2	1	
Contocello	Sai. 204	1	1	
Contocello	Sai. 202	1	"	
		<u>8</u>	<u>6</u>	

AUTONOMOUS SECTION  
Presidenti

Urbo	S. 79	2	1	
Urbo	S. 75	2	2	
		<u>4</u>	<u>3</u>	

AUTONOMOUS SECTION  
Research

Urbo	S. 79	<u>3</u>	<u>3</u>	<u>20</u>
------	-------	----------	----------	-----------

AUTONOMOUS SQUADRONS  
Unita' Aerea

Gioia del Colle	S. 79	2	1	
Gioia del Colle	Gr. 2037	2	1	
Gioia del Colle	Gr. 304	3	2	
Treviso	Gr. 309	1	1	
Venezia	Gr. 42	1	1	
Linate	Gr. 42	1	1	
Gioia del Colle	Ro. 2001	3	3	
Linate	Fl. 3	1	1	
Gioia del Colle	Sai. 202	3	2	
Allied Command	Sai. 202	1	"	
		<u>18</u>	<u>14</u>	<u>21</u>

AUTONOMOUS SECTION  
Sargenti

Elmas	S. 70	1	1	
Elmas	Sai. 202	1	"	
		<u>2</u>	<u>1</u>	<u>2</u>

1081

(1)



PILOT SCHOOL,

Locco	Fh.305	2	1	
Brindisi	Fh.305	2	2	
Locco	G.50	5	2	
Locco	Me.200	12	2	
Locco	Me.202	5	2	
Locco	P.39	1	-	
Locco	Spitfire Vc	7	5	
Gioia del Colle	Ga.124	3	1	
Gioia del Colle	Ba.25	1	1	
Gioia del Colle	Sai.200	1	1	
Locco	G.8	2	-	
Brindisi	Cr.42 d.c.	10	2	
Brindisi	Cr.42			
		<hr/> 53	<hr/> 21	<hr/> 51

TRAINING SCHOOL,

Frosinone	M.137	4	3	
Frosinone	S.84	5	3	
Frosinone	S.79	3	1	
Frosinone	Sai.202	1	1	
		<hr/> 13	<hr/> 8	<hr/> 12

FIGHTER S.R.A.

Locco	Spitfire	20	-	Store Reserve
Locco	P.39	31	-	Store Reserve
Locco	P.39	3	-	
Locco	P.39	2	-	
Locco	P.38	1	-	
Locco	Spitfire IX	10	-	
Locco	Spitfire Vc	12	-	
Locco	Me.205	13	-	
Locco	Me.202	1	-	
Locco	Fh.305	9	6	
Locco	Sai.202			

S.T. S.R.A.

Locco	S.82	4	-	
Locco	S.79	1	-	
Gentocolle	S.79	6	-	
Gentocolle	Ga.100	1	-	
Gioia del Colle	Cz.1007	3	-	
Gioia del Colle	Ga.314	4	-	
Gioia del Colle	Ga.310	1	-	
Gioia del Colle	Ga.309	1	-	
Gioia del Colle	Ga.133	1	-	
Gioia del Colle	Sai.202	1	-	
Gioia del Colle	Fj.156	1	-	

1060

SEAPLANE S.R.A.

Taranto	Ga. 506	15	15	"
Taranto	Co. 501		15	"
Taranto	Rs. 14		3	"

SCHOOL S.R.A.

Frosinone	M. 187	1	1	"
Frosinone	S. 79	1	1	"
Frosinone	S. 24	1	1	"
Locco	Spitfire Ve	2	2	"
Locco	Mo. 200	1	1	"
Locco	G. 8	1	1	"
Locco	G. 50	1	1	"
Locco	G. 55	1	1	"
Locco	Fn. 305	1	1	"

-----	167	6	-----
-----			
-----	487	215	702
-----			

1059

(1)

Q. M. C. Form 363 (Old No. 400)  
Revised July 26, 1918

# LIST OF PAPERS

File under No. \_\_\_\_\_

8-2788

SERIAL NUMBER	FROM—	DATE	TO—	SYNOPSIS

10 8

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

0569