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

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

10000/136/492

ITALIAN AIR FORCE, GENERAL
MAY 1944 – APR. 1945

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

8503/CC

Office of the
Chief Commissioner

ALLIED COMMISSION

LIST OF PAPERS

File under No. 8503 ITALIAN AIR FORCE, GENERAL

From: 7 Jul 44
To: 18 Apr 45

TOP SECRET

PART I

SERIAL NUMBER	FROM—	DATE	TO—	SYNOPSIS
36	Ltr Buscarlet AFSC/INT/1.	5 Jan 45	Stone	Thumb-nail sketches on key people at Air Ministry and other Ministers
37	4813/24/COS, Talbot	19 Jan 45	Air Forces S/C	MAAF drops flour Castel Sangro.
38	DF/4/13.1/CA Stone	27 Jan 45	Bonomi	Epuration charges/trial against Col Remondino, DCOS, IFA, be dropped.
38a	Ltr, Buscarlet	1 Feb 45	CC	Retirement of certain It Generals
39	5002/7/COS, Rively	2 Feb 45	Econ Sec	Toilet requisites for Ital Army and Air Forces.
40	Ltr, Buscarlet	5 Feb 45	CC	Retirement of certain It Air Generals. (Sandalli in particular)
41	Rpt, Buscarlet	6 Feb 45		Air Report 25 / Jan 1945.
~~41a~~	~~Gbl FAHQ Fx-25720~~	~~13 Feb 45~~	~~AC(Air Force)~~	~~Not possible yet authorize develo. pment of Ital Civ Air Transport~~
42	Report, Buscarlet	6 Mar 45		Air Report No 26/ Feb 45.
42a	Ltr COS, IAF	6 Mar 45	Buscarlet	Reduction of IAF.
43	AFHQ AG-334/111 IS&PS-O	6 Mar 45	Air Forces S/C via CC	New Directive for Air Forces Subcommission, Alcom.
44	Ltr, Bonomi	8 Mar 45	Stone	Plea against reduction of IAF. INCL: Ltr Casparotto to PM 6 Mar 45
45	CC-8503, Stone	8 Mar 45	Bonomi	Plea against reduction of IAF being passed to Allied authorities
46	AFSC/23/AIR, Buscarlet	8 Mar 45	HQ MAAF	Summing up-recommendations on IAF's plea against reduction.
47	8501/54/EC, Lush	10 Mar 45	COS, AFHQ	Reduction of IAF.
~~47a~~	~~Ltr 8752/31/EC~~	~~28 Mar 45~~	~~Air CinC Med~~	~~Airplane for exclusive use of AICO~~
48	Memo, Fiske	30 Mar 45	CC	Baldrige's 1st Rpt to Air CinC.
48a	Report, Buscarlet	6 Apr 45		Air Report No. 27 / Mar 45.

1 2 3

TOP SECRET

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

091.711-3
DSG ACG

LIST OF PAPERS

File under No. 091.711-3 ITALIAN AIR FORCE

TOP SECRET

SERIAL NUMBER	FROM—	DATE	TO—	SYNOPSIS
25	Ltr AFSC/314/ORG Bowen-Buscarlet	10 Sept 44	Stone	Account of requisitioning of IAF Opnl Hq by AAI & protests. WITH ANNEXES AND CHARTS
26	Cbl S-327 Stone	12 Sept 44	AFHQ	Bonomi has protested to me in strong terms re proposed AAI requisition. Pls tell Gen Eaker.
27	Cbl AFHQ F24661	13 Sep 44	ACC Stone	AFSC not required vacate accommodation Bari
28	Memo Stone	19 Sep 44	Buscarlet	Bonomi aggreable Gen Pinna stay as High Commissioner Sardinia
29	Ltr A. Infante	4 Oct 44	Capt Stone	Introducing Gen. Gaeta.
30	Ltr Capt Stone	6 Oct 44	Col Pennycuick	Introducing Gen. Gaeta.
31	Mtg Buscarlet-Sciaioja	19 Oct 44		
32	Mtg Buscarlet-Bonomi	23 Oct 44		
33	DO, Buscarlet AFSC/R/1/Spec Int	24 Oct 44	Comsec. Stone	Meeting with Bonomi and Sciaioja with regard to Ital Air Force and Air Minister/Chief of Staff.
34	Air Forces S/C	6 Nov 44		Air Report No.22, Oct 1944.
34b	Air Forces S/C			Air Report No 23
34a	Air Forces S/C	?		Air Report - October 1944
340	Air Forces S/C			Air Report - November 1944
35	Ltr AFSC/R/600/EQ Stone	7 Dec 44	COS AFHQ	Toilet requisities for Italian Air Forces.
35a	Air Forces S/C			Air Report - December 1944

TOP SECRET

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

091.711-3
DSG ACC

LIST OF PAPERS

File under No. 091.711-3 ITALIAN AIR FORCE

SECRET

SERIAL NUMBER	FROM—	DATE	TO—	SYNOPSIS
17	Buscarlet S.3	6 Aug 44	AFSC ACC	Air Report No. 19
18	Cbl Kauch 4748	18 Aug 44	AFSC ACC	No need signal advance authorization flights Italian aircraft
19	Cbl AFSC Naples	20 Aug 44	AFSC CMF & ACC	Supply of P39 aircraft to Italian Air Force
20	Cbl AAI 277	28 Aug 44	ACC	Allied air activities Sardinia being closed near future
21	Ltr A/CC 004.04 Stone	31 Aug 44	VP Econ Sec	Useof Materials & unused ground pls take action. Looks good idea.
22	Ltr A/CC 004.04 Stone	31 Aug 44	Bowen-Buscarlet	Use of Mat'rls & unused gorund: Pls inform Piacentini O'D has ball
22a	Buscarlet AFSC/S.3/AIR	9 Sep 44	See Dist	Air Report No. 20 / August 1944 IAF strength,service,state,etc.
23	Ltr Capt Stone A/CC 250-2	6 Sep 44	CINC AAI	Elimination Fascist elements fr Italian Air Force
23a	Buscarlet AFSC/INT/15	6 Sep 44	Ital Air Min	Gen Pinna getting him over from Sardinia
24	Cbl S-325 Stone	9 Sep 44	AFHQ	Pls try to restrain AAI from requisitioning AFSC Ital Hq Opnl APPENDICES: A) Cbl 0 955 9 Sept AFSC to ACC for A/CC B) 0 954 9 Sept AFSC Bari to MAAF AFSC ACC Naples etc C) 0 951 AFSC BARI to MAAF D) 0 950 AFSC Bari to ACC A/CC E) AFSC/R/314/ORG 9 Sept to Stone F) OR 3002 fr Main AAI to AFHQ Distwo etc 9 Sept quotes 0 949

SECRET

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

DSG ACG

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

LIST OF PAPERS

File under No. 091.711 - ITALIAN AIR FORCE

SECRET

SERIAL NUMBER	FROM—	DATE	TO	SYNOPSIS
1	Ltr AFSC/S.15/AIR	7 Jul 44	Capt Stone	Forwarding correspondence with MAAF operational & administrative control - Ital Air Force
1a	Cbl AAFSC 126	10 Jul 44	AAI,MMIA,AFHQ	Incl 1 - 2 - 3 same date & ref.
2	Ltr Buscarlet	13 Jul 44	Capt Stone	Policy ltr on IAF organization
2a	AFSC ACC Report	15 Jul 44		Incl 1 - Ltr S.549/ACNT/MAC 5 Oct
3	Ltr Buscarlet AFSC/S.15/AIR	22 Jul 44	Capt Stone	MAAF policy re Ital Wings altered no action required by ACC
3a	Cbl ACC 910	24 Jul 44	AFSC Bari	Discussed ceiling with Hamblen
3b	Memo Quayle	25 Jul 44	Capt Stone	Regrouping of Ital Air Force
4	Memo CSO A/CC	25 Jul 44	Est Bra	Forwarding Ltr AFSC/321/1/ORG 18 Jul for necessary action
5	Memo Densmore A/CC 091.711	26 Jul 44	Est Bra	Transport - Ital Armed Forces forwarded for necessary action
5a	Cbl AFSC 0.802	27 Jul 44	AFSC Rome	Breakdown of IAF given to MAAF
6	Cbl AFSC	28 Jul 44	ACC ADV	Issue IAF Airacobra ground equipment suspended
7	Cbl AGC Sardinia B 1012	28 Jul 44	AAI & ACC	Transfer 140 Reytui Squadron IAF to Taranto fr Sardinia
8	Cbl AAI SD 1685	28 Jul 44	ACC	Request confirmation transfer 140 Reytui Squadron IAF Taranto
9	Cbl AFHQ F76867	30 Jul 44	AAI & ACC	Figure for Ital Air Force 15 10 raised to 31000
10	Cbl AFSC ACC Naples	30 Jul 44	AFHSC ACC Rome	IAF at Vesuvius - Dual Baltimores
10a	Cbl AAI SD 1734	31 Jul 44	ACC	Ground equipment arrived
10b	Cbl AFSC ACC	31 Jul 44	MMAF CMF	Taking action with Washington re ground equipment for IAF
11	Cbl Buscarlet Q 343	1 Aug 44	AFSC ACC Rome	~~Air Report No. 19~~
11a	~~Buscarlet~~	~~July~~	~~AFSC ACC~~	Deprecate any change re number 351 Squadron
12	Cbl Balkan Air Force WE50	4 Aug 44	MAAF , ACC	Lack ground equipment IAF
13	Cbl Balkan AF	4 Aug 44	ACC Bari & Rome	IAF commitment to have 1 Baltimore & 2 P-39 Squadrons operational
14	Cbl MAAF GB 557	4 Aug 44	AFSC ACC	No objections 557 depending on release ground equipment
15	Cbl AFSC A834	5 Aug 44	MAAF	1 Baltimore Squadron in 6 weeks but not 2 P-39 Squadrons
16	Cbl AFSC A836	5 Aug 44	MAAF	

SECRET

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

APR 9 RECD
CC 0853

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION,
C.M.F.

SECRET

AIR REPORT NO.27 / MARCH 1945.

1. The Italian Air Force Strength, Serviceability, Crew Strength and Location Statement as at 31st March 1945, is shown at Appendix "A".

2. The summary of the Italian Air Force operational and courier sorties for the month of March is as follows:-

(a) FIGHTER WING.

Offensive Reconnaissance	190	
Bombing	55	
Other Sorties	312	
		557

(b) SEAPLANE WING.

A.S.R. Searches	8	
A.A. calibrations	12	
Courier/Transport	63	
		83

(c) BOMBER/TRANSPORT WING.

Supply dropping	179	(162,180 kgs, approx 160 tons)
Courier/Transport	278	
A.A. calibrations	24	
Meteorological	4	
		1509

(d) LIGHT BOMBER WING.

Bombing	283	(505,000 lbs)
		283

TOTAL SORTIES: 1,408

The number of sorties carried out this month is a record, the previous highest number being 1,355, in November 1944.

3. FIGHTER WING.

The three Fighter Squadrons equipped with Allied aircraft (No.20 Spitfire and Nos.10 and 12 P.39 Squadrons) completed their transfer to CANNE by 8th March; this has made possible the large increase in the number of sorties shown by this

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

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The three Fighter Squadrons equipped with Allied aircraft (No.20 Spitfire and Nos.10 and 12 P.39 Squadrons) completed their transfer to CAPUE by 8th March; this has made possible the large increase in the number of sorties shown by this months figures.

Targets included 12 trains one of which was set on fire and two others destroyed with bombs, the remainder were effectively machine gunned and damaged; two lorries were also destroyed and eleven damaged and railway stations at VRANA, DUNIC, POD KUPPA, OMBLA, and KOTORSKA, together with bridges at MOS SUSUSKA, CERVENTA and OKOTA were bombed with good results.

Although based at CAPUE the aircraft move to VIS for operations and the extra take-offs and landings together with the rough state of the runway at VIS have created a shortage of P.39 tyres of which no further stocks are available at the moment. This problem of tyres has, in fact, become the limiting factor in the life of P.39 aircraft, and when this Sub-Commission was approached by H.Q. Balkan Air Force, at the instigation of M.A.A.F, and a conference arranged to consider the possibility of forming the third (No.9) P.39 Squadron, the conclusion was reached that although the Squadron could be formed, unless further supplies of tyres became available not only could it not be formed, but the other two Squadrons would be non-operational within approximately one month. Representation has been made to the appropriate branches.

Continued/2....

Declassified E.O. 12356 Section 3.3/NND No. 785215

85/03/CC

The morale of the Allied equipped Squadrons is very high, and the C.O. of 201 Wing with whom they are operating has expressed himself as very satisfied with them.

4. SEAPLANE WING.

A slight increase in the total of sorties carried out is to be noted owing to the increasing use of the seaplanes for Courier/Transport work. The operational commitments of this Wing have fallen off this month and although eight A.S.R. sorties on four consecutive days were carried out and wreckage found at the places indicated on two occasions, no crews were seen.

Co-operation with Allied M.G.B. craft has been carried out with good results, and photo reconnaissance in co-operation with the Royal Navy has also been carried out on several occasions during the month.

5. BOMBER/TRANSPORT WING.

A slight increase in sorties on supply dropping and landing over last months figures has resulted in 160 tons of food and supplies being successfully delivered to the Partisan forces and the Garibaldi Division. Of the 179 sorties 17 were ineffective owing to technical trouble or weather, the area being cloud covered for the greater part of the first week of the month and during the last few days.

In addition to the above the aircraft landing at TEMPO with supplies, have evacuated 198 wounded of the Partisan and Yugo-Slav forces.

6. FIGHTER/TRANSPORT WING.

An increase in number of sorties is again to be noted this month; it has been possible to operate on every day except two during the month.

There were two forced landings during the month, one of which was successful and the aircraft was able to be flown out after servicing, the other unfortunately crashed injuring five passengers.

7. FIGHTER BOMBING.

The BAETTAGLES have operated on 14 days during the month, on one day carrying out 36 sorties. The main targets have been the coastal batteries on the Isle of RAB (attacked 7 times) MEMO, DOG HINGEL, PESCHIN, STOJAMA, DOG NOVI, KOSTANJICA, OMIAN, and VOLINJA; the bombing has been accurate in the main, although on six occasions the targets have only been partially hit.

On the 12th March an aircraft crashed taking-off and blew up, killing the crew. The aircraft apparently swung and the pilot was unable to correct in time. On the 13th March also an aircraft Force-landed on IPSI, the crew being safe. These were the only casualties during the month.

8. WHITE LEVEL.

Gen. GARIA (Commander) and Col. FRANCOIS (Chief of Staff) are proving themselves energetic and keen in their duties towards the Italian Air Force. There is, however, a tendency at times towards

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

Co-operation with Allied S.O.E. craft has been carried out with good results, and photographic reconnaissance in co-operation with the Royal Navy has also been carried out on several occasions during the month.

5. BOMBER/TRANSPORT WING.

A slight increase in sorties on supply dropping and landing over last months figures has resulted in 160 tons of food and supplies being successfully delivered to the Partisan Forces and the Garibaldi Division. Of the 179 sorties 47 were ineffective owing to technical trouble or weather, the area being cloud covered for the greater part of the first week of the month and during the last few days.

In addition to the above the aircraft landing at TIRANA with supplies, have evacuated 198 wounded of the Partisan and Yugo-Slav forces.

6. COURIER/TRANSPORT WING.

An increase in number of sorties is again to be noted this month; it has been possible to operate on every day except two during the month.

There were two forced landings during the month, one of which was successful and the aircraft was able to be flown out after servicing, the other unfortunately crashed injuring five passengers.

7. FIGHTER/RECCE WING.

The FIGHTERS have operated on 14 days during the month, on one day carrying out 36 sorties. The main targets have been the coastal batteries on the Isle of LAB (attacked 7 times) SELAC, BOS FIGURA, KRISTOFAR, STOTAMA, BOS NOVI, KOSMARNIA, OCHIRN, and VOIRNA; the bombing has been accurate in the main, although on six occasions the targets have only been partially hit.

On the 12th March an aircraft crashed taking-off and blew up, killing the crew. The aircraft apparently swung and the pilot was unable to correct in time. On the 18th March also an aircraft force-landed on IESI, the crew being safe. These were the only casualties during the month.

8. BASE AREA.

Gen. GAETA (Commander) and Col. FRANCOIS (Chief of Staff) are proving themselves energetic and keen in their duties towards the Italian Air Force. There is, however, a tendency at times towards non-co-operation, and this is evident at the moment on the question of the general flying discipline and supervision of the Courier/Transport service. It is not considered at present that this tendency will take any active form and in fact the amount of useful flying being done, in spite of the elderly aircraft, points to a desire to co-operate at least as far as flying hours is concerned.

It is hoped to introduce shortly a better system of booking out for Italian aircraft, and correspondence is in progress with H.Q. M.A.A.F. on the subject. When the policy is firm, it will be a good indication of the willingness or otherwise of Units here to co-operate to see how long it will take to implement this policy.

Continued /3.....

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

A scheme has been put forward to Italian Air Ministry by Unita Aerea which it is understood will give them closer control of 4 Z.A.T. It is not known how this has been received in Rome but it seems to involve the 'Empire building' policy mentioned in last months report. An indication of this occurred during the provision of Italian Air Force personnel for the U.S.A.A.F. this month, when Unita Aerea proved incapable of providing the number of personnel ordered by Air Ministry and called upon 4 Z.A.T. to provide the difference in addition to the numbers they had already provided as ordered by Air Ministry.

9. O.T.U.

Work on preparing the O.T.U. airfield at PROSINONE has unfortunately been slowed down by the large number of mines which were found, and by the difficulty in obtaining rollers. AAFSC/MTO have kindly provided several do-mining service and some rollers have now arrived, so that the work is progressing more satisfactorily.

Between 22nd and 25th March all aircraft from CAUDO were flown in to PROSINONE, and all I.A.F. personnel were clear of CAUDO on 25th March.

The landing strip is now completed, except for the extension, and this should be ready in about 7 days time. Training can then re-commence.

The I.A.F. personnel and local contractors have done a great deal to clear up the mess at this airfield. It was inspected on 30th March by General Simone Cat and the A.O.C, this Sub-Commission, and the camp was found to be very tidy and well laid out. The R.A.F. detachment is at present billetted in PROSINONE with the Town Major, but are hoping to move under canvas onto the airfield very shortly.

10. AIRFIELDS.

There is little to report this month as regards I.A.F. airfields. After permission had been given to use LAKE BRACCIANO as the ROME terminus of the ROME-CAGLIARI seaplane service, this was withdrawn, for operational reasons. Permission is now being sought to use a site near the mouth of the TIBER for this purpose.

Information has been received that ROME/CIAMPINO airfield is being de-requisitioned by U.S.A.A.F. and it is being handed back to the I.A.F. It is likely that this airfield will be used as the ROME terminus of the Courier Services, instead of CENTOCELLE, as this has never been very satisfactory.

The I.A.F. has been invited to co-operate with the Area Engineer in work at CAPODICHINO airfield.

A suggested plan, emanating from H.Q. M.A.A.F. for the I.A.F. to service transit aircraft at PRESTO has been turned down because of lack of equipment at that airfield.

11. MAINTENANCE.

STATE OF AIRCRAFT.

	1.2.45	1.3.45
SERVICEABILITY		SERVICEABILITY

1508

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

portable and some boilers have now arrived, [illegible] satisfactorily.

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10. AIRFIELDS.

There is little to report this month as regards I.A.F. airfields. After permission had been given to use LIDO DI FRACCIANO as the NORE terminus of the NORE-CAGLIARI seaplane service, this was withdrawn, for operational reasons. Permission is now being sought to use a site near the mouth of the TIBER for this purpose.

1508

Information has been received that NORE/VITTORIO airfield is being de-requisitioned by M.A.T.A., and it is being handed back to the I.A.F. It is likely that this airfield will be used as the NORE terminus of the Courier Services, instead of CENTOCELLE, as this has never been very satisfactory.

The I.A.F. has been invited to co-operate with the Area Engineer in work at CIAMPINO airfield.

A suggested plan, emanating from H.Q. [illegible] for the I.A.F. to service transit aircraft at PALERMO has been turned down because of lack of equipment at that airfield.

11. MAINTENANCE.

TYPE OF AIRCRAFT.	1.4.45 SERVICEABILITY	1.3.45 SERVICEABILITY
MACCHI 205	12	13
MACCHI 202	18	15
SPITFIRE	9	9
MARTLNCHE	30	23
S.M.82	7	8
C.R.T.1007	5	6
AIRACOBRA	22	20

Continued /4...

H8a

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

12. ITALIAN FIGHTER SERVICEABILITY.

Shows an increase on last month. The engine position on both types is now very good and the standard of overhauled engines should improve owing to the spares received from France. The radiator position continues to improve and progress is being made in fitting Reggiane and Spitfire tyres to these aircraft.

13. ITALIAN BOMBER TRANSPORT SERVICEABILITY.

The S.M.82 shows only a slight temporary decrease in spite of a record number of sorties for the month. Engine serviceability has now been greatly improved and for the first time there are spare Alfa 128 engines awaiting installation. Some Wellington tyres have been received and gaskets for hydraulic components are being manufactured and fitted. In the near future two factories will be turning out small quantities of plywood and casein glue which will ease the supply position from Allied sources.

The Cant.1007 serviceability shows a decrease. This is to be expected as the number of 'in use' aircraft has now been cut to eleven. Further drops can be expected as no more major repairs or overhauls are being done on this type of aircraft, and the number of 'in use' aircraft will drop still further.

14. ALLIED AIRCRAFT SERVICEABILITY.

The Baltimore and Spitfire serviceability position is about normal. Whilst serviceability is being maintained on the Airacobras, the position of main and nose wheel tyres and tubes is acute and extensive robbing of the 'pool' aircraft at Lecce has had to take place. All available spare tyres and tubes have now been drawn and the question of further supplies has been taken up with M.A.A.F. Algiers.

In the meanwhile all repairable tyres are being repaired under arrangements made with No.214 Group, and an attempt is being made to fit P.38 tyres for the main wheels of the Airacobra. So far no suitable substitute has been found for the nose wheel.

15. MAINTENANCE GENERAL.

A re-organisation of the Technical Staff of the Regia Aeronautica is now taking place and it is hoped that when this new organisation is in operation, there will be a general improvement in the standard of maintenance. Duties of each officer are being detailed to avoid the present overlapping of duties and responsibilities are being clearly defined. Trained Ground and Air personnel are available in the event of a third P.39 Squadron being needed. Ground equipment is available, and the only hold up is likely to be shortage of tyres.

16. SIGNALS.

Release has been given from A.C. M.A.A.F. for 30 sets of TR.9D equipment for installation in bomber transport aircraft to provide airfield control facilities. As soon as these are available installation will commence.

A telephone circuit has been provided between SAN NICOLO VARANO and H.Q.328 Wing, the controlling authority for these seaplanes. A.S.R. exercises, including "homing" to launches, are in course of preparation.

Declassified E.O. 12356 Section 3.3/NND No. 785013

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16. SIGNALS.

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A telephone circuit has been provided between SAN NICOLO VARANO and H.Q.32 Wing, the controlling authority for these seaplanes. A.S.R. exercises, including "homing" to launches, are in course of preparation.

Air Vice-Marshal Aitken, ASO-in-C made a visit of inspection to the Signals School at CASERTA and the Signals Workshops in R.H.I. He expressed his satisfaction at what he saw.

The ASO-in-C also visited LECCE, where he talked with the LECCE Signals Officer, informing me later of the various points that arose. These points were already in hand.

CATANIA is now toeing the line regarding frequency stability, and M-teor reception remained good throughout the month.

The wireless efficiency of all other units remains good.

Continued /5.....

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

A very serious shortage of certain wireless valves is likely to cause a reduction to the number of services operating. The equipment section has made every effort to obtain certain types, but the shortage exists in the R.A.F. and A.A.F. supply depots.

After my criticism of the R.A. wireless receiving station in ROME, the R.A. are going to move it to CENTOCELLE, where it will be possible to erect proper aerials etc.

17. ORGANISATION.

Wing Commander Barlas, H.Q. M.A.A.F. paid two visits during the month to the Italian Air Ministry in order to advise them on the preparation of scale to establishments for the Italian Air Force. By the 29th of March, these were in course of being typed, and the officials concerned were anxious that Wing Commander Barlas should pay them another visit, in order that some points might be clarified. It is learnt that this officer proposes to visit Rome again on the 6th April for this purpose, and the suggested establishments will then be examined. A new Order of Battle has been issued, showing controlling units and location of each I.A.F. Unit, and changes, if any, are sent by postagram to H.Q. M.A.A.F - also tables of I.A.F. strength as at 15th March. A number of Italian Army personnel have been transferred, as from the end of March, into the I.A.F, and are mostly employed at LEGHORN with 986 Squadron, Royal Air Force.

18. MANPOWER.

During the first half of the month this Sub-Commission was very active in making the arrangements for the transfer of 3,000 men from the I.A.F. to the Allies. The target date was the 15th March, and although some difficulty was experienced in the arranging of transportation from the concentration centres to their places of employment, and through other causes, by far the greater part of these men had been handed over to AAFSC/ATC by that date. During the period of collection and forwarding to their units, desertions were happily not in evidence. The American authorities expressed themselves as being well satisfied with the results achieved.

1507

A strength return, sent by AAFSC/ATC to this Sub-Commission and received on 27th March, shows that out of a quota of 6,500 men to be employed by the Americans, 6,292 were actually on the strength. It is thought that the small balance remaining will have already been collected by this time, as the men were actually available in the concentration areas.

The R.A.F. quota of I.A.F. personnel under this substitution scheme is 2,500, and the actual strength held is slightly in excess of this.

19. RATIONING.

In the past I.A.F. Ration Depots have drawn rations from Italian Army Depots for distribution to I.A.F. Units.

The Land Forces Sub-Commission has represented the undesirability of having Ration Depots which are not under the immediate control of Allied representatives. A scheme has been drawn up, and will come into force on 9th April, whereby I.A.F. units will draw rations from the nearest British Army depot.

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

Wing Commander Barlas, H.Q. R.A.A.F. paid two visits during the month to the Italian Air Ministry in order to advise them on the preparation of complete establishments for the Italian Air Force. By the 29th of March, these were in course of being typed, and the officials concerned were anxious that Wing Commander Barlas should pay them another visit, in order that some points might be clarified. It is learnt that this officer proposes to visit Rome again on the 6th April for this purpose, and the suggested establishments will then be examined. A new Order of Battle has been issued, showing controlling units and location of each I.A.F. Unit, and changes, if any, are sent by postagram to H.Q. R.A.A.F - also tables of I.A.F. strength as at 15th March. A number of Italian Army personnel have been transferred, as from the end of March, into the I.A.F, and are mostly employed at LEVORNO with 936 Squadron, Royal Air Force.

18. MANPOWER.

During the first half of the month this Sub-Commission was very active in making the arrangements for the transfer of 5,000 men from the I.A.F. to the Allies. The target date was the 15th March, and although some difficulty was experienced in the arranging of transportation from the concentration centres to their places of employment, and through other causes, by far the greater part of these men had been handed over to AAFSC/MTO by that date. During the period of collection and forwarding to their units, desertions were happily not in evidence. The American authorities expressed themselves as being well satisfied with the results achieved.

1507

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20. TYRES FOR P.39 AIRCRAFT.

Up to a few weeks ago AAFSC/MTO had informed us that supplies of tyres for P.39 aircraft were held up pending the satisfaction of higher priorities. AAFSC/MTO now state that no further supplies can be expected from American sources. This has led to an acute position as regards tyres for these aircraft.

H.Q.A.A.F. Rear have released all available quantities which they possess, and are ascertaining the quantity available elsewhere.

Meanwhile every effort has been made to repair all available repairable tyres, and to find possible alternative tyres. The position is also dealt with elsewhere in the report.

(49)

Continued /6.....

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

21. CLOTHING.

Provision Office, North Africa, have provisioned on A.F.H.Q. for 24,000 sets of the A.F.H.Q. Clothing Scale for the Italian Armed Forces, less certain items of which the I.A.F. already holds adequate stocks.

Boots, however, remain a serious shortage. 214 Group have released 5,000 pairs, which has eased the situation, but M.A.A.F. Rear have been asked to expedite the supply of boots off the sets of clothing in order to provide a reasonable backing for exchanges of repairable boots.

22. INTELLIGENCE.

Information of a useful nature continues to be received in a satisfactory flow although the trickle of inventors - good and bad - offering their ideas to the Allies has steadily diminished. A useful step forward has been achieved as a result of an arrangement made between the Sub-Commission and CSDIC/AIA, whereby the latter receive copies of any reports containing general (as opposed to purely air) intelligence for translation and dissemination through their very comprehensive distribution lists. A closer liaison with other Allied Intelligence Agencies has also been developed with consequent advantages to all concerned.

23. ITALIAN PRESS.

The Press during the month has been much better behaved towards both the Allies and the Italian Air Force, no attacks having been recorded. One incident however is worthy of note. The Italian Civil Censorship Group stopped an enemy-minded letter, addressed to the "Voce Repubblicana" which contained a scurrilous attack on a number of senior officials of the I.A.F. (including the Minister and the C.A.S.) The most significant fact is that the letter was addressed to the Voce, as it is about the only paper at present published in liberated Italy which would be likely to print such an attack.

24. GENERAL.

The total sorties flown by the Italian Air Force during the month of March is the highest on record, being a total of 1,408 sorties as against 1,355 flown in November 1944. The number of supply dropping sorties, 179, is also a record, the next highest being 176 in August 1944.

The morale of the operational squadrons remains good. The two MACCHI squadrons are still very depressed at having no active operations to take part in. They will be used as a pool for the replacement of casualties and tired pilots in the operational squadrons.

Early in the month, Lieutenant Colonel H.M. BALDRIGE, U.S.A.A.F. arrived, to take over the assignment as Deputy Director of this Sub-Commission. Since his arrival Lt. Colonel BALDRIGE has made a tour of the various I.A.F. units located in Southern Italy.

Late in the month Group Captain L.E. JARMAN arrived to take over the duties of Group Captain Organisation from Group Captain P.M. DENNY, who is tour-expired.

At long last this Sub-Commission has been able to start its own Officer's [illegible] which is located in the same building as the quarters occupied by the Officers. [illegible]

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

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24. GENERAL.

The total sorties flown by the Italian Air Force during the month of March is the highest on record, being a total of 1,402 sorties as against 1,355 flown in November 1944. The number of supply dropping sorties, 179, is also a record, the next highest being 176 in August 1944.

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At long last this Sub-Commission has been able to start its own Officer's Mess, which is located in the same building as the quarters occupied by the Officers. It is now working smoothly, and is satisfactory in all respects, although it is hoped to make many improvements as experience in running it is gained. Headquarters, No.2 Base Area, have, by their advice and active assistance, done much to ensure that the Mess got off to a good start.

During the month the A.O.C, this Sub-Commission, visited CASTE and BIFERNO. Group Captains BOYD and STAMPTON, commanding the Fighter and Bomber Wings under which the I.A.F. squadrons are operating, expressed themselves as being

Continued /7....

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

well satisfied with the morale and operational efficiency of the Italians, as well as with their discipline and general standards of camp organisation and hygiene on the ground. Some of the Baltimore crews looked rather tired, and it is essential that the work on preparations to turn out the crews from the O.T.U. at FROSINONE, should be completed as soon as possible. All the crews, however, appeared to be in the best of spirits, and the small increase in rations noted in last month's report has had a beneficial effect.

A protest has been received from the Italian Air Ministry against the implementation of the recommendations of the Bayley Report. During most of the month this protest has been under consideration at Headquarters, M.A.A.F. A reply has now been received to the effect that the two MACCHI squadrons may be allowed to retain their identity, and be used as a pool for the replacement of casualties and tired pilots in the Fighter Wing. It has, however, been ruled that the obsolete aircraft, of no value to the Allied war effort, are to be reduced to produce, and not stored, as the Italians had requested, since the rate of deterioration of these aircraft, without proper maintenance, would have been so rapid. These instructions have been passed to the Italian Chief of Staff, General Aimone Cat, who has been told to make the necessary arrangements for the working parties needed to strip these aircraft. Meanwhile it is understood that the Prime Minister, H.E. BONOMI, has made a strong protest to the Chief Commissioner, Allied Commission. It is still feared that the implementation of these instructions, in full, will cause a serious lowering in the morale of the I.A.F.

The spirit of co-operation is still well in evidence in the Italian Air Ministry, and while they are slow workers and make stupid mistakes, they have shown themselves ready to give every assistance to the staff of this Sub-Commission in their work of compiling new establishments for all formations and units of the I.A.F. Unfortunately there is still a great deal of intrigue within the Air Ministry, and while most of the Senior Officers are sound, and have the interests of the I.A.F. heart, a large number of less senior ones are more concerned about themselves, or have other axes to grind. General Aimone Cat is doing his best to get rid of these elements, but his task is a hard one. It will be made easier when the reduction of the Air Ministry and I.A.F. to regularised establishments can be effected.

1506

Once again there is very little to report about defascisation, and even the Italian Press has had nothing to say about this as far as the I.A.F. is concerned.

W.A. Bowen-Buscarlet

W.A.P. BOWEN-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, ROME.
DATE: 6TH APRIL, 1945.
REF: AFSC/26/1/AIR

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

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AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, ROME.
DATE: 6TH APRIL, 1945.
REF: AFSC/25/1/AIR.

DISTRIBUTION:

H.Q. M.A.A.F. ~~ALLIED~~ LIAISON SECTION, C.M.F.	2 copies
CHIEF COMMISSIONER, H.Q. A.C. ROME.	1 copy
A.F.S.C. A.C. BARI - FILE.	1 copy
A.F.S.C. A.C. NAPLES - FILE	1 copy
A.F.S.C. A.C. ROME FILE	1 copy

48a

Declassified E.O. 12356 Section 3.3/NND No. 782015

APPENDIX "A"

SECRET.

AIRCRAFT STATE - I.A.F.

		Strength	Serviceable	Crew	
FIGHTER WING.					
Carme	P.39	32	19		Not including 20 P.39 a/c declared u/s, and which are being stripped of all serviceable spare parts.
Lecce	P.39	16	9		
Lecce	Ca.135	1	-		
Lecce	Sai.202	1	1		
Lecce	Mc.205	24	18		
Lecce	Spitfire	2	1		
Carme	Spitfire	14	7		
Lecce	Ju.87	2	-		
Lecce	Mc.202	27	21		
Lecce	Sai.202	1	1		
Lecce	Ju.87	1	-		
		121	77	246	
LIGHT BOMBER AND BOMBER/TRANSPORT WING.					
Biferno	M.187	32	27		
Biferno	M.187	2	-		
Lissa	M.187	1	-		
Biferno	Ca.164	1	1		
Lecce	Cz.1007	6	5		
Lecce	S.82	15	5		
Roma	S.79	20	10		
Roma	S.84	6	4		
Roma	S.75	2	2		
Roma	S.73	1	-		
Roma	G.12	1	-		
Roma	Sai.202	1	-		
		88	54	132	
SEAPLANE WING.					
Taranto	Cz.506B	9	6		
Brindisi	Cz.501	10	8		
Brindisi	Cz.506/S	2	1		
S.N.Varano	Cz.506/S	2	1		
S.N.Varano	Cz.506/B	1	1		
Taranto	Cz.506/B	3	-		
Elmas	Cz.506/B	1	1		
Taranto	Cz.506/C	1	-		
		3	2		

1505

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

Lecce	Mc.205	2	1		
Lecce	Spitfire	14	7		being stripped of all serviceable spare parts.
Gerbe	Spitfire	2	-		
Lecce	Ju.87	27	21		
Lecce	Mc.202	1	1		
Lecce	Sal.202	1	-		
Lecce	Ju.87				
		121	77	246	

LIGHT BOMBER AND BOMBER/TRANSPORT WING.

Biferno	M.187	32	27		
Biferno	M.187	2	-		
Lecce	M.187	1	-		
Biferno	Cz.164	1	1		
Lecce	Cz.1007	6	5		
Lecce	S.82	15	5		
Roma	S.79	20	10		
Roma	S.84	6	4		
Roma	S.75	2	2		
Roma	S.79	1	-		
Roma	G.12	1	-		
Roma	Sal.202	1	-		
		88	54	132	

SEAPLANE WING.

Taranto	Cz.506B	9	6		
Brindisi	Cz.501	10	8		
Brindisi	Cz.506/S	2	1		
S.M.Varano	Cz.506/S	2	1		
S.M.Varano	Cz.506/B	1	1		
Taranto	Cz.506/B	3	-		
Elmas	Cz.506/B	1	1		
Taranto	Cz.506/C	1	-		
Elmas	Cz.506/S	3	2		
Taranto	Cz.501	4	3		
Taranto	Rs.14	3	3		
		44	29	76	

1505

1-8c

Continued /2.....

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

		Strength	Serviceable	Crew	
SCHOOL.					
Leverano	Mo.200	8	6		
Leverano	Cr.42	5	5		
Leverano	C.50	1	-		
Leverano	Ca.164	5	3		
Frosinone	F.59	14	12		
Frosinone	Mo.187	7	7		
Frosinone	Spitfire	1	1		
Frosinone	Sai.202	1	1		
		40	34	55	
CONSUMABLE STORES DEPOT.					
Lecce	F.59	37	-	-	U/s because of lack of tyres.
AUTONOMOUS SQUADRONS.					
Palese	S.79	3	2		
Palese	Ca.314	4	2		
Palese	Ca.313	1	-		
Palese	Ca.311	1	-		
Palese	Ca.310	1	-		
Palese	Ca.309	4	1		
Palese	Sai.202	6	4		
Palese	Ca.164	1	-		
Palese	Fn.305	1	-		
Palese	Fj.156	1	1		
Peretola	Cr.42	2	1		
		25	11	42	
AUTONOMOUS SQUADRONS SARDINIA.					
Monserrato	S.79	1	1		
Monserrato	Sai.202	1	1		
Monserrato	Fn.305	1	1		
Monserrato	Ju.87	1	-		
		4	3	2	
REPAIR SHOPS.					
		7	-		

1504

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

		40	34	55	

CONSIDERABLE SPORES DEPOT.

Lecce	F.39	37	-	-	U/s because of lack of tyres.

AUTONOMOUS SQUADRONS.

Palese	S.79	3	2	
Palese	Ca.314	4	2	
Palese	Ca.313	1	-	
Palese	Ca.311	1	-	
Palese	Ca.310	1	-	
Palese	Ca.309	4	1	
Palese	Sai.202	6	4	
Palese	Ca.164	1	-	
Palese	Fn.305	1	-	
Palese	Fj.156	1	1	
Frattola	Cr.42	2	1	
		25	11	42

AUTONOMO C SQUADRONS SARDINIA.

Monserrato	S.79	1	1	
Monserrato	Sai.202	1	1	
Monserrato	Fn.305	1	1	
Monserrato	Ju.87	1	-	
		4	3	2

REPAIR SHOPS.

Lecce	F.39	7	-	
Lecce	Spitfire	1	-	
Lecce	Me.205	8	-	
Lecce	Me.202	11	-	
Lecce	Ca.111	1	-	
Lecce	Sai.202	6	-	
Lecce	Fn.305	1	-	
Lecce	I.3	1	-	
S.Vito dei Normanni	Cz.1007	1	-	
	Ca.314	3	-	
	Ca.313	1	-	
Lecce	S.82	6	-	

1504

Continued/3.....

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

REPAIR SHOPS CONTINUED.

		Strength	Serviceable	Crew
Lecce	Cz.1007	8	-	
Lecce	G.12	1	-	
Lecce	S.79	2	-	
Lecce	S.73	1	-	
Lecce	S.81	1	-	
Lecce	Ca.309	1	-	
Taranto	Ca.5063	19	-	
Taranto	Cz.5063	3	-	
Taranto	Cz.501	10	-	
Taranto	Rs.14	1	-	
Monserrato	S.79	2	-	
Monserrato	Cz.1007	1	-	
Monserrato	Cr.42	2	-	
Monserrato	G.50	2	-	
Monserrato	Fn.305	1	-	
Elmas	S.84	1	-	
Elmas	S.66	1	-	
Leverano	Re.2002	15	5	
Leverano	Re.2001	11	-	
Leverano	Mc.200	17	-	
Leverano	Cr.42	2	-	
Leverano	G.8	2	-	
Leverano	Ca.164	3	-	
Leverano	Fn.305	1	-	
Leverano	Sai.200	1	1	
Leverano	Ro.37	1	-	
Leverano	Ro.43	1	-	
		149	7	-

1503

TOTALS: 508 215 553

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

Monserrato	G.56	2	-	
Monserrato	Fn.305	1	-	
Elmas	S.64	1	-	
Elmas	S.66	1	-	
Leverano	Re.2002	15	6	
Leverano	Re.2001	11	-	
Leverano	Mc.200	17	-	
Leverano	Cr.42	2	-	
Leverano	C.6	2	-	
Leverano	Ca.164	3	-	
Leverano	Fn.305	1	-	
Leverano	Sei.200	1	1	
Leverano	Re.37	1	-	
Leverano	Re.43	1	-	
		149	7	-
	TOTALS:	508	215	553

1503

48a

Declassified E.O. 12356 Section 3.3/NND No. 785013

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

NEF/mrd
30 March 1945

Memo:

To : Chief Commissioner

This is the first report by Lt. Col. Baldrige on the Italian Air Force. You will note that he has been directed to report personally to General Laker every ten days, after clearing through your office. The report is interesting as a cursory survey and you may wish to glance over it for information.

NORMAN E. FISKE
Colonel
Acting Executive Commissioner

1502

A/Exec. Commr:
Noted
EWS

*Note: See Exec. Commr. file 8505/EC on which there is a copy of this report. D.F.C.

48

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

50 674
MAR 12 RECD

SECRET

10 March 1945.

Ref: 8501/54/EC.

Subject: Reduction of the Italian Air Force.

To: Allied Force Headquarters, APO 512
(Attention: Chief of Staff)

1. There are forwarded herewith the following documents received today from Prime Minister Bonomi: (44)

a. Letter from Sig. Bonomi to Admiral Stone, dated 8 March 1945.

b. Letter from Minister for Air to Prime Minister Bonomi, Ref. 163R, 6 March 1945. (44, INCL)

c. Letter from Italian Chief of the Air Staff to Air Vice Marshal Bowen Buscarlet, ref. 010649/Sg/U, 6 March 1945. (42a)

There is also forwarded a copy of Air Vice Marshal Bowen Buscarlet's letter to Headquarters MAAF containing his own summing up and recommendations. (46)

2. Instructions on which to base a reply to Sig. Bonomi's letter are requested. (45)

3. Receipt of the Prime Minister's letter has been acknowledged with the statement that the matter has been referred to higher authorities.

(49) Sir

Brigadier,
Executive Commissioner.

4. Incls:
as in para.1 above.

(47)

COPY

SECRET

From: AIR FORCES SUB COMMISSION,
ALLIED COMMISSION, ROMA.

To: HEADQUARTERS,
M.A.A.F., C.M.F.
Copy: Chief Commissioner, H.Q. Allied Commission.

Date: 8 March 1945.

Ref: AFSC/23/AIR.

With reference to this Sub Commission's letter AFSC/23/AIR of the 27th February, 1945, addressed to General Aimore Cat, Chief of Italian Air Staff, copies of which were forwarded to your Headquarters, and to the Chief Commissioner, Allied Commission.

2. A reply from General Aimore Cat has now been received, and a literal translation of this is attached as Appendix "A" to this letter. The General's letter is written in the usual flowery Italian manner, and I feel that I should attempt to put the Italian point of view to you as clearly as possible, as I see it. Through my constant contact with them I feel that I appreciate their angle, and can explain it in English better than any translation of an Italian letter can do.

3. They know they have lost the war and at the time of the Armistice they would have had no complaint if the Allies had insisted on complete disarmament of the A.I.F. Since, however, the Allies have allowed them to share in the fight against Germany, even if only as co-belligerents, they feel that they are entitled to some recognition. They point out, and no one can deny them this, that they have almost achieved miracles in the reconstruction of their aircraft from salvage and by improvisation, and they feel that this too must be taken into consideration. They point out that what they have done has been achieved in face of inadequate food and pay, and poor clothing and accommodation.

4. The tangible recognition which they want is:-

(a) To be allowed to fight on the Italian Front; and

(b) To have further Allied types given to them to replace their own worn out aircraft.

5. With the typical Italian inability to take a practical point of view, they pay no consideration to the facts as given by Sir John Slessor to General Aimone Cat, and repeated to him and other I.A.F. officers by me on many occasions: that the Macchi is no longer an operational type, that airfields to accommodate them on the Italian front do not exist, and that we simply have no Allied types of aircraft with which to re-equip them. The General's reference in paragraph 3 of his letter to the "meeting held at LECCE" is a typical example of his point of view. The meeting was, in fact, a chance conversation which occurred during one of my visits of inspection to the operational units. It took place in the office of the Italian Officer Commanding the Bomber/Transport Wing. The Italians themselves had noticed the re-armament of No.205 Group, and inferred that Wellington aircraft [illegible] there was some discussion as to how quickly Italian crews [illegible] and L.C.3's were also mentioned. I was

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

With reference to this Sub Commission [illegible] February, 1945, addressed to General Aimone Cat, Chief of Italian [illegible], copies of which were forwarded to your Headquarters, and to the Chief Commissioner, Allied Commission.

2. A reply from General Aimone Cat has now been received, and a literal translation of this is attached as Appendix "A" to this letter. The General's letter is written in the usual flowery Italian manner, and I feel that I should attempt to put the Italian point of view to you as clearly as possible, as I see it. Through my constant contact with them I feel that I appreciate their angle, and can explain it in English better than any translation of an Italian letter can do.

3. They know they have lost the war and at the time of the Armistice they would have had no complaint if the Allies had insisted on complete disarmament of the A.I.F. Since, however, the Allies have allowed them to share in the fight against Germany, even if only as co-belligerents, they feel that they are entitled to some recognition. They point out, and no one can deny them this, that they have almost achieved miracles in the reconstruction of their aircraft from salvage and by improvisation, and they feel that this too must be taken into consideration. They point out that what they have done has been achieved in face of inadequate food and pay, and poor clothing and accommodation.

4. The tangible recognition which they want is:-

(a) To be allowed to fight on the Italian Front; and

(b) To have further Allied types given to them to replace their own worn out aircraft.

5. With the typical Italian inability to take a practical point of view, they pay no consideration to the facts as given by Sir John Slessor to General Aimone Cat, and repeated to him and other I.A.F. officers by me on many occasions: that the Macchi is no longer an operational type, that airfields to accommodate them on the Italian front do not exist, and that we simply have no Allied types of aircraft with which to re-equip them. The General's reference in paragraph 3 of his letter to the "meeting held at LMOCG" is a typical example of his point of view. The meeting was, in fact, a chance conversation which occurred during one of my visits of inspection to the operational units. It took place in the office of the Italian Officer Commanding the Bomber/Transport Wing. The Italians themselves had noticed the re-armament of No.205 Group, and inferred that Wellington aircraft would be thrown up. There was some discussion as to how quickly Italian crews could become operational on Wellingtons, and D.C.3's were also mentioned. I was at some pains to point out that any type of aircraft which could be absorbed by C.T.U's would be very unlikely to become available, and that the Wellington was a type particularly suited to the C.T.U's. This seems to have been construed into some sort of promise that the I.A.F. would be given Wellingtons.

6. I feel that it will with difficulty be possible to explain to the Italian pilots that we cannot let them fight on the Italian front, and that further re-armament with Allied types, is literally impossible. I believe that this could be put over without causing any considerable loss of morale. I would, however, call particular attention to a belief which was, at one time, current in the Italian Air Force, and is now current again. This is that, having promised Italy

Declassified E.O. 12356 Section 3.3/NND No. 782015

that whatever she can do in aid of the Allies will count in her favour at the Peace Conference, the Allies are deliberately restricting supplies of aircraft and materials, so as to keep the Italian effort down to a minimum. This rumour started at the time when difficulties as regards the supply of ground equipment and spares slowed down the re-armament with Airacobras and Baltimores. It has now resurrected itself over our most recent proposals.

6. Having realised that there can be no question of fighting on the Italian Front, and no question of any further re-arming with Allied types, the I.A.F. is asked to survive the double blow of the relegation of the Macchis to training, and the breaking up of their surplus and obsolete aircraft which cannot be devoted to the immediate war effort.

7. Logically there can be no case for the retention of either the Macchis or the obsolete aircraft, if the furtherance of the war against Germany is the only consideration. The Macchis are no longer a first line aircraft, and the obsolete aircraft are far beyond economical maintenance. The Italian pilot, however, cannot see it from this point of view, and, having done his best according to his lights, now finds the greater part of what little remains of his Air Force being irrevocably taken away from him. This may be difficult to understand from our point of view, but it must be appreciated that Italians have a totally different mental outlook, and place a far greater value on sentiment. Added to this I know that they feel that they are being unfairly treated.

8. General Dimaio feels that the morale of the I.A.F. will be unable to survive these blows, and that nothing that he can do can avert a complete collapse. This would, very naturally, have serious political repercussions, and the matter has now been raised to the political plane, by a letter from the Air Minister to the President of the Council of Ministers (H.E. BONOMI), a translation of which is attached.

9. I do not feel that the General is exaggerating unduly when he warns us of a probable collapse of the I.A.F. The aircrews are exceedingly temperamental, and as stated above are highly sensitive to real or imaginary loss of prestige. Added to this is the fact that our instructions must inevitably mean the retirement of a number of pilots, if not of other aircrew. #109

10. The General himself has expressed his feelings to me by saying that he cannot see why even the risk of the collapse of the I.A.F. should be taken at this stage, when, we all hope, there are only a few more months of war in Europe left.

11. Except for the suggestion to store the obsolete aircraft, made in paragraph 6 of the General's letter, he has nothing to propose of a constructive nature. I have, however, had several discussions with him, and the following represents his line of thought.

12.(a) Instead of simply relegating the Macchis to training, could they not retain their entity as squadrons and be used as a pool from which to draw pilots to replace casualties and tired pilots in the first line squadrons. The manpower absorbed to maintain them would be little in excess of that needed to maintain them as training aircraft in the O.T.U. The pool could be located at the O.T.U.

(b) That the varied and obsolete aircraft, of no use to the immediate war effort should be stored until the end of the war. They will then have considerable

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

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(b) That the varied and obsolete aircraft, of no use to the immediate war effort should be stored until the end of the war. They will thus have something to fall back on when the war is over.

13. I should like to recommend that we agree to the proposals at 12(a) and (b) above. As regards (b) the material solved by the reduction of the aircraft to produce would be of practically no value to the war effort. I consider that we should, however, insist on the reduction to produce for spares of all aircraft of types which we are to retain in service and which are beyong economical repair. I suggest that the remaining obsolete aircraft should be inhibited and stored. As regards place of storage I suggest PALATA, which is adequate in size and of little agricultural value. It is, moreover, well out of the way, there are no Italian units in the neighbourhood, and a small guard would suffice to safeguard

(46)

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

them from pilferage. Several R.A.F. units are in the immediate vicinity and it would be easy to ensure that no clandestine work or flying took place on these aircraft.

14. I consider that this represents the minimum possible concessions that we can make to avert a probable collapse. The position would be made far more secure if we could grant some further small concessions.

15. I would therefore suggest that consideration be given to the following:

(a) No.9 Squadron is in complete existence, with all its pilots and maintenance personnel. Airfield space for it exists at NUOVA. Would it be possible:-

(i) To re-equip it with some obsolete mark of Spitfire, or if that is not possible

(ii) To allow it to come into the line. The war being at the stage it is, I feel that our resources of Airacobras should suffice to see three squadrons through to the end.

(b) That we consider the re-arming of the dying Cant 1007 squadron with Baltimores. The Baltimore Wing has, I submit, proved its worth, and the Cant 1007 crews are all fully operational and very experienced. I believe that there is a large number of Baltimores in reserve, for which there are few operational commitments. The drawback of this proposal is that the airfield at [redacted], which would be required for training the squadron is not yet fit for flying. The granting of this concession might well have the effect of speeding up the work at [redacted], as well as being a real tonic to morale.

16. As the General states in paragraph 2 of his letter, he is perfectly in accord with our wish to transform the I.A.F. into a small and efficient Air Force, and during recent transactions he has shown practically that he is sincere in this. It is not felt that our agreement to any of the proposals set out in paragraphs 12 and 14 above would be contrary to the aim of a small efficient Force.

(Signed) W.A. BOWEN-BUSCARLET.

Air Vice-Marshal
Air Officer Commanding.

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

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(Signed) W.A. BOWEN-BUSCARLET,

Air Vice-Marshal
Air Officer Commanding.

46

Declassified E.O. 12356 Section 3.3/NND No. 785215

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JAA/hd

CC 8503

8 March 1943

My dear Mr. Prime Minister:

I have received your letter of today's date.

I shall pass on your plea against the reduction of the Italian Air Forces to the Allied military authorities, and I will inform you of their reply as soon as I receive it.

Very truly yours,

/s/ Ellery W. Stone
ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

His Excellency Ivanoe Bonomi
President of the Council of Ministers
Italian Government
Rome

cc: Executive Commissioner
Air Forces Sub-Commission
Chief Commissioner's Files

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

COPY (Translation)

THE PRESIDENT OF THE COUNCIL OF MINISTERS

8 March 1945.

Dear Admiral,

The events of the last few days have prevented me from talking to you about a matter of high importance.

It is the question of the menaced reduction of the Italian Air Force, which has already been very much reduced. Should this menace come true, not only would this mean a moral blow for the Air Force troops, but also a humiliation for the Italian spirit, which loves its Air Force and is confident in its contribution to the war that is being fought.

I appeal to your friendship asking you to bring the enclosed reports to the attention of Allied Authorities. They contain a clear explanation of the reasons that advise, rather, an increase of the Italian Air Force.

Yours

(Signed) IVANOE BONOMI.

1498

From: H.E. DOCTOR L. GASPAROTTO,
MINISTER FOR AIR.

COPY (Translation)

To: H.E. IVANOE BONOMI,
PRESIDENT OF THE COUNCIL OF MINISTERS.

Ref: 163R.

Date: 6 March 1945.

42a

My dear President,

I enclose herewith a copy of a letter that the Chief of Italian Air Staff has today forwarded to the Air Vice-Marshal in reply to a grave communication received from him.

From the document in question it is seen that, in accordance with orders given to the A. V-M, and submitted by him to the Chief of Air Staff, the Italian Air Force is to be reduced so that it will be comprised of 121 Italian aircraft (fighters, light bombers and transport) and 80 (or perhaps 122) Allied aircraft, and even these without any assurance that they will be used in combat.

Now I believe that our Air Force cannot stand this fierce blow, that blow would not only constitute a noteable diminution to the contribution which Italy is prepared to make for the common cause, but it would mean that the pilots would be continuing to fight without any hope of the Italian Air Force surviving the war. The pilots, although they may be revolted by the thought that they are bombing Italian territory and cities, are proud and happy to attack on any soil, and preferably on Italian, German troops in combat or in retreat. But if the fighters are reduced to a minimum, what outlet can our pilots ardent desire to fight have?

1405

During my recent visit to the units in PUGLIA, living in close contact with them I learned that they ask for nothing more than to fight and to fight as audaciously and fiercely as possible, no matter what the risk, in the belief that their efforts will be recognised, and that they and Italy will be assured of a place, even though a modest one, in a future Air Force. Consequently, this problem passes from the technical plane to the political one, and it is necessary that the voice of our Government goes out and reaches the high authorities who are able to take definite decisions.

Apart from the aforementioned reasons of a military character, it is unnecessary for me to point out to you the grave repercussions which this unexpected blow to our Air Force would have on the public opinion of our country. Not only would the authority of our Government be diminished, but the dignity of the country would be struck, and the faithful trust which it has in the United Nations would be diminished. I call your particular attention to this point.

You know better than I do that Italy is united in its sympathy for the great British Nation to whom it owes gratitude for the stand which it took during the risorgimento, and for the help received during the war of 1915/1918. Italy has borne the Allies devastating bombardments without protest. I myself in August 1943 witnessed the destruction of my house and also of a large part of MILAN, and I never heard a voice of resentment; all the hatred of the people was directed only against Mussolini and Hitler. I consider therefore, that in this moment when victory is in

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I have placed my preoccupations sincerely in front of you before the demoralising news reaches the country, confident in your immediate intervention.

Believe me,
Yours devotedly,
(Signed) L. GASPAROTTO.

P.S.

With reference to the asterisk, I would remind you with what satisfaction we received the news of the statement made by Mr. Churchill in the House of Commons on the 24th May 1944 - "The loyal Italian Air Force has fought so well that I am making special efforts to equip it with modern planes of British make".

(4) INCL

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

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

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Auth: SAC MT
Initials
6 March 1945

6 March 1945

CHIEF Comm.

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

TO: Air Vice-Marshal W.A.B. Bowen-Buscarlet, C.B.E., D.F.C.
Air Forces Sub-Commission, Allied Commission

THRU: Chief Commissioner, Allied Commission

SUPERSEDED - See 6 Mar 45

1. The following instructions supersede and cancel the directive which was issued to you from this headquarters on 7 December 1944, under reference Number JCS.1821.

2. Your duty is to represent the Allied Air Forces on the Allied Commission and to advise the Chief Commissioner on matters affecting the Italian Air Force. As representative of Mediterranean Allied Air Forces you will be responsible to the Air Commander-in-Chief. As a member of the Allied Commission you are responsible to the Chief Commissioner on matters which, under the Armistice Terms, are the direct responsibility of the Allied Commission.

3. a. The Combined Chiefs of Staff have agreed that an Italian Air Force, with an authorized manpower ceiling of (at present) 31,000, shall be allowed to remain in being for the present, as a co-belligerent Service for the defeat of GERMANY.

b. Your primary function, in general, is to assist the Italian Air Minister, Chief of Staff and Italian Air Force authorities generally, to run as efficient an Air Force as possible for the above end, in accordance with the policy laid down by the Air Commander-in-Chief, within the limits of their authorized resources and of such resources as the Allies can make available to them. You should be quite clear, and should make clear to the above mentioned Italian authorities, that the efficiency of the Italian Air Force is their responsibility. Your responsibility is first to transmit to the Italian Air Ministry the policy instructions of the Air Commander-in-Chief, and secondly to assist them with advice and with such material resources as can be made available by the Allies. If in your view the Italian Air Force authorities are failing in their duty, you will make such representations as you may think fit to the Air Commander-in-Chief and the Chief Commissioner including, if necessary, recommendations for the removal of any particular officer or officers.

4. a. Your function is thus a professional and not a political one. In the event of a change of government in ITALY you will be responsible for advising the Air Commander-in-Chief, in the light of your knowledge and official contacts as a member of the Allied Commission, as to the qualifications, from the Air Force point of view, of any potential Secretary or

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

Under-Secretary of State. And you will reserve the right to approve or reject on grounds of professional suitability, the appointment of Commanding Officers and Senior Staff Officers in the Italian Air Force; in doing so, however, you should as far as possible ensure that there is nothing in the officer's previous record under the Fascist government that makes him unsuitable for his appointment. You should discourage any political activities on the part of Italian Air Force personnel that may come to your notice. Apart from this it is not your function to concern yourself with the political views of any Italian Air Force personnel unless they obtrude themselves by affecting the efficiency of the Italian Air Force; nor is it your duty to discover any political activities in which Italian Air Force personnel may be engaged - that is a matter for the Italian Air Force authorities themselves.

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

5. You and your staff will be in the same relation to the Staff branches of Mediterranean Allied Air Forces concerned with organization, maintenance, supply, training and equipment, as a subordinate Air Officer Commanding and his staff. You should keep these branches fully informed and you are entitled to their assistance and advice as required.

6. Five (5) squadrons of the Italian Air Force are equipped with Allied types. Anything above that must be maintained from existing Italian material resources. You should ensure that the Italian Air Force authorities retain in the Service only such Italian-equipped units as can effectively contribute to the war against GERMANY, in which should be included such Communications units as may be essential for internal courier services; the decision on the number, strength and composition of units falling under this category is one for the Air Commander-in-Chief acting on your advice. You will be responsible for ensuring that the Italian Air Ministry does not maintain any units in excess of those authorized by the Air Commander-in-Chief.

7. All first line operational units will be unreservedly at the disposal of the Air Commander-in-Chief who will place them under the operational control of the appropriate Mediterranean Allied Air Forces subordinate Commander.

8. You will submit routine reports on matters affecting the organization, administration and maintenance of the Italian Air Force to Commanding General, Mediterranean Allied Air Forces. All normal reports concerning the operations of the Italian Air Force units will be rendered by the Mediterranean Allied Air Forces Commander responsible for operational control. Special reports by you or the operational Commander concerned may be necessary from time to time, such as on matters of organization, administration or maintenance of Italian Air Force units which are affecting their operational efficiency. No reports are to be made direct to any higher authority except

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

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the Chief Commissioner and this headquarters; the latter will be responsible for determining any wider distribution which may be necessary.

9. Over and above the requirements of the operational units, and of such noncombat ional and ancillary units as may be authorized, there is and will be a surplus of trained Italian Air Force manpower within the present ceiling of 31,000 referred to above. You will be responsible for effecting the provision of such surplus manpower - and any additional surplus that may become available - for the use of the Mediterranean Allied Air Forces, the decision on the proportion to be employed in the Italian Air Force and in Allied Air Force establishments respectively resting with the Air Commander-in-Chief.

10. The Italian Air Ministry should be encouraged, and as far as possible assisted, to reorganize and rehabilitate such resources of the Italian aircraft industry as may now be available, or may become available as additional Italian territory is occupied, and that could be of service to the Italian or Allied Air Forces in the prosecution of the war against GERMANY.

11. You should ensure that the Intelligence Staff of the Italian Air Ministry make available to you, for the information of Commanding General, Mediterranean Allied Air Forces, any information that they may obtain that may affect the operational situation or be in any way of value to the Intelligence Staff at Headquarters, Mediterranean Allied Air Forces.

BY COMMAND OF FIELD MARSHAL ALEXANDER:

A C Cunningham Lt Col AG
Colonel, AGD
Adjutant General

DISTRIBUTION:
2 - Addressee
4 - Chief Commissioner, Allied Commission
1 - Supreme Allied Commander
1 - Deputy Supreme Allied Commander
1 - Secretary General Staff
2 - Commander-in-Chief, Mediterranean
2 - Commander, 8th Fleet
10 - AAI (Send under informal cover to Acting Commander ORMF, office of the Deputy Air Commander-in-Chief)
1 - CG, NATOUSA
2 - Chief Administrative Officer
2 - 15th Army Gp
2 - US Political Adviser
2 - Br Res Min
2 - Liaison
2 - Psychological Warfare Branch
1 - G-1
1 - G-2
1 - G-3
1 - G-4
1 - G-5
2 - AG Records
1 - AG M & D

DIST
1 - CHIEF Comm
1 - EX. Comm
1 - EX. Comm (Mess. Secy)
1 - ESTIMATES SEC
2 - AIR FORCES F/L

1193

(43)

SECRET

COPY (Translation)

From: H.E. GENERAL M. AMBROSIO CAT,
CHIEF OF AIR STAFF,
ITALIAN AIR MINISTRY, ROME.

To: AIR VICE-MARSHAL W.A.B. BOWEN-BUSCARLET,
AIR FORCES SUB COMMISSION,
ALLIED COMMISSION, ROME.

Ref: 010649/Sg/U.

Date: 6 March 1945.

Dear Air Vice-Marshal,

1. I have delayed my reply to your letter reference AFSC/25/AIR of the 27th February 1945 for the following reasons:

(a) The gravity of the consequences of the orders you have communicated to me by the instructions of the Commander-in-Chief M.A.A.F. are such as to necessitate much serious reflection concerning the opportunity and the manner of transmitting these orders to the dependent organisations, and they compel me to examine carefully my own position of responsibility as regards the actual situation of the Force which seems now to have become unsustainable and incurable, and the future situation which appears to be irremediably compromised.

(b) The immediacy with which it is requested that all the orders be carried out cannot be realised because of a complexity of reasons which must be within the cognisance of M.A.A.F. and yourself and which are derived from the living conditions and functions of the Force and the actual situation in the country, already several times pointed out by me both verbally and in writing.

On the other hand, a brief delay will have no influence on the activities of the combat units and will not influence, for the moment, their efficiency, while a hasty or unwise step could lead to grave consequences for which I do not wish at any cost to assume the responsibility.

I consider therefore that it is indispensable that I frankly lay before you my thoughts on the subject before taking steps to execute the more drastic part of the orders which have reached me, whilst I will certainly put into process of execution the part which concerns the establishment and control of the personnel.

2. I am perfectly in agreement with the C-in-C of M.A.A.F. and with yourself when you say it is necessary to organise our Air Force in a small but efficient Force that is capable of assisting the Allied Forces in their defeat of the Germans, but I consider that you must agree with us on the injustice and impossibility of forcing the men to fight in order to rout and defeat the enemy only for them to finish up without any of the fruits of victory, no matter how limited and modest these may be. And this is to be our case, since, when the foreseen coming 12 months of fighting against Germany are at an end the Italian Air Force is to be reduced to 80 Allied aircraft for combat, perhaps 22 Allied Aircraft for training, and 121 Italian aircraft, demolishing and storing the others, and without hope of concessions specifically

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1. I have delayed my reply to your letter reference AFSC/25/AIR of the 27th February 1945 for the following reasons:

(a) The gravity of the consequences of the orders you have communicated to me by the instructions of the Commander-in-Chief M.A.A.F. are such as to necessitate much serious reflection concerning the opportunity and the manner of transmitting these orders to the dependent organisations, and they compel me to examine carefully my own position of responsibility as regards the actual situation of the Force which seems now to have become unsustainable and incurable, and the future situation which appears to be irremediably compromised.

(b) The immediacy with which it is requested that all the orders be carried out cannot be realised because of a complexity of reasons which must be within the cognisance of M.A.A.F. and yourself and which are derived from the living conditions and functions of the Force and the actual situation in the country, already several times pointed out by me both verbally and in writing.

On the other hand, a brief delay will have no influence on the activities of the combat units and will not influence, for the moment, their efficiency, while a hasty or unwise step could lead to grave consequences for which I do not wish at any cost to assume the responsibility.

I consider therefore that it is indispensable that I frankly lay before you my thoughts on the subject before taking steps to execute the more drastic part of the orders which have reached me, whilst I will certainly put into process of execution the part which concerns the establishment and control of the per[illegible]

2. I am perfectly in agreement with the C-in-C of M.A.A.F. and with yourself when you say it is necessary to organise our Air Force in a small but efficient Force that is capable of assisting the Allied Forces in their defeat of the Germans, but I consider that you must agree with us on the injustice and impossibility of forcing the men to fight in order to rout and defeat the enemy only for them to finish up without any of the fruits of victory, no matter how limited and modest these may be. And this is to be our case, since, when the foreseen coming 12 months of fighting against Germany are at an end the Italian Air Force is to be reduced to 80 Allied aircraft for combat, perhaps 22 Allied Aircraft for training, and 121 Italian aircraft demolishing and storing the others, and without hope of concessions specifically foreseen and maintained, and will find itself thus reduced to the absolute exclusion of that modest future for which it has attempted to resurrect itself, and for which it has lived and fought through a year of sacrifice, bitterness and humiliation, and during which time it has expended all its healthiest and keenest energies, that future in the name of which today one can only continue to demand further sacrifices and dedications, and which is the only way one is able to impose order and discipline

3. This anguishing picture will only be the direct consequence of the actual orders laid down by M.A.A.F. It might be opportune to take a look back at the preceding circumstances. The eventual allocation of Wellington's in substitution for our most damaged bombers, if this was hoped for, was due to no initiative taken by us and it is also necessary to admit that the meeting held at LECCE, not through our initiative, justified us in believing, more than hoping, that something would be done for us in the very near future.

See (4) INCL

(42a)

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

Instead, not only is there no more talk of Wellingtons, but when I pointed out to Sir John Slessor the necessity that the small new Italian Air Force would have to use Allied material until the rehabilitation of the national industry - and therefore for many years - I received the reply that "it was not known whether the Allies would want to give their material", as though there did not exist other possibilities of political economy for solving such problems.

The same subject was again brought up a few days later by Sir John Slessor in his letter reference number JCS.1076 of the 15th January 1945, in which he informed me that it was his duty to utilise and therefore assist the Italian Air Force in its use in the war now in progress, but that he could give me no information concerning the future fate of our Force, this being something which would be decided when peace came.

Nevertheless, in spite of suffering humiliating bitterness through these replies, there was not yet any reason to lose our last hope which now these new orders from M.A.A.F. have shattered.

4. The actual orders are to be enacted immediately and with the full knowledge of the hard blow which will be inflicted "to the hearts of our fighting pilots", and to "many other pilots who, with the storing and demolishing of about 200 aircraft, will no longer have the possibility of flying".

Our pilots feel no particular tenderness for the MACCHIS, and if the MACCHIS were substituted by other aircraft, this would very soon be seen.

The pilots have desperately attached themselves to the MACCHIS because of the fear that they would not be given any other aircraft and that the end of the MACCHIS would coincide with first reduction and then the liquidation of the Italian Air Force, for the MACCHI is the most efficient aircraft for combat that we have amongst our wreckage. The pilots deluded themselves with the belief that the MACCHI aircraft piloted by them would operate on the Italian front. And their illusion was not entirely unjustified because there are no similar aircraft on the other side, and also because it would have been possible to adopt Allied markings for them, but a different decision has been taken, and it is our duty to abide by it. Nevertheless, how can the pilots believe that the disbanding of the few glorious units which have stood up to the National catastrophe and collaborated with the Allies to an extent and under conditions which do not deserve to be forgotten, is to be imposed upon them.

5. The Units which must disappear today, and these which must cease to exist tomorrow when the war is brought to a conclusion, were, after the fatal 8th of September 1943, torn between their sense of military honour and their instinct to fight against the traditional enemy. They rapidly overcame their spiritual crisis and spontaneously arrayed themselves by the side of the Allies. The superhuman efforts with which they gave proof of their efficiency, assembling aircraft and engines from wreckage and scraps which no other Air Force in the world would have had the courage to use for flying, earned for them the respect and consideration of the Allies.

You yourself are aware of and have witnessed what was done at BRINDISI for the D.B.605 engines.

They took part in combat operations, attempting to emulate, with full and ample success, and with frequent and unconditional recognition on the part of the Allies, the units of the Allied Nations with R.A.F.

I feel it is my duty to forward with this letter a summary of the activities carried out since the 8th September 1943 up to today, this shows the losses undergone, amongst them two Commanding Officers at the head of their respective formations, and I must remind you of the recognised effort the Italians have made and achieved to overcome difficulties of every kind, both in the air and on the ground, in order to

Declassified E.O. 12356 Section 3.3/NND No. 785215

concerning the future fate of our Force, this being something which would be decided when peace came.

Nevertheless, in spite of suffering humiliating bitterness through these replies, there was not yet any reason to lose our last hope which now these new orders from M.A.A.F. have shattered.

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All this they have done under hard and discouraging conditions, such as insufficient food, ridiculously low pay, and a grave lack of clothing and equipment.

You have remarked and lamented on the miserable pay and have asked the Minister for concessions, some of which he has obtained, but in a measure still inadequate to our needs because of our impossibility to provide for ourselves.

Your own officers have pointed out the insufficiency of the food in comparison with the amount of the work carried out by the men, and they have proposed compensations for the best workers who work beyond the scheduled hours.

These points have been brought to our attention in order that action be taken, knowing at the same time, that it is quite impossible for us to do anything ourselves as we would wholeheartedly do if we were able.

42a

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

Since I first took over my present post I have been asking for the same conditions for our fighting pilots as those given to the soldiers of the least favoured of the Allied Nations. I have not obtained my point because this is a problem which must be decided at Washington. If there is no other way, the problem ought therefore to be represented to Washington and let us give the fighters that material and moral base which will put him on the necessary level in keeping with his dignity as a man and a soldier.

Instead no considerable help has been given to fight that sense of desolation and desperation that the personnel have - and which regretably the majority of the Italian population also have - and which will end by giving the fighters the belief that the cause is lost and the sacrifice is in vain.

6. If it is true that our flying material is too much of a burden in proportion to the results it gives and it is no longer to be used, then can it not be replaced as soon as possible even when the war is over, or, let it be stored without demolishing it, if it is all that we can count upon during the long and obscure after-war future.

The efforts which must follow in order to keep in the fighting line, the aircraft to be used, could be made with the consent of the Allies and a little aid from them.

We do beg at least the right to conserve our old wreckage if we cannot have the certitude of other help no matter how modest and limited.

7. I am relied upon - and you have great faith in my capacity to carry out my task - to put into execution the demolition and reduction without causing a lowering in the morale and the efficiency of the operational units, and advice and assistance regarding this is offered to me.

In my letter reference number 010101/Sg of the 10th January 1945 I explicitly said how difficult it was for any C.O., no matter what his authority, to sustain the then existing situation by only personally intervening and with words. I said that such intervention, even then, of limited efficaciousness would end by becoming more damaging than useful, and I suggested what could be done to improve the situation, also in order to give sufficient authority to myself.

I do not know what objective and efficacious advice can be given to me today in order to help me face the new situation.

The only thing would be to communicate to the Units the complete and integral truth regarding the future destiny of the Italian Air Force, and to attempt to promote in the personnel a species of ascetic and transcendental state of mind, a procedure so far never attempted on the souls of the fighters of any country.

Since, if the noble human aim of the struggle - the defense and the rebirth of the country and its institutions - is to cease to exist, nothing is left to us but the sacrifice for the conquest of an aim beyond this world. This, however, would be an apostolic mission, not one of war. I do not know how and with what results any Commander of Armed Forces could resort to these means.

8. It is clear that under such conditions the Air Ministry cannot and must not assume the entire responsibility, which you would attribute to it, for the maintaining of the efficiency of its own Air Force, since not having any material and moral possibility of intervening, it is certain that from now on with an alternative between existence and non-existence it would appear that the result is to be the collapse of the Italian Air Force.

On the other hand, a passive and acquiescent attitude would prejudice the solidarity and the discipline of our Force, fatally contributing to future situations which it is our precise duty to foresee and provide for in order not to make ourselves

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

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On the other hand, a passive and acquiescent attitude would prejudice the solidarity and the discipline of our Force, fatally contributing to future situations which it is our precise duty to foresee and provide for in order not to make ourselves responsible before the country and the Allies.

9. I regret to have been forced to be so painfully frank, but whatever is destined to happen to me personally it is my sacred duty to safeguard that which I consider to be the just recognition due to our Force, to the memory of our Fallen and those who have yet to fall, to its dignity which has been injured by the conditions which have been imposed upon it up to now, and for the sake of that hoped-for small but merited future which consitutes its sad and modest aim.

I beg you therefore to place the situation before the competent authorities so that they may judge whether the cruel adventure undergone, the efforts made in order to rise up again, and the unconditional offer of new efforts are not deserving of more understanding and comprehension.

(Signed) GENERAL L. AIMONE CAT
Chief of Staff.

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1790

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

ACTIVITIES OF THE I.A.F. UNITS FROM 9 SEPTEMBER 1943 TO 28 FEBRUARY 1945.

OPERATIONAL FLIGHTS		4,140
AIRCRAFT USED ON OPERATIONAL FLIGHTS		7,700
AIRCRAFT USED ON NON-OPERATIONAL FLIGHTS (TRANSPORT, LIAISON, ETC.)		31,400
FLYING HOURS ON OPERATIONS		18,300
TOTAL OF FLYING HOURS		39,000
BOMBS DROPPED		641,000 kgs.
SUPPLIES DROPPED OR FLOWN		3,492,000 kgs.
PASSENGERS CARRIED		23,300
ENEMY TRANSPORT OR INSTALLATIONS DESTROYED		370
ENEMY TRANSPORT OR INSTALLATIONS DAMAGED		1,000
A.A. ENEMY BATTERIES DESTROYED		5
ENEMY RAFTS SUNK		10
ENEMY PLANES SHOT DOWN OR DESTROYED ON THE GROUND		86
ITALIAN LOSSES IN ACTION (PLANES)		64
ITALIAN LOSSES FOR OTHER REASONS (CRASHES ETC)		64
FLYING PERSONNEL LOST (KILLED OR MISSING)	Officers 38 N.C.O's. 30 O.R's. 53..	121
SHIPWRECKED AND WOUNDED RESCUED		130

SEVERAL WRITTEN AND VERBAL PRAISES BY M.A.A.F., B.A.F., AND ONE BY MARSHAL TITO.

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

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

MAR 10 REC'D

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION,
C.C.I.

SECRET.

AIR REPORT NO.26 / FEBRUARY 1945.

1. The Italian Air Force Strength, Serviceability, Crew Strength and Location Statement as at 28th February 1945 is shown at Appendix "A".

2. The summary of the Italian Air Force operational and courier sorties for the month of February 1945 is as follows:-

(a) FIGHTER WING.

Offensive Reconnaissance	184	
Bombing	9	
		193

(b) SEAPLANE WING.

A.S.R. Searches.	10	
A.A. Calibrations.	17	
Courier/Transport	41	
Mine spotting	7	
		75

(c) BOMBER/TRANSPORT WING.

Supply dropping	158	152,350 kgs (150 tons)
Courier/Transport	109	
A.A calibrations	24	
Meteorological	8	
		389

(d) LIGHT BOMBER WING.

Bombing	399	561,500 lbs (250 tons)
		399

TOTAL SORTIES: 1056

3. FIGHTER WING.

A considerable increase in activity has been made possible this month by the move to CAPUAE of twelve aircraft of the Spitfire (No.20) Squadron, and twelve aircraft of one of the P.39(No.12) Squadrons. They have been able to operate on 22 days during the month, discovering and attacking a variety of targets, but owing to A.A reaction and/or poor visibility, only in very few cases being able to observe results; in spite of this however, it is confirmed that at least one train and ten M.T. vehicles were severely damaged.

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

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(a)	FIGHTER WING.		
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	Bombing	9	
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(b)	SEAPLANE WING.		
	A.S.R. Searches.	10	
	A.A. Calibrations.	17	
	Courier/Transport	41	
	Mine Spotting	7	
			75
(c)	BOMBER/TRANSPORT WING.		
	Supply dropping	156	152,350 kgs (150 tons)
	Courier/Transport	199	
	A.A calibrations	24	
	Meteorological	8	
			389
(d)	LIGHT BOMBER WING.		
	Bombing	399	561,500 lbs (250 tons)
			399
		TOTAL SORTIES:	1056

1198

3. FIGHTER WING.

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The remaining P.39 (No.10) Squadron and the HQ parties of Nos: 12 and 20 Squadrons, with the Storno Headquarters and third line maintenance parties, have now been ordered to NUOVA by H.Q. Balkan Air Force in preparation for the move to CAPTAE when the latter is vacated by 204 Wing. This move will be completed as soon as transport (to be supplied by 4 S.A.A.F. Column) can be made available.

The increased activity and the preparations for the moves referred to above have had a beneficial effect upon the morale of the Fighter Wing, but considerable apprehension is felt among the Macchi Squadrons, who will require very firm handling if it is decided to make this type of aircraft non-operational.

42

Continued /2.....

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

4. SEAPLANE WING.

An increase in number of sorties over last month's figures is noticeable although less A.S.R. work has been necessary. A successful A.S.R. sortie was carried out in the Gulf of Taranto on 7th February. The crew of three of a Beaufighter was located and rescued, the aircraft succeeded in taking off again under difficult sea conditions. All occupants of the dinghy were uninjured.

An inspection of ELVAS and AUGUSTA by Air Vice-Marshal Bowen-Buscarlet and Wing Commander Clift was carried out, following which a conference was held in VENTA and provisional arrangements were made for future A.S.R. procedure in collaboration with WARWICK aircraft and British H.S.L's working from C.CHIARI.

All previous difficulties have now been overcome and the homing procedure with the loops fitted to Cant aircraft is now completed.

Special minefield spotting flights have again been carried out and were successful on two occasions. One MS.14 and four CANTS have now been fitted out for passenger and freight services and it is proposed to inaugurate a service from BARI to LAKE BRACCIANO in the near future. The pipe line is now operating between No.6 S.P.S.O. and the Seaplane Base TARANTO. This eliminates the previous system of transporting all 87 Octane fuel from the Depot by tank-wagons.

5. POWER/TRANSPORT WING.

A considerable increase in all types of work carried out by this Wing is shown by the large number of sorties (the highest since August 1944) this has largely been possible because of the good weather experienced this month, but it is considered that maintenance work has also played a large part in keeping these elderly aircraft in flying condition.

Of the total of 156 Supply dropping and landing sorties carried out, 53 were ineffective owing to weather or technical trouble; however, the remaining 103 sorties were successful in dropping or landing 150 tons of arms, ammunition and food to the Partisan Forces and the Garibaldi Division.

6. COURIER/TRANSPORT WING.

The Courier/Transport Wing was also able to increase its activities owing to the good weather on its routes, and were able to operate every day except one throughout the month.

7. LIGHT/BOMBER WING.

The BALTIMORES have had an excellent month in which the two Squadrons have carried out 399 sorties dropping 250 tons of bombs. Targets at SENJ, BUSCOVACA, LIBURNIA, SMIRJE, KNIN, KOMIC, ISTRIA, ARSA and the coastal batteries on the Isle of PAG have been hit with good concentrations and other targets, in many cases heavily defended by A.A., have been damaged.

The loss on the 21st February of one of the Squadron Commanders and his crew, (Wing. ENGLI, C.O of the 152nd Squadron), during the attack on the canal yards at ARSA, was most unfortunate and he will be a great loss to the Wing. He was very experienced and a capable C.O. In this attack A.A. fire was so intense and accurate that out of the twenty two aircraft, ten were damaged, not including Major FLAK's aircraft. It was surprising as it had been understood that the

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

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5. BOMBER/TRANSPORT WING.

A considerable increase in all types of work carried out by this Wing is shown by the large number of sorties (the highest since August 1944) this has largely been possible because of the good weather experienced this month, but it is considered that maintenance work has also played a large part in keeping these elderly aircraft in flying condition.

Of the total of 168 Supply dropping and landing sorties carried out, 53 were ineffective owing to weather or technical trouble; however, the remaining 105 sorties were successful in dropping or landing 150 tons of arms, ammunition and food to the Partisan Forces and the Garibaldi Division.

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The loss on the 21st February of one of the Squadron Commanders and his crew, (Maj. ERASI, C.O of the 152nd Squadron), during the attack on the coal yards at ANCONA, was most unfortunate and he will be a great loss to the Wing. He was very experienced and a capable C.O. In this attack A.A. fire was so intense and accurate that out of the twenty-two aircraft, ten were damaged, not including Major ERASI's aircraft. It was surprising as it had been understood that the target was undefended. This was the only loss during the month.

8. SCHOOL.

All personnel of the O.T.U., except skeleton maintenance crews and guards, have now left CAMPO and have moved to FROSINONE where they are assisting to prepare the airfield surface, and erect a camp which will eventually house the O.T.U.

By permission of H.Q. M.A.A.F. the aircraft have been left behind at CAMPO, until the new airfield is ready for them.

Continued /3.....

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

Work at PROSINONE is both dangerous and arduous. Many mines of several different types have been cleared, and work is now in progress on filling in bomb craters along a strip corresponding to the prevailing winds.

UNITA AEREA.

The new Commander and Chief of Staff of the Unita Aerea have not yet been in the saddle long enough to give any definite report on their efficiency. A tendency has been noticed to "Empire build" on the part of this Headquarters. This was entirely outside their directive from General ARNOLD CAT, who had told them to put their house in order rather than to extend it, and he has dealt with the matter firmly.

10. AIRFIELDS.

As mentioned in paragraph 3 above, the whole of the Fighter Wing, less the 2 Macchi Squadrons, should move to the TERACLI area during the month of March.

As also stated above work on the airfield at PROSINONE has commenced. Almost all the personnel from CASTEL ... have been moved up to their new airfield, as it is considered that they will put their backs into the work of reconstructing PROSINONE, so as to get their unit functioning again as soon as possible. As usual transport is the bottle neck.

11. ELMAS AIR BASE.

During the month the Air Officer Commanding this Sub-Commission paid a visit to ELMAS. For some time past there has been considerable correspondence between H.Q. M.A.A.F, the C.O. of the Staging Post at ELMAS and this Sub-Commission over the question of the requisitioning of materials and the letting of contracts for the work of turning this air base into an efficient Staging Post and transit airfield. On the 17th February a conference was held at Allied Commission H.Q. CAGLIARI under the chairmanship of the Regional Commissioner. As usual the bottle neck of the work was transport, and it is hoped that arrangements have now been made to provide an additional number of I.A.F. lorries. The contract for work required has been satisfactorily let through the local I.A.F. Works Officer, and included a time penalty clause. The Regional Commissioner was most helpful with and has recommended that when his H.Q. is withdrawn from the island in accordance with the new policy, an Allied Commission liaison officer should be left behind as a contact between the Royal Air Force, the Italian Air Force, and the Italian High Commissioner for the Island.

12. MAINTENANCE.

TYPE OF AIRCRAFT.	SERVICEABILITY 1.3.45.		SERVICEABILITY 1.2.45.
MACCHI 205	13		11
MACCHI 202	19		14
SPITFIRE	2		14
BALTIMORE	25		29
SM.82	6		3
CANT.1007	8		9
AIRACOBRA	26	(6 including fighter pool).	29 (7 including fighter pool)

13. ITALIAN FIGHTER SERVICE UNITS.

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

10. AIRFIELDS.

As mentioned in paragraph 3 above, the whole of the Fighter Wing, less one 2 Macchi Squadrons, should move to the LENTINI area during the month of March.

As also stated above work on the airfield at PROSINONE has commenced. Almost all the personnel from GAUDO have been moved up to their new airfield, as it is considered that they will put their backs into the work of reconstructing PROSINONE, so as to get their unit functioning again as soon as possible. As usual transport is the bottle neck.

11. ELMAS AIR BASE.

During the month the Air Officer Commanding this Sub-Commission paid a visit to ELMAS. For some time past there has been considerable correspondence between H.Q. M.A.A.F, the C.O. of the Staging Post at ELMAS and this Sub-Commission over the question of the requisitioning of materials and the letting of contracts for the work of turning this air base into an efficient Staging Post and transit airfield. On the 17th February a conference was held at Allied Commission H.Q. CAGLIARI under the chairmanship of the Regional Commissioner. As usual the bottle neck of the work was transport, and it is hoped that arrangements have now been made to provide an additional number of T.A.F. lorries. The contract for work required has been satisfactorily let through the Local M.A.F. Works Officer, and includes a fine penalty clause. The Regional Commissioner was most helpful with and has recommended that when his H.Q. is withdrawn from the Island in accordance with the new policy, an Allied Commission liaison officer should be left behind as a contact between the Royal Air Force, the Italian Air Force, and the Italian High Commissioner for the Island.

12. MAINTENANCE.

TYPE OF AIRCRAFT.	SERVICEABILITY 1.3.45.	SERVICEABILITY 1.2.45.
MACCHI 205	13	11
MACCHI 202	15	15
SPITFIRE	9	14
BALTIMORE	23	23
SM.82	8	8
CANT.1007	8	9
AIRACOBRA	26 (64 including fighter pool).	29 (70 including fighter pool)

13. ITALIAN FIGHTER SERVICEABILITY.

This has improved slightly since last month. They are no longer being used on operations, and the position should shortly improve still further.

The engine, radiator and tyre position continues to improve.

14. ITALIAN BOMBER/TRANSPORT SERVICEABILITY.

This is also about the same as last month. The engine position is improving, but the tyre position is still acute. The implementation of the Technical Commission's report will go far to improve the SM.82 position.

(42)

Continued /4.....

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

15. ALLIED AIRCRAFT SERVICEABILITY.

The position as regards the serviceability of Allied aircraft has deteriorated somewhat. As regards the fighters this is mainly due to the fact that the whole of the squadron personnel of No.12 and 20 squadrons have not yet arrived at CANNAE. The Baltimore wing are still suffering from the damage sustained during their attack on ARAS, (see para 7.)

16. ITALIAN AIRCRAFT GENERAL.

The report of the Technical Commission is now to hand. Its recommendations have now been, in general, approved by the Air Commander-in-Chief MEDITERRANEAN. In brief, all MACCHI fighters are to be relegated to training and the Cant.1007 and Cant.501 aircraft are to disappear as they become unserviceable beyond the limits of economical repair or rupture material to make them serviceable which is in short supply. All other aircraft beyond the limits of economical repair, or requiring items in short supply, and the mass of different types of obsolete fighters, bombers, communications and training aircraft, are all to be stripped of A.C.S. parts, and instruments, and are to be reduced to produce. This work is to be carried out by I.A.F. working parties, under the supervision of Allied Technical Officers.

17. SIGNALS.

As stated above the I.A.F. seaplanes have now overcome the homing difficulties and can operate on a proper manner with other A.S.R. craft.

No reply having been received to our request for a telephone circuit SAN NICOLA VARANO/ TERMOLI by 20th February, the matter was again raised with M.A.A.F. who promised to investigate at once.

The reception of Rome broadcasts has remained good throughout the month, and except for CATANIA the stations have shown much improvement frequency control. I have asked the Director of Telecommunications to improve the standard of personnel at CATANIA in order to raise the technical efficiency of this station.

18. ORGANISATION.

Detailed instructions have now been received from the Air Commander-in-Chief MEDITERRANEAN as regards the reorganisation of the Italian Air Force. The Air Ministry are subordinate headquarters are to be reduced in size to establishments, to be approved by the Allies, capable of organising and administering the I.A.F. as it will be when the recommendations of the Technical Commission are implemented. Establishments will also be approved for all other Units, and the strength in depots will be kept to the essential minimum. All remaining I.A.F. personnel are to be made available to the Allies in substitution for Allied manpower.

19. MANPOWER.

The Italian Air Ministry have been instructed to make up a deficiency of some 3,000 men due to the Allies out of their total ceiling under the present organisation. These are to be supplied by 15th March. Under present [illegible] all be available by 6th March, and the only hold-up as

Declassified E.O. 12356 Section 3.3/NND No. 785215

AIDE. In brief, all [illegible] Cant.1007 and Cant.501 aircraft are to either be repaired or they become unserviceable beyond the limits of economical repair or require material to make them serviceable which is in short supply. All other aircraft beyond the limits of economical repair, or requiring items in short supply, and the mass of different types of obsolete fighters, bombers, communications and training aircraft, are all to be stripped of A.C.S. parts, and instruments, and are to be reduced to produce. This work is to be carried out by I.A.F. working parties, under the supervision of Allied Technical Officers.

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As stated above the I.A.F. squadrons have now overcome the housing difficulties and are operating in a proper manner with other A.S.N. craft.

No reply having been received to our request for a telephone circuit SAN NICOLA VARANO/ BRINDISI by 20th February, the matter was again raised with M.A.A.F. who promised to investigate at once.

The reception of Hyder broadcasts has remained good throughout the month, and except for CATANIA the stations have shown much improved frequency control. I have asked the Director of Telecommunications to improve the standard of personnel at CATANIA in order to raise the technical efficiency of this station.

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19. MANPOWER.

The Italian Air Ministry have been instructed to make up a deficiency of some 3,000 men due to the Allies out of their total ceiling under the present organisation. These are to be supplied by 15th March. Under present arrangements most of them will be available by 6th March, and the only hold-up as regards the remainder is the usual transport bottle-neck.

20. RATIONING.

There has been a further, very welcome, increase in the ration scale, for flying personnel only. The items are such as are very acceptable to the Italian taste, while the quantity involved remains small. The effect on the morale of the crews has not yet been ascertained, but in general the impression is very favourable. The increases are as follows:-

Continued /5.....

Declassified E.O. 12356 Section 3.3/NND No. 782015

Tinned meat or preserved fish.	1	ounce per man per day.
Sugar.	1½	" " " " "
Macaroni.	1	" " " " "
Rice.	1	" " " " "
Coffee.	½	" " " " "
Tinned milk.	1	" " " " "

21. CLOTHING.

The situation as regards boots and clothing has improved once more. It is not yet entirely satisfactory, but with drier and warmer weather the need for warm clothing is decreasing.

22. PAY.

It has not yet been possible to grant any increases in pay or allowances to the I.L.P. The Command Accountant, A.A.A.F. is visiting the Sub-Commission and the Italian Air Ministry very shortly, and will consider the matter.

The meeting between the heads of the three services and the Minister of the Treasury mentioned in the last Air Report has not yet taken place.

23. MEDICAL.

The condition as regards sanitary conditions remains satisfactory.

24. TOILET REQUISITES.

The Industries Sub Commission has reported that there is no possibility of the local manufacture of toilet requisites.

25. INTELLIGENCE.

As a result of a visit by the C.I.O. of H.Q. M.A.A.F., and of subsequent discussions between him and the Director of this Sub-Commission, a revised intelligence policy was ordered by C-in-C MEDITO towards the end of the month. To implement the new policy, a change of intelligence staffs became necessary, and this has now been effected.

Information continues to be received in a satisfactory flow and is now concerned more with operational matters than with the security aspect of intelligence which formerly occupied much of the questions' time. This reduction reflects the change of policy brought about by the handing back of control of the I.A.F. to the Italian Air Ministry.

1196

26. MEDALLISTS.

During the month there has been a reduction both in the number and the virulence of attacks on the I.A.F. and on the Serving Officers of the A.A.A.F. in the Italian Press. It is hoped that the measures taken by the Chief Commissioner, Allied Commission, have therefore become effective. There has been a tendency to print letters making these attacks, thus throwing the responsibility on the writer of the letter rather than on the Editor of the paper, but steps have been taken to cause this practice also to cease.

27. GENERAL.

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

26. L.R.F.

It has not yet been possible to grant any increase in pay or allowances to the L.R.F. The Command Accountant, A.A.A.I., is visiting this Sub-Commission and the Italian Air Ministry very shortly, and will examine the matter.

The meeting between the heads of the three services and the Minister of the Treasury mentioned in the last Air Report has not yet taken place.

25. MEDICAL.

The position as regards sanitary conditions remains satisfactory.

24. TOILET REQUISITES.

The Treasuries Sub Commission has reported that there is no possibility of the local manufacture of toilet requisites.

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1198

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27. GENERAL.

The total sorties flown by the Italian Air Force in the second highest/record, being a total of 1,056 sorties as against 1,555 flown in November 1944, the next highest being 1,035 sorties flown in September 1944.

The morale of the squadrons remains good with the exception of the two MACCHI squadrons; these have been employed for some time now, and as always with Italian pilots, inaction has caused a lowering of morale.

(12)

Continued /6.....

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

The new Air Minister, H.E. Doctor LUIGI CASPAROTTO, has made a good start. He is a forceful character in spite of his age and will stand no nonsense. He has paid a visit to all the Units and was very well received. He went into matters in great detail and one Italian Officer was heard to remark "Well, this is the first time I have ever seen a Minister look into an airman's tent to see what his living conditions were really like". As President of the War Veterans Association, H.E. CASPAROTTO would naturally know the point of view of the ordinary airman.

The Bailey report has now been received and this has been followed by detailed instructions from the Air Commander-in-Chief MEDITERRANEAN, as to the implementation of the report. In effect this will reduce the number of aircraft in the I.A.F. from about 520 to about 300, these totals including the Allied types. The balance, which includes a very large number of widely assorted and very obsolescent aircraft are to be reduced to provide for spares. The MACCHI fighters are to be relegated to training as they are no longer considered to be an operational type.

It is feared that the implementation of these instructions will have an adverse effect on the morale of the Italian Air Force. Like all Italians they are very impractical and cannot see that the MACCHIS, which are particularly dear to their hearts, can no longer be used in first-class warfare. Moreover, the reduction in the number of aircraft will inevitably result in a large number of pilots being retired. Setting the practical aspect of this on one side, it is a severe blow to their prestige. Their view is that, having lost the war they would not have complained if their Air Force had been totally disarmed, but now having fought side-by-side with us, although only as co-belligerents, they feel that the reduction is unfair to them. They cannot see that they will benefit by having a smaller and more efficient Force, and that even the Allies cannot afford to waste petrol, oil and material in keeping aircraft flying which can be of no possible use to the war effort.

The Chief of Staff has said that he doubted whether he could tide this over without a really serious break in morale. He said that he had certain proposals to make, which he is submitting shortly, and he hoped that if these were agreed the blow would be softened. The Minister has warned me that somewhat serious political consequences may follow the order to reduce the I.A.F.

There is a complete change in the general atmosphere at the Air Ministry. In spite of the fact that they know all about the coming reduction, they are sincerely anxious to help this Sub-Commission and to re-organise the whole Air Force on I.A.F. lines. They have in fact attempted to go too fast and particularly on the Equipment side have proposed some steps which could not have been acceptable to the Allies, although some temporary improvement in efficiency might result.

Little has been heard about de-fascisation during the month, and it is hoped that this absence of news means that it is proceeding on more rational and well ordered lines.

W.A.D. POWELL-SCARLETT,
AIR VICE-MARSHAL,

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

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W.A.D. BOWEN-BUSCARLET,
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AIR OFFICER COMMANDING.

Air Forces Sub-Commission,
Allied Commission, Rome.
Date: 6th March, 1945.
Ref: AFSC/25/1/AIR.

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Declassified E.O. 12356 Section 3.3/NND No. 782015

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

1195

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

(47)

DELETED WORDS.

Tarmac	506/
Stranded	501
Twisted	506/S
S.J.Varano	506/S
S.J.Varano	506/J
Preempt	506/J
Tarmac	506/S
Tarmac	306/S
Plane	506/S
Tarmac	501
Jarrido	Is.14

			45	27	76
C	10	5	4		
	5	4	9		
	1	1	1		
	1	1	3		
	1	1	-		
	5	4	1		
	4	9	1		
			5		

			1	-	
Jimmy	S.1.202				
Jimmy	C.12		11	-	
Jimmy	S.73		4	-	
Room	S.75		2	2	
Room	9.04		2	6	
Room	S.70		20	10	
Locco	S.82		14	6	
Locco	Cm.107		10	13	
Heaton	Cm.104		1	13	
Heaton	J.107		4	-	
Heaton	H.107		5	-	
Heaton	15.107		50	25	

HIGH WATER MARK.

Locco	2.39	30	

			122	64	247
Locco	Ju.107		4	-	
Locco	Sn1.202		1	1	
Locco	Mc.202		27	15	
Locco	S.1.202		2	-	
Dunne	S.1.202		12	7	
Locco	S.1.202		4	2	

1785

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

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

1784

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AIR UNITS (CONT'D).		Strength	Serviceable	Crew.
Monserrato	G.50	2		
Monserrato	Ca.164	1		
Monserrato	Fn.305	1		
Elmas	S.84	1		
Elmas	S.66	1		
Leverano	Re.2002	15		
Leverano	Re.2001	12		
Leverano	Mc.200	17		
Leverano	Cr.42	2		
Leverano	G.50	2		
Leverano	Ca.164	5		
Leverano	Fn.305	1		
Leverano	Sm.200	1		
Leverano	Re.37	1		
Leverano	Re.43	1		
Brindisi	Re.14	2		
		150		
TOTALS:		522	227	572

1193

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

Leverano	Ca.164	1		
Leverano	En.305	1		
Leverano	Sca.200	1		
Leverano	Re.37	1		
Leverano	Re.43	1		
Brindisi	Re.1L	2		
		150		
TOTALS:		522	227	572

1193

(12)

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

FEB 8 REC'D
CC 346

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION,
C.M.F.

SECRET.

AIR REPORT NO.25 / JANUARY 1945.

1. The Italian Air Force Strength, Serviceability, Crew Strength and Location Statement as at 31st January 1945 is shown at Appendix "A".

2. The summary of the Italian Air Force operational and courier sorties for the month of January 1945 is as follows:-

(a) FIGHTER WING.

Escort	22		
Meteorological	2		
Offensive reconnaissance	Nil		
Bombing	Nil		24

(b) SEAPLANE WING.

A.S.R. Searches	39		
A.A. calibrations	5		
Courier/Transport	15		59

(c) BOMBER/TRANSPORT WING.

Supply dropping	42	43,512 kgs net (43 tons) dropped or landed.	
Courier/Transport	157		
A.A. calibrations	9		
Meteorological	2		210

(d) LIGHT BOMBER WING.

Bombing	135	167,000 lbs (74.8 tons) dropped.	133

TOTAL SORTIES: 426

3. FIGHTER WING.

The activity of the Fighter Wing has dropped to practically nothing. This has been due, partly to bad weather, but mainly to the fact that the airfield at which the Wing has been based has been out of range of the enemy for the whole month. Arrangements were made early in the month by Headquarters, Balkan Air [illegible] for the Miracolpra squadrons to move to CANNAE. Bad

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

8503/C1

Statement No. [illegible]

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	Meteorological	2		
	Offensive reconnaissance	Nil		
	Bombing	Nil		24
(b)	SEAPLANE WING.			
	A.S.R. Searches	39		
	A.A. calibrations	5		
	Courier/Transport	15		59
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	Courier/Transport	157		
	A.A. calibrations	9		
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	Bombing	133	167,000 lbs (74.6 tons) dropped.	133
	TOTAL SORTIES:			426

3. FIGHTER WING.

The activity of the Fighter Wing has dropped to practically nothing. This has been due, partly to bad weather, but mainly to the fact that the airfield at which the Wing has been based has been out of range of the enemy for the whole month. Arrangements were made early in the month by Headquarters, Balkan Air Force for the Spitfire and one of the Airacobra squadrons to move to CANNAE. Bad weather, and the delay in the departure of the Yugo-Slav squadrons from CANNAE prevented the move, and at the present moment CANNAE is only able to accommodate twelve Spitfires. Ground crews for refuelling, rearming and minor inspections of both squadrons are, however, at CANNAE, having completed the move on 27th January.

The intention is to move all those squadrons equipped with Allied types of fighters to CANNAE as soon as the Yugo-Slav squadrons leave.

Having had little or no work to do, the Fighter Wing has had time to get itself into trouble. While not serious, the morale of this Wing requires careful watching. In spite of firm action in the past the old question of the third Airacobra squadron has again been brought to the fore. An attempt was made, and

Continued /2.....

(11)

1102

785015

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

was duly forestalled, to send this squadron, as a unit, to CANNE. If this had succeeded, apart from the flouting of Allied orders, it would have completely disorganised the whole maintenance system of the Fighter Wing.

4. SEAPLANE WING.

There has been a slight increase in the number of Air/Sea Rescue sorties this month, due to searches for beach landing craft. Wreckage was sighted and reported, but no rescues were effected.

It is hoped shortly to link up with the MALTA Air/Sea Rescue service, but this has been delayed by signals difficulties, but further tests are being carried out, and there appears to be good reason to hope for success.

Towards the end of the month authority was received from H.Q. M.A.A.F. for the use of the anchorages at BRACCIANO and TREVIGNANO on LAKE BRACCIANO. This solves the question of the ROME terminal of the proposed Seaplane Courier Service.

5. BOMBER/TRANSPORT WING.

Forty-one air supply sorties were attempted, of which twenty-nine were successful. The failures were, in the main, due to bad weather. In addition nearly eight tons of food were dropped on the town of CASTEL DI SANGRO in the Apennines, which had been cut off for some time by snow.

Of the supplies dropped on operations, two tons were dropped over ALBANIA and forty-one and a half over YUGO-SLAVIA. Two landings were made in ALBANIA and eight in YUGO-SLAVIA.

6. COURIER TRANSPORT SQUADRON.

Courier/Transport continued on much the same scale as in previous months, and despite the bad weather conditions the postal service to ROME got through on all but five days.

Three flights were made to Middle East to collect engine and R.T. salvage, and two flights were made to TIRANA to carry personnel and spares for three Airacobras which had made forced landings there.

7. LIGHT BOMBER WING.

The bad weather conditions during the month naturally reduced this Wing's sorties to below last months figure, but nevertheless just under seventy-five tons of bombs were dropped on targets at BUSOVACA, DUSSIN PICCOLA and the ARSA canal, with good results.

This Wing is now complete with a nucleus I.A.F. Wing Headquarters, which has moved up during the month to function in co-operation with Headquarters, 254 Wing.

Two crews of No.28 squadron of this Wing refused to take-off on a sortie over POLA, on the grounds that they did not wish to bomb Italian nationals. Disciplinary action was taken, and the crews have since taken part in sorties over the same areas. A careful watch is being kept to see whether this incident was the result of propaganda.

8. SCHOOL

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

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8. SCHOOL.

The situation as regards the school at GAUDO remains highly unsatisfactory. The school has now been ready to accept pupils for two months and, in spite of pressure from this Sub-Commission, no attempt whatever has been made to provide an organised intake of pupils. The blame for this can only be attributed to the Unita Aerea (Operational Command) under the command of which the school comes. During the month there were no Airacobra pupils at the school at all, and only seven Baltimore pilots without crews. Of these two are ready for crews, and one other has gone solo.

Continued /3.....

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

The matter has already been taken up with the Chief of Staff, and is still being pressed.

In view of the high incidence of malaria of a dangerous type in the GAUDO area, it will be necessary to move the school about March. The Italian choice of an alternative is FROSINONE, and H.Q. M.A.A.F. have approved of this. The airfield at FROSINONE will require some considerable attention before it is serviceable, but the Italian Air Ministry consider that it is well within the capabilities of their own engineers, without outside assistance.

9. UNITA AEREA.

During the month the Commander of the Unita Aerea (Operational Command), Colonel PEZZI, has gone sick, and he has now requested that he may be retired. In his place, and with the approval of this Sub-Commission, the Chief of Staff has appointed General GAETA, who has recently been in command of the I.A.F. in Sardinia. At the same time Colonel FRANCOIS has been sent to BARI with him as his Chief of Staff. Both are strong personalities, and have more than the average Italian's share of energy, and it is hoped that the Unita Aerea will now take on a new lease of life.

For the past four months the way in which this Command has been run has given rise to much anxiety. In spite of orders and much pressure by this Sub-Commission, it has quite failed to get the school at GAUDO into running order. The Staff work as seen from the units seems almost non-existent and in many cases where the units have written, signalled and telephoned to the Headquarters about some genuinely urgent matter, they have either received no reply at all or a reply which betrays a certain apathy. Certain calls for help have been so urgent that they would, in the R.A.F. have caused an immediate investigation on the spot by a Staff Officer from Headquarters.

Colonel FRANCOIS will be particularly acceptable to the Fighter Wing, as he was the best known Italian Fighter Sterno Commander. The morale of this Wing is always a matter of some anxiety, unless it is fully employed on operations, and it is hoped that the presence of Colonel FRANCOIS at the Command Headquarters will have a good effect.

General GAETA is to remain in command of the I.A.F. in Sardinia, as this is diminishing in size rapidly. Personnel, transport and material are being moved over to the Mainland, and eventually the only personnel to remain will be those for care and maintenance parties, and the personnel of the Air/Sea Rescue flight at CAGLIARI.

10. AIRFIELDS.

As mentioned in paragraph 3 above the operation of the fighter wing is temporarily suspended for lack of a suitable airfield. It is understood, however, that CANNE will be available for the three squadrons equipped with Allied types of aircraft early in February.

At present no suitable alternative has been found for the school at GAUDO. A great deal of work will be required to make FROSINONE serviceable, as it is covered thickly with bomb craters.

11. MAINTENANCE.

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

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11. MAINTENANCE.

TYPE OF AIRCRAFT.	SERVICEABILITY. 1/2/45.	SERVICEABILITY 1/1/45.
Macchi 205	11	11
Macchi 202	14	14.
Spitfire	14	10
Baltimore	29	21
SM.82	8	10
Cant.1007	9	7
Airacobra	29 (70 including fighter pool).	35 (73 including fighter pool)

(41)

Continued /4.....

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

12. ITALIAN FIGHTER SERVICEABILITY.

This is about the same as last month. A considerable number of aircraft have now been overhauled during the slack period when these aircraft could not be operated owing to the targets being outside their range.

Production of the Macchi radiator with Hurricane honeycombs has not come up to expectations, but it is hoped that the early troubles have now been overcome and that the production will be three radiators per week in the very near future.

Tests have proved successful in using Reggiane wheels on Macchi aircraft so that Spitfire tyres can be used, and work is in hand on modifying all available Reggiane wheels. In addition, orders have been placed for the necessary parts to modify the Macchi wheel to take the Spitfire tyre. The sample is practically ready.

The number of available spare overhauled engines is still very good, and there are now 20 spare D.B.605s and 45 D.B.601s ready for installation. It is hoped in the near future to obtain supplies of both complete engines and spares from France, which should make the engine position safe for some time to come.

13. ITALIAN BOMBER TRANSPORT SERVICEABILITY.

This is also about the same as last month. Tests have now been carried out with modified Pegasus scraper rings and so far these have been very successful. With the spares that have been obtained, it is hoped to increase the engine production of Alfa 128 at the workshops at CALATINA from 12 to 18 per month, and this should increase the SM.82 serviceability as the overhaul of aircraft has been held up on account of shortage of engines.

The tyre position is still acute on account of the shortage of Wellington tyres. It is estimated that if an initial issue of 20 tyres and tubes could be made and about 4 tyres supplied per month, this would meet the requirements of the SM.82s.

14. ALLIED AIRCRAFT SERVICEABILITY.

The position on all three types can be considered good.

15. ITALIAN AIRCRAFT - GENERAL.

The Technical Commission, which was mentioned in the December Report, has now made a tour of the whole Italian Air Force. While its general findings are known, the report is not yet to hand, but it is hoped that a summary of this can be given in our next monthly report.

16. SIGNALS.

The ROME station (I.M.B) was scheduled to start re-broadcasting the meteorological reports received from BRINDISI, ELMAS and CANTANIA to the U.K. and U.S.A. at the beginning of the month, but were unable to do so because it was receiving less than 50% of their messages.

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

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15. ITALIAN BORDER TRANSPORT SERVICEABILITY.

This is also about the same as last month. Tests have now been carried out with modified Pegasus scraper rings and so far these have been very successful. With the spares that have been obtained, it is hoped to increase the engine production of Alfa 128 at the workshops at GALATINA from 12 to 18 per month, and this should increase the SM.82 serviceability as the overhaul of aircraft has been held up on account of shortage of engines.

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The Signals Officer visited the station and found that not only were all the transmitting aerials of the wrong design and incorrectly orientated, but also that the frequency of each of the stations had an error of anything up to 30 Kcs. A small control station consisting of eight men and a W.O. has been instituted in BARI, therefore, which keeps a constant watch on strengths, frequencies, and interference. In addition BRINDISI has been made the master frequency station, on which other stations have to 'back-tune', and proper receiving aerials have been designed by this Officer for the Air Ministry, which should overcome the previous reception difficulties when erected.

The system has been working satisfactorily for two weeks, with a readability of from 90% to 100% on all stations, and a frequency accurate to within one to two Kcs.

Continued /5.....

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

17. ORGANISATION.

The Deputy Air Commander-in-Chief, Air Marshal Sir John Slessor has paid two visits to this Sub-Commission during the month under review. The principal subject discussed with the Chief of Staff was that of the immediate future of the I.A.F. General Aimone Cat was told that the most he could expect from Allied sources was the continued maintenance, within the limits of available spares and equipment, of those squadrons already equipped with Allied types of aircraft. He was advised to plan a small and efficient organisation to maintain and operate, for the next 12 months, the squadrons equipped with Allied types and these Italian aircraft which the Technical Commission considered could be maintained economically. As far as possible the personnel thrown up by the reduction of size of the I.A.F. would be absorbed into Allied Maintenance Organisations. The question of ways and means to maintain the morale of the operational crews was also discussed at length. The ground covered by these discussions was clearly set out in a policy letter from the D/A.C.-in-C to General Aimone Cat, which was handed in to the Italian Air Ministry on 16th January, and their reply to this is now awaited.

It is felt that General Aimone Cat clearly appreciates the position, and is anxious to get rid of surplus personnel and re-organise the Air Ministry and Air Force on sound lines.

Another visitor during the month was Air Commodore Titmas, C.M.S.C. M.A.A.F. (Adv), who came to enquire into the state of the equipment branch of the I.A.F. He went into the matter at great length, and it is understood that he has been able to secure some definite increases to the establishment of this Sub-Commission, which will provide sufficient officers to enable the re-organisation and training of the equipment branch to be undertaken and put on a sound basis.

Both these visits were much appreciated both by the Italians and by the staff of this Sub-Commission, and the sympathetic help given has been a great encouragement to all.

When the findings of the Technical Commission are known it will be possible to determine the size of the Italian Air Force in the immediate future. This will enable a sound organisation to be framed and planning for the future maintenance of the force to be carried out. With the proposed small increases in the staff of this Sub-Commission, it will be possible to advise and guide the Italian Air Ministry so that their organisation and planning is carried out on proper lines.

18. MANPOWER.

The personnel branch of the Italian Air Ministry is still in a somewhat chaotic state. A Staff Officer from H.Q. M.A.A.F. visited this Sub-Commission during the month, and carried out a visit to the personnel branch, with a view to solving some of the questions which have arisen over the question of I.A.F. personnel in substitution for Allied manpower. It is hoped that, as a result of his visit, the establishment of this Sub-Commission will be amended so as to allow an Officer with experience of organisation to work in the Air Ministry and give some help in organising the branch on a sound basis.

1180

19. RATIONING.

A small increase of 3 ounces of flour and half an ounce of olive

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

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19. RATIONING.

A small increase of 3 ounces of flour and half an ounce of olive oil per day for all the personnel of operational units was authorised early in the month of January. As this was still considered insufficient for operational aircrews the matter was re-opened. A suggestion was put forward to make certain small increases of items which are particularly suited to Italian tastes, for flying personnel only, which would involve an almost negligible quantity of shipping tonnage. The main object of this was to raise morale, and increase the food value of the ration. News has just been received that this concession has been made, and the written authority is now awaited.

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

20. CLOTHING.

The situation as regards boots and clothing shows further improvement. It will improve further still when the Italian Air Force has been taught how to run a proper equipment system, and they are able to take proper stock of their own resources. Proper provisioning for the future can then be carried out.

21. PAY.

The pay of the personnel of the I.A.F. is miserably small, and it is difficult to see how a man of any rank, commissioned or otherwise, with dependents can ever hope to make both ends meet. While they enjoy certain advantages as regards rations and accommodation, these do not offset the big difference in their pay and that of, for example, civilian workers with dependents employed on the same airfield. This Sub-Commission has been actively examining the possibility of ameliorating these conditions, with the particular view of keeping up the morale of the operational crews. It is the view of the Finance Sub-Commission of the Allied Commission, in the present state of the Italian Exchequer, any general rise in pay would be impossible, since this would have to be applied equally to all other members of the Italian Armed Forces. There is, however, an operational bonus which is granted to personnel engaged in actual combat, and is applicable to the Italian Army and Air Force. Up to the present this has been applied in a way which places the Air Force at a disadvantage. Ways and means are being sought to make a more general application of this to the operational crews of the Air Force.

Meanwhile, a meeting is shortly to take place between the heads of the three Services and the Minister of the Treasury, at which increases in pay are to be discussed, and the outcome of this is awaited.

22. MEDICAL.

The position as regards sanitary conditions remains satisfactory.

23. TOILET REQUISITES.

The request made by the Chief Commissioner to A.F.H.Q, which was mentioned in last months report, for a small allotment of toilet requisites, has been refused. The Chief of Staff of the Allied Commission has now directed that the Industries Sub-Commission shall explore the possibility of the local manufacture of these articles for issue to the Italian Armed Forces.

24. INTELLIGENCE.

The Intelligence branch of this Sub-Commission has had another busy month. The resignation of H.E. Scialoja from the post of Air Minister and the appointment of H.E. Cesaretto was one of the problems which required attention. Others were the disturbances in Sicily, upon which a close watch was kept, and attacks in the press on serving officers, which is referred to below. Changes and possible changes in the Air Ministry and Commands has necessitated much work in enquiring into the antecedents of the Officers concerned. The various ramifications of the Epuration and Discrimination Tribunals have also been a constant source of worry.

25. ITALIAN PRESS.

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25. ITALIAN PRESS.

The month was marked by a series of most scurrilous attacks in the press, chiefly in the paper "La Voce Repubblicana", on serving officers holding high appointments. The most vicious attack was on the Deputy Chief-of-Staff, Colonel REMONDINO. The paper published verbatim, what was no less than the brief for the prosecution before the Military Tribunal of this officer, for his activities during the German occupation of Rome. It was clear that there had been a serious leakage either from the offices of the Epuration Tribunal or from those of the Military Tribunal. Vigorous enquiries are now on foot to discover who was responsible for these leakages. As these attacks were having a serious effect on the morale of the operational crews, the Chief Commissioner has handed an aide memoire to Prime Minister BONOMI setting forth the Allied views on these attacks, and instructing him to take measures to ensure that these cease. It also called for

Continued /7.....

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

the tracing of the individuals responsible for the leakage of information and for their punishment. In point of fact Colonel DEMONDINO was acting under Allied orders during the occupation, and accomplished much valuable work at great risk of his life.

26. GENERAL.

The term of Office of the new Air Minister was of short duration. For some time past H.E. Doctor Carlo Scioloja has been a sick man, and his state of health was such that he found himself unable to stand up to the hard work demanded of him in his new position. On 11th January he therefore resigned, and the Prime Minister proposed H.E. Doctor Luigi Gasparotto in his stead. H.E. Gasparotto had already been considered as Air Minister, and his appointment was at once approved by SACMED.

Luigi Gasparotto is 72 years old. He began in life as a teacher in an elementary school, and later graduated in law, practising in Milan. He took up politics and was Minister of War in the Bonomi Cabinet of July 1921. He is a veteran of World War I during which he fought extremely well, and he was a founder of the War Veterans Association, of which he became President.

He has always been an anti-fascist, and he left for Switzerland when the Armistice with Italy was concluded in September 1943, as he was then in Milan. His son, who was active in the Allied cause during the German occupation of Rome, was arrested by the S.S. was tortured and died in prison.

Whilst not officially a member of any Political Party, Gasparotto's tendencies are Labour Democrat. Since his return to Rome he has again been appointed President of the War Veterans Association.

The first impressions of the new Air Minister are favourable.

On the 15th January and again on the 17th January the Deputy Air Commander-in-Chief, Air Marshal Sir John Slessor, visited this Sub-Commission. He had a long discussion with the Chief of Staff, General Aimone Cat, and met the new Air Minister and the Under Secretary of State for Air, General Pellegrino. The discussions with the Chief of Staff are referred to in paragraph 17 above.

The Chief of Staff reports that he has found an immense amount of work to do which has been made necessary by the neglect of organisation and administration on the part of his predecessor. It is felt that General Aimone Cat is thinking upon sound lines, and that he is genuinely anxious to improve the administrative side of the I.A.F. and to re-model it upon lines approximately to the system employed in the R.A.F. These reforms are extremely necessary, as the whole administrative side, and in particular the personnel and equipment branches, are still in a sad state of disorganisation, despite the efforts of the Staff of this Sub-Commission.

1179

The morale of the operational squadrons has been the cause of some concern. While there is no evidence that it has deteriorated to any great extent, our experience is that any falling off in the operational effort results in a lowering of morale. For reasons outside its own control, the operational effort of the I.A.F. declined considerably during the month, and this has resulted in some minor occurrences which, while not in themselves serious, are a danger signal. Steps, some of which are mentioned earlier in this report, are being taken to arrest this, and it is hoped that, with the renewal of their operational effort

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Defascisation remains unsatisfactory, and we are still suffering from the back-wash of the SFORZA-SCOCCIMARRO regime. This tended to use epuration as a political instrument.

Steps have already been taken to clear away some of the dead wood among the more senior Officers, and late in the month a list was published announcing the retirement of 20 I.A.F. Generals. This is of considerable importance as, so long as they remained on the active list, they were enabled to have

Continued /3.....

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

their fingers in the pie, and this created many difficulties and contributed in no small degree to the disorganisation within the Air Ministry.

W.A.B. Bowen-Buscarlet.

W.A.B. BOWEN-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, ROME.
DATE: 6TH FEBRUARY, 1945.
REF: AFSC/R/S.3/AIR.

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ANNEX DAK "A"

SECRET.

AIRCRAFT STATE I.A.F.

		Strength	Serviceable	Crew.	
FIGHTER WING.					
Lecce	P.39	90	70		Includes Fighter Pool at Lecce.
Lecce	Sai.202	1	-		
Lecce	Ca.133	1	-		
Canne	Spitfire	12	12		
Lecce	Spitfire	4	2		
Lecce	Ju.87	2	-		
Lecce	Mc.202	27	15		
Lecce	Sai.202	1	-		
Lecce	Mc.205	26	11		
		134	80	245	
LIGHT BOMBER AND BOMBER/TRANSPORT WINGS.					
Diferno	M.167	51	29		
Diferno	Ca.164	1	1		
Lecce	Ca.1007	11	8		
Lecce	S.82	16	12		
Rome	S.73	1	1		
Rome	S.79	20	11		
Rome	S.84	6	4		
Rome	G.12	1	1		
Rome	Sai.202	1	1		
		88	67	153	
SEAPLANE WING.					
Taranto	Cz.506/S	7	3		
Brindisi	Cs.501	10	9		
Brindisi	Cs.506/S	1	1		
Brindisi	Cs.505/S	4	3		
Taranto	Cz.506/S	3	1		
Taranto	Cz.506/S	1	1		
Taranto	Cz.506/S	1	-		
Taranto	Cz.506/S	3	1		
Elmas	Cz.506/S	5	3		
Taranto	Cs.501	8	7		
Taranto	Rs.14				
		43	29	85	

1128

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

Lecce	Mc.205	26	11	
		134	80	245

LIGHT BOMBER AND BOMBER/TRANSPORT WINGS.

Piforno	M.167	31	29	
Piforno	Cn.164	1	1	
Lecce	Cn.1007	11	8	
Lecce	S.82	16	12	
Rome	S.79	1	1	
Rome	S.79	20	11	
Rome	S.84	6	4	
Rome	C.12	1	1	
Rome	Sal.202	1	1	
		88	67	153

SEAPLANE WING.

Taranto	Cz.506/B	7	3	
Brindisi	Cz.501	10	9	
Brindisi	Cz.506/B	1	1	
Brindisi	Cz.505/S	4	3	
Taranto	Cz.506/B	3	1	
Taranto	Cz.506/C	1	1	
Taranto	Cz.506/S	1	-	
Elmas	Cz.506/S	3	1	
Taranto	Cz.501	5	3	
Taranto	Ra.14	8	7	
		43	29	85

SCHOOL.

Leverano	Mc.200	9	7	
Leverano	Cr.42	5	5	
Leverano	G.50	1	1	
Leverano	G.8	2	-	
Leverano	Cn.164	2	2	
Gaudo	P.39	13	7	
Gaudo	M.167	8	5	
Gaudo	Sal.202	1	1	
Gaudo	Spitfire	1	1	
		42	29	55

41

1128

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

AUTONOMOUS SQUADRONS.		Strength	Serviceable	Crew.
Bari	S.79	3	3	
Bari	Ca.314	6	2	
Bari	Ca.313	1	1	
Bari	Ca.311	1	-	
Bari	Ca.310	1	-	
Bari	Ca.309	4	2	
Bari	Ca.164	1	1	
Bari	Fn.305	1	1	
Bari	Sai.202	6	3	
Bari	Fj.156	1	-	
Perotola	Cr.42	2	2	
		27	15	45

AUTONOMOUS SQUADRONS - SARDINIA.				
Monserrato	S.79	1	1	
Monserrato	Ju.87	1	-	
Monserrato	Sai.202	1	1	
Monserrato	Fn.305	1	1	
		4	3	6

AUTONOMOUS SQUADRON - ROME.				
	S.79	3	1	
	S.75	2	2	
		5	3	6

REPAIR UNITS.			
Lecce	P.32	14	
Lecce	Me.205	7	
Lecce	Me.202	15	
Lecce	Sai.202	5	
Lecce	Fn.305	1	
Lecce	Ca.111	1	
Lecce	I.5	1	
Lecce	Dr.20	1	
Lecce	Spitfire	1	
S.Vito Norm	Ca.1007	1	
" "	S.75	1	
" "	Ca.314	2	
Lecce	S.73	1	

1177

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

		27	15	45

AUTONOMOUS SQUADRON - SARDINIA.

Monserrato	S.79	1	1	
Monserrato	Ju.87	1	-	
Monserrato	Sai.202	1	1	
Monserrato	Hu.305	1	1	
		4	3	6

AUTONOMOUS SQUADRON - ROME.

	S.79	3	1	
	S.75	2	2	
		5	3	6

FERRY UNITS.

Lecce	P.39	14	
Lecce	Mc.205	7	
Lecce	Mc.202	15	
Lecce	Sai.202	5	
Lecce	Hu.305	1	
Lecce	Cr.111	1	
Lecce	I.5	1	
Lecce	Hu.20	1	
Lecce	Spitfire	1	
S.Vito Norm.	Cr.1007	1	
" "	S.79	1	
" "	Cr.314	2	
Lecce	S.73	1	
Lecce	S.79	2	
Lecce	S.81	1	
Lecce	S.82	7	
Lecce	Cr.1007	3	
Lecce	C.12	1	
Lecce	Cr.309	1	
Taranto	Cr.501	10	
"	Cr.506/S	14	
"	Cr.508S	2	
"	Re.14	2	

(4)

1127

Continued /3.....

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

REPAIR UNITS (CONT'D).		Strength	Serviceable	Crew.
Monserrato	S.79	5		
Monserrato	FT.305	1		
Monserrato	Cz.1007	1		
Monserrato	Cr.42	2		
Monserrato	G.50	2		
Monserrato	Ca.164	1		
Elmas	S.84	1		
Elmas	S.66	1		
Leverano	Re.2002	15		
Leverano	Re.2001	12		
Leverano	Cr.42	2		
Leverano	G.50	2		
Leverano	Ca.164	4		
Leverano	Fn.305	1		
Leverano	Sal.200	1		
Leverano	Ro.37	1		
Leverano	Ro.43	1		
Brindisi	Rs.14	2		
		165		
TOTALS :		558	256	595

1178

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

Leverano	Ca.42	2
Leverano	G.50	2
Leverano	Ca.164	4
Leverano	Fn.305	1
Leverano	Sal.200	1
Leverano	Ro.37	1
Leverano	Bs.43	1
Brindisi	Rs.14	2
		165

TOTALS :	553	256	595

1176

(41)

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

FROM: AIR FORCE SUB-COMMISSION,
AILIED COMMISSION.
ROME.

FEB 5

C C 320

TO: REAR ADMIRAL ELLERY W. STONE,
CHIEF COMMISSIONER,
ALLIED COMMISSION,
ROME.

DATE: 5TH. FEBRUARY 1945.

REF: AFSC/R/1/SPEC;INT;

CONFIDENTIAL.

384

With reference to my letter to H.E.Gasparotto of 1ST. February, which I submitted to you, on the subject of General Sandalli and the other retired Generals.

You may be interested to see the Minister's reply, a copy of which I enclose.

W.A.B. Bowen-Buscarlet.

W.A.B. BOWEN-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

b/2 502

Noted
Ews
cc.

A4 D 1175

CC/358

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

With reference to my letter to H.E.Gasperotto of 1ST. February, which I submitted to you, on the subject of General Sandalli and the other retired Generals.

You may be interested to see the Minister's reply, a copy of which I enclose.

W.A.B. BOWEN-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Noted
Ews
cc.

A

1.75

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

TRANSLATION.

FEB 5 RECD

C C320

FROM: H.E.CASPARCTTO,
MINISTER FOR AIR,
ITALIAN AIR MINISTRY, ROME.

TO: AIR VICE-MARSHAL W.A.B. BOWEN-BUSCARLET,
AIR FORCES SUB-COMMISSION.
ALLIED COMMISSION,
ROME.

DATE: 2ND. FEBRUARY 1945.

REF: 3088.

2 Rc

Always happy to meet any of your wishes, I hasten to send you a copy of a letter that I sent to Division General Renato Sandalli on the occasion of his retirement on the auxiliary list.

The General's retirement was in accordance with the provisions being taken for the reduction of the number of senior officers, and was determined merely for reasons of contingency.

As you will see from the copy of the letter in question, I took care to add in my own handwriting a word of thanks for the services which General Sandalli has rendered to the country.

You have observed that retirement on the auxiliary list has been effected in the case of some persons with whom General Sandalli ought not to be confused. This is perfectly true, but, on the other hand, it was not possible to avoid the same provision being made for other officers who are in a situation essentially different from General Sandalli's, as it was necessary to reduce the senior ranks, as I have done, in accordance with the actual conditions in the Force and its changed and considerably reduced demands.

I would add that for some of those officers who ought to have been subjected to more severe treatment, either retirement without rank and pension or retirement with pension only, I have considered it necessary to take their economical situation into account and I have therefore agreed that they be placed on the auxiliary list.

I would also mention that those Generals who have been retired for administrative reasons which do not concern their honour will be kept in mind and may be recalled in order to occupy posts in offices and commissions which it is my intention to constitute. In this eventuality General Sandalli will receive particular consideration.

In any case, I shall be glad to

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

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I would also mention that those Generals who have been retired for administrative reasons which do not concern their honour will be kept in mind and may be recalled in order to occupy posts in offices and commissions which it is my intention to constitute. In this eventuality General Sandalli will receive particular consideration.

In any case, I shall be glad to have a talk with you and I place myself at your disposal, adding that on the occasion of our meeting I shall be able to be more precise regarding the remainder of your letter.

With my sincerest wishes,

L.GASPAROTTO.

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

TRANSLATION.

REF. 2586.

FEB 5 REC'D

ROME, 29th. January 1945.

My Dear General,

In accordance with Article 2 of legislative decree No. 257 of 11th. October 1944, H.E. The President of the Council of Ministers has effected your retirement on the auxiliary list. The relative decree is in process of registration.

This provision is determined by the existing situation, as the maintenance on the permanent list of the whole of the Air Force personnel, particularly the senior ranks, is not compatible with the new standards to which the Italian Air Force must now conform and which, inevitably, necessitate a reduction of the organic forces.

In this moment, when you are leaving the active list, I am happy to send you my best wishes, grateful for the services which you have rendered to the country.

Yours very truly,

GASPAROTTO.

1173

N.B. The words underlined were written by H.E. himself.

CHIEF OF CABINET,

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

My Dear General,

In accordance with Article 2 ~~with~~ of legislative decree No. 257 of 11th. October 1944, H.E. The President of the Council of Ministers has effected your retirement on the auxiliary list. The relative decree is in process of registration.

This provision is determined by the existing situation, as the maintenance on the permanent list of the whole of the Air Force personnel, particularly the senior ranks, is not compatible with the new standards to which the Italian Air Force must now conform and which, inevitably, necessitate a reduction of the organic forces.

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Yours very truly,

GASPAROTTO.

1173

N.B. The words underlined were written by H.E. himself.

CHIEF OF CABINET,

MARIO PORRU.

(40)

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

294 CC "A"
FEB 7 REC'D

Tel: A51

Ref: 5002/7/CCS

2 February 1945.

SUBJECT: Toilet Articles for Italian Army and Air Force.

(35)

TO : MMOM, Economic Section.

1. The Chief Commissioner made a strong request to AFHQ by letter of 7 Dec 44 to secure a rationed supply, from Allied sources, of toilet articles such as, tooth brushes, tooth paste, razor blades, shaving soap, toilet and laundry soap, for the Italian Air Force on the grounds of maintaining a reasonable standard of morale and hygiene. This letter received a negative reply from the Office of the CAO, AFHQ, saying that the provision of such articles must remain the responsibility of the appropriate Ministry of the Italian Government. In the case of the Italian Air Force the Ministry of Air is responsible for the provision of such items.

2. On 21 Jan 45, Land Forces Sub-Commission submitted a memorandum to the QM Section, AFHQ, reference AQ/2/3, responding to the latter's request for a "scale of allowances and replacement" for such toilet articles for the Italian Army. It has been found that there is no such scale for the Italian Army, except washing soap on a free issue scale: 300 grams per month per man. Every company of the Italian Army has a unit barber who has a barber's kit. He purchases his own supplies but under present conditions an issue of soap has been made to him for this purpose.

3. These toilet articles are definitely in short supply but the Italian Ministry of War is endeavouring to purchase these items, distributing them around as they get them, having regard to the location of troops and the availability of supplies. To-date, little or nothing in such resources available to Italian Government have come to its Army.

4. Our letter to you of 17 Jan 45, reference 5002/3/CCS, also bears on this subject.

5. AFHQ has indicated that the Italian military is to receive first priority of issue of all Italian stocks and production of similar items. See AFHQ cable F 17352 of 29 Jan 45 to ALCOM for Land Forces Sub-Commission.

6. You are requested to investigate the possibility of obtaining such supplies for the Italian Army through local resources and/or local manufacture. Information is desired at the earliest date possible but in the event that this investigation may require considerable time, an interim reply is desired prior to 8 February.

8570 3/ CC

Declassified E.O. 12356 Section 3.3/NND No. 785215

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Chief Staff Officer,
To the Chief of Staff.

Copy to: Land Forces Sub-Commission (MMIA)
File 8504/CCS.

(34)

Declassified E.O. 12356 Section 3.3/NND No. 785215

36c

cc 277

FEB 1 RECD

FROM: AIR VICE MARSHAL W.A.B. BOWEN-BUSCARLET,
AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, ROME.

TO: REAR ADMIRAL ELLERY W. STONE, ✓
CHIEF COMMISSIONER,
ALLIED COMMISSION. ROME.

DATE: 1ST. FEBRUARY 1945.

REF. AFSC/R/1/SPEC;INT.

CONFIDENTIAL.

With reference to the question of the retirement of certain Generals of the Italian Air Force which was discussed at this morning's Vice-Presidents' Conference. I attach my proposed letter to the Air Minister for your approval.

W.A.B. Bowen-Buscarlet

W.A.B. BOWEN-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING,
AIR FORCES SUB-COMMISSION.

1171

See (40)

8503/cc

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

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AIR VICE-MARSHAL,
AIR OFFICER COMMANDING,
AIR FORCES SUB-COMMISSION.

S/S 1171

703/cc

See (40)

(38a)

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Declassified E.O. 12356 Section 3.3/NND No. 782015

36 8

FROM: AIR VICE-MARSHAL W.A.B. BOWEN-BUSCARLET,
AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, ROME.

TO: H.E. DOCTOR LUIGI GASPAROTTO,
MINISTER FOR AIR,
ITALIAN AIR MINISTRY,
ROME.

DATE: 1ST. FEBRUARY 1945.

REF: AFSC/R/1/SPEC.INT. CONFIDENTIAL.

My attention has been called to a notice in the newspaper 'RISORGIMENTO LIBERALE' of 31st. January 1945 stating that certain Generals of the Italian Air Force had been retired 'in ausiliaris'. I believe that this notice also appeared in other papers. Among the Generals named were: Generals Urbani, Ranza, Cappa, Ilari and Sandalli.

I was surprised to see General Sandalli's name in this list and made some enquiries. I was told that there have been attacks against the General due to his fascist background and to avoid further investigations he was placed on the 'ausiliaris' list. I am at a loss to understand this, as he had been declared immune on 30th. September 1944, when he was in service. On 16th. November we were informed that he was at the disposition of the Cabinet.

As you know, General Sandalli was Air Minister and Chief of Staff for some considerable time, and in that capacity performed excellent work both for the Italian Air Force and in aid of the Allies.

While I have no objection to the retirement of Generals who are surplus to the requirements of the Italian Air Force, and indeed thoroughly approve of it, I feel that it is most unjust that an officer who has rendered such valuable service should have his name coupled with such notorious fascists as Generals Urbani and Ilari. Much the same applies to General Cappa, who would appear to be deserving of better treatment.

I have the honour to be,
Your obedient servant,

WBB

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

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I have the honour to be,
Your obedient servant,

W.A.B.BOWEN-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

(38) G

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

0971

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

FILE UNDER NO. 8503/CC Italian Air Force

INDEX SHEET

SYNOPSIS

Letter DF/4/13.1/CA from Stone to Bonomi 27 Jan 45

You are requested to drop immediately all epuration proceddings against Remondino. His presence is essential to the Allied War Effort.

REMONDINO | For Press attacks against this man, see file 9251/CC, conteining texts of attacks and ltr 27 Jan Stone to Bonomi requesting action to prevent them.

DOCUMENT FILED UNDER NO. 2610/CC Defascistization

8503/CC

INSTRUCTIONS - Under «Synopsis» make brief entry showing date of communication and from whom received and synopsis sufficient to identify the papers. When these index sheets become numerous under a subject they will be entered on te consolidated index sheet and then destroyed.

1169

38

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

'A' file

Inter Office Memo.

Ref: 4313/24/GSC.

19 January 1945.

Subject: Flood Control on Central Mindanao.

To: All Forces (HD Translation.

Food Sub Commission has informed this office that 10 tons of flood tests dropped by food planes at noon yesterday on Central Mindanao.

(Sgd.) E. TALBOT,
Major,
for Colonel,
Chief Staff Officer.

Copy to: ERO :- (Note:- AFHQ, G-5 have asked give the maximum publicity to the above.)

8373

8510 3/CC

37

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

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION, ROME.

AFSC/SPEC.INT./1. January 5th. 1945.

Dear Admiral Stone,

You will remember that I mentioned to you last night that we had some details of the background of the key people at the Air Ministry and of the various Ministers in the new Government.

I said I would let you have them, and here they are.

Yours sincerely,
W.A.B. Bowen-Buscarlet.

W.A.B. Bowen-Buscarlet,
Air Vice-Marshal,
Air Officer Commanding.

Rear Admiral Ellery W. Stone,
Chief Commissioner,
Allied Commission.
ROME.

(36)

85/03/2 c

1167

TOP SECRET

DOCTOR CARLO SCIALOJA. MINISTER FOR AIR.

1) Before giving a brief history of our new Air Minister's life, it might be of interest to say a few words about his family, a family which has, without doubt, given many illustrious men to the country.

2) It was in the year 1600 that the first Scialojas were heard of in Italy, and they had their origin in Spain, where they were well-known as writers.

3) From that time on there has always been one or more members of the family who have been famous for their literary and political activities. Antonio Scialoja, sacerdote and Republican, was beheaded on the island of Procida when the Bourbons returned to power, and his family dispersed and scattered over many regions of Italy.

4) The grandfather of the Air Minister, Antonio, was a disciple of the worthy Cavour, and after holding portfolios in several Governments he was sent to Egypt in order to organise the schools there. In recognition of his work the Egyptian Government named a street in Cairo after him.

5) Doctor Scialoja's father, Enrico, a famous jurist, as well-known for his culture as for his honesty, died in the year 1928 almost a poor man after having founded many important Italian, French, and Belgian financial and industrial concerns. During his youth he fought for the independence of the country as a Garibaldi volunteer. He was the founder of the 'Foro Italiano', Italy's most important juridical journal, which, today, is directed by his son Carlo.

6) The present generation consists of the four sons of Enrico: Gustavo, Vittorio, Antonio, and Carlo. They are all exceptionally intelligent men, but the first two are less well-known than the others.

Gustavo, an engineer, after having an extremely successful period at the commencemnt of his career went bankrupt and was saved from ruin by his brothers, principally by Antonio, at great financial cost to themselves.

The second son, Vittorio, a lawyer, has not been much in the public eye.

Antonio has an international reputation as a jurist. A professor of Commercial Law at the Camerino University at the age of twenty-four, he was the youngest professor of his epoch. He served valorously during World War 1, and after hostilities ceased he took up his studies again and passed from Commercial Law to Maritime Law, which in this country took his name for it: Navigation Law. He has many works to his credit on this subject, and he was charged by the Government with the reforming of the laws. He retired from public life some years ago and went to live at Siena, after serving in one Government as Un-

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

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7) Carlo Scialoja, Air Minister, was born in Rome on July 17th.1886. He went to the University of Rome, but was unable to complete his studies of law because of ill-health. He is the last son of Enrico and the only bachelor of the family.

During World War 1. he served as commander of an 'Arditi' unit and was awarded five medals for bravery on the field.

He was one of the founders of the Italian Nationalist Party, and was the president of the first National Congress. His famous uncle, Vittorio, an expert on Roman Law, who has many time been a Minister and took part in the Peace Conference, wished Carlo to accompany him

(36)

TOP SECRET

Declassified E.O. 12356 Section 3.3/NND No. 782015

to Geneva, but Carlo, who cannot be said to have a fundamental love of politics, refused and remained in Italy, later to participate in the fight against fascism.

When the Nationalist and fascist Parties combined, Scialoja abandoned politics, being from the commencement of the movement extremely anti-fascist. During the reign of Mussolini he took no part in public life, but devoted himself to writing for juridical journals, one of which, the 'Foro Italiano', he directed.

8) With the growing activity against Mussolini and his regime, Scialoja again took up politics, this time clandestinely, and he took great risks in order to spread anti-fascist propaganda. From the beginning of the war he has worked in close collaboration with the Prime Minister, and it is not too much to say that Scialoja is Bonomi's most intimate collaborator in his programme to protect the Crown and destroy fascism.

9) Carlo Scialoja is a member of the Labor Democratic Party, of which he is one of the founders. This Party, although considered to be rightist and Monarchical has, however, many Republicans amongst its adherents.

10) Before his appointment as Air Minister, H.E.Scialoja was Under Secretary for Air. Since his new appointment was made known congratulatory messages have reached him from all over the country, including many from the enemy-occupied North, which fact can be taken to be indicetive in no small manner of the popularity of the choice of this man as Air Minister.

Eileen Brenton

Intelligence Staff,
Air Forces Sub-Commission,
Allied Commission, ROME.

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Minister, and it is not too much to say that Scialoja is [illegible] most intimate collaborator in his programme to protect the Crown and destroy fascism.

9) Carlo Scialoja is a member of the Labor Democratic Party, of which he is one of the founders. This Party, although considered to be rightist and Monarchical has, however, many Republicans amongst its adherents.

10) Before his appointment as Air Minister, H.E.Scialoja was Under Secretary for Air. Since his new appointment was made known congratulatory messages have reached him from all over the country, including many from the enemy-occupied North, which fact can be taken to be indicative in no small manner of the popularity of the choice of this man as Air Minister.

Ellen Brenta.

Intelligence Staff,
Air Forces Sub-Commission,
Allied Commission. ROME.

Jan 2nd. 1945.

26

TOP SECRET

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TOP SECRET

LIEUT. GENERAL ERNESTO PELLEGRINO.(RESERVE OFFICER.) UNDER SECRETARY OF STATE FOR AIR.

1) This general is one of the pioneers of Italian aviation, and in 1913 he was already giving study to the question of civil aviation.

2) Born at Foggia, in December 1884, he served three years at the Military Cadet School at Turin and then took a course at the Artillery Officers' School of Engineering. This school was open to officers with the rank of lieutenant.

3) After serving in an artillery regiment he passed to the Air Force when it was constituted in 1923, and remained in service until 1934, then being retired upon his own request and put on the reserve list.

4) At the time he became a reserve officer Pellegrino held the rank of Brigadier General. It should be explained that reserve officers of the Italian armed forces have the right to promotions after they leave the active list; the pension they receive, however, is dependent on the rank held as an active officer. Since 1934 General Pellegrino has received two promotions: one to Major General in 1936, and to Lieut General in 1942.

5) He was a volunteer in the Italian-Turkish war, serving as a subaltern of a battery, and during the first World War he served as a pilot. He has been wounded five times, and has been decorated for bravery.

6) During his military career he has been Director General at the Air Ministry and has commanded the Territorial Zone. At the time he was called to the Ministry to hold the post of Under Secretary in the new Government he was serving on the discrimination tribunal for senior Air Force officers.

7) While it cannot be said that General Pellegrino has made brillian career, he is an extremely sound man and an honest one. In addition, he knows his job, and it is generally considered that he is a wise choice for the post which he has been called upon to fill.

Eileen Bruta

Intelligence Staff?
Air Forces Sub-Commission,
Allied Commission, ROME.

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Gilles Brents

Intelligence Staff?
Air Forces Sub-Commission,
Allied Commission. ROME.

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Jan. 2nd. 1945.

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TOP SECRET

LIEUT. GENERAL MARIO AIMONE-CAT. C.A.S. ITALIAN AIR FORCE.

(Born Salerno 5th. February 1894.)

1) General Aimone-Cat started his military education at the early age of thirteen by entering the Cadet School at Rome. Four years later he was admitted to the Military Academy of Turin.

2) In May 1915 he took his brevet as an observer and one month later received his first assignment in this capacity. In 1917 he became a pilot and took up duties at Brescia.

3) He was given command of an Italian flight in May 1918 which was working in collaboration with Allied air forces in Macedonia.

Remaining there until August 1919 he then returned to Italy and was posted to the Air Inspectorate, which was part of the War Ministry at that time. The Italian Air Force was not constituted ass separate armed force until 1923.

4) In 1922 he was attached to the Training Bureau at Air Force Command, and in March 1923 he became A.D.C. to the first commanding general of the newly-formed Air Force, (General Moizo) holding this post until 1924 when he was given command of a squadron at Mirafiori.

5) 1925 saw him commander of the school for observers at Rome, and in 1929 he returned to Mirafiori, this time to command a wing.

6) He was recalled to the Air Ministry in July 1930 and appointed to the Works and Buildings and Airports Dept. where he remained until March 1931 then taking command of a wing of night bombers at Lonato Pozzolo.

7) In October 1932 he became Vice S.A.S.O. of the 3rd. Zone (Rome) and in May 1934 he was given the task of organising the school of air warfare, being given command of it in October of the same year. He remained at the school until August 1935 and was then appointed S.A.S.O. of the air forces in Italian East Africa. Returning to Italy he was again put in command of the school of air warfare in November 1936, and it appears that he remained there until the beginning of 1939.

8) He was sent to Bari in April 1939 in order to take command of the 4th. Air Zone, and leaving there in June 1940 he returned to Rome and was again given command of the 3rd. Air Zone.

9) As we have already stated in a previous report, Aimone Cat was sent to North Africa in command of the Italian air forces in February 1941, but his command was of short duration. Disagreeing with General Rommel over the way in which the Italian forces should be used operationally, he was recalled to thiscountry in November of the same year and appointed Commanding General of the Air Force Training Schools.

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

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10) During the German occupation of Rome he remained in hiding for some time, and had he been captured he most certainly would have sufferred for his anti-fascist, anti-German views which he never made any pretence of concealing.

11) Aimone-Cat is a valorous soldier, and an extremely cultured man who has many works to his credit on aviation. He flies all types of Italian aircraft.

(30)

Eileen Bentley

Intelligence Staff.
Air Forces Sub-Commission.
Allied Commission. ROME.

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Jan. 2nd. 1945.

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

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THUMBNAIL SKETCHES OF MEMBERS OF NEW ITALIAN GOVERNMENT.

1. Ivanoe Bonomi, President of the Council and Home Secretary.

Born Mantova, October 18th, 1873. Commenced his career as a journalist and then passed to politics. He served in Nathan's Government some years before the first World War. Passing from the orthodox Socialist Party, he became one of the founders of the Reformist Socialist Party.

At the commencement of World War 1. Bonomi played the part of an interventionist, and following Italy's entry in the war he held posts in several Cabinets and later took an active part in the Rapallo pact negotiations.

From June 1921 to February 1922 he was President of the Council, and after the advent of fascism took up the occupation of lawyer.

During the clandestine period he was President of the National Committee of Liberation, and since the liberation of Rome he has formed two Cabinets. He belongs to no political party, although it is known that his sympathies are with the Labour Democrats, among whose adherents he numbers many friends.

2. Palmiro Togliatto, Vice President. Communist.

Born Genoa, March 26th, 1893. He left Italy in 1925 because of the persecution he received from fascism, and changed his name to Ercole Ercoli.

He spent many years in France, Spain and Russia. While in France he was for a lengthy period the chief of the Communist Party's foreign centre, and was subsequently appointed assistant secretary to the Communist International.

Togliatti is one of the cleverest men in this country today, and he treats politics as he would a game of chess. It can not be said that all the moves have gone in his favour during the recent crisis. He had received express orders from Moscow that he must persuade De Gasperi to form a Government instead of Bonomi. The reason for this order is that it was the Comintern's desire to put De Gasperi in a position where the responsibility for the country's misfortunes would fall on him, and thus his followers, the Christian Democrats, would be weaned from him to the Communist Party. That Togliatti did not succeed in his object was in no way due to De Gasperi's astuteness in seeing through the move, but rather because of his weakness and inability to shoulder the country's burdens. We have also occasion to be grateful to the tenacity of Mr. Bonomi, due, of course, to the backing of Mr. Churchill.

The inability of Togliatti to obtain the Home Office portfolio was another failure for him, and he will surely attempt to remedy this in part by seeing that a Communist is appointed Under Secretary at this Ministry.

3. Giulio Di Rodino, Vice President. Christian Democrat.

Born Naples in the year 1874. Belongs to a very old Naples family. Has been practising law for forty-eight years. His political activities before fascism were very extensive: He has represented both the Catholic Party and the Italian Popular Party in the Italian Parliament, and, together with Don Sturzo founded this later named party. He was Vice President and Questore in one Government, and Secretary for War in Nitti's and Giolitti's governments. During Bonomi's term of office in 1921 he held portfolio of Under Secretary at the Ministry of Justice.

The first Christian Democratic Congress held in Naples after the liberation of that city was presided over by him, and he subsequently became acting Cabinet Minister in the second Badoglio government.

A sound man, though as is the case with almost all the other members of the new Cabinet, he is not as young as he might be in order to participate political life to the best advantage.

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

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A sound man, though as is the case with almost all the other members of the new Cabinet, he is not as young as he might be in order to participate political life to the best advantage.

4. Alcide De Gasperi, Minister of Foreign Affairs. Christian Democrat.

Born in the Trentino, April 3rd, 1881. Secretary of his party. At the age of twenty-four he was director of the 'Nuovo Trentino', a political paper which became, under his direction, one of the most read papers in that region.

In 1911 he was appointed representative for the Trento region in the Austrian Parliament, and before the commencement of World War 1, and also during it, he made many speeches in favour of the oppressed and persecuted Italians.

In 1919 he was president of the first congress held by the Italian Popular Party, and since that time he has always been a member of the direction of that party.

In 1921 he was appointed representative in the Italian Parliament for his region, which had by that time become part of the Italian Kingdom.

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

When Sturzo was obliged to leave the direction of the Italian Popular Party, De Gaspari took his place until the fascists suppressed the party. In 1926 he was arrested because of his activities against the fascists and sentenced to four years imprisonment. After his release he retired from underground political life and devoted himself to library research; and it is only during these last years that he has resumed his active interest in politics.

5. Francesco Cerabona, Labour Democrat, Minister of Transport.

Born Aliano, Basilcata, in the year 1884. An ex-reform Socialist deputy, he was returned for the first time in 1919, and then he began to follow the famous Amendola's democratic trend.

Cerabone was well-known for his anti-fascist activities, and he was much persecuted by the fascists who forbade him to return and live in his native town.

He enjoys a sound reputation as a penal lawyer, is one of the outstanding men of the Naples Forum, and has a large following in Southern Italy.

Was Under Secretary for Public Works in Bonomi's former government.

6. Meuccio Ruini, Minister of Public Works. Minister of Communications Labour Democrat.

Born Reggio Emilia, Dec. 14th, 1877. A lawyer by profession, he was working in the Administration of Public Works when he became director of the Southern Italy region.

As a representative of the Radical Party he was appointed Vice Secretary for Labour in the Orlando Cabinet and Secretary for the Colonies in the third Nitti Cabinet in 1920. He is the founder of the Institute for Employées Homes; the National Enterprise for Tourist Industires; and the National Exportation Institute, and in 1923 he was one of the founders of the National Union which was endeavouring to establish a new democracy, later becoming the president of the Union.

In 1913 he was made a State Councillor, and in 1927 joined those who were retired on account of their anti-fascist activities.

This man is considered to be one of the best prepared men in the Government. He is not, however, extremely popular with all his colleagues, and not the last reason for this is his overruling political ambition.

He was acting Cabinet Minister in the last Bonomi Government.

7. Giovanni Gronchi, Minister of Industry, Commerce & Labour. Christian Democrat.

Born Pontedera, in the year 1887. Was formerly Pisa's representative in the Italian Popular Party. He is a Progressist, and headed the parliamentary group of the Popular Party with De Gasperi. His speech in the House of Deputies against the fascist reform in 1924 is famous. In the last Government he was Under Secretary for Labour, Industry and Commerce.

8. Fausto Gullo. Minister of Agriculture. Communist. 1/81

Born Cosenza, in the year 1884. A political candidate for the Communist Party in the 1924 elections, he was very active in the campaign against fascism. For many years he was confined to the island of Sardinia, and only resumed his political life after the liberation of Naples. Togliatti has great faith in this man, and it is to be observed that he has held the post of Minister of Agriculture in both Bonomi Cabinets. Rightly, the Communists consider this portfolio to be one of the most, if not the most important in the Government, for most assuredly it is only through her agriculture that Italy will be able to rehabilitate herself after the war has been brought to a conclusion.

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9. Count Alessandro Casati, Minister of War. Liberal.

Born Milan, March 3rd, 1881. The grandson of the famous Casati who was Mayor of Milan at the time of the 'Five Days of Milan' in 1848.

A student of Italian modern history, he was appointed Under Secretary of Education in Badoglio's Government.

During the German occupation of Rome he represented the Liberal Party in the National Liberation Committee, and was Minister of War in Bonomi's former Cabinet.

10. Admiral Raffaele De Courten. Chief of Admiralty. Independant.

Born Milan, November 23rd, 1888. Entered the Naval Academy at Livorno in 1906 and proved to be an excellent cadet. In 1940 he had attained the rank of Rear Admiral, and it was not longer after that he was promoted Admiral.

On July 27th, 1943 Badoglio nominated him Chief of Admiralty and Chief of

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Navy Staff, and it was under his guidance that almost the whole of the Italian Fleet reached Allied waters, in accordance with the terms of the Armistice.

Extremely well liked by his men and his colleagues, it will be recalled that his resignation was one of the principal reasons for the dissolving of the former Bonomi Cabinet.

11. Doctor Carlo Sciaioja, Minister for Air. Labour Democrat.

Born Procida, in the year 1884, our new Air Minister comes from an old Neapolitan family which has given the country many learned patriots.

For many years he was the director of the juridical paper 'Foro Italiano', and he himself is a lawyer of no mean repute.

He is very close to the Prime Minister, on whom he exerts much influence.

Always anti-fascist, he is one of the few who were never members of the fascist party.

He was Under-Secretary at the same Ministry in Bonomi's former Government.

12. Umberto Tupini, Minister of Justice. Christian Democrat.

Born Rome, May 27th, 1889. A lawyer, taking his degree at the Rome University.

Tupini entered public life at an early age, and founded and directed a National Catholic federation of high school students. He then became editor of the 'Corriere d'Italia', and director of the 'Difesa del Popolo' and L'Organizzazione', which were syndical and cultural magazines.

At the age of twenty-five he was appointed Communal Counsellor of Rome, and for many years headed the Catholic professional organisations in the Capital; he was one of the founders of the Popular Party.

In 1919, 1921 and 1924 he was returned to Parliament as deputy for the Marches, and was secretary to the Parliamentary group of the Aventine.

Always a staunch anti-fascist, he was persecuted for his political views.

13. Antonio Pesenti, Minister of Finance. Communist.

The youngest member of the Government, being thirty-six years of age.

Since early youth he has been an ardent Communist, and was condemned by a Special Court for The Defense of The State to twenty-five years imprisonment for carrying out Communist propaganda. During his trial he was defended by Mario Cevoletto, Minister for Post and Telegraphs in present Government, a Labour Democrat.

Pesenti is an exceedingly well educated man, the most dangerous type of Communist. He is a student of economic problems and finance and formerly taught political economy at the Sassari University.

He was Under Secretary for Finance in first Bonomi Cabinet, and, liberated at the fall of fascism, he crossed the lines and reached Bari during the clandestine period.

14. Marcello Soleri, Minister for the Treasury, Liberal.

Born Cuneo, in the year 1882. A lawyer, and Liberal Democratic representative in Parliament before the advent of fascism.

In the first Nitti government he was an Under Secretary; in 1919,1920, General Commissioner for supplies; held post in Giolotti's Cabinet; was Minister of Finance in Bonomi's 1920 government, Under Secretary for War in the second Facta government in 1922. He represented Italy at the Paris Financial Conference in August 1922.

Soleri is a brave soldier and fought well in World War 1. An honest

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Soleri is a brave soldier and fought well in World War 1. An honest Piedmontese, he resigned his post as Finance Minister in Bonomi's former government, thus accelerating the crisis, because of the unfair way in which the Epuration, directed by our friend Scoccimarro, was being carried out. His appointment in the present Government has met with general approval.

15. Mauro Scoccimarro, Minister for Occupied Italy. Communist.

Born Udine, in the year 1894. A member of the Italian Communist Party executive, he was arrested because of his activities in 1926 and sentenced to 11 years imprisonment. After serving his sentence he was sentenced to 6 years imprisonment, most of which was spent on the island of Ventotene where he remained until liberated after the fall of Mussolini in 1943.

During the German occupation of Rome he represented the Communist Party in the National Committee of Liberation, and took an active part in organising sabotage and the partisan bands.

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He was appointed Assistant Commissioner For Epuration when Bonomi formed his first Cabinet, and in this post he cannot be said to have been a success, at least from our point of view. He has now been removed from the Epuration Commission and we hear that a new commission is to be constituted to deal with this question.

16. Mario Cevolotto. Minister for Post and Telegraphs. Labour Democrat.

Born Treviso, in the year 1887. A graduate of law from Padua University He took up journalistic work and became the director of the paper 'Provinca of Treviso'. At an early age he entered into politics by joining the Radical Party and becoming the secretary of it.

He represented the Labour Democrats in the National Liberation Committee, and was most active in the underground effort against fascism and the Germans. In addition to holding a portfolio in the Cabinet he is the Secretary General of the Labour Democratic Party.

17. Vincenzo Arangio Ruiz. Minister of Education. Liberal.

Born Naples, in the year 1884. A lawyer, who taught Roman law at the University of Camerino, and then passed to the Universities of Perugia, Modena, and Naples where he holds the Chair of the Institution of Roman Law.

In October 1931 he was sent to Egypt in order to teach at the University of Gizeh, and he has international fame as a scholar, also having written numerous works on Roman and Latin law.

Arangio Ruiz is without a doubt the most learned man of the present Government.

18. Gino Bergami. General Commissioner for Alimentation. Liberal.

Born Naples, in the year 1904. A student of physiological problems, and a teacher at Naples University.

Always a Liberal, he organised the Liberal movement together with more well-known personalities from Southern Italy.

In the last Cabinet he was Under Secretary at the Ministry of Agriculture and Forests, and then passed to the Alimentation Department as Under Secretary.

Eileen Brenta.

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Air Forces Sub-Commission,
Allied Commission, Rome.

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

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Eileen Bronte.

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Air Forces Sub-Commission,
Allied Commission, Rome.

Dec 12th, 1944.

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AIR REPORT NO.24 / DECEMBER 1944.

1. The Italian Air Force Strength, Serviceability, Crew Strength and Location Statement as at 31st December 1944 is shown at Appendix "A".

2. The summary of Italian Air Force operational sorties for the month of December 1944 is as follows :-

(a) FIGHTER WING.

Escort	108		
Meteorological	67		
Offensive reconnaissance	207	32 vehicles destroyed or fired.	
		63 vehicles damaged.	
Bombing	4	1,500 lbs of bombs dropped.	386

Losses.

3 Airacobras lost by enemy action.
Two of these may be recovered from Balkans.
1 Pilot lost; 2 safe.

(b) SEAPLANE WING.

A.S.R. Searches	24	
A.A. calibrations	14	
Courier/Transport	18	56

No losses.

(c) BOMBER/TRANSPORT WING.

Supply dropping	68	56,224 Kg not dropped (55½ tons) or landed.	
Courier/Transport	163		248
A.A. calibrations.	17		

No losses.

(d) LIGHT BOMBER WING.

Bombing	231	156 tons of bombs dropped. Hits claimed on bridges, marshalling yards and airfields.	231

Losses.

One aircraft and crew lost in flying accident.

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

95-23/CC
1158

Escort	100		
Meteorological	67		
Offensive reconnaissance	207	32 vehicles destroyed or fired. 63 vehicles damaged.	
Bombing	4	1,500 lbs of bombs dropped.	
			386

Losses.

3 Airacobras lost by enemy action. Two of these may be recovered from Balkans.
1 Pilot lost; 2 safe.

(b) SEAPLANE WING.

A.S.R. Searches	24		
A.A. calibrations	14		
Courier/Transport	18		
			56

No losses.

(c) BOMBER/TRANSPORT WING.

Supply dropping	68	96,224 Kg not dropped (95½ tons) or landed.	
Courier/Transport	163		
A.A. calibrations.	17		
			248

No losses.

(d) LIGHT BOMBER WING.

Bombing	231	156 tons of bombs dropped. Hits claimed on bridges, marshalling yards and airfields.	
			231

Losses.

One aircraft and crew lost in flying accident.

TOTAL SORTIES: 921

3. FIGHTER WING.

The Fighter Wing has operated throughout the month from LECCE. The number of sorties flown shows a considerable reduction over that flown in the month of November. The reason for this decrease is that weather conditions were most unfavourable throughout the month, and that the Germans in the Balkans moved out of

Continued /2...

35a

Declassified E.O. 12356 Section 3.3/NND No. 782015

1158 245-2-3/cc

range of all Macchis except the few special long range Macchi 205's. On fourteen days of the month weather on the Dalmatian Coast prevented any air activity other than meteorological reconnaissance.

Owing to the move Northwards of the Germans it has not been possible to carry out bombing attacks with the Airacobras, as long range tanks have had to be carried.

The Spitfire squadron and one Airacobra squadron are now under orders to move to CANNE, where they will again be in range of the enemy, using VIS as an Advanced Landing Ground.

In spite of the weather and increasing range, results have been good, and the A.O.C, during a visit to Headquarters, Balkan Air Force, was informed that they were very pleased with the work carried out by this Wing.

On 27th December, Major Mariotti, Commanding the Airacobra (4th) Stormo, was shot down while attacking enemy transport in the KISILICI-MOJKOVAC area. It is feared that he was unable to bale out, and as the aircraft crashed and caught fire it is most likely that he was killed. The loss of this Officer will be a severe blow to the Italian Air Force. He was an excellent type of fighter pilot, brave and determined, and would have been judged exceptional by the standards of any Air Force.

4. SEAPLANE WING.

About the same number of sorties were flown as last month, with an increase in the number of Air/Sea Rescue searches, and a corresponding decrease in other sorties.

The Cabinet Crisis has slowed down the work on the proposed Air Courier Service, as work at the Air Ministry came practically to a standstill during the crisis. The seaplane base at VIGNA DI VALLE on LAKE BRACCIANO is not available for this Service, as it is required for use by the Allies. Permission is now being sought to use the old Imperial Airways sites on the lake at BRACCIANO and TREVIGNO. If these are not available there will be some difficulty in finding a ROME terminal for the Service as the site at LIDO DI ROMA has been completely destroyed, and in any case the TIBER has always been most unsatisfactory for the operation of seaplanes.

5. BOMBER/TRANSPORT WING.

In spite of the weather conditions, which were as described in paragraph 3 above, the Wing carried out 68 sorties, as against 71 last month when weather conditions were perfect. 55½ Tons of supplies were dropped or landed at NIKSIC. On 2nd December one wounded British soldier and 100 British parachutists were brought back from NIKSIC. A further task, which was completed, was the evacuation of a Royal Air Force Squadron's equipment and some personnel from the Balkans.

During his visit to Headquarters, Balkan Air Force, during the month, the A.O.C. of this Sub-Commission was informed that this Wing had carried out all tasks which had been assigned to it.

6. COURIER/TRANSPORT SQUADRON.

This Squadron has now moved to CERTOSELLE airfield on the outskirts of ROME. This has come far to relieve the congestion at LECCE, and has led to the

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

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6. COURIER/TRANSPORT SQUADRON.

This Squadron has now moved to CENTOCELLE airfield on the outskirts of ROME. This has come for to relieve the congestion at LECCE, and has led to the removal of Italian aircraft from the ROME airfields of CIAMPINO and LITTORIO. In spite of the weather this Squadron has carried out more sorties this month than during the month of November. It is of great assistance in the transport of Government Officials about the country, who would otherwise find travel both difficult and a loss of time owing to the scarcity of road and rail transport. In this way it is contributing to the rebuilding of Italy.

7. LIGHT BOMBER WING.

The second Baltimore Squadron is now complete at BIZERNO and the Wing is up to full strength.

Continued /3.....

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

In spite of weather conditions 231 sorties were carried out, and hits were claimed on various targets in the Balkans.

The A.O.C. of this Sub-Commission visited the Wing on December 27th, accompanied by the new Italian Chief of Air Staff. Group Captain Stapleton Commanding No.254 Wing, R.A.F. under whose orders the Light Bomber Wing is operating, stated that the bombing carried out by the Wing was inclined to be erratic. At times it was very good and at others equally bad. The second squadron to arrive (28th Squadron) was not as good as the original (152nd Squadron) either in accuracy of bombing or in maintenance of aircraft. Steps are being taken to improve this squadron and the accuracy of the bombing by both squadrons. On the whole the Italians were most co-operative in every way, and all ranks were very keen.

One aircraft and crew were lost during the month. This was apparently due to the bottom engine cutting out in a rather tight turn during an approach to land.

8. SCHOOL.

The school at GAUDO has made very slow progress. The school itself is actually ready to accept its intake of pupils, except for certain minor items of instructional equipment. The instructors on both Airacobras and Baltimores are ready at the school, and except for one aircraft of each type now awaiting collection, the school is up to strength in this respect. Serviceability is satisfactory.

In spite of pressure by this Sub-Commission only 1 Airacobra pupil and 5 pilots and 1 navigator for Baltimores have been posted to the school, and so far no attempt has been made to send complete Baltimore crews. This muddle can be attributed to the uncertainty prevailing at the beginning of the month due to the Government Crisis, and energetic steps are now being taken to get the school working on the proper lines.

The airfield has kept serviceable in spite of rain, but requires the use of a roller to firm up some loose patches on the surface of the runway.

The A.O.C. Air Forces Sub-Commission carried out an inspection of the school on 22nd December. Accommodation and instructional facilities were satisfactory, and there is sufficient housing in the neighbourhood to accommodate up to two twin-engined squadrons should any further re-equipment of the Italian Air Force with Allied types of aircraft be undertaken.

In the opinion of all Italian Officers who have been consulted it will not be possible to remain on this airfield after the month of March, owing to the high incidence of malaria in the district, which is of an exceptionally dangerous types. This matter is being taken up with Headquarters M.A.A.F.

9. AIRFIELDS.

The airfield position remains satisfactory, although the enemy has now moved so far North in Albania that the Macchi's based on LECCE are out of range, and the Spitfires and Airacobras are rapidly getting out of range. Orders have been received from H.Q. B.A.F. to move one squadron of Spitfires and one Squadron of Airacobras to CAMPO.

The Courier/Transport Squadron has now moved to CENTOCELLE; this has relieved the congestion at LECCE, and has also removed a very trying commitment from the Allied airfields in the ROME area. It is desired to place on record the great assistance rendered by the Commanding Officer at ROME-LITTORIO airfield to the Italian Courier Service. The Italians were most unsatisfactory customers at this airport, and often exceeded the quota of aircraft allowed to use the airfield at any one time.

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

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The only changes in location of the I.A.F. compared with the position given in last months Air Report is that the Courier/Transport Squadron is now at CERTOCELLE, and the ½ squadron of Baltimores remaining at VESUVIUS has now vacated that airfield and is now at BIFERNO, thus completing the Light Bomber Wing.

Continued /4.....

35a

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

10. INSERVICE.

TYPE OF AIRCRAFT.	SERVICEABILITY AT 1/1/45.	SERVICEABILITY AT 5/12/44.
Macchi 205	11	12
Macchi 202	14	17
Spitfire	10	12
Baltimore	21	27
Sk.82	10	3
Cant.1007	7	8
Mitchell	35 (73 including fighter pool).	35 (51 including fighter pool.)

11. RELATION BETWEEN SERVICEABILITY.

This shows a slight decrease on last month, but is accounted for by the fact that a large number of aircraft are at present undergoing inspection and that as many aircraft as possible may be in good condition, if it should be decided to move one or both of the Macchi Squadrons at short notice.

Work has already commenced on the production of the Macchi radiator with Hurricane honeycombs, and it is hoped that the output will be 12 radiators per month to commence with, and that this figure will later be increased.

It has been found possible to fit wheels and tyres from Reggiane aircraft to the Macchis, and work is proceeding on using up all the available stocks. As there are insufficient Reggiane wheels and tyres available, work has already been put in hand for the necessary parts to modify the Macchi wheel to take the Spitfire tyre and tube. Work has also been put in hand to produce a modified tail wheel fork which will accommodate the Hurricane tail wheel.

The engine position is quite good, and it is hoped that it will be still further improved by the supply of Daimler-Benz engines and spare parts from S.H.A.E.F. During the month a visit to France at the invitation of S.H.A.E.F. was made by two officers of this Sub-Commission. A number of serviceable Daimler-Benz 605 engines and a larger number of Daimler-Benz 601 engines were found, together with a large quantity of spares for both types which have been in ever decreasing supply in this country. These engines and spares have been released to the I.A.F. by S.H.A.E.F., and arrangements are being made for their transport to Italy

12. ITALIAN ENGINE OVERHAUL SERVICEABILITY.

This is about the same as last month. Unfortunately, the Fiat engine rings which it was anticipated would overcome the excessive oil consumption due to the fitting of unsuitable rings, proved to be too efficient resulting in the first three engines seized up. It is hoped to modify these rings to give satisfactory results and if this should be achieved, an increase in serviceability should result as the major cause of unserviceability is engine trouble, mainly excessive oil consumption due to the fitting of unsuitable rings.

A visit to Italy has resulted in the discovery and release to the I.A.F. of a large quantity of urgently required Fokker sprue. Action is being taken to transport these to Italy so that they can receive the output of the E.P.S. [illegible] we should increase from 12 to 15 engines per

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

Hurricane	35 (73 including fighter pool).	35 (91 including fighter pool.)	

11. ITALIAN AIR FORCE SERVICEABILITY.

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12. ITALIAN AIR FORCE TRANSPORT SERVICEABILITY.

This is about the same as last month. Unfortunately, the Pegasus scraper rings which it was anticipated would cure over-oiling of cylinders, proved to be too efficient resulting in the first three engines seizing up. It is hoped to modify these rings to give satisfactory results and if this should be achieved, an increase in serviceability should result as the major cause of unserviceability is engine trouble, mainly excessive oil consumption due to the fitting of unsuitable rings.

A visit to Milan has resulted in the discovery and release to the I.A.F. of a large quantity of urgently required Pegasus spares. Action is being taken to transport these to Italy and when they are received the output of the E.R.S. which is overhauling Alfa 128 engines should increase from 12 to 16 engines per month. This should meet requirements.

The tests on the Synthetic Rubber have proved satisfactory, and the overhaul of hydraulic components is being recommenced.

The tyre position is still acute owing to the short supply of Wellington tyres, which could be fitted to both G.R.32 and Cant.1007s if they were available. It is hoped that before the position becomes desperate, the supply of Wellington tyres and tubes will have increased to such an extent that the Italian Air Force can be supplied with the small quantities they need.

Continued /5.....

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

13. ALLIED AIRCRAFT SERVICEABILITY.

The position on all three types can be considered good. The Ground crews have now got down to the job of maintaining these aircraft.

Recently a Technical Officer from H.A.F. visited the Fighter Wing at LECCE, and his report on the condition of the aircraft was very satisfactory, both on Allied and Italian types.

The increase in the serviceability of P.39 aircraft in the Fighter pool at LECCE is due to the transfer of aircraft to LECCE from VENOSA.

14. ITALIAN AIRCRAFT GENERAL.

The supply position of a number of items such as, tyres, aircraft, plywood and glue, rubber components generally etc, is that these are now getting in short supply, and it has been proposed that a Technical Commission shall inspect all Italian aircraft to ensure that materials obtained from Allied sources shall only be used on those aircraft that can give useful service in the war effort without excessive amounts of material being supplied. The Italians have a tendency to rebuild and maintain aircraft when it is not an economical proposition to do so.

It has been suggested that this Commission, which should consist of representatives from H.A.A.F, 214 Group, Italian Air Force and this Headquarters, will examine all aircraft and scrap those that they consider cannot be maintained economically. The scrapped aircraft will be cannibalised for spares if necessary.

The main work of the Commission will be on the Bomber Transport aircraft and Seaplanes which are largely dependent on Allied supplies. In the case of the fighter aircraft, apart from tyres the Italian Air Force are in a position to supply the majority of the spares, as little material is supplied from Allied sources.

It has been further suggested that a similar Commission should examine the equipment position in the Italian Air Force with a view to planning ahead for Allied equipment which may be required to keep the I.A.F. operationally fit.

If these Commissions are appointed it has also been suggested that they examine the Establishment of this Sub-Commission, or the Technical and Equipment sides, and submit recommendations for their amendment, if necessary.

15. SIGNALS.

Approval has been obtained from H.Q. M.A.A.F. for the establishment of an Italian Meteorological Station in a central mountain position, using R/T on the 50 mpc band, for passing reports.

Italian transmitting stations, particularly the Meteorological broadcast station, have been wandering badly off their proper frequency, and the Italian Control Station has proved ineffective in ascertaining and correcting this. This Sub-Commission has been active in supervising the Control Station, and taking steps to prevent a reoccurrence.

All operational units are functioning satisfactorily, as far as

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

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All operational units are functioning satisfactorily, as far as signals matters are concerned.

16. PERSONNEL.

The situation in respect of the allotment of personnel from the I.A.F. in substitution for Allied manpower remains unchanged. Further progress has been made as regards the manning of the I.A.F. Meteorological Branch.

17. RATIONS.

The question of an increased scale of rations for operational aircrews is still not settled. This is a great disappointment to all, who have, since June last, been working hard to get this very necessary concession.

Continued /6.....

Declassified E.O. 12356 Section 3.3/NND No. 785215

18. CLOTHING.

The situation as regards boots and clothing has improved still further. Particularly in the case of boots, the sympathetic help of H.Q. M.A.A.F. has been much appreciated.

19. MEDICAL.

The improvement in respect of sanitary conditions at LECCE and NISTINO has been maintained. A report by a Medical Officer on the conditions at CAMPO is awaited.

20. TOILET REQUISITES.

No concession has yet been made by the Allied Authorities in respect of Toilet Requisites for the I.A.F. Such items as toilet paper are unobtainable, and the Black Market prices of toilet soap, razor blades, shaving soap etc. are far above the purses of the Italian airman. The matter is one which must affect the discipline and health of the I.A.F. and is regarded as being of the utmost importance. A strong letter was put up to A.F.H.Q. by the Chief Commissioner, Allied Commission on 7th December, but no reply to this has been received as yet.

21. ORGANISATION.

The Cabinet Crisis and the changes in the higher appointments at the Air Ministry have called a halt to the efforts of the I.A.F. to improve their organisation and administration. The new Chief of Staff is, however, keenly aware of the shortcomings of his service in this respect, and every effort will be made by this Sub-Commission to ensure that he is assisted to effect improvements along R.A.F. lines.

A welcome sign of grace, under the new Chief of Staff is that the A.O.C. this Sub-Commission recently took a long list of points to lay before the C.A.S. Written replies to these were received within 36 hours, which is quite without precedent. Under the previous Chief of Staff anything up to a week or ten days would have been taken for the replies to come in, if indeed they had ever been received at all.

22. INTELLIGENCE.

The Intelligence Section of this Sub-Commission has had a busy month. During the Cabinet Crisis a very careful watch was kept on the position, and the information received was remarkably up-to-date and very accurate, and was of the greatest possible assistance in advising the Italian Government in respect of the choice of the Under Secretary and Chief of Staff. Subsequent to various appointments being announced the Section was enabled to compile a considerable amount of information as to the reactions both within the Service and outside it, to the choice of these individuals. Comment was, on the whole, very favourable.

Headquarters, M.A.A.F. was kept fully informed of all developments during the Crisis, and the advice of the D/AOC-in-C was sought on several occasions. Thumb-nail sketches of the new Ministers and some detailed reports on the [illegible]

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

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23. GENERAL.

The outstanding event of the month has been the Crisis in the Government. This began on 25th November with the resignation of the Bonomi Government, and a new Cabinet was not formed until 9th December. It took a further 3 days before the Under-Secretary for Air, and the Chief of Staff for the Air Force, were finally appointed.

After much consideration of various candidates the appointments at the Air Ministry were approved as:-

MINISTER FOR AIR - H.E. DOCTOR CARLO SCIALOJA.
UNDER SECRETARY FOR AIR. - GENERAL PELLEGRINO.
CHIEF OF STAFF. - GENERAL ARMONE CAM.

Continued /7.....

Declassified E.O. 12356 Section 3.3/NND No. 782015

Doctor Carlo Scialoja was Under-Secretary for Air to the previous Bonomi Government. He comes of a family which has always been famous for their literary and political activities. H.E. Scialoja is 59 years old, and during World War 1 was Commander of an "Arditi" Unit, being awarded five medals for bravery in the field. He then became one of the founders of the Nationalist Party, but retired from this when it became absolved in the Fascist Party. Being strongly anti-fascist, he had to carry out his activities clandestinely, and he risked much to spread anti-fascist propaganda. Scialoja is Bonomi's most intimate collaborator in his programme to protect the Crown and destroy fascism. He is a member of the Labour Democratic Party, which though considered to be rightist and Monarchical, has many Republicans amongst its adherents.

Since his new appointment congratulatory messages have reached him from all over the country, including many from the enemy-occupied North, which can be taken to be indicative, in no small manner, of the popularity of the choice of this Minister.

General Pellegrino has, until his appointment as Under-Secretary for Air, been serving on the Discrimination Tribunal for Senior Air Force Officers, which judges their activities during the period of German occupation. He was one of the pioneers of Italian Aviation.

He was wounded five times and has been decorated for bravery. He retired in 1934, and is now 61 years of age. While he cannot be said to have had a brilliant career, he is an extremely sound and and an honest one. In addition he knows his job, and it is considered that the choice is a wise one for the post he has been called upon to fill.

General Aimone Cat, the new Chief of Air Staff, is 51 years old. He started his military education at the early age of thirteen. In 1915 he took his brevet as an observer and in 1917 became a pilot. He served in collaboration with the Allied Air Forces in Macedonia until 1919. Since then he has held a number of senior appointments in the Italian Air Force, largely on the training side. In 1941 he was sent to North Africa to command the Italian Air Force there, but his command was of short duration as he disagreed fiercely with Kesselring over the manner in which the latter used his Air Arm; this caused his recall in the same year to Italy, where he was put in command of all the Italian Air Force Training Schools. He is a brave soldier, still flies all types of aircraft, and is an extremely cultured man who has many works on aviation to his credit. He has never made any pretence of concealing his anti-fascist and anti-German views, which forced him into hiding during the German occupation of Rome. He is a very forceful character and a very able man.

The above appointments have met with general approval, and there is a marked absence of criticism in the Press. The operational crews in the Italian Air Force were very sorry to see General Pricontini go, but they are obviously ready to accept General Aimone Cat as Chief of Staff, as long as he does his best for them.

General Pricontini has only himself to thank for his removal from any post in the Air Ministry. As stated in our previous Air Reports he dabbled far too much in politics during his term of office as combined Air Minister and Chief of Staff. In addition his dictatorial manner and refusal to listen to advice from subordinates made him many enemies. He will be chiefly missed by the operational crews, with whom he was very popular, as he often went on operational missions with them, and was easily approachable by them. Undoubtedly he worked hard for the Allied cause, and there was a noticable increase in the efficiency of the Italian Air Force during his term of office. He was well liked by all members of this Sub-Commission, who will

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

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He was wounded five times and has been decorated for bravery. He retired in 1934, and is now 61 years of age. While he cannot be said to have had a brilliant career, he is an extremely sound man and an honest one. In addition he knows his job, and it is considered that the choice is a wise one for the post he has been called upon to fill.

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The above appointments have met with general approval, and there is a marked absence of criticism in the Press. The operational crews in the Italian Air Force were very sorry to see General Pinna Pintor go, but they are obviously ready to accept General Aimone Cat as Chief of Staff, as long as he does his best for them.

General Pinna Pintor has only himself to thank for his removal from any post in the Air Ministry. As stated in our previous Air Reports he dabbled far too much in politics during his term of office as combined Air Minister and Chief of Staff. In addition his dictatorial manner and refusal to listen to advice from subordinates made him many enemies. He will be chiefly missed by the operational crews, with whom he was very popular, as he often went on operational missions with them, and was easily approachable by them. Undoubtedly he worked hard for the Allied cause, and there was a noticeable increase in the efficiency of the Italian Air Force during his term of office. He was well liked by all members of this Sub-Commission, who will miss him very much.

The Air Officer Commanding the Air Forces Sub-Commission made an extended tour of the operational units over the Christmas period, accompanied by General Aimone Cat. The General was well received everywhere and made excellent speeches to all ranks. He reminded them that they had brought their troubles on their own heads, and that they could only look forward to a period of trials and difficulties. They could best help Italy and the Italian Air Force by remaining a body of disciplined and skilled men, and that their cause would be best furthered by loyal and hard-working support of the Allied war effort.

Continued /B.....

(25a)

Declassified E.O. 12356 Section 3.3/NND No. 785215

On first impressions General Simone Gat promises well. He has a keen grasp of the many problems involved, and tackles these in a realistic manner. He will obviously not hesitate to hurt personal feelings in an effort to improve the efficiency of the Italian Air Force.

The morale of the operational squadrons still remains high. In those units which are still equipped with old types of aircraft, which are rapidly reaching a stage when their continued employment on operations will be impossible, there is naturally some anxiety as to the future. They are hoping that they may be re-equipped with Allied aircraft, so that they may continue their efforts to support the Allies. Those fighter squadrons which are equipped with type of aircraft which cannot now reach the Germans in Yugo-Slavia and Albania are keenly anxious to be moved to some base within their range, or to be re-equipped with an aircraft on which they can continue their good work. Their problem is now under active consideration, and already two squadrons are being moved from LECCE to the TERMOLI area.

The Government Crisis has called a halt to the progress of defascistization, due to the resignation of SFORZA and the removal from the post of Assistant Chief Commissioner for Epuration of SCOCCIMARRO. The latter is now Minister for Occupied Italy, in which post it is hoped that he will cause less harm than in the one previously held by him.

W.A.E. Bowen-Buscarlet.

W.A.E. BOWEN-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, P.O.W.
DATE: 7TH JANUARY, 1945.
Ref: AFSC/R/S.3/AIR.

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be re-equipped with [illegible], are [illegible]
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SECRET.

APPX DIX "A"

AIRCRAFT STATE I.A.F.

		Strength	Serviceable	Crew.
FIGHTER WING.				
Lecce	F.39	89	73 (a)	
Lecce	Sal.202	1	-	
Lecce	Cr.133	1	-	
Lecce	Spitfire	17	10	
Lecce	Ju.87	2	-	
Lecce	Me.205	25	10	
Lecce	Re.202	25	14	
Lecce	Sal.202	1	1	
		131	78	256
LIGHT BOMBER AND BOMBER/TRANSPORT WINGS.				
Taranto	S.107	32	21	
Taranto	Cr.164	1	1	
Taranto	Cr.1007	10	7	
Lecce	S.32	15	10	
Lecce	S.79	14	10	
Rome	S.84	5	2	
Rome	S.73	1	1	
Rome	G.12	1	1	
Rome	Sal.202	1	1	
		80	54	116
SEAPLANE WING.				
Taranto	Cr.506/B	7	4	
Brindisi	Cr.501	10	8	
Brindisi	Cr.506/S	4	3	
Brindisi	Cr.506/R	1	1	
Taranto	Cr.506/B	4	1	
Taranto	Cr.506/S	1	-	
Taranto	Cr.506/C	1	1	
Taranto	Cr.506/S	5	2	
Elmas	Cr.501	5	5	
Taranto	Bs.14	6	5	
		44	30	68

11.-1

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

| | | |

AIRCRAFT SUNDRIES.		Strength.	Serviceable	Crew.
Bari	S.79	3	2	
Bari	Ca.314	6	3	
Bari	Ca.313	1	1	
Bari	Ca.311	1	-	
Bari	Ca.310	1	1	
Bari	Ca.309	4	3	
Bari	Ca.164	1	1	
Bari	Fn.305	1	1	
Bari	Sai.202	6	4	
Monserrato	S.79	1	1	
Monserrato	Sai.202	1	1	
Monserrato	Fn.305	1	1	
Monserrato	Ju.87	1	-	
Rome	S.79	3	1	
Rome	S.75	2	2	
Siena	Cr.42	2	2	
		35	24	54

REPAIR UNITS.		
Lecce	B.39	14
Lecce	Mc.202	17
Lecce	Mc.205	8
Lecce	Sai.202	6
Lecce	Fn.305	1
Lecce	Ca.111	1
Lecce	L.3	1
Lecce	Hr.20	1
Lecce	Spitfire	1
S.Vito Taranto.	Cz.1007	1
S.Vito Taranto.	S.79	1
S.Vito Taranto.	Ca.314	2
S.Vito Taranto.	Mj.156	1
Lecce	S.73	1
Lecce	S.79	7
Lecce	S.81	1
Lecce	S.82	3
Lecce	S.84	1
Lecce	Cz.1007	4
Lecce	G.12	1
Lecce	Ca.309	1
Taranto	Cz.501	10
Taranto	Cz.506/B	13
Taranto	Cz.506/S	2
Taranto	Re.14	2
Monserrato	S.79	3
Monserrato	Fn.305	1
Monserrato	Cz.1007	1
Monserrato	Cr.42	2
Monserrato	G.50	1
Monserrato	Ca.164	1
Elmas	S.84	1
Elmas	S.66	1

11-3

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

Monserrato	Fr.305	1	1	
Monserrato	Ju.87	1	-	
Monserrato	S.79	1	1	
Roma	S.75	2	2	
Roma	Cr.42	2	2	
		35	24	54

REPAIR UNITS.

Lecce	S.38	14
Lecce	Mc.202	17
Lecce	Mc.205	8
Lecce	Sal.202	6
Lecce	Fr.305	1
Lecce	Ca.111	1
Lecce	L-3	1
Lecce	Tr.20	1
Lecce	Spitfire	1
S.Vito Taranto.	Cz.1007	1
S.Vito Taranto.	S.79	2
S.Vito Taranto.	Ca.314	1
S.Vito Taranto.	Fi.156	1
Lecce	S.75	7
Lecce	S.79	1
Lecce	S.81	8
Lecce	S.82	1
Lecce	S.84	4
Lecce	Cz.1007	1
Lecce	G.12	1
Lecce	Ca.309	10
Taranto	Cz.501	13
Taranto	Cz.506/S	2
Taranto	Cz.506/S	2
Taranto	Rs.14	3
Monserrato	S.79	1
Monserrato	Fr.305	1
Monserrato	Cz.1007	2
Monserrato	Cr.42	1
Monserrato	G.50	1
Monserrato	Ca.164	1
Monserrato	S.84	1
Elmas	S.66	15
Elmas	Mc.2002	12
Leverano	Re.2001	19
Leverano	Mc.200	2
Leverano	Cr.42	3
Leverano	G.50	4
Leverano	Ca.164	1
Leverano	Fr.305	1
Leverano	Sal.200	1
Leverano	Ju.37	1
Leverano	Ro.43	1
Leverano	Rs.14	2
Brindisi		178

35a

11-3

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

	Strength	Serviceable	Oper.
TOTALS:	507	214	599

(a) Includes Fighter Pool at IECOE.

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

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

(a) Incl: Index Fighter Pool at HICOM.

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

EWS/dfe

7 December 1944

AFSC/R/600/E4

Subject: Toilet Requisites for Italian Air Force

To: Allied Force Headquarters, APO 512.
(Attention: Chief of Staff)

1. The Director of the Air Forces Sub-Commission advises me that great difficulty is being experienced by the Italian Air Ministry in securing toilet requisites for the Italian Air Force.

2. Such essential items as tooth brushes, tooth paste, razor blades, shaving soap, toilet soap, and even toilet paper, are unobtainable from local sources in Italy, and are not included in any scale of supplies from Allied sources for the Italian Armed Forces. The only toilet requisites of this kind obtainable are on the black market and at prices which place them quite outside the individual airman's reach.

3. Repeated efforts have been made by the Air Forces Sub-Commission to ensure a supply, however small, of the above items, but so far these have all met with failure.

4. It has now reached a stage where the lack of these essentials is endangering the health of the Italian airmen, as well as their smart appearance and morale. It is not possible for an airman to keep himself properly clean, still less shaved and well turned out.

5. It will be seen, therefore, that this problem not only affects morale, but also hygiene. The problem of supply divides itself into three parts; first of all the supply of the operational units which are working in close support of the Allied war effort, secondly Italian manpower employed directly by American Units in substitution for American manpower, and thirdly Italian personnel employed by British Units in substitution for British manpower.

6. It is requested that every channel may be explored with a view to ascertaining whether a supply, however small, of these commodities could be made from British, American, or joint Allied sources on a strictly rationed basis. In connection with Italian personnel employed directly by American Units, it is suggested that authority for limited issues at the Post Exchange should be given.

7. It has been ascertained from the Naval Sub-Commission that C-in-C Mediterranean has approved a scheme for the provision of a

See 34

35

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

quantity of toilet necessaries to the Italian Navy, and that this scheme is about to come into operation. These articles will be provided by the Naval Canteen Service of which the controlling authority is vested in C-in-C Mediterranean.

/s/ Ellery W. Stone

ELLERY W. STONE
Commodore, USNR
Chief Commissioner

cc: Air Forces Sub-Commission
Chief of Staff
'A' Files

cc. 1141
13/12/44

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION,
C.M.F.

SECRET.

REPORT - NOVEMBER 1944.

1. The Italian Air Force continues to support the Allied war effort in active operations over the Balkans. The scale of effort during the month under consideration has been considerably in excess of that ever achieved before. This has been due partially to the arrival at operational bases of squadrons equipped with Allied types of aircraft which have been under training during the past months, and partially to an increase in serviceability.

2. FIGHTER WING.

The whole of the Italian Fighter Wing is now fully operational. The number of sorties carried out by the Wing is an all time record and considerably in excess of that ever carried out before. Enemy transport has been damaged or destroyed, and a considerable weight of bombs has been dropped by fighter bombers on important targets. Unfortunately this effort has not been carried out entirely without loss.

3. SEARCH WING.

There has been little demand of an operational nature on the activities of this Wing, and the number of sorties carried out shows a considerable reduction. Permission has been granted by H.Q. M.A.A.F. for a limited number of the aircraft of this Wing to be used on transport service, and preparation of the bases for this service is now being actively carried out. The air sea rescue commitment still remains, but during the month few sorties have been carried out and there have been no results.

4. LIGHT BOMBER WING.

One of the squadrons has been on active operations and has carried out a number of sorties, it is claimed, with average results. Half the second squadron is at its operational base and the other half is held up by weather conditions, but will move to the operational base as soon as these improve.

5. BOMBER TRANSPORT WING.

In spite of difficulties as regards serviceability of aircraft more sorties were carried out during the month of November than during the preceding month, and a satisfactory weight of supplies was either carried or dropped.

6. SCHOOL.

Progress has been made in the formation of the school, and the aircraft and personnel are now located on the training airfield. Training flying at the school has actually commenced, but because of the considerable surplus of

1159

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

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3. SEA/AIR WING.

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1159

Progress has been made in the formation of the school, and the aircraft and personnel are now located on the training airfield. Training flying at the school has actually commenced, but because of the considerable surplus of trained crews it has not been found necessary to carry out any intensive flying, and the main effort has been devoted to the improvement of serviceability.

7. SERVICEABILITY OF AIRCRAFT.

The serviceability of the Italian fighter aircraft again shows an increase which is greatly to the credit of all concerned.

In spite of considerable technical difficulties the serviceability of the Bomber Transport aircraft has improved slightly over that shown last month. The initiative, ingenuity and hard work of the technical personnel and ground crew of this Wing is most praiseworthy.

The serviceability of the Light Bomber Wing is good and demonstrates the ability of the Italian technical personnel to keep these aircraft in a serviceable condition.

(34c)

FILES A

Continued/2.....

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

8. MANPOWER.

The situation as regards manpower is unchanged, but the I.A.F. is making a substantial contribution to both the R.A.F. and the U.S.A.A.F.

9. RATIONING.

It is regretted that the question of an increase of rations for aircrews is still not settled. A visit by a Staff Officer from H.Q. M.A.A.F. Rear, has been made and certain definite recommendations have been forwarded by that H.Q. to higher authority, and it is hoped that these will have some result in the immediate future. However, it is disappointing to think that this question has been under consideration, for at any rate six months, without any result being achieved, and this in spite of all assistance from H.Q. M.A.A.F. and Balkan Air Force.

10. GENERAL.

The morale of the Italian Air Force still remains high. A special message of congratulation was received by the Fighter Wing from the Air Officer Commanding, Balkan Air Force, for their operations during the early part of the month.

The political crisis which occurred in the last week of the month has naturally had its effect on the Italian Air Force, but so far this effect seems to be less far reaching than usual, and at any rate in so far as the operational units are concerned they are putting their active aid to the Allies first.

The question of demobilisation is still highly unsatisfactory.

W.A.D. BOWEN-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Air Forces Sub-Commission,
Allied Commission, Rome.
Ref: AFSC/S/S.20/AIR.
Date: 10th. December, 1944.

1158

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W.A.E. BOWEN-JUSCARLEY,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Air Forces Sub-Commission,
Allied Commission, Rome.
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Date: 10th December, 1944.

1158

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34c

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AC 1110
DEC 1 1 RECD

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION,
C.M.F.

SECRET.

AIR REPORT NO.23 / NOVEMBER 1944.

1. The Italian Air Force Strength, Serviceability, Crew Strength and Location Statement as at 30th November 1944 is shown at Appendix "A".

2. The summary of Italian Air Force operational sorties for the month of November 1944 is as follows :-

(a) FIGHTER WING.

Escort	129		
Meteorological	32		
Offensive reconnaissance	657	522 vehicles attacked, of which 150 burnt out or destroyed.	
Bombing	194	77,250 lbs of bombs dropped.	
			1,012
		5 Airacobras, 1 Mc.205 } Shot down.	
		8 Airacobras, 1 Spitfire } Major damage due to enemy action.	

(b) SEAPLANE WING.

A.S.R. Searches	9		
A.A. calibrations	18		
Courier/Transport	21		
Mine searches	9		
			57
		No losses.	

(c) BOMBER/TRANSPORT WING.

Supply dropping	71	76,886 Kg net. dropped or landed.	
Courier/transport	140		
A.A. calibrations	27		
V.I.P.	3		
			241
		No losses.	

(d) LIGHT BOMBER WING.

Bombing	45	Hits claimed on bridges, railway marshalling yards and enemy camps. No losses, but several aircraft damaged by enemy action.	1157

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November 1944 is as follows :-

(a) FIGHTER WING.

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Bombing	194	77,250 lbs of bombs dropped.	
			1,012
	5 Airacobras 1 Mc.205	Shot down.	
	3 Airacobras 1 Spitfire	Major damage due to enemy action.	

(b) SEAPLANE WING.

A.S.R. Searches	9		
A.A. calibrations	16		
Courier/Transport	21		
Mine searches	9		
		No losses.	57

(c) BOMBER/TRANSPORT WING.

Supply dropping	71	76,836 Kg. net. dropped or landed.	
Courier/transport	140		
A.A. calibrations	27		
V.I.P.	3		
		No losses.	241

(d) LIGHT BOMBER WING.

Bombing	45	Hits claimed on bridges, railway marshalling yards and enemy camps. No losses, but several aircraft damaged by enemy action.	
			45

TOTAL SORTIES: 1,355

3. FIGHTER WING.

All five squadrons of the Fighter Wing have been operating throughout the entire month from Lecce. The weather has been good, on the whole, and operations have been intensive. The number of sorties carried out is a record, by a very big margin. An appreciable amount of damage has been caused to enemy transport, barracks and bridges on his escape routes.

Continued /2.....

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

The morale of this wing is very high, and both pilots and ground crews show the greatest keenness.

On 10th November, the Wing received the following congratulatory signal from A.O.C. Balkan Air Force:-

> "I would like to congratulate the Fighter Storms for the magnificent results of their most determined attacks on the enemy columns in the ELBASAN area today. Such a crippling blow to the enemy at this time will have far reaching effects on his withdrawal in this area. It was particularly praiseworthy in view of the extremely bad weather conditions at the time. Good luck to you and may you have many more such successes".

This has caused a most favourable reaction among the whole of the Wing personnel, who feel that they are now making some real contribution to the war effort.

Six pilots were lost over enemy held territory, five Airacobras were shot down and it is not known whether the pilots managed to escape. A Macchi 205 was also shot down, and was observed to hit a tree and crash badly. It is now known that the pilot is alive and in hospital in friendly hands. "Flak" has been exceptionally heavy, especially of the light and medium varieties.

The area of operations is now slowly moving out of range of the Fighter Wing based at LECCE, and it will be necessary to either find a suitable base within range, or to change the theatre of operations of the Wing. It is understood that this matter is under active consideration at Headquarters M.A.A.F. and B.A.F.

4. SEAPLANE WING.

Fewer calls than ever have been made on this Wing, and 20 fewer sorties than last month were carried out. The serviceability of the aircraft and the morale of the crews remains high, though the latter are anxious to be put to some useful work.

On 17th November a conference was held at Headquarters M.A.A.F. on the question of the future employment of the Seaplane Wing. As it was not found possible to fit them in to the existing Mediterranean Air Transport Service it was decided that the aircraft could be used to augment and expand the existing Italian Air Courier Services. Work on the preparation of the bases for this has already commenced. A certain number of seaplanes are still to be retained for Air/Sea Rescue work, and against a probable future mine-spotting commitment.

5. BOMBER/TRANSPORT WING.

Operations have been carried out within the limits imposed by the serviceability of the aircraft, which have only been kept in operation by great efforts on the part of the ground crews.

The number of supply dropping sorties and the weight of supplies dropped or landed in the theatre of operations exceed that of the previous month, and this is greatly to the credit of all concerned.

6. LIGHT BOMBER WING.

The first Italian Baltimore squadron has now commenced operations from BIFERNO. Half of the second squadron has also arrived there, and the other half is only waiting for favourable weather conditions to fly over [illegible]

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

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The area of operations is now slowly moving out of range of the Fighter Wing based at IESCE, and it will be necessary to either find a suitable base within range, or to change the theatre of operations of the Wing. It is understood that this matter is under active consideration at Headquarters M.A.A.F. and D.A.F.

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The Officer Commanding No.254 Wing (Group Captain Stapleton, D.A.D) has commented favourably on the keenness and standard of training of the first squadron, and of its desire to make its maximum effort on operations. He commented further on the helpful attitude of the Italians of all ranks, who were very anxious to assist in all possible ways and to conform to the standards of camp accommodation, tidiness, discipline and hygiene of the other squadrons in his Wing.

Visits have been exchanged between the various messes, and all ranks seem to get on well together.

Quite a number of aircraft have been damaged by "flak", and this has only caused the comment that it was far worse over Malta or the Western Desert.

Continued /3.....

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

7. RE-ARMING WITH ALLIED TYPES OF AIRCRAFT.

The re-arming is now complete, and the Airacobras will continue to operate and draw their replacements from the pool of Airacobras handed over by the U.S.A.A.F. This pool is located at LECCE.

Replacement Baltimores and Spitfires will be drawn from R.A.F. sources in accordance with the usual R.A.F. procedure.

8. TRAINING.

The training of all the operational units is now completed, and the training unit at VESUVIUS has been broken up. The school, the function of which is to convert aircrew to Airacobras and Baltimores has now moved from VESUVIUS to GAUDO.

9. SCHOOL.

The school is now at GAUDO, and has started work. The transport of its equipment has been slow, owing to lack of vehicles, but for the moment there is no immediate urgency for the training to commence at full pressure, as there are sufficient operational crews on all types to meet requirements for some time.

The R.A.F. detachment, which is in charge of the activities of the school has now also moved to GAUDO.

The airfield which was the cause of much bitter argument between this Sub-Commission and the Italian Air Ministry is now accepted as entirely satisfactory, with the exception of its somewhat isolated position. In fact the personnel stationed there consider that it is far more comfortable than VESUVIUS, especially for the coming cold weather, and that the runway is better and is likely to remain serviceable under practically all weather conditions.

10. AIRFIELDS.

The airfield position is now entirely satisfactory, and the excellent spirit of co-operation between Americans, British and Italians at LECCE has been more than fully maintained. The new R.A.F. Officer in Command at LECCE (Group Captain ELLASON) has already shown that he appreciates the problem there, and seems determined to maintain the existing good relations.

The change in attitude of the Italians as regards GAUDO has already been commented on in paragraph 9 above.

The move of the Reserve and Transport aircraft to CENTOCELLE has not yet taken place, as the airfield is not ready for their reception. Plans for the move have, however, already been formulated, and certain preliminary obstacles have been overcome.

At the present moment the I.A.F. is located as follows :-

(a)	FIGHTER WING.	1 Sqdn No. 205 1 Sqdn No. 202 2 Sqdn Airacobra 1 Sqdn Spitfire	LECCE
(b)	SPECIAL DUTY WING.		

1158

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

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At the present moment the I.A.F. is located as follow :-

(a)	FIGHTER WING.	1 Sqdn No.205 1 Sqdn No.202 2 Sqdn Airacobra 1 Sqdn Spitfire	LECCE
(b)	SEAPLANE WING.		TARANTO AND BRINDISI
(c)	BOMBER/TRANSPORT WING.	1 Sqdn SM.82 1 Sqdn Cant.1007	LECCE
(d)	FLYING TRAINING SCHOOL.		LEVERANO
(e)	CONVERSION U.T.S.	Airacobras. Baltimores.	GAUDO
(f)	LIGHT BOMBER WING.	1½ Sqdn Baltimores ½ Sqdn "	LITERNO VESUVIUS

Continued /4.....

1156

34b

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

11. MAINTENANCE.

TYPE OF AIRCRAFT.	SERVICEABILITY AT 1.12.44.	SERVICEABILITY AT 3.11.44.
Macchi 205	12	16
Macchi 202	17	28
Spitfire	12	8
Baltimore	27	25
SM.82	8	7
Cant 1007	8	6
Airacobra.	35	28

NB. The above serviceability is that of the operational squadrons, and does not include the school.

12. ITALIAN FIGHTER SERVICEABILITY.

This shows a decrease as compared with the previous month, but this is only to be expected in view of the number of sorties flown.

The engine position for both types of Macchi is good especially D.B.601s for the Macchi 202, but it is likely that trouble will shortly be experienced due to a lack of tyres. Attempts are being made to use tyres off Regsiane aircraft.

Supplies of Hurricane Radiators have been located and it is hoped in the course of the next two weeks to commence production of Macchi Radiators fitted with Hurricane honeycombs, and this should remove a large cause of unserviceability.

13. ITALIAN BOMBER/TRANSPORT SERVICEABILITY.

The serviceability of both the SM.82 and Cant.1007 shows a slight rise as compared with last month. The supply of Pegasus spares obtained some time ago has considerably helped the production of overhauled Alfa Romeo 128 engines. Considerable supplies of scraper rings, impeller bearings, cylinders etc. for Pegasus engines have been located in the Middle East, and it is hoped in the course of the next few weeks to considerably increase the output of Alfa Romeo 128 engines.

Supplies of Synthetic Rubber have also been obtained from the Middle East and it is hoped that this can be utilised for the manufacture of rushers for Hydraulic equipment. The overhaul of this equipment has not been carried out for some considerable time owing to lack of rubber, and it is hoped that if the tests in progress prove satisfactory, it can be started again.

The Tyre position is still acute on both types, especially Cant.1007. Owing to the general shortage of Wellington tyres it has not yet been possible to obtain tyres to fit the SM.82s. Everything possible is being done to have existing tyres repaired, but considerable difficulty is being experienced in obtaining tyres that can be repaired, as generally speaking they are all about four years old and have, for considerable periods, been stored in the open.

Considering the spares position and the age of the aircraft, the Bomber/Transport Serviceability can be considered quite satisfactory.

14. ALLIED AIRCRAFT SERVICEABILITY.

The position on all three types namely, P.39, Spitfire and Baltimores [illegible] especially as in the case of the P.39s,

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Considering the spares position and the age of the aircraft, the Bomber/Transport Serviceability can be considered quite satisfactory.

14. ALLIED AIRCRAFT SERVICEABILITY.

The position on all three types namely, P.39, Spitfire and Baltimores is generally very satisfactory. This is especially so in the case of the P.39s, where a very high serviceability has been maintained throughout the month.

All the flyable P.39s have been flown from VESUVIUS to LECCE, and are being inhibited and prepared for storage. Fifteen aircraft that could not be flown out are being taken away by road.

15. SIGNALS.

The Baltimore Squadrons at BIFERNO are using the Italian M.A.S. code book and table M re-encoding and identification tables. Copies are held by the Allied wireless stations.

Continued /5.....

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

An HF/DF station has been installed at BITETTO for navigational assistance for the Baltimore aircraft and the Bomber/Transport Wing.

The point to point and aircraft wireless services installed at VESUVIUS have been moved to GAUDO owing to the move of the School.

A telegraph link, using Italian Navy circuits has been installed between GAUDO and the Regia Aeronautica Command H.Q. at POSILLIPO (Naples).

A teleprinter link has been installed between H.Q. 4th ZAT, Bari, and the Italian Wing at BITETTO.

The maintenance of the Fighter aircraft wireless equipment at LECCE has remained on a high level.

A wireless school has been started in the vicinity of Bari, for the training of wireless mechanics, of which a shortage exists in the Regia Aeronautica. The course will normally have a duration of 15 weeks but special arrangements are in hand to expedite the completion of the course for trainees who prove exceptionally apt.

16. MAINTENANCE.

The allotment of personnel from the I.A.F. in substitution for Allied manpower is proceeding. As yet this Sub-Commission has not received any instructions from the Allied Liaison Section of H.Q. M.A.A.F. to transfer any personnel from the R.A.F. to the U.S.A.A.F.

The problem as regards the manning of the I.A.F. Meteorological Service remains unsolved at the present moment.

17. RATIONING.

The question of an increased scale of rations for operational aircrews is still not settled, but during the month this Sub-Commission received a visit from Wing Commander Rossden of H.Q. M.A.A.F. (Rear) who took away certain definite recommendations as to an increase. These recommendations have now been put forward by H.Q. M.A.A.F. to Higher Authority and a reply is awaited.

This matter is now considered as being of the utmost importance. During the month the A.O.C. visited the Italian Fighter Wing at Lecce, and he was approached by quite the toughest of the Fighter Squadron Commanders who said that although he regretted having to make a complaint he often felt faint while in the air, due to lack of food.

18. CLOTHING.

The situation as regards the supply of clothing shows an improvement. Thanks to the efforts of H.Q. M.A.A.F. (Adv) it has been possible to issue boots to ground crew personnel who literally could not come down from their camp to the airfield to work on the aircraft, owing to not having any form of footwear.

1455

19. MEDICAL.

There are signs that the I.A.F. in general is taking an increasing interest in sanitation and hygiene. It is reported that the Baltimore squadron at Biferno have co-operated well with the Wing Medical Officer in an effort to maintain their

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20. TOILET REQUISITES.

Our efforts to obtain a scale, however small, of toilet necessities for the I.A.F. are still unsuccessful. The matter is now being taken up by the Chief Commissioner, Allied Commission.

34b

21. ORGANISATION.

There are signs that the Italian Air Ministry have at last appreciated the lack of organisation and bad administration of their Air Force. This Sub-Commission has been approached by them for details of R.A.F. organisation, methods of trade classification, re-mustering and promotion, and they have said that they intend to re-organise the whole Force on R.A.F. lines.

Continued /6.....

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

22. INTELLIGENCE.

Up to the present the work of the Intelligence Section of this Sub-Commission has received scant acknowledgment in the monthly reports. This Section has done a tremendous amount of hard work, particularly since the fall of Rome. It deals not only with industrial intelligence in respect of the Italian aircraft industry, but with personalities in the industries and in the Italian Air Force. It is responsible for checking the background of Italian Officers so that when they pass through the Epuration Tribunal conclusion may be formed as to whether the treatment accorded them has been just. A very large number of names have been dealt with, and records have been carefully filed and card indexed.

The political situation, and the internal situation in Italy, as affecting the Italian Air Force and the Allied Forces is kept constantly under review.

23. GENERAL.

The morale of all Wings in the Italian Air Force still remains high. The Fighter Wing has done splendidly on operations and has earned the praise of the A.O.C. Italian Air Force as stated earlier in this report. Their one worry is that the Germans trapped in the PIACENZA - SCHIARI area will move out of their range before they have been eliminated. The fact that they are situated on an airfield operated by Allied aircraft has led to a considerable improvement in the flying discipline, and they now take-off smartly and on return from a mission break-up into line astern and land close on each others tails in very orderly manner. This contrasts very markedly with their behaviour of a few months ago. The Baltimore Wing, such of it as is at Biferno, is pleased with its airfield and in co-operating happily with the R.A.F. Wing Headquarters which is placed in command of them. There are a few minor difficulties to proper supply of flying clothing, crash personnel brought to the airfield by the Italians, and other small points, but these are rapidly being overcome. The A.O.C. of this Sub-Commission attended a conference at Bizerte towards the end of the month with representatives of Balkan Air Force, and all these points were ironed in detail. The continued maintenance of serviceability by the two Bomber/Transport Squadrons is very commendable indeed. They are difficult aircraft to maintain being largely of wooden construction, and a tremendous amount of very hard work has been required to keep the serviceability up to its. The Air Force Mission with C.M.A.E.T. have specialised that it has found a number of Daimler Benz engines which would be suitable for the Mucchi Squadrons of the Fighter Wing. If these are in good condition it would help to extend the serviceable life of the fighters considerably.

The political crisis at the end of November has had less effect than might have been anticipated on the every day scene; this mainly because they are so busily engaged on operations that they have little time to think of anything else. Very naturally they are concerned as to who will become Air Minister, and who will be Chief of Staff. Whatever Government is formed it seems certain that there will be no attempt either to form a combined Sea and Air Ministry, or to appoint the somewhat unfortunate precedent of combining the offices of Air Minister and Chief of Staff.

It has been represented from Italian Government sources that it would increase the prestige of the new Air Minister if it were possible for the Allies to give the Italian Air Force some equipment shortly after he takes over office. The underlying suggestion here no doubt is a wish to re-equip the two Bomber/Transport Squadrons. This would also have a considerable effect on the morale, not only of the crews of the two Squadrons, but of the I.A.F. in general.

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There is no improvement as regards demobilisation. It is hoped, however, that when the new Government is formed some more responsible Executive Assistant Chief Commissioner for Demobilisation will be appointed, as during the last Government the proceedings of this tribunal were highly unsatisfactory.

The Italian Air Force, in its co-belligerent capacity, has now been operating as an organised force for just over twelve months, and it may be of interest to examine its record. For this purpose the following tabular statements are attached:-

Continued /7.....

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

(i) Appendix "B". Summary of I.A.F. sorties.
(ii) Appendix "C". Summary of I.A.F. Bomber/Transport sorties.
(iii) Appendix "D". Summary of I.A.F. serviceability in operational units.

As regards the sorties, it will be seen that the Fighter Wing reached the peak of its effort when equipped with Italian Aircraft only, about March-April 1944, and then declined until Allied fighters were taken into operational use in September 1944. Comparison with Appendix "D" shows that there was also a rise in Macchi serviceability about this time, due to special measures already mentioned in these reports, in respect of improvising spare parts for these aircraft. That this serviceability has declined in November is due to the large number of sorties carried out. The decline in the sorties in the Seaplane Wing is due to the lack of operational tasks due to the improved situation in the Adriatic.

As regards Appendix "C". The large number of Courier/Transport sorties as compared with the Supply Dropping sorties is due to the fact that the former are carried out by a type of aircraft which is unsuitable for operations. The drop in the supply dropping sortie in October and November as compared with the previous months is due to serviceability, although this is not shown clearly in Appendix "D" which gives serviceability at the end of the month.

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AIR OFFICER COMMANDING.

Air Forces Sub-Commission,
Allied Commission, Rome.
Ref: AFSC/H/S.3/AIR.
Date: 8th December, 1944.

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(34b)

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APPENDIX "A"

SECRET.

AIRCRAFT STATE I.A.F.

			Strength.	Serviceable.	Crew.
FIGHTER H.Q.					
Lecce	P.39		80	51 (a)	
C. Vesuvius.	P.39		40	-	
Lecce	Spitfire		15	10	
Lecce	Mc.205		27	14	
Lecce	Mc.202		27	16	
			139	91	251
LIGHT BOMBER AND RECONNAISSANCE WING.					
Siferno	M.167		24	18	
C. Vesuvius.	M.167		9	7	
Lecce	Cz.1007		10	9	
Lecce	S.82		12	10	
Lecce	S.79		13	8	
Lecce	S.84		4	2	
Lecce	S.73		1	1	
Lecce	G.12		1	1	
			74	56	159
SEAPLANE WING.					
Taranto	Cz.506/S		3	2	
Taranto	Cz.506/B		8	5	
Taranto	Cz.506/C		1	1	
Taranto	Cz.501		5	5	
Taranto	RS/14		8	5	
Brindisi	Cz.506/S		4	2	
Brindisi	Cz.506/B		1	1	
Brindisi	Cz.501		11	8	
Elmas	Cz.506/S		3	2	
			44	31	85

1153

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

Lecce	Mc.205	27	14	
Lecce	Mc.202	27	16	
		139	91	251

LIGHT BOMBER AND TORPEDO/RECONNAISSANCE WINGS.

Viterbo	M.187	24	18	
C. Vesuviano	M.187	9	7	
Lecce	Cz.1007	10	9	
Lecce	S.82	12	10	
Lecce	S.79	13	8	
Lecce	S.84	4	2	
Lecce	S.75	1	1	
Lecce	G.12	1	1	
		74	56	159

SEAPLANE WING.

Taranto	Cz.506/S	3	2	
Taranto	Cz.506/B	8	5	
Taranto	Cz.506/C	1	1	
Taranto	Cz.501	5	5	
Taranto	RS/14	8	5	
Brindisi	Cz.506/S	4	2	
Brindisi	Cz.506/B	1	1	
Brindisi	Cz.501	11	8	1453
Elmas	Cz.506/S	3	2	
		44	31	85

SCHOOL.

Leverano	Mc.200	12	9	
Leverano	Cr.42	5	5	
Leverano	G.50	1	1	
Leverano	G.8	2	-	
Leverano	Ca.164	5	3	
Gaudo	P.39	9	-	
Gaudo	M.187	8	5	
		41	23	55

(34 b)

Declassified E.O. 12356 Section 3.3/NND No. 785013

		Strength.	Serviceable.	Crew.
AUTONOMOUS SQUADRONS.				
Bari	S.79	3	2	
Bari	Ca.314	6	3	
Bari	Ca.313	1	1	
Bari	Ca.311	1	-	
Bari	Ca.310	1	-	
Bari	Ca.309	4	2	
Bari	Sai.202	5	3	
Bari	Fn.305	1	-	
Bari	Ca.164	1	1	
Bari	Fj.156	1	1	
Sicaa	Cr.42	2	1	
Sicaa	Sai.202	1	1	
Rome	S.75	2	2	
Capoterra	S.79	1	1	
Capoterra	Ju.87	1	-	
Capoterra	Sai.202	1	-	
Capoterra	Fn.305	1	-	
		33	18	48
ASSISTANCE UNITS.				
	Ca.133	1	-	
	Ju.87	4	-	
	Sai.202	4	1	
		9	1	-
REPAIR UNITS.				
Lecce	F.39	2		
Lecce	Mc.202	12		
Lecce	Mc.205	9		
Lecce	Spitfire	2		
Lecce	Sai.202	6		
Lecce	Fn.305	1		
Lecce	M.3	1		
Lecce	Ca.111	1		
Lecce	Fr.20	1		
Lecce	S.82	11		
Lecce	Cz.1007	4		
Lecce	G.12	1		
Lecce	S.79	8		
Lecce	S.73	1		
Lecce	S.81	1		

1152

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Bari	Fn.305	3	3	
Bari	Ca.164	1	-	
Bari	Ej.156	1	1	
Sicari	Cr.42	1	1	
Sicari	Sai.202	2	1	
Rome	S.75	1	1	
Capoterra	S.79	2	2	
Capoterra	Ju.87	1	1	
Capoterra	Sai.202	1	-	
Capoterra	Fn.305	1	-	
		1	-	
		33	18	40

ASSISTANCE UNITS.

	Ca.133	1	-	
	Ju.87	4	-	
	Sai.202	4	1	
		9	1	-

REPAIR UNITS.

Lecce	S.39	2		
Lecce	Mc.202	12		
Lecce	Mc.205	9		
Lecce	Spitfire	2		
Lecce	Sai.202	6		
Lecce	Fn.305	1		
Lecce	M.3	1		
Lecce	Ca.111	1		
Lecce	Br.20	1		
Lecce	S.82	11		
Lecce	Cs.1007	4		
Lecce	G.12	1		
Lecce	S.79	8		
Lecce	S.73	1		
Lecce	S.81	1		
Lecce	S.84	2		
Lecce	Ca.309	1		
Taranto	Cs.506/B	16		
Taranto	Cs.506/S	1		
Taranto	Cs.501	9		
Taranto	Rs.14	2		
S.Vito di Taranto	Cs.1007	1		
"	S.79	1		
"	Ca.314	2		
Brindisi	Rs.14	2		

34a

1152

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

		Strength.	Serviceable.	Crew.
REPAIR UNITS (CONT'D).				
Leverano	Re.2002	15		
Leverano	Re.2001	12		
Leverano	Ma.200	16		
Leverano	Cr.42	2		
Leverano	G.50	2		
Leverano	Fn.305	1		
Leverano	Re.37	1		
Leverano	Sai.200	1		
Leverano	Ca.164	2		
Leverano	Re.43	1		
Almas	S.84	1		
Monserrato	S.79	4		
Monserrato	Fn.305	1		
Monserrato	Cz.1007	1		
Monserrato	Cr.42	2		
Monserrato	G.50	2		
Monserrato	Ca.164	1		
Monserrato	S.66	1		
		164		
TOTALS:		555	220	598

(a) INCLUDES FIGHTER POOL AT LECCE.

1451

Declassified E.O. 12356 Section 3.3/NND No. 782015

		1		
Elmas	S.84	1		
Monserrato	S.79	4		
Monserrato	Fn.305	1		
Monserrato	Cz.1007	1		
Monserrato	Gr.42	2		
Monserrato	G.50	2		
Monserrato	Ca.164	1		
Monserrato	S.66	1		
		164		
TOTALS:		555	220	598

(a) INCLUDES FIGHTER POOL AT LECCE.

1451

(34)

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

APPENDIX "B"

SUMMARY OF I.A.F. SORTIES.

MONTH	FIGHTER WING.	BOMBER/TRANSPORT WING.	SEAPLANE WING.	LIGHT BOMBER WING.	TOTAL
NOVEMBER 1943	187	158	97	-	442
DECEMBER 1943	124	180	125	-	429
JANUARY 1944	211	265	153	-	629
FEBRUARY 1944	207	208	132	-	547
MARCH 1944	356	312	176	-	844
APRIL 1944	259	371	137	-	766
MAY 1944	325	446	177	-	948
JUNE 1944	71 (a)	455	42	-	568
JULY 1944	271	423	56	-	750
AUGUST 1944	223	463	139	-	825
SEPTEMBER 1944	541	387	107	-	1035
OCTOBER 1944	205 (b)	259	77	-	541
NOVEMBER 1944	1012	241	57	45	1355

(a) Fighter Wing moving from NUOVA to LEVERANO.

(b) Fighter Wing bogged down until 23rd October at LEVERANO.

1.c.o

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

NOVEMBER	1943	187		158	97	-	442
DECEMBER	1943	124		180	125	-	429
JANUARY	1944	211		265	153	-	629
FEBRUARY	1944	207		208	132	-	547
MARCH	1944	356		312	176	-	844
APRIL	1944	259		371	137	-	766
MAY	1944	325		416	177	-	948
JUNE	1944	71	(a)	455	42	-	568
JULY	1944	271		423	56	-	750
AUGUST	1944	223		463	139	-	825
SEPTEMBER	1944	541		387	107	-	1035
OCTOBER	1944	205	(b)	259	77	-	541
NOVEMBER	1944	1012		241	57	45	1355

(a) Fighter Wing moving from NUOVA to LEVERANO.

(b) Fighter Wing bogged down until 20th October at LEVERANO.

1109

34a

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

APPENDIX "C"

SUMMARY OF I.A.F. BOMBER/TRANSPORT SORTIES.

MONTH.	SUPPLY DROPPING	COURIER/ TRANSPORT	A.A. CALIBRATION	VARIOUS.	TOTAL.
NOVEMBER 1943	38	35	-	85	158
DECEMBER 1943	12	94	14	60	180
JANUARY 1944	37	130	28	70	265
FEBRUARY 1944	15	103	29	61	208
MARCH 1944	51	184	18	59	312
APRIL 1944	150	174	-	47	371
MAY 1944	155	214	-	77	446
JUNE 1944	121	243	59	32	455
JULY 1944	138	233	43	4	423
AUGUST 1944	176	229	35	23	463
SEPTEMBER 1944	139	207	35	6	387
OCTOBER 1944	60	159	33	7	259
NOVEMBER 1944	71	140	27	3	241

NOTE:- Various includes I.A.F. Salvage, Transport of Allied Stores and personnel, V.I.P, British Parachute School.

1149

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

NOVEMBER 1943	38	35	-	85	158
DECEMBER 1943	12	94	14	60	180
JANUARY 1944	37	130	28	70	265
FEBRUARY 1944	15	103	29	61	208
MARCH 1944	51	184	18	59	312
APRIL 1944	150	174	-	47	371
MAY 1944	155	214	-	77	446
JUNE 1944	121	243	59	32	455
JULY 1944	138	233	40	4	423
AUGUST 1944	176	229	35	23	463
SEPTEMBER 1944	139	207	35	6	387
OCTOBER 1944	60	159	33	7	259
NOVEMBER 1944	71	140	27	3	241

NOTE:- Various includes I.A.F. Salvage, Transport of Allied Stores and personnel, V.I.P, British Parachute School.

1149

34a

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APPENDIX "D"

SUMMARY OF I.A.F. SERVICEABILITY
OPERATIONAL UNITS.

MONTH	MACCHI 205	MACCHI 202	SM 82	CANT 1007	AIRACOBRA	SPITFIRE	BALTIMORE.
NOVEMBER 1943	19	6	13	4	-	-	-
DECEMBER 1943	27	24	13	12	-	-	-
JANUARY 1944	24	15	15	12	-	-	-
FEBRUARY 1944	24	20	14	19	-	-	-
MARCH 1944	14	9	17	18	-	-	-
APRIL 1944	13	15	15	16	-	-	-
MAY 1944	13	17	12	8	-	-	-
JUNE 1944	16	9	10	5	-	-	-
JULY 1944	15	9	10	6	7 (a)	-	2 (a)
AUGUST 1944	14	18	7	8	6 (a)	-	16 (a)
SEPTEMBER 1944	21	20	6	5	13	12	33
OCTOBER 1944	16	28	7	6	28	8	25
NOVEMBER 1944	12	37	8	8	35	12	27

(a) Figures are for aircraft at O.T.U. VESUVIUS.

1448

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NOVEMBER	1943	19	6	13	4	-	-	-
DECEMBER	1943	27	24	16	13	-	-	-
JANUARY	1944	24	15	15	12	-	-	-
FEBRUARY	1944	24	20	14	19	-	-	-
MARCH	1944	14	9	17	18	-	-	-
APRIL	1944	13	15	15	16	-	-	-
MAY	1944	13	17	12	8	-	-	-
JUNE	1944	16	9	10	5	-	-	-
JULY	1944	15	9	10	6	7 (a)	-	2 (a)
AUGUST	1944	14	18	7	8	6 (a)	-	16 (a)
SEPTEMBER	1944	21	20	6	5	13	12	33
OCTOBER	1944	16	28	7	6	28	8	25
NOVEMBER	1944	12	37	8	8	35	12	27

(a) Figures are for aircraft at O.T.U. VESUVIUS.

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34-2

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8a 1060
5 - DEC RECD

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION,
C.M.F.

SECRET.

REPORT - OCTOBER 1944.

1. The Italian Air Force continues to support the Allied war effort in active operations over the Balkans.

2. FIGHTER WING.

With the exception of one squadron the whole Fighter Wing was bogged down by heavy rain until October 19th. Since then the Wing has been operating with considerable intensity and has achieved good results. Enemy motor vehicles have been damaged or destroyed, and a train knocked out. Bombing attacks have also been made and hits scored on important targets. Owing to being bogged down for such a long period the number of sorties carried out is not as high as usual, but the daily average of sorties is far above that ever carried out before. The Spitfires have been in action, and the pilots are very pleased with them.

3. SEAPLANE WING.

Very few operational demands have been made on the Wing. Two British aircrew and a dinghy were picked up, but apart from this there is very little to report. Owing to the decrease in operational commitments for this Wing, plans are being explored to utilise the aircraft to implement the existing courier services.

4. LIGHT BOMBER WING.

The two Baltimore Squadrons composing this Wing are now fully operationally trained and are about to move to their operational airfield.

5. BOMBER TRANSPORT WING.

Operations were considerably curtailed owing to bad weather, but a satisfactory weight of supplies was dropped over the land operational area.

In addition to their active operations the SM.82's have proved a valuable means for evacuating damaged Spitfires from airfields which are inaccessible to transport. After considerable work a method has been evolved whereby damaged Spitfires can be flown out in the SM.82's without extensive dismantling.

In addition a shuttle-service has been in operation between Italy and North Africa which has carried a considerable weight of spares and equipment for the Baltimore aircraft. Without this shuttle-service it would have been impossible to have made the Baltimore squadrons operationally ready by the end of October.

1447

6. SCHOOL.

A school has been formed with the object of training aircrews to replace wastage. So far it has done little work as the process of formation has been slow.

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

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1147

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A school has been formed with the object of training aircrews to replace wastage. So far it has done little work as the process of formation has been slow.

7. SERVICEABILITY OF AIRCRAFT.

The serviceability of Italian Fighter Aircraft shows a substantial increase. This is due to the protracted efforts of the Technical Staff of this Sub-Commission and the Italian Technical Staff. With the aid of salvaged spare parts and a certain amount of improvisation, very creditable results have been achieved.

The Bomber serviceability remains more or less unchanged, but the aircraft are rapidly approaching the end of their useful lives, and are requiring more and more time to be spent on maintenance.

The serviceability of Allied aircraft belonging to the Italian Air Force is good, and the Italians have shown their ability to maintain these properly.

(34a)

FILES A

Continued /2.....

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8. MANPOWER.

The demands for manpower from the I.A.F. in substitution of R.A.F. and U.S.A.A.F. manpower are gradually being satisfied.

9. RATIONING.

The question of an adequate ration for aircrews is still in abeyance and considerable disappointment is felt by squadrons that their standard of feeding is not brought up more closely to that of Allied Units carrying out the same operational tasks.

10. GENERAL.

The morale of the Italian Air Force still remains high, particularly in the Fighter Wing. The fighter squadrons have earned the praise of the Air Officer Commanding, Balkan Air Force, and other members of his Staff.

Since the declarations by Mr. Churchill and President Roosevelt it is clear that the Italian Air Force has expected something quite out of the ordinary to be done for them in the way of direct assistance, so that they can take their part to better advantage with the Allies. This Sub-Commission has done everything possible to discourage any undue optimism in this respect.

Defascistation within the service is still proceeding very slowly, and it is clear from some of the verdicts that the tribunals cannot be considered to be free from taint of favouritism.

W.E. Bowen-Buscarlet.

W.A.B. BOWEN-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

AFSC/H/S.20/AIR.

1146

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W.A.B. BOWEN-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

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R.V.M. Brian Burrough

A/cc 865
NOV 9 1944

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION
C.M.F.

AIR REPORT NO. 22 / OCTOBER 1944. SECRET.

1. The Italian Air Force Strength, Serviceability, Crew Strength and Location Statement as at 31st October 1944 is shown at Appendix "A".

2. The summary of Italian Air Force operational sorties for the month of October 1944 is as follows:-

(a) FIGHTER WING.

Escort	32	)	94 Vehicles hit (+7 'flamers')
Offensive reconnaissance sorties	135	)	1 Train Engine
Bombing	38	)	2 Bridges
		)	3 Bombs on road pt.
		)	3 Bombs on barracks.
	205		No losses.

(b) SEAPLANE WING.

A.S.R. searches	18	Two crew and dinghy found.
A.A. calibrations	39	
Courier/Transport	20	
	77	1 A/c crashed, crew killed.

(c) BOMBER/TRANSPORT WING.

Supply dropping	60	(52,400 kgs Nat. 50,000 leaflets).
Courier Transport	159	
A.A. Calibrations	33	
V.I.P.	7	
	259	No losses.

3. FIGHTER WING.

No.10 Squadron having completed conversion to Airacobras at the end of September stood by to proceed to Leverano, which had become unserviceable, but on 8th October moved to Lecce and began operations therefrom. The remaining fighter squadrons were inoperative at Leverano owing to being bogged down by heavy rain, until the latter end of the month when they moved to Lecce and recommenced operations on 20th October. This restriction, together with the bad weather, considerably reduced the number of sorties which the improved Macchi serviceability would have made it possible to do. Nevertheless, an appreciable amount of damage was inflicted on the enemy, motor vehicles being damaged or destroyed, and a train knocked out. On four occasions bombing attacks were made and hits were scored on important road points and on barracks. This Wing is now, for the first time, up

165

3-11-44

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

(a) FIGHTER WING.

Escort	32	94 Vehicles hit (17 'flamers')
Offensive reconnaissance sorties	135	1 Train Engine
Bombing	38	2 Bridges
		3 Bombs on road pt.
		3 Bombs on barracks.
		205

No losses.

(b) SEAPLANE WING.

A.S.R. searches	18	Two crew and dinghy found.
A.A. calibrations	39	
Courier/Transport	20	
		77

1 A/c crashed, crew killed.

(c) BOMBER/TRANSPORT WING.

Supply dropping	60	(52,400 lbs Net. 50,000 leaflets).
Courier Transport	159	
A.A. Calibrations	33	
V.I.P.	7	
		259

No losses.

3. FIGHTER WING.

No.10 Squadron having completed conversion to Airacobras at the end of September stood by to proceed to Loverano, which had become unserviceable, but on 8th October moved to Lecce and began operations therefrom. The remaining fighter squadrons were inoperative at Loverano owing to being bogged down by heavy rain, until the latter end of the month when they moved to Lecce and recommenced operations on 20th October. This restriction, together with the bad weather, considerably reduced the number of sorties which the improved Macchi serviceability would have made it possible to do. Nevertheless, an appreciable amount of damage was inflicted on the enemy, motor vehicles being damaged or destroyed, and a train knocked out. On four occasions bombing attacks were made and hits were scored on important road points and on barracks. This Wing is now, for the first time, up to its full strength of two Macchi squadrons, two Airacobra and one Spitfire squadron, all of which are operational. On 31st October the Wing had a record day, 54 sorties being flown. The Spitfires have been in action, and have made a number of successful operational sorties. The pilots are very pleased with them, and the morale of this squadron is very high.

4. SEAPLANE WING.

Again there were few demands made on this Wing, and apart from two British aircrew and a dinghy picked up on 10th October, there is little to report. The pilot showed particular ability and determination in alighting and taking off again under the existing sea conditions, which extensively damaged the aircraft. Experiments have been made with the Cant 506 to discover its potentialities as a transport aircraft with gun turrets and other equipment removed. It was found

(34)

"A"

Continued /2.....

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

that a maximum useful load of 2,200 kgms could be carried, with a range of about 315 miles. Proposals have been laid before Headquarters M.A.A.F. for the employment of these aircraft in substitution for, and to implement the existing courier services now being carried out by land type aircraft. The standard of training of the crews and the serviceability of the aircraft of this Wing are high, and it would be most unfortunate if it were allowed to stagnate.

5. BOMBER/TRANSPORT WING.

Operations were considerably curtailed owing to bad weather, whilst on several occasions the supply dropping aircraft had to return with their load because cloud obscured the dropping area. Besides the usual Courier/Transport services, flights were made to Tunis and Algiers for the collection of aircraft equipment, and eighty five wounded soldiers were evacuated from Jugo-Slavia (Niksic).

The SM.82's have now carried out, in addition to their operations over Jugo-Slavia, 17 sorties totalling 60 flying hours during which they transported 32 R.A.F. personnel and 34,600 pounds of Spitfire spares to the Island of Vis and 17 R.A.F. personnel and 69,300 pounds of Spitfire salvage from Vis to the Mainland. After considerable work and various trials a method has been evolved whereby damaged Spitfires can be removed in the SM.82's without extensive dismantling. This provides the only easy means of evacuating damaged Spitfires from the Island.

In addition 17 sorties totalling 220 hours flying have carried 80,000 pounds of spares and equipment for Baltimore aircraft, from North Africa to Vesuvius or Bari. Without this shuttle service it would have been impossible to have made the two Baltimore squadrons operationally ready by the end of October.

In spite of the reduction in the number of sorties carried out by the Bomber/Transport aircraft, their condition continues to give rise to anxiety. In particular the SM.82's cannot be expected to last much longer.

6. RE-ARMING OF I.A.F. WITH ALLIED AIRCRAFT.

The re-arming of the I.A.F. with Allied aircraft is complete, and the three re-equipped fighter squadrons are now operating from Lecce. The two Baltimore squadrons have also completed their training, and have been standing by to proceed on operations. At present there is a Greek squadron at Biferno, which is intended to be the Italian Baltimore Wing's operational base. Owing to the friction which would inevitably arise it is not possible to have the Italians and the Greeks on the same airfield. It is, however, expected that the Baltimore Wing will commence operations about the middle of November.

7. TRAINING.

(a) Baltimores.

132nd Squadron. Crews trained fully 19. There are eight pilots, in excess of the 19, who need an average of 10 hours training each which can be done in the next few days if the weather holds. The 132nd Squadron however, has a full complement of operational crews and is ready to move, including aircraft.

28th Squadron. This Squadron has gone through its training gradually, and [illegible] aircraft is required to bring the

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

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23th Squadron. This Squadron has gone through its training gradually, and its crews are now operationally trained. One aircraft is required to bring the squadron up to strength.

During the month there were five accidents to Baltimore aircraft one proving fatal to the pilot. This was due to disobedience of orders.

(b) Airacobras.

9th Squadron. This squadron is fully trained and has its full complement of aircraft which are kept in very good condition. The only flying done is testing and formation practice.

In spite of having been warned that they would not be allowed to have a third Airacobra squadron in addition to the two existing Airacobra squadrons and the Spitfire squadron, the Italians have completed the operational training of the 9th Squadron. They have made continual application for this squadron to be allowed to proceed on operations. These have been refused, as there is insufficient airfield accommodation for them as an operational unit, and their aircraft will be needed to

Continued /3.....

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

replace wastage in the two front line squadrons. ~~Arrangements have~~, therefore, been made to take the aircraft to Lecce where they will be grounded and used as a pool to keep the 10th and 12th squadrons up to strength. It is a big disappointment for the pilots, who have volunteered to a man to go on operations in aircraft which they view with some dislike; the conditions were, however, very clearly stipulated to the Air Minister and Staff, and it is they who have led this squadron to have false hopes.

(c) SCHOOL.

The school has now formed at Vesuvius. Its function is to convert aircrew to Airacobra and Baltimore aircraft, and to make them operational on those types. In addition it trains maintenance personnel for the squadrons equipped with Allied type of aircraft.

Airacobra section.

So far only 6 pilots out of 18 have arrived for training, three of these have flown solo and have completed four hours. The school has eleven Airacobras, of which four are flying; the rest are being repaired.

Baltimore section.

One pilot has flown solo after 3½ hours dual, and another is receiving dual. No Baltimores have been received by the school yet, as they are still needed by the operational squadrons. The ground personnel are also being trained.

(d) EQUIPMENT.

Baltimore.

This is improving and during the last few days of the month equipment has arrived from Algiers and is being distributed.

School.

Full equipment for the school has been received, but they have had to combat the Airacobra squadrons occasionally. It is hoped to replace these items, as they are now on demand.

(e) MOTOR TRANSPORT.

The Baltimore Wing requires some 12 vehicles of various types before it can be considered mobile. These have been demanded from H/Qdquarters M.A.A.F. as they are not available from Italian sources. The School also requires two vehicles.

(f) AIRFIELD FOR THE SCHOOL.

Vesuvius airfield has kept serviceable throughout the month, but needs regrading in some places. Towards the end of the month there have been a few days of heavy rain which stopped training. The airfield is required urgently [illegible] Group as a M.T.P.D. and already 400 vehicles have arrived, but have been parked well away from the runway. The R.A.F. Regiment has almost completed the [illegible] round the camp.

8. AIRFIELDS.

The situation as regards airfields has improved considerably. At the [illegible] held at M.A.A.F. it was decided that the Fighter Wing at

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

Airacobra section.

So far only 6 pilots out of 13 have arrived for training, three of these have flown solo and have completed four hours. The school has eleven Airacobras, of which four are flying; the rest are being repaired.

Baltimore section.

One pilot has flown solo after 5½ hours dual, and another is receiving dual. No Baltimores have been received by the school yet, as they are still needed by the operational squadrons. The ground personnel are also being trained.

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Full equipment for the school has been received, but they have had to assist the Airacobra squadrons occasionally. It is hoped to replace these items, as they are now on demand.

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8. AIRFIELDS.

The situation as regards airfields has improved considerably. As the result of a Conference held at M.A.A.F. it was decided that the Fighter Wing at Leverano should move to Lecce. It was further decided that the School at Vesuvius should move to either Monteroni, Gualo or Crotone. The Operational Base for the Baltimores was left in abeyance but as stated above it has now been decided that they will go to Biferno as soon as the Greek Squadron there moves out.

On the 19th of October the Airfield at Leverano had dried out sufficiently to allow the whole Fighter Wing to go to Lecce, from which it has been operating continuously until the end of the month under review, with very satisfactory results. The American Heavy Bomber Group at Lecce has co-operated most admirably with the Italians and with the R.A.F. Liaison Section in charge of the Fighter Wing. They have given substantial assistance in every way and liaison between the Americans, British and Italians is really excellent.

(34)

Continued /4.....

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

As regards the location of the School, Crotone is not geographically suitable owing to communication difficulties. It was also found that Montecorvino could not be made serviceable without considerable work which would also entail the employment of equipment which was not available in the area. After consultation with the American Engineers on the spot and with Air Vice-Marshal Sir Hugh Lloyd who had both Gaudo and Montecorvino under his Command during last Winter, it was decided that Gaudo should be used.

This choice is most unpopular with the Italians partly because of its isolated position and the extra burden thrown on their already meagre M.T. resources, and partly due to sheer obstinacy. The Italians will not believe that the Allies are extremely hard put to it to find all-weather airfield accommodation even for operational units, and that it is a case of "getting a quart into a pint pot" Only after prolonged argument and after extremely definite orders had been given to them by this Sub-Commission have they at last given orders for the move to take place.

The situation as regards Gaudo is not really as bad as the Italians would like us to believe. The Unit there will be a small one, and it is far better situated as regards accommodation than Montecorvino as there is a large Tobacco Warehouse, big enough to house all personnel, within a short distance of the airfield. It is believed that it is as nearly an all-weather airfield as any site can be which has not got a specially prepared runway.

In order to relieve congestion at Lecce it has been decided to move as many as possible of the Reserve and Transport Aircraft from that airfield. In addition the Courier Transport Squadron is eventually to go to Canteelle as soon as this airfield can be cleared of mines and made serviceable. This will take some time as the I.A.F. has no airfield construction equipment, and the work will have to be carried out entirely by manual labour.

At the present moment, therefore, the I.A.F. is located as follows :-

(a)	FIGHTER WING.	2 MC Squadrons. 2 Airacobra Squadrons. 1 Spitfire Squadron.	LECCE.
(b)	BOMBER/TRANSPORT WING.	SM.82 Squadron. Capt.1007 Squadron.	LECCE.
(c)	FLYING TRAINING SCHOOL.		LECCE.
(d)	CONVERSION F.T.S.		VESUVIUS for GAUDO.
(e)	BALTIMORE WING.		VESUVIUS for BITETTO.
(f)	SEAPLANE WING.		TARANTO, AND BRINDISI.

9. MAINTENANCE.

TYPE OF AIRCRAFT.	SERVICEABILITY AT 3.11.44.	SERVICEABILITY AT 3.10.44.

Declassified E.O. 12356 Section 3.3/NND No. 782015

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9. MAINTENANCE.

TYPE OF AIRCRAFT.	SERVICEABILITY AT 3.11.44.	SERVICEABILITY AT 3.10.44.
Macchi 205	16	20
Macchi 202	28	21
Spitfire	8	12
Baltimore	25	33
SM.82	7	6
Cant.1007	6	5
Airacobra	28	15

Continued /5.....

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

10. ITALIAN FIGHTER SERVICEABILITY.

The serviceability of the Macchi aircraft shows a substantial increase in spite of the fact that the Macchi 205 serviceability is down from its monthly average of 20 to 16 aircraft.

The Macchi 205 engine and propeller position is now much better than it was. The radiator using a Hurricane honeycomb was quite satisfactory on flight test, but difficulty is now being experienced in obtaining supplies of the necessary tubes. In the meanwhile every effort is being made to obtain unserviceable Hurricane radiators which will be dismantled to use the tubes. The Naval Mechanica Firm in Naples have carried out preliminary satisfactory experiments on the production of the Macchi radiator Element, and it is hoped that the first complete Element will be produced in 2/3 weeks. Production is likely to be rather slow and every effort will be made to fit as many radiators as possible with the Hurricane tubes.

11. ITALIAN BOMBER SERVICEABILITY.

The serviceability of the Cant.1007 remains unchanged but the SM.82's have not shown the expected rise in serviceability. This is mainly due to overhauled engines not being available as the overhaul of the Alfa 128 at Galatina ceased completely on account of lack of spares. The worst item was Supercharger Impeller Bearings, but a small supply of Pegasus Bearings has now been obtained from North Africa and production has started again. There is also a great deficiency of Cylinders, but it is hoped to utilise Pegasus Cylinders, but at the present time it is not known whether they are interchangeable with the Alfa 128.

A damaged Pegasus XVIII is being stripped to ascertain what parts are common to the engine and the Alfa 128 so that spares deficiencies can be made good from Allied sources.

Arrangements have been made for both Cant 1007 and SM.82 tyres to be repaired at the Mobile Tyre Repair Unit attached to 205 Group. This should considerably ease the situation, as the tyre position on both types of aircraft is acute. In addition it is hoped to fit the SM.82 with Wellington tyres.

The SM.82's are now going unserviceable, spares still not being available from either Allied or Italian sources. At present the situation is being met as far as possible by 'cannibalising' and also every effort is being made to have improvised spares made up by available resources. This cannot go on indefinitely, and a reasonable serviceability cannot be expected from these aircraft after 4/6 weeks, unless further supplies of these are discovered in the North.

12. ALLIED AIRCRAFT SERVICEABILITY.

The position as regards spares and ground equipment for all types of Allied aircraft is now generally satisfactory with the exception of A.G. spares, of which it is understood there is a general shortage.

The reserve Airacobra's are being moved to Lecce in the near future when they will be inhibited and prepared for storage. Since the move of the two operational squadrons from Vesuvius there has been no plug or engine trouble and it is felt that the previous troubles were due to the bad conditions at Vesuvius plus inexperience on the part of the Pilots, and non-compliance with engine limitations.

As the Americans now inform us that there are no top overhaul spares or tool kits available, the idea of top overhauling the Allison engine has had to be abandoned. There are 65 spare engines available

Declassified E.O. 12356 Section 3.3/NND No. 785215

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As the Americans now inform us that there are no top overhaul spares or tool kits available, the idea of top overhauling the Allison engine has had to be abandoned. There are 65 spare engines available and these should last for a considerable time.

As M.A.A.F. have now decided that Italian Squadrons equipped with Aircraft from R.A.F. sources should have the same backing as R.A.F. squadrons, it is unnecessary to start up any organisations for the repair and overhaul of Spitfire and Baltimore aircraft and Merlin and Cyclone engines. It is hoped that during the next month some form of wing maintenance will be started.

Generally the situation is quite satisfactory. Italian personnel have had no idea of regular overall and engine maintenance and take slowly to R.A.F. methods. It is hoped that the position will improve with the attachment to each squadron of an R.A.F. N.C.O.

54

Continued /6.....

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

13. SIGNALS.

From a signals aspect the move of the Fighter Squadrons from Leverano to Lecce has been satisfactorily completed. The essential wireless and telephone circuits are installed and working.

Airfield control of the fighter aircraft has been co-ordinated with the American Flying Control Officer, and is proving satisfactory.

Wireless maintenance of the Spitfire aircraft has been difficult owing to the lack of spares and test equipment; these are on demand, and should be to hand soon.

Arrangements for the wireless and telephone services for the Baltimore squadrons going to Biferno are in hand, and the necessary wireless equipment is assembled and ready for immediate despatch to Biferno.

There is no change as regards the position of signals in the remainder of the Italian Air Force.

14. MANPOWER.

The demands for man power from the I.A.F. in substitution of R.A.F. and U.S.A.A.F. manpower are gradually being satisfied but some adjustment and transfer from R.A.F. to U.S.A.A.F. of I.A.F. personnel will have to be undertaken by the Liaison Section of H.Q. M.A.A.F, who co-ordinate all demands and make requests to this Sub-Commission for the demands to be met.

A serious problem is looming ahead on the question of the establishment of the I.A.F. Meteorological Service. The attached Meteorological Officer has prepared a scheme in conjunction with H.Q. M.A.A.F. for an efficient service covering the whole of Italy. When fully operative the service will require at least 1100 personnel to man it and unfortunately it is not seen from where those men are to be drawn, since the Allied demand upon the 9,000 allocated to Allied Air Forces leaves no surplus and the balance of the 31,000 ceiling, i.e. 22,000, leaves no surplus within the Tactical Italian Air Force after the demands of the Operational Squadrons their Ancillary Units and essential base establishment have been met. The only solution at present visualised is the establishment of an Italian Meteorological Corps under the control of the Italian Air Ministry, but outside the ceiling of 31,000.

15. RATIONING.

The supply organisation for rationing has undergone certain basic changes as a result of A.F.H.Q. Directive AC 400/195 D-O dated 22nd September 1944. I.A.F. personnel are now designate US-ITIS or Brt-ITIS. All I.A.F. personnel working with R.A.F. and U.S.A.A.F. (Brt-ITIS). All I.A.F. personnel working laid down. The Tactical Italian Air Force will be fed and clothed by these units to the scale and arrangements are being made for supplies of food and clothing to be made available through the organisation of the Land Forces Sub-Commission. The question of Air Crew rations still remains in abeyance and considerable discontent is expressed by personnel of I.A.F. squadrons operating within Balkan Air Force side-by-side with British, Hellenic, Polish and Jugoslav personnel who are receiving full British Rations, whereas Italian personnel only receive those rations laid down in that masterpiece of calorific calculation known as the Standard Ration for the Italian Armed Forces.

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

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16. MEDICAL.

Efforts continue to maintain the standard of sanitation and hygiene at the R.A.F. level, and it is heartening to find more ready response to suggestions for improvements which at one time were regarded as unnecessary. Supplies of medical equipment continue to flow in slowly and there has been an all round improvement in the efficiency of the I.A.F. Medical Services generally.

17. TOILET REQUISITES.

Supplies of Razor Blades, Shaving Soap, Toilet Soap, Tooth Paste and Tooth Brushes are unobtainable except on the black market and then only in very limited quantities at outrageous prices. Repeated efforts to obtain authority from A.F.H.Q. for the purchase of these essential supplies from Allied sources have failed. It is felt the seriousness of this problem is not fully appreciated by

Continued /7.....

Declassified E.O. 12356 Section 3.3/NND No. 785215

higher authorities, and it should be realised that such items are essential if a high standard of hygiene and Morale are to be maintained.

18. GENERAL.

The morale of the Italian Air Force still remains high, particularly in the Fighter Wing. The two Airacobra Squadrons and the Spitfire Squadron have now all been in action with very satisfactory results. Fighter bombing with these aircraft has now been carried out for the first time, and the pilots have shown that they are able to hit their target. A Senior Officer from Headquarters, Balkan Air Force, recently visited the Wing and subsequently stated that he has changed his opinion as to the morale and efficiency of the Italian Fighter Pilots completely, and is now highly satisfied with them. The Baltimore is still popular with the crews of the two Baltimore squadrons. These are now both operational, and the crews are keenly anxious to go to their operational base and get into the battle. The morale of the Bomber Transport Squadrons is rather lower, but this must be expected as their aircraft are now slowly lapsing into complete unserviceability. In particular the SM.82's will not be able to continue operations very much longer. The morale of the Seaplane Wing is high as they are on a well organised and comfortable station, and the Station Commander is a good disciplinarian. In spite of a lack of work to be carried out, the crews are still keen and every effort is being made to keep them in the air with some active duty to perform.

The Air Officer Commanding has had personal interviews with the Prime Minister, Signor Bonomi, and the Under Secretary for Air, Signor Sciaccia. From these conversations it is quite clear that the combination of the posts of Air Minister and Chief of Staff in one person is not satisfactory, nor do they regard General Piacentini as a good Air Minister. This has served to confirm the opinions held by this Sub-Commission. From general impressions gained in those conversations and from subsequent developments, it seems clear that the early appointment of, probably a civilian, as Air Minister is likely to occur.

General Piacentini is still dabbling with politics and has caused some comment by his close contacts with certain political parties. There is no doubt that he is a good Chief of Staff and in that capacity would enjoy the confidence and respect of all ranks of the Italian Air Force.

Since the declarations by Mr. Churchill and President Roosevelt, it is quite clear that the Italian Air Force has expected something quite out of the ordinary to be done for them in the way of direct assistance so that they can take their part to better advantage with the Allies. This Sub-Commission has done everything possible to discourage any undue optimism in this respect. General Piacentini has presented a memorandum which is the outcome of those hopes and gives an indication of what the Italian Air Force considers could be done for it. General Piacentini states that he considers that the future of Italy is bound up in that Country's close association with the Anglo/Americans and gives his opinion that the best way to achieve this is to set the Armed Forces, and in particular the Air Force, on their feet again. To achieve this he suggests the following immediate considerations by the Allies, all of which points have either been settled or are under consideration by this Sub-Commission, or have been submitted to higher authority. The points are:

1442

(a) The Third Airacobra Squadron to be permitted to go on operations.

(b) The replacement of the dilapidated Bomber/Transport aircraft by Wellingtons or some other Allied type of aircraft.

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

recently and/or to go to their operational base and get into the battle. The morale of the Bomber Transport Squadrons is rather lower, but this must be expected as their aircraft are now slowly lapsing into complete unserviceability. In particular the SM.82's will not be able to continue operations very much longer. The morale of the Seaplane Wing is high as they are on a well organised and comfortable station, and the Station Commander is a good disciplinarian. In spite of a lack of work to be carried out, the crews are still keen and every effort is being made to keep them in the air with some active duty to perform.

The Air Officer Commanding has had personal interviews with the Prime Minister, Signor Bonomi, and the Under Secretary for Air, Signor Scialoia. From these conversations it is quite clear that the combination of the posts of Air Minister and Chief of Staff in one person is not satisfactory, nor did they regard General Piacentini as a good Air Minister. This has served to confirm the opinions held by this Sub-Commission. From general impressions gained in these conversations and from subsequent developments, it seems clear that the early appointment of, probably a civilian, as Air Minister is likely to occur.

General Piacentini is still dabbling with politics and has caused some comment by his close contacts with certain political parties. There is no doubt that he is a good Chief of Staff and in that capacity would enjoy the confidence and respect of all ranks of the Italian Air Force.

Since the declarations by Mr. Churchill and President Roosevelt, it is quite clear that the Italian Air Force has expected something quite out of the ordinary to be done for them in the way of direct assistance so that they can take their part to better advantage with the Allies. This Sub-Commission has done everything possible to discourage any undue optimism in this respect. General Piacentini has presented a memorandum which is the outcome of these hopes and gives an indication of what the Italian Air Force considers could be done for it. General Piacentini states that he considers that the future of Italy is bound up in that Country's close association with the Anglo/Americans and gives his opinion that the best way to achieve this is to get the Armed Forces, and in particular the Air Force, on their feet again. To achieve this he suggests the following immediate concessions by the Allies, all of which points have either been settled or are under consideration by this Sub-Commission, or have been submitted to higher authority. The points are:

1442

(a) The third Airborne Squadron to be permitted to go on operations.

(b) The replacement of the dilapidated Bomber/Transport aircraft by Wellingtons or some other Allied type of aircraft.

(c) A larger intake to the Royal Academy for Air Cadets to be permitted.

(d) Italy to be permitted to send a delegate to the International Conference on Civil Aviation.

(e) Provision of better airfields for the Italian Air Force.

(f) The Air Ministry to be allowed to go into its own building in Rome.

(37)

(g) Certain concessions by the Allies in respect of increased rations for Operational Crews, clothing and billet requisitions.

Continued /3....

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

Defascistation is still proceeding very slowly and it is clear from some of the verdicts that the tribunals cannot be considered to be free from taint of favouritism. The height of absurdity was reached when a General who was recalled from retirement to be President of the Board which discriminates the activities of Air Force Personnel during the German occupation of Rome, was brought before the Defascising Tribunal and, being found guilty, was sent here again to retirement. The matter has been strongly represented by the Air Officer Commanding to the Prime Minister who promised to deal with the question personally.

The satisfactory state of serviceability of aircraft still continues. The shortage of materials, and in particular Oxygen and Acetylene has now been, to a great extent, alleviated. The aircraft industry, such as it is, is in a very precarious state owing to the slowness of the Government in paying its debts even for work carried out since the Armistice. The Prime Minister has also promised to give this matter his personal attention.

W.A.B. BOWEN-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Air Forces Sub-Commission,
Allied Commission, Rome.
Ref: AFSC/H/S.3/AIR.
Date: 8th November 1944.

Distribution:

H.Q. M.A.A.F. (Air Staff) C.M.F.	2 copies.
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M.A.A.F. (R.A.F. Historical Section), A.H.Q. Malta.	2 copies.
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SECRET.

APPENDIX "A"

AIRCRAFT STATE I.A.F.

		Strength.	Serviceable.	Crew.
FIGHTER WING.				
Lecce	P.39	36	24	
C. Vesuvius	P.39	54 B	27	
Lecce	Spitfire	16	10	
Lecce	Mc. 205	29	9	
Lecce	Mc. 202	31	21	
		166	91	237
BOMBER/TRANSPORT WING.				
C. Vesuvius	M.167	39	25	
Lecce	Cs. 1007	10	6	
Lecce	S. 82	10	6	
Lecce	S. 79	15	9	
Lecce	S. 84	4	2	
Lecce	S. 73	1	1	
Lecce	S. 12	1	1	
		80	50	141
SEAPLANE WING.				
Taranto	Cz. 506/B	3	2	
Taranto	Cz. 506/B	12	7	
Taranto	Cz. 506/C	1	1	
Taranto	Cz. 501	6	4	
Taranto	RS/14	9	6	
Brindisi	Cz. 506/S	4	3	
Brindisi	Cz. 501	11	7	
Elmas	Cz. 506/S	1	1	
		50	33	80

1441

SECRET.

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

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(34)

SCHOOL.

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		Strength.	Serviceable.	Crews.
AUTONOMOUS SQUADRONS.				
Bari	S.79	2	1	
Bari	Cu.314	6	2	
Bari	Ca.313	1	-	
Bari	Ca.311	1	-	
Bari	Ca.310	1	-	
Bari	Ca.309	4	1	
Bari	Sal.202	6	4	
Bari	Fn.305	1	1	
Bari	Ca.164	1	1	
Bari	Bj.156	1	1	
Siena	Cr.42	2	2	
Perc	S.75	2	2	
Capoterra	S.79	1	1	
Capoterra	Ju.87	1	-	
Capoterra	Sal.202	1	-	
		31	16	45
ASSISTANCE UNITS.				
	Ca.133	1	1	
	Ju.87	4	4	
	Sal.202	4	4	
		9	9	
REPAIR UNITS.				
C	Lecce	P.39	1	
	Lecce	Mc.205	8	
	Lecce	Mc.202	12	
	Lecce	Re.2002	1	
	Lecce	Sal.202	6	
	Lecce	Fn. 305	1	
	Lecce	L.5	1	
	Lecce	Ca.111	1	
	Lecce	Br.20	1	
	Lecce	S.82	14	
	Lecce	Cs.1007	4	
	Lecce	C.12	1	
	Lecce	S.79	7	
	Lecce	S.75	1	
	Lecce	S.81	1	

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

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REPAIR UNITS (CONT'D).

		Strength.	Serviceable.	Unav.
Leverano	Mc.200	17		
Leverano	Cr.42	2		
Leverano	C.50	1		
Leverano	Re.37	1		
Leverano	Sed.200	2		
Leverano	Cz.164	1		
Leverano	Ro.43	1		
Elmas	S.84	1		
Elmas	Re.14	1		
Monserrato	S.79	4		
Monserrato	S.66	1		
Monserrato	Fr.305	2		
Monserrato	Cz.1007	1		
Monserrato	Cr.42	2		
Monserrato	C.50	2		
Monserrato	Cz.164	1		
		160		
TOTALS:		562	220	526

NOTES ON VARIATIONS FROM LAST MONTH'S AIRCRAFT RETURN.

(A) 40 P.39's shown under the strength of No.10 Squadron have been transferred to the E.T.S.

(B) 54 P.39's previously held on charge of Nos.10 and 12 Squadron have been transferred to the Operational Aircraft Pool.

(C) All aircraft held by repair Units have been grouped together.

1140

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

Montserrato	S.79	1		
Montserrato	S.56	2		
Montserrato	Fn.305	1		
Montserrato	Cz.1007	2		
Montserrato	Cr.42	2		
Montserrato	G.50	1		
Montserrato	Cz.104	1		
		160		
TOTALS:		562	220	626

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

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

AIR FORCE SUB - COMMISSION, ALLIED CONTROL COMMISSION.

ROME.

MOST SECRET AND PERSONAL.

AFSC/R/1/SPEC.INT.

24th. October, 1944.

Dear Commandante Rome,

I had a long interview with Signor Scialoia, Under Secretary for Air on 19th. October, and a rather shorter one with Prime Minister Bonomi on 23rd. October.

I think you will be interested in my notes on our conversation, copies of which I attach herewith.

My general impression, following these conversations, is that early Ministerial changes are envisaged. This is confirmed by information received by my Intelligence Staff. There is no doubt that the Italian Air Ministry is expecting the appointment of a civilian as Air Minister , in the near future, and is keenly interested in who this is likely to be.

At the time of the formation of the present Government, General Mason Macfarlane told me that we were most unlikely to get a Service man as Air Minister, it would almost certainly be a civilian. We were then most preoccupied with ensuring that the Ministeries of War and Aviation were not combined.

In the actual event a civilian could not be found acceptable to all parties, as the appointment of anyone holding political views would have upset the balance of the Government. General Piacentini was decided upon as a Service man, and therefore non-political. We were also promised that the Ministerial work would be largely

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

done by the Under Secretary, thus leaving General Piacentini free to carry out his duties as Chief of Staff. We know now that this has not worked out at all, as promised.

If there are to be any changes we shall have to examine the nominees for the post of Air Minister very carefully indeed.

W.A.B. Bowen-Buscarlet.

W.A.B. BOWEN-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

COMMODORE EILERY STONE,
ACTING CHIEF COMMISSIONER,
ALLIED CONTROL COMMISSION.

1178

(33)

TOP SECRET

MEETING BETWEEN A.V.M. W.A.B.BOWEN-BUSCARLET, AIR OFFICER COMMANDING THE AIR FORCES SUB COMMISSION, AND SIGNOR IVANOE BONOMI, ITALIAN PRIME MINISTER, ON THE 23RD OCT. 1944

A/Q

1. Allied Assistance to the Italian Air Force.-

Signor Bonomi immediately took the lead by expressing his satisfaction at the manner in which the Allies had assisted the Italian Air Force by supplying Allied aircraft for a number of Italian squadrons. A.V.M. Bowen-Buscarlet in turn remarked that the rehabilitation of the Italian Air Force must also be attributed to the excellent work done by the R.Aeronautica in salvaging and repairing damaged aircraft found on airfields and in bombed factories and putting them back into service.

2. Combined Post of Minister for Air and Chief of Staff.-

The P.M., alluding to the present situation where Gen. Piacentini fills both posts, gave it as his opinion that this was not a satisfactory arrangement. During the last war he, the P.M., as a civilian held the post of Minister for War and he therefore knew from personal experience that a Minister must devote the whole of his time to his ministerial duties. The A.V.M. expressed himself entirely in agreement with the P.M.'s views. The latter then explained that Piacentini's appointment to the dual post was due to the hurried manner in which the appointments had to be made. It was thought at first that the Minister for War might also take over the Air Ministry as had been the case during the last war. He realised however that the Italian Air Force was at that time the smaller of the three Armed Forces and that a separate Ministry was now essential. The A.V.M. entirely agreed and remarked that the necessity of having a separate Air Ministry was fully appreciated by Great Britain during the last war as the Air Ministry came into being in 1918.

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3. What were the A.V.M.'s views on the R.Aeronautica was the next question put by the P.M. The A.V.M. had words of praise for the flying crews and the technicians who were doing an excellent job. There was much room for improvement in the administration and organisation generally.

4. This brought the conversation back to the present arrangement by which Piacentini holds the dual post of Minister for Air and Chief of Staff. The A.V.M. expressed his great admiration for Gen.Piacentini as

(32) 1 2 1 1 AF

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

Chief of Staff. He would be faced with a very serious problem if he had to replace such a man who was moreover so popular with the flying crews and set such a good example by occasionally taking part in their operational flights, thus displaying courage and the desire to share their risks. He was also glad to have met Signor Scialoja.

4. These remarks appeared to confirm the P.M. in his opinion that it is essential that the present dual post of Minister Chief of Staff be discontinued. He referred to the possibility of certain ministerial changes in the near future which would enable him to put the matter right. Gen. Piacentini would then remain Chief of Staff and a separate Air Minister would be appointed.

5. <u>Epuration.-</u>

The question of epuration was then brought up by the A.V.M. He was not satisfied by the way epuration is being conducted. There also appeared to be conflicting opinions between the Air Ministry and the Epuration Commission. He then quoted the following two cases:

A On the 29th July the Ministry notified the Air Forces Sub Commission that it was proposed to nominate Gen. Ettore PRANDONI and two other Air Force generals members of the Commission of Three appointed to deal with the discrimination of officers of general and colonel's rank.

In a statement, undated, received yesterday from the Commission of Epuration of Military Personnel covering the cases dealt with during the first half of October, Gen. Ettore PRANDONI's name figures among those of generals who are to be retired from the Service "dispensati dal Servizio", presumably because found guilty of fascist partisanship.

It would appear that Gen. PRANDONI, who had been retired and was drawing his pension, was invited by the Ministry to rejoin the R.Aeronautica in order to sit on the Discrimination Commission, a very invidious task which he somewhat reluctantly accepted.

He left his retirement and rejoined the R.Aeronautica

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He left his retirement and rejoined the R.Aeronautica after which he was requested to appear before the Epuration Committee who pronounced judgement against him.

The A.V.M. was not going to criticise the decisions of the Epuration Committee as he had not seen the evidence, but it was certainly most unfortunate that a general appointed by the Ministry because he was considered a fit person to judge other officers of equal rank be subsequently retired by the Epuration Commission who apparently did not consider him a fit person to remain in the R.Aeronautica.

(32)

Declassified E.O. 12356 Section 3.3/NND No. 785215

B A further case was that of Gen. CAVALLARIN. Undoubtedly he was a squadrist but he had collaborated loyally with the Allies since the Armistice and had proved himself a capable officer. He too had been retired from the R.Aeronautica. Whilst the A.V.M. had not seen the evidence, it would seem that in this instance the Commission was not keeping strictly to the letter of the law which affords a certain latitude in cases such as these and a lesser punishment would probably have been indicated.

6. Generally speaking, by proceding ruthlessly against senior officers where there is not ample justification, we give rise to criticism, dissatisfaction and antagonism among the very people who are badly needed in Italy in these troublesome times and we are building up an opposition which may eventually become formidable. Such procedure may appease the masses, but is to the detriment of the Service.

7. The P.M. expressed himself fully in agreement with the A.V.M.'s views. He had formed the impression that the Allies favoured ruthless spuration. He would take note of these two cases.

8. Overdue Payments to Sundry Firms Working for the R. Aeronautica.-

The A.V.M. drew the P.M.'s attention to the fact that unless certain amounts totalling 26,000,000 lire, which form an infinitesimal part of the sum owed and now long overdue, were paid to certain firms who worked for the R.Aeronautica, they would have to close down, dismiss their workers and apply for a moratorium. The payments had been authorised by the Air Minister and approval had been obtained from the A.C.C., but nothing was being done about it at the Treasury. The delay appeared to be due to red tape at the Treasury. The P.M. stated he would take the matter up forthwith.

The P.M. then expressed his satisfaction at having had the opportunity of discussing matters with the A.V.M.

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The P.M. then expressed his satisfaction at having had the opportunity of discussing matters with the A.V.M.

As we left his study the P.M. picked up the phone and stated he wished to see Signor Scoccimarro at once. Sig. Scoccimarro is High Commissioner for Defascising.

(32)

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

N O T E. -

Since the Meeting with the P.M. the following information has been obtained on Generals PRANDONI and CAVALLARIN.

Gen. PRANDONI when invited to sit on the Discrimination Commission drew attention to the fact that he held the honorary title of Luogotenente della Milizia Fascista though he had never worn fascist uniform. It was considered by the Air Ministry that as the title had been awarded "ad honorem" not on account of any fascist partisanship but because he had served the Air Force with distinction, this should not count against him. It would seem that the Epuration Commission took a different view.

Gen. CAVALLARIN was with the 4th Z.A.T. at Bari when the Armistice was declared. He had been a squadrist but, as he gave proof of his desire to collaborate wholeheartedly with the Allies and openly opposed Gen. Ranza who adopted a slow-go policy, he gained the confidence of the then Air Commodore Foster. He was posted to Sardinia where he was to restore order from chaos.

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TOP SECRE

TOP SECRET

MEETING BETWEEN SIGNOR SCIALOJA UNDER SECRETARY OF STATE FOR AIR AND A.V.M. W.A.B.BOWEN-BUSCARLET A.O.C. AIR FORCES SUB COMMISSION AT PALAZZO VOLPI ON OCTOBER THE 19TH 1944

1. CHOICE OF SCIALOJA a lawyer as undersecretary of State. The duties of an undersecretary of State are to ask questions in parliament. He is moreover the head of the civil service personnel over which the Minister has no jurisdiction.-

2. MINISTER FOR AIR SHOULD PREFERABLY BE A CIVILIAN, Scialoja and other members of Cabinet have a rooted objection to a serviceman being Minister. The duties of a Minister are purely administrative. His own name had been put forward when the formation of the present Cabinet was being discussed, though he personally did not aspire to ministerial rank.A civilian Minister would give servicemen the feeling that things had changed. There would be less favouritism. The reason why Piacentini was appointed Minister is that suitable candidates of the different political parties could not be sorted out to satisfy the six parties, consequently Gen.Piacentini, a serviceman and therefore non political, was appointed.

3. COMBINATION OF MINISTER AND CHIEF OF STAFF IS NOT SATISFACTORY, Piacentini has to devote a great deal of his time to Chief of Staff duties and consequently the administrative side receives insufficient attention. He is moreover a typical soldier and is not interested in the administrative side. In the 1914-1918 war the Minister for War seldom if ever visited the armies as his time was fully occupied at the Ministry. Piacentini spends

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4. VIEWS ON PIACENTINI. He is too impulsive and too dictatorial. On the other hand he occasionally makes a show of good feeling as when he suggested to Scialoja that he occupy his desk

(31)

Declassified E.O. 12356 Section 3.3/NND No. 782015

during his absence.It was not thought that Piacentini was doing any real harm to the Italian Air Force, he might ruffle a few feelings and cause some discontent, but there was no immediate cause for alarm.

5. GEN.PIACENTINI AND POLITICS. A short while ago the Prime Minister Bonomi and Scialoja went to Florence. Piacentini did not ask Scialoja about his visit to Florence, but a few days later went there on his own account calling on the Committee of Liberation. Piacentini must have been aware of the fact that relations between the Committee of Liberation and the Prefect, representative of the Government under the Allies, were strained. By ignoring the latter and calling on the Committee of Liberation he betrayed his political tendencies which he as a serviceman should not have done.

6. PREFERENCE SHOWN TO YOUNGER OFFICERS. It is noticed that there is a tendency to appoint colonels in preference to generals and generally place younger officers in important posts. Scialoja and the Government's view is that experience should count more than age and that higher ranking officers had more experience than younger officers. It was pointed out to Scialoja that this was done with full approval of the A.V.M. when the Air Ministry was at Bari and the only generals available were found to be unsuitable because too slow and easy going.

7. GEN.PINNA. His appointment was desired by the Bonomi Government as it was felt that his presence would act as damper on Piacentini. It was at first considered whether to eventually 1132 appoint him Chief of Staff, but it was later decided to make him responsible for the re-organisation of the Italian Air Force and post war problems. In Scialoja's opinion it was

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Declassified E.O. 12356 Section 3.3/NND No. 785213

Pinna because he is among other things a lawyer and known to be very capable. He could not understand why if Pinna was not acceptable to the Allies in Rome he should be in Sardinia as High Commissioner. It was pointed out by the A.V.M. that A.C.C. had opposed Pinna's return to the Italian Air Force solely on the grounds of public and service opinion. Even the rumour of his return had caused caustic comment in the Service.

8. EPURATION. Scialoja held the view, also held by the Cabinet, that epuration should not be drastic and that only certain personnel be epurated who had had close association with Fascism. He appreciated that the public was clamouring for epuration and partly for this reason there was a tendency to deal with people of lesser account just because the real culprits such as Federzoni, Farinacci, etc. were in the North. He mentioned the case of Gen.Velardi whom Gen.Piacentini wished to retire. This officer was actually ordered to go to Spain and could not have disobeyed the order. It was wrong for one Government to punish an officer for having carried out an order given him by a former Government.

9. CRITICISM OF AIR FORCES SUB COMMISSION. It was the general opinion that the A.V.M. was doing all in his power for the Italian Air Force. The only criticism was the slowness in delivery of Allied air craft to equip the Italian squadrons. This coupled with the fact that the Army was apparently otherwise being neglected, caused some unfavourable comment. He realised that the delay was not due to the Air Forces Sub Commission, but this might not be apparent to the ordinary observer.

In conclusion Signor Scialoja asked the A.V.M.

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

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In conclusion Signor Scialoja asked the A.V.M. whether he would have any objection to his mentioning to the Prime Minister Bonomi two points raised in this meeting :-

1) Dual post of Chief of Staff and Minister
2) The Pinna controversy.

SUBSEQUENT CONVERSATION WITH S/LDR F. DE HAAN

(31)

On leaving the building Signor Scialoja in the course of conversation with S/Ldr de Haan made the following remarks :

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

a) THE POST OF MINISTER FOR AIR AND UNDERSECRETARY OF STATE FOR AIR ARE OF EQUAL STANDING and consequently the Minister is not entitled to treat the Undersecretary as a subordinate, which in fact Piacentini does. An instance : a memo which was circulated with Piacentini's annotation as follows "Cappa, tell Scialoja and X (a clerk) to deal with this matter". This is the sort of thing Mussolini would have indulged in and should not be indulged in by Piacentini who poses as an anti-fascist. Nor has Piacentini any business to countermand orders issued by Scialoja regarding civilian personnel as he did on a recent occasion.

b) REVERTING TO THE QUESTION OF POLITICAL MEDDLING Scialoja stated that Piacentini will one day dine with Cianca, the next write a letter to Scoccimarra and is daily becoming more and more involved in politics. It must be borne in mind that Piacentini has been very fortunate. In the ordinary course of events he would have been repatriated after the war and pensioned, instead of which he is now Minister and he is no doubt taking advantage of the present situation so as to launch out in political life after the war.

c) MEETING WITH THE PRIME MINISTER BONOMI. Would the A.V.M. like to meet Bonomi ? S/Ldr de Haan suggested that such a meeting would be very useful.

Signor Scialoja again expressed his satisfaction at having been able to discuss matters with the A.V.M.

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

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(31)

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

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

EWS/dfe

6 October 1944

My dear Colonel Pennycuick:

This will introduce to you General Giuseppe Lucio Gaeta of the Italian Air Force, who may ask you for some assistance on his mission to Sardinia.

Any assistance you can render him will be appreciated.

Sincerely,

ELLERY W. STONE
Commodore, USNR
Acting Chief Commissioner

Colonel J. A. C. Pennycuick
Regional Commissioner
Sardinia

To be handed to Gen. Gaeta
7/10/44 A.M.

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

TRANSLATION

THE FIRST AIDE DE CAMP GENERAL

OF H.R.H. THE LIEUTENANT GENERAL OF THE KINGDOM

Rome, 4 October 1944

Dear Captain Stone

I take the liberty of introducing to you General Lucio GAETA (Air Force), who will be Commander of the Air Force in Sardinia.

General GAETA has been with me in Washington in 1940-41 and has many American friends, because of the work we did together there.

I will be very grateful to you if you will kindly give General GAETA a letter of introduction for the Chief of the Allied Sub-Commission in Sardinia, to make his work easier; the general is trying to bring about a closer collaboration between Allied and Italian Air Force.

I remain,

Yours sincerely

/s/A. Infante

Captain Ellery W. Stone
Acting Chief Commissioner
A.C.C.
R o m e

Trans. E.C.

See 30

(29)

Captain Stone 1:28

I have given General GAETA a provisional appointment with you for 4 P.M. this afternoon.

Do you confirm?

J.A.Q.

Fille KLOP

11-3 Gen Frere

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

IL PRIMO AIUTANTE DI CAMPO GENERALE
DI S.A.R. IL LUOGOTENENTE GENERALE DEL REGNO

Roma - 1944, ottobre 4

Mio caro Gen. Stone

Mi permetto di presentarLe il Generale d'aviazione Lucio GAETA, che va ad assumere il Comando della Aeronautica della Sardegna.

Il Generale GAETA è stato insieme a me a Washington negli anni 1940-41 ed anche lui ha molti amici americani, per l'opera che insieme abbiamo là svolto.

Le sarò molto grato se vorrà dare al Generale GAETA una lettera di presentazione per il Capo della Sottocommissione Alleata della Sardegna, in modo da facilitargli l'opera alla quale egli si accinge in vista di una sempre più stretta collaborazione tra le Forze Aeree italiane ed alleate.

Le invio i miei più cordiali saluti

(gen. Adolfo Infante)

Captain
Ellery S T O N E
Acting Chief Commissioner
A. C. C.
R O M A

1127

29

4 p.m.

TEL: 850380

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

HEADQUARTERS ALLIED CONTROL COMMISSION
Office of the Acting Chief Commissioner
APO 394

EWS/hjr

19 September 1944

TO: Air Vice-Marshal Bowen Buscarlet, Air Forces Sub-Commission

Prime Minister Bonomi has agreed yesterday not to press the question of General Pinna's transfer from his present post as High Commissioner of Sardinia to accept a post in the Air Ministry because of the possibility of unfavorable reaction, both within the Air Force and from the public.

ELLERY W. STONE
Captain, USNR
Acting Chief Commissioner

SAI 264
Hq ACC - Secy Gen
Dispatched
19 Sept 1944
Time
Date

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

SECRET

ALLIED CONTROL COMMISSION

INCOMING MESSAGE

Rec'd 14/9 0950 MGP

FOR INFORMATION ONLY

TO: ACC FOR STONE FOR LEWIN-HARRIS INFO ACC BARI FOR AIR FORCES SC

SIGNAL MESSAGE CENTER No: 18/14

FROM: AFHQ SIGNED SACMED

CLASSIFICATION: SECRET

REFERENCE No: FX 24661

PRECEDENCE: PRIORITY

DATE AND TIME OF ORIGIN: SEP 131837B

OFFICE OF ORIGIN: CITE FHGEG

AS RESULT OF REPRESENTATIONS AIR FORCES SC AND ITALIAN AIR FORCE HQ WILL NOT BE REQUIRED TO VACATE PRESENT ACCOMMODATION AT BARI

REUR S325 AND 327

HEADQUARTERS 14 SEP 1944 A.C.C.

19 SEP 1944

INFO (Act) Air Force Sec (2) C.S.O. Alce File

ACTION (Inf)

FILES (A-B)

DATE and Time of RECEIPT SEP 140800B

Distribution:

SECRET

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SECRET

AFHQ FOR G-5

HQ ACC

S-327

SECRET

PRIORITY

SEPT 12

A/CC

SUBJECT IS AIR FORCES SUBCOMMISSION AND ITALIAN AIR FORCE HEADQUARTERS ACCOMMODATION BARI SEE MY SUGAR DASH THREE TWO FIVE OF NINE SEPTEMBER PD PAREN TO AFHQ FOR GEORGE DASH FIVE FROM HQ ACC FROM STONE PAREN PRIME MINISTER BONOMI HAS MADE PROTEST TO ME IN STRONGEST TERMS PD HAS GENERAL EAKER BEEN ACQUAINTED WITH ALL FACTS SUBMITTED BY AIR VICE MARSHAL BOWEN DASH BUSCARLET PD FEEL IF FULL FACTS KNOWN TO HIM SUCH ACTION WOULD NOT BE SANCTIONED PD CANNOT STRESS TOO MUCH THE ADVERSE EFFECT ON MORALE OF IAF AS WHOLE CMA AND DAMAGING EFFECTS UPON OPERATIONS AT MOST CRITICAL TIME FOR BALKAN AIR FORCE PD HAS POSSIBILITY OF GIVING ONE FIVE AIR FORCE RECCE GOUP THE ADMINISTRAZIONE PROVINCIALE BUILDING BARI BEEN EXAMINED PD HAVE INSTRUCTED AIR FORCES SUBCOMMISSION AND ITALIAN AIR FORCE NOT TO MOVE AS IT SHOULD BE POSSIBLE TO FIND ALTERNATIVE ACCOMMODATION FOR ONE FIVE AIR FORCE PD

AUTHENTICATED:

J. A. QUAYLE
Major, R. A.
Chief Staff Officer

DISTRIBUTION:
Air Forces S/C 1
Sec Gen File 2
" " Float 1

12 Sept

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

Captain Stone:

This signal was drafted yesterday by Squadron Leader WALTON and Colonel DESMORE.

I believe you told WALTON to make it strong.

Approved?

Quayle
12 Sept 44

479.

DRAFT

3-1

FROM : HEADQUARTERS,
ALLIED CONTROL COMMISSION, C.M.F.

TO : A.F.H.Q. for G-5

DATE : 11th September 1944

Acct Dirct.

SUBJECT IS AIR FORCES SUB-COMMISSION AND ITALIAN AIR FORCE HEADQUARTERS ACCOMMODATION BARI SEE MY S-325 OF 9TH SEPTEMBER 1944 PD PAREN TO A.F.H.Q. FOR GEORGE DASH FIVE FROM H.Q. A.C.C. FROM STONE PAREN STOP PRIME MINISTER BONOMI HAS MADE PROTEST TO ME IN STRONGEST TERMS ~~AND POLITICAL CRISIS M.T UNLIKELY IF PROJECT PROCEEDED WITH STOP~~ HAS GENERAL EAKER BEEN ACQUAINTED WITH ALL FACTS SUBMITTED BY AIR VICE MARSHAL BOWEN-BUSCARLET STOP FEEL IF FULL FACTS WERE KNOWN TO HIM SUCH ACTION WOULD NOT BE SANCTIONED STOP CANNOT STRESS TOO MUCH THE ADVERSE EFFECT ON MORALE OF I.A.F. AS WHOLE AND DAMAGING EFFECTS UPON OPERATIONS AT MOST CRITICAL TIME FOR BALKAN AIR FORCE STOP HAS POSSIBILITY OF GIVING 15TH AIR FORCE RECCE GROUP THE ADMINISTRAZIONE PROVINCIALE BUILDING BARI BEEN EXAMINED STOP ~~PRIME MINISTER WINSTON CHURCHILL TAKES PERSONAL INTEREST IN I.A.F. OPERATIONS IN SUPPORT GENERAL TITO~~ JUGOSLAVS AND FEEL ~~MAY CHANGE MIND~~ PD HAVE ~~ORDERED~~ INSTRUCTED AIR FORCES SUB-COMMISSION AND ITALIAN AIR FORCE NOT TO MOVE AS ~~IT IS URGENT ALTERNATIVE ACCOMMODATION MUST BE FOUND~~ IT should be possible for 15TH AIR FORCE RECCE GROUP. Until matter can be finally

1123

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

DATE : 11th September 1944

SUBJECT IS AIR FORCES SUB-COMMISSION AND ITALIAN AIR FORCE HEADQUARTERS ACCOMMODATION BARI SEE MY S-325 OF 9TH SEPTEMBER 1944 PD PAREN TO A.F.H.Q. FOR GEORGE DASH FIVE FROM H.Q. A.C.C. FROM STONE PAREN. STOP PRIME MINISTER BONOMI HAS MADE PROTEST TO ME IN STRONGEST TERMS ~~AND POLITICAL CRISIS NOT IMPROBABLY IF PROJECT PROCEEDED WITH~~ STOP HAS GENERAL EAKER BEEN ACQUAINTED WITH ALL FACTS SUBMITTED BY AIR VICE MARSHAL BOWEN-BUSCARLET STOP FEEL IF FULL FACTS WERE KNOWN TO HIM SUCH ACTION WOULD NOT BE SANCTIONED STOP CANNOT STRESS TOO MUCH THE ADVERSE EFFECT ON MORALE OF I.A.F. AS WHOLE AND DAMAGING EFFECTS UPON OPERATIONS AT MOST CRITICAL TIME FOR BALKAN AIR FORCE STOP HAS POSSIBILITY OF GIVING 15TH AIR FORCE RECCE GROUP THE ADMINISTRAZIONE PROVINCIALE BUILDING BARI BEEN EXAMINED STOP ~~PRIME MINISTER WINSTON CHURCHILL TAKES PERSONAL INTEREST IN I.A.F. OPERATIONS IN SUPPORT GENERAL TITO~~ AND FEEL ~~MAY OBTAIN HIM~~ PD HAVE ~~ADVISED~~ INSTRUCTED AIR FORCES SUB-COMMISSION AND ITALIAN AIR FORCE NOT TO MOVE AS IT ~~IS INTENDED~~ ALTERNATIVE ACCOMMODATION ~~MUST BE FOUND~~ FOR 15TH AIR FORCE RECCE GROUP.

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

AIR FORCES SUB-COMMISSION, ALLIED CONTROL COMMISSION,
BARI.

SECRET.

AFSC/314/ORG.

10th September 1944.

A-240
14 SEP 1944

Dear Captain Stone,

I am afraid that my telephone conversation with you today must have come as a bolt out of the blue as you had apparently not received my Immediate Signals of the 8th and 9th September. In view of the urgency of the situation I am sending a special Italian Aeroplane to Rome first thing tomorrow and an Officer will bring this letter to you personally. I am attaching to this letter copies of all the communications which we have had so far on this vexed subject of turning us out of our office accommodation in Bari. This, together with what I will say in this letter will, I hope, put you in the picture so that you are in a position to take up the battle on our behalf.

2. Annexure one is a letter from 6 Base Sub Area to Headquarters No.2 District with a copy to us dated 3rd September, and in paragraph 2 you will see that the project, un-named in this letter, is dependent on the Italian Air Force and the Air Force Sub-Commission being moved away from Bari, and that there is no accommodation to offer them in Bari.

3. Annexure two is a letter under the signature of General Nares, Commanding H.Q. No.2 District which you will see recommends in very strong terms to A.A.I. that we should be turned out of our present office accommodation. It also describes the purpose for which our accommodation is required. I should like to point out at this juncture that neither I nor my staff were consulted in any way about this, although I am of equivalent rank both to General Twining and General Nares, but nobody even mentioned the matter to me. About 3rd September I was rung up by my Group Captain who was in charge at Bari while I was in Rome and informed by him that a party of American Officers had insisted on looking over the building in spite of the provisions of H.Q. A.A.I. letter 2030/12/Q2 of the 1st July 1944. This letter takes great pains to point out that the Italian Armed Forces are fighting and working as Co-belligerents with the Allies in Italy, and that their help can only be effective if they have the means to administer and maintain themselves.

4. There is, however, a clause in this letter which states that it does not preclude the authority of Operational Commanders to make sure of buildings etc. as may be necessary for operational reasons. I would, however, point out that the Photographic Recce Unit for the 15th Air Force has, up to the present time, been located at San Severo and I personally have attended many Intelligence meetings at 15th Air Force Headquarters and have failed to notice any delay whatever in the information reaching the Intelligence Staffs at the H.Q. or of the information being incomplete. This appears to be a somewhat late juncture in this war to make a change of this description, and to attach such importance to it.

5. I do not think that either 2 District or 15th Air Force are fully

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

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5. I do not think that either 2 District or 15th Air Force are fully aware of the role of the Air Forces Sub-Commission and of the Italian Air Force Units accommodated in this building. The Air Forces Sub-Commission apart from its other activities is responsible to Balkan Air Force for the organisation, administration, technical maintenance and equipment of the Italian Squadrons which form part of the Balkan Air Force. It is, therefore, necessary for the Air Forces Sub-Commission to be in close touch with Headquarters, Balkan Air Force. It is equally necessary for the Italian Air Force [redacted], who carry out the instructions of the Air Forces Sub-Commission as passed to them from the Balkan Air Force, to be in close touch with their Units, and with the main Air Ministry at Rome, also with their Training Unit at Vesuvius, and the factory area in Naples. For this purpose over the past nine months we have built up a network of radio, speech and telegraph lines, carrier circuits and teleprinter

(25)

10 Sept

FILES (A-7)

Declassified E.O. 12356 Section 3.3/NND No. 785215

line communication with all the above, and our sudden removal from this building would undoubtedly disorganise the whole of this. The time too is particularly inopportune as we are on the point of handing over to the Balkan Air Force 5 Squadrons equipped with Allied types of aircraft. This has and will continue to require the closest possible co-ordination on the training and equipment side, and this would be gravely prejudiced.

6. The Italian Air Ministry has already been moved out of its own building in Bari to accommodate the 15th Air Force Headquarters. It will be observed from annexure two, para two, that 22,000 square feet of covered accommodation are required. This building consists of four floors each of which has office space totalling 11,800 feet, added to which there is a basement and certain penthouses on the roof. It will thus be seen that the accommodation which has been asked for grossly exceeds the accommodation required.

7. Annexures 3 - 8 are copies of the signals which I have already sent on this subject. I might say that Headquarters Balkan Air Force are naturally most anxious, and indeed insist that we should remain in close touch with them in Bari. In view of No.2 District's statement that no alternative accommodation in Bari exists, it is difficult to see how this can be done. I have also spoken to Air Vice-Marshal Baker, Chief-of-Staff of M.A.A.F. on the telephone with reference to my signals to him, and I am assured of his support.

8. Annexure 9 is a signal from M.A.A.F. You will see that it is headed From Eaker, but from my experience I know that these signals often go out without the personal authority of the Commander-in-Chief, Allied Air Forces. In this case I feel that the problem has not received adequate consideration and this signal was probably sent by some Junior Staff Officer who had only the 15th Air Force picture in his mind. You will see that Foggia is suggested as alternative accommodation for us. It is 80 miles further away from our Operational Units, and I very seriously doubt whether the Officer who originated this signal has given any consideration to the fact that in addition to Office accommodation for the Italian Air Force and the Air Forces Sub-Commission, billets for Italian Officers totalling 113 and Airmen 320 will have to be provided, together with adequate space for messing, and that personal accommodation for myself and billets and messing accommodation for my Officers and Other Ranks will also have to be provided. You will also observe that we are given 7 days in which to vacate this building. This is simply fantastic having in view the acute situation as regards transport in the Italian Air Force, coupled with the immediate call on the bulk of its transport occasioned by the squadrons which are just being re-equipped with Allied types of aircraft becoming operational, and in view of the necessity for maintaining communications in order to keep the administrative side of the Italian Air Force going. Further, our only Depot of equipment and other supplies is at Mungivacca and our Main Transport Depots are at Capurzzo and Terlizzi, all in the immediate vicinity of Bari. These two would have to be moved, and if the move is to Foggia it would be away from the centre of operations.

9. As an example of the confusion and disorganisation which would be caused by this sudden move, I attach herewith as annexure 11 a blue-print showing the signal circuits of the Italian Air Force as they exist at the moment. The Foggia Area is notoriously difficult from the signals point of view, and it would be quite impossible to set up any signals organisation even approximating to the existing one, except over a matter of many months.

1/24

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

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8. Annexure 9 is a signal from M.A.A.F. You will see that it is headed From Eaker, but from my experience I know that these signals often go out without the personal authority of the Commander-in-Chief, Allied Air Forces. In this case I feel that the problem has not received adequate consideration and this signal was probably sent by some Junior Staff Officer who had only the 15th Air Force picture in his mind. You will see that Foggia is suggested as alternative accommodation for us. It is 80 miles further away from our Operational Units, and I very seriously doubt whether the Officer who originated this signal has given any consideration to the fact that in addition to Office accommodation for the Italian Air Force and the Air Forces Sub-Commission, billets for Italian Officers totalling 113 and Airmen 320 will have to be provided, together with adequate space for messing, and that personal accommodation for myself and billets and messing accommodation for my Officers and Other Ranks will also have to be provided. You will also observe that we are given 7 days in which to vacate this building. This is simply fantastic having in view the acute situation as regards transport in the Italian Air Force, coupled with the immediate call on the bulk of its transport occasioned by the squadrons which are just being re-equipped with Allied types of aircraft becoming operational, and in view of the necessity for maintaining communications in order to keep the administrative side of the Italian Air Force going. Further, our only Depot of equipment and other supplies is at Mungivacca and our Main Transport Depots are at Capurzzo and Terlizzi, all in the immediate vicinity of Bari. These two would have to be moved, and if the move is to Foggia it would be away from the centre of operations.

9. As an example of the confusion and disorganisation which would be caused by this sudden move, I attach herewith as annexure 11 a blue-print showing the signal circuits of the Italian Air Force as they exist at the moment. The Foggia Area is notoriously difficult from the signals point of view, and it would be quite impossible to set up any signals organisation even approximating to the existing one, except over a matter of many months.

10. I think you will agree that if this move is insisted on, and particularly if it is insisted on in the ridiculously short time of seven days, the whole of the administrative side of the Italian Air Force will collapse for the time being. It must be remembered that we have not one tenth of the resources of the Allies in personnel, transport and equipment, and signals, and a move which might seem only moderately difficult to them is a sheer impossibility for us.

11. It is further necessary to consider the effect on the morale of the Italian Air Force. Mr. Winstone Churchill and to some extent other Allied spokesmen have been to some pains to commend the work which is being done by the Italian Air Force, and if we are turned out of accommodation which we have occupied for nine months in this peremptory and discourteous manner, it cannot fail to have far reaching effects. I have no doubt that there will also be political repercussions.

(25)

Declassified E.O. 12356 Section 3.3/NND No. 785215

12. I hope that the above will give you sufficient ammunition to fight our case for us. I feel that this is a decision which has been arrived at hastily and without any consideration being given to the issues involved. I have suggested that the Administrazione Provinciale building which is, as far as I can see, only occupied by the Army for billets would be suitable for the Photographic Group, and I cannot believe that if due consideration is given to the operational importance of the Italian Air Force there is no other accommodation available in Bari. It might be necessary to move into huts or under canvas certain Army Units of a non-operational character, and I feel that this could well be done.

13. I regret to trouble you at such length about this matter, but you will naturally see that I view it as being of considerable importance. I have been unable to contact the G.O.C. No.2 District, but I have informed his D.A. and Q.M.G. that the Allied Control Commission is the sole executive authority for giving instructions to the Italian Air Force, and I also informed him that your orders were that I was to take no action until you had taken the matter up with A.F.H.Q.

Yours sincerely,

W.A.B. Bowen-Buscarlet

W.A.B. BOWEN-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

#120

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

Annexure 1. COPY. 1.

SUBJECT: ACCOMMODATION REQUIREMENTS FOR PHOTOGRAPHIC RECONNAISSANCE GROUP.

RESTRICTED

6/BSA/311/3/Q.

3 Sept. 1944.

2 District.

Ref XV Air Force 601 dated 28 August 44 to you on the above subject. The only method in which this unit can be accommodated in Bari is as follows :

(a)
Office Accommodation.

Building at present occupied by H.Q. Italian Air Force and Air Forces Sub Commission, Allied Control Commission on the Lungomare Nazario Sauro.

(b) Other Ranks personnel.

School in Piazza Risorimente now occupied by other ranks H.Q.2 District.

(c) Messes.

Two or mote of the Officers Messes at present occupied by H.Q. 2 District.

2. It will be observed that the whole of this project is dependent on :-

(a) Italian Air Force and Air Forces Sub-Commission being moved away from Bari. There is no alternative accommodation to offer them here.

(b) Move of 2 District.

3. Owing to the continued heavy pressure on accommodation in Bari there is no other mothod of accommodating this large unit.

(Sgd). V.P. Croom Johnson Lt/Col,
for Brigadier Commander
6 Base Sub-Area.

Copies to 54 District.
XV Air Force USAAF
Air Forces Sub-Commission, A.C.C.
(Ref conversation 2 Sept

1719

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

(a)
Office Accommodation.

Building at present occupied by H.Q. Italian Air Force and Air Forces Sub Commission, Allied Control Commission on the Lungomare Nazario Sauro.

(b) Other Ranks personnel.

School in Piazza Risorimente now occupied by other ranks H.Q.2 District.

(c) Messes.

Two or mote of the Officers Messes at present occupied by H.Q. 2 District.

2. It will be observed that the whole of this project is dependent on :-

(a) Italian Air Force and Air Forces Sub-Commission being moved away from Bari. There is no alternative accommodation to offer them here.

(b) Move of 2 District.

3. Owing to the continued heavy pressure on accommodation in Bari there is no other mothod of accommodating this large unit.

(Sgd). V.P. Croom Johnson Lt/Col,
for Brigadier Commander
6 Base Sub-Area.

Copies to 54 District.
XV Air Force USAAF
Air Forces Sub-Commission, A.C.C.
(Ref conversation 2 Sept
Group Captain Denny - Lt. Col. Croom Johnson).

1119

(25)

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

Annexure 27.

Copy.

Restricted. 2.

Subject: Accn requirements for Photographic Reconnaissance Gp.

H.Q. No.2 District C.M.F.
1468/98/Q2.

4th September 44.

AAI (2)

It is the intention of H.Q. XV Air Force USAAF to set up a Photographic Reconnaissance Gp in Bari, to expedite the planning of operational missions. The Gp is required to be in action by 1 Oct 1944, which means that the accommodation to be allotted for offices, photo laboratory, film library, drafting room and darkroom will be required by 17th September, to allow two weeks for the buildings to be put into operational order.

2. For the above purposes, approximately 22,000 sq ft of covered accn are required. It is essential that this accn should be in close proximity to H.Q. XV Air Force building, in view of the continuous work done in the interpretation of photographs prepared by the Photographic Gp.

3. Comd 6 Base Sub Area, after exhaustive investigation, is of the opinion that the only method by which the requirement can be met will be by moving from Bari the H.Q. Italian Air Force and Air Forces Sub Commission ACC, thereby making available the building on the LUNGOMARE NAZARIO SAURO at present occupied by these organisations. This building is adjacent to H.Q. XV Air Force.

4. I am in agreement with Comd 6 Base Sub Area that there is no other solution which will satisfactorily meet this urgent operational requirement. I strongly recommend that the necessary action should be taken without delay for its implementation.

(Sgd) E.P. Nares,
Major General,
Comd. No.2 District.

Copy to XV Air Force USAAF)
Air Forces Sub Commission ACC) 6 BSS/311/3/Q of
54 Area.) 3 Sept refers.
USLO.
CE. This Gp will require approx 50,000 gallons of water per day on a 24 hour basis to carry on its photographic work.

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

It is the intention of H.Q. XV Air Force USAAF to set up a Photographic Reconnaissance Gp in Bari, to expedite the planning of operational missions. The Gp is required to be in action by 1 Oct 1944, which means that the accommodation to be allotted for offices, photo laboratory, film library, drafting room and darkroom will be required by 17th Septmmber, to allow two weeks for the buildings to be put into operational order.

2. For the above purposes, approximately 22,000 sq ft of covered accn are required. It is essential that this accn should be in close proximity to H.Q. XV Air Force building, in view of the continuous work done in the interpretation of photographs prepared by the Photographic Gp.

3. Comd 6 Base Sub Area, after exhaustive investigation, is of the opinion that the only method by which the requirement can be met will be by moving from Bari the H.Q. Italian Air Force and Air Forces Sub Commission ACC, thereby making available the building on the LUNGOMARE NAZARIO SAURO at present occupied by these organisations. This building is adjacent to H.Q. XV Air Force.

4. I am in agreement with Comd 6 Base Sub Area that there is no other solution which will satisfactorily meet this urgent operational requirement. I strongly recommend that the necessary action should be taken without delay for its implementation.

(Sgd) E.P. Nares,
Major General,
Comd. No.2 District.

Copy to XV Air Force USAAF
Air Forces Sub Commission ACC
54 Area.
USLO.
} 6 BSS/311/3/Q of 3 Sept refers.

CE. This Gp will require approx 50,000 gallons of water per day on a 24 hour basis to carry on its photographic work.

(22)

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

Annex No. 3. COPY. 3.

OUTGOING MESSAGE.

FROM: AIR FORCES SUB-COMMISSION, ALLIED CONTROL COMMISSION, BARI.

TO: H.Q. A.A.I. (R) 15TH AIR FORCE H.Q. (R) H.Q. NO.2 DISTRICT
(R) AIR FORCES SUB-COMMISSION, ALLIED CONTROL COMMISSION, ROME,
(R) H.Q. M.A.A.F. C.M.F. S.S.O.

CONFIDENTIAL 0.949 8TH SEPTEMBER (.)

FROM AIR VICE-MARSHAL BOWEN-BUSCARLET (.)

REFERENCE H.Q. 2 DISTRICT LETTER TO A.A.I. 1468/98/Q2 OF SEPTEMBER 4TH (.) TAKE STRONGEST POSSIBLE EXCEPTION TO THIS LETTER (.) NEITHER I NOR MY STAFF HAVE BEEN CONSULTED IN ANY DEGREE WHATEVER OVER THIS QUESTION (.) BARI IS THE OPERATIONAL AND ADMINISTRATIVE HEADQUARTERS OF THE ITALIAN AIR FORCE WORKING IN ACTIVE SUPPORT OF ALLIED WAR EFFORT AND CONTROLS 12 SQUADRONS (.) NO ATTENTION HAS APPARENTLY BEEN PAID TO RADIO LINES AND LANDLINES WHICH EXIST FROM THIS BUILDING TO AIR MINISTRY ROME AND OPERATIONAL UNITS (.) ITALIAN AIR MINISTRY HAS ALREADY BEEN THROWN OUT OF THEIR OWN BUILDING IN BARI TO ACCOMMODATE 15TH AIR FORCE HEADQUARTERS (.) THE ABOVE QUOTED LETTER MAKES NO ATTEMPT EVEN TO PROVIDE ALTERNATIVE ACCOMMODATION (.) PLEASE REFER YOUR H.Q. LETTER 2030/12/Q2 OF 1ST JULY 1944 (.)

TO BE ENCYPHERED
IF SENT BY W/T.

T.O.O. 081630B

PRIORITY: IMMEDIATE. 1417

(SGD) W.A.B. BOWEN-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Declassified E.O. 12356 Section 3.3/NND No. 782015

CONFIDENTIAL 0.949 8TH SEPTEMBER (.)

FROM AIR VICE-MARSHAL BOWEN-BUSCARLET (.)

REFERENCE H.Q. 2 DISTRICT LETTER TO A.A.I. 1468/98/Q2 OF SEPTEMBER 4TH (.) TAKE STRONGEST POSSIBLE EXCEPTION TO THIS LETTER (.) NEITHER I NOR MY STAFF HAVE BEEN CONSULTED IN ANY DEGREE WHATEVER OVER THIS QUESTION (.) BARI IS THE OPERATIONAL AND ADMINISTRATIVE HEADQUARTERS OF THE ITALIAN AIR FORCE WORKING IN ACTIVE SUPPORT OF ALLIED WAR EFFORT AND CONTROLS 12 SQUADRONS (.) NO ATTENTION HAS APPARENTLY BEEN PAID TO RADIO LINES AND LANDLINES WHICH EXIST FROM THIS BUILDING TO AIR MINISTRY ROME AND OPERATIONAL UNITS (.) ITALIAN AIR MINISTRY HAS ALREADY BEEN THROWN OUT OF THEIR OWN BUILDING IN BARI TO ACCOMMODATE 15TH AIR FORCE HEADQUARTERS (.) THE ABOVE QUOTED LETTER MAKES NO ATTEMPT EVEN TO PROVIDE ALTERNATIVE ACCOMMODATION (.) PLEASE REFER YOUR H.Q. LETTER 2030/12/Q2 OF 1ST JULY 1944 (.)

TO BE ENCYPHERED
IF SENT BY W/T.

T.O.O. 081630B

PRIORITY: IMMEDIATE. 1117

(SGD) W.A.B. BOWEN-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

25

Declassified E.O. 12356 Section 3.3/NND No. 785215

Annexure "C". XEE COPY. 4.

OUTGOING MESSAGE.

FROM: AIR FORCES SUB-COMMISSION, ALLIED CONTROL COMMISSION, BARI.

TO: HEADQUARTERS, ALLIED CONTROL COMMISSION, ROME.

SECRET 0.950 8TH SEPTEMBER (.)

FOR ACTING CHIEF COMMISSIONER FROM BOWEN-BUSCARLET (.)

WOULD APPRECIATE ANY HELP YOU CAN GIVE TO SQUASH PROPOSAL MADE BY HEADQUARTERS NO.2 DISTRICT TO A.A.I TO TURN ITALIAN AIR MINISTRY AND THIS SUB COMMISSION OUT OF THEIR BARI OFFICES BY SEPTEMBER SEVENTEEN TO ACCOMMODATE A PHOTOGRAPHIC RECONNAISSANCE GROUP OF 15TH AIR FIRCE (.)

PROPOSAL HAS BEEN PUT UP MOST STRONGLY TO A.A.I UNDER GENERAL NARES SIGNATURE BUT NEITHER I NOR MY STAFF WERE CONSULTED IN ANY WAY WHATEVER (.) H.Q. 2 DISTRICT LETTER 1468/98/Q2 OF SEPTEMBER 4TH ADDRESSED A.A.I. IS THE REFERENCE (.)

NOT THE SLIGHEST EFFORT IS MADE TO PROVIDE ANY ALTERNATIVE ACCOMMODATION EXCEPT A STATEMENT THAT THERE IS NONE IN BARI AREA (.) PURPOSE FOR WHICH OUR BUILDING IS REQUIRED IS UNQUESTIONABLY OPERATIONAL AND OF HIGH PRIORITY BUT THIS IS HEADQUARTERS OF OPERATIONAL ITALIAN AIR FORCE AND A MOVE WOULD SERIOUSLY UPSET OUR RADIO AND LAND LINE LINKS ON WHICH ADMINISTRATION OF OUR UNITS DEPENDS (.) MY 0.949 OF SEPTEMBER 9TH TO A.A.I REPEATED AIR FORCES SUB COMMISSION ROME REFERS AND SUGGEST YOU SEE THIS (.) MY COUNTER PROPOSAL IS THAT ARMY VACATE ADMINISTRAZIONE PROVINCIALE BUILDING ON LUNGOMARE NAZARIO SAURO WHICH THEY ARE USING AS BILLETS AND OFFICES AND MOVE INTO HUTS OR TENTAGE (.) THIS BUILDING WOULD I FEEL SURE FULFIL NECESSARY PROVISION FOR WHICH

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

SECRET 0.950 8TH SEPTEMBER (.)

FOR ACTING CHIEF COMMISSIONER FROM BOWEN-BUSCARLET (.)

WOULD APPRECIATE ANY HELP YOU CAN GIVE TO SQUASH PROPOSAL MADE BY HEADQUARTERS NO.2 DISTRICT TO A.A.I TO TURN ITALIAN AIR MINISTRY AND THIS SUB COMMISSION OUT OF THEIR BARI OFFICES BY SEPTEMBER SEVENTEEN TO ACCOMMODATE A PHOTOGRAPHIC RECONNAISSANCE GROUP OF 15TH AIR FIRCE (.)

PROPOSAL HAS BEEN PUT UP MOST STRONGLY TO A.A.I UNDER GENERAL NARES SIGNATURE BUT NEITHER I NOR MY STAFF WERE CONSULTED IN ANY WAY WHATEVER (.) H.Q. 2 DISTRICT LETTER 1468/98/Q2 OF SEPTEMBER 4TH ADDRESSED A.A.I. IS THE REFERENCE (.)

NOT THE SLIGHEST EFFORT IS MADE TO PROVIDE ANY ALTERNATIVE ACCOMMODATION EXCEPT A STATEMENT THAT THERE IS NONE IN BARI AREA (.) PURPOSE FOR WHICH OUR BUILDING IS REQUIRED IS UNQUESTIONABLY OPERATIONAL AND OF HIGH PRIORITY BUT THIS IS HEADQUARTERS OF OPERATIONAL ITALIAN AIR FORCE AND A MOVE WOULD SERIOUSLY UPSET OUR RADIO AND LAND LINE LINKS ON WHICH ADMINISTRATION OF OUR UNITS DEPENDS (.) MY 0.949 OF SEPTEMBER 9TH TO A.A.I REPEATED AIR FORCES SUB COMMISSION ROME REFERS AND SUGGEST YOU SEE THIS (.) MY COUNTER PROPOSAL IS THAT ARMY VACATE ADMINISTRAZIONE PROVINCIALE BUILDING ON LUNGOMARE NAZARIO SAURO WHICH THEY ARE USING AS BILLETS AND OFFICES AND MOVE INTO HUTS OR TENTAGE (.) THIS BUILDING WOULD I FEEL SURE FULFIL NECESSARY PROVISION FOR WHICH ACCOMMODATION IS REQUIRED (.)

TO BE ENCYPHERED IF SENT BY W/T.

TO.O. 081715B

PRIORITY: IMMEDIATE

(SGD) W.A.B. BOWEN-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

25

Declassified E.O. 12356 Section 3.3/NND No. 785215

Annexure. 5. COPY.

5.

OUTGOING MESSAGE.

FROM: AIR FORCES SUB-COMMISSION, ALLIED CONTROL COMMISSION, BARI.

TO: H.Q. M.A.A.F. S.S.O. (R) AIR FORCES SUB-COMMISSION,
ALLIED CONTROL COMMISSION ROME (R) AIR FORCES SUB-COMMISSION,
ALLIED CONTROL COMMISSION, NAPLES (R) H.Q. B.A.F. C.M.F.

SECRET 0.951 8TH SEPTEMBER (.)

PERSONAL FOR BAKER FROM BUSCARLET (.)

ON MY RETURN HERE HAVE BEEN SHOWN H.Q. 2 DISTRICT LETTER TO A.A.I. 1468/98/Q2 OF 4TH SEPTEMBER UNDER SIGNATURE GENERAL NARES WHICH RECOMMENDS MOST STRONGLY TO A.A.I. THAT ITALIAN AIR MINISTRY AND OPERATIONAL HEADQUARTERS AND AIR FORCES SUB COMMISSON SHOULD BE TURNED OUT OF OUR BUILDING HERE TO MAKE ROOM FOR PHOTOGRAPHIC RECONNAISSANCE GROUP OF 15TH AIR FORCE (.) THIS ACTION WAS TAKEN WITHOUT ANY REFERENCE WHATEVER TO ME OR MY STAFF (.) NO ATTEMPT HAS BEEN MADE TO PROVIDE ALTERNATIVE ACCOMMODATION EXCEPT BALD STATEMENT THAT NONE EXISTS IN BARI (.) THIS ACTION WOULD INEVITABLY DISORGANISE ITALIAN HEADQUARTERS WHICH ADMINISTERS THEIR OPERATIONAL UNITS (.) MY COUNTER PROPOSAL IS THAT ARMY VACATE ADMINISTRAZIONE PROVINCIALE BUILDING NEXT DOOR TO US WHICH IN MY VIEW FULFILS REQUIREMENTS AND IS USED AS BILLETS AND OFFICES WHICH COULD WELL BE MOVED INTO HUTS OR UNDER CANVAS (.) IS BAKER AWARE OF THIS AND DOES HE APPROVE (.) NOTE YOUR HEADQUARTER HAS NOT BEEN INCLUDED IN DISTRIBUTION OF ABOVE QUOTED LETTER (.) IN ANY CASE THIS ACTION WITHOUT CONSULTING ME AT ALL SEEMS GROSSLY DISCOURTEOUS (.) WOULD APPRECIATE ANY HELP YOU CAN GIVE TO HAVE THIS STOPPED (.) HAVE MADE STRONG REPRESENTATIONS TO A.A.I. AND CHIEF COMMISSIONER A.C.C (R). 1116

TO BE ENCYPHERED IF SENT BY W/T.

T.O.O. 081745B

Declassified E.O. 12356 Section 3.3/NND No. 785215

ON MY RETURN HERE HAVE BEEN SHOWN H.Q. 2 DISTRICT LETTER TO A.A.I. 1468/98/Q2 OF 4TH SEPTEMBER UNDER SIGNATURE GENERAL NARES WHICH RECOMMENDS MOST STRONGLY TO A.A.I. THAT ITALIAN AIR MINISTRY AND OPERATIONAL HEADQUARTERS AND AIR FORCES SUB COMMISSON SHOULD BE TURNED OUT OF OUR BUILDING HERE TO MAKE ROOM FOR PHOTOGRAPHIC RECONNAISSANCE GROUP OF 15TH AIR FORCE (.) THIS ACTION WAS TAKEN WITHOUT ANY REFERENCE WHATEVER TO ME OR MY STAFF (.) NO ATTEMPT HAS BEEN MADE TO PROVIDE ALTERNATIVE ACCOMMODATION EXCEPT BALD STATEMENT THAT NONE EXISTS IN BARI (.) THIS ACTION WOULD INEVITABLY DISORGANISE ITALIAN HEADQUARTERS WHICH ADMINISTERS THEIR OPERATIONAL UNITS (.) MY COUNTER PROPOSAL IS THAT ARMY VACATE ADMINISTRAZIONE PROVINCIALE BUILDING NEXT DOOR TO US WHICH IN MY VIEW FULFILS REQUIREMENTS AND IS USED AS BILLETS AND OFFICES WHICH COULD WELL BE MOVED INTO HUTS OR UNDER CANVAS (.) IS EAKER AWARE OF THIS AND DOES HE APPROVE (.) NOTE YOUR HEADQUARTER HAS NOT BEEN INCLUDED IN DISTRIBUTION OF ABOVE QUOTED LETTER (.) IN ANY CASE THIS ACTION WITHOUT CONSULTING ME AT ALL SEEMS GROSSLY DISCOURTEOUS (.) WOULD APPRECIATE ANY HELP YOU CAN GIVE TO HAVE THIS STOPPED (.) HAVE MADE STRONG REPRESENTATIONS TO A.A.I. AND CHIEF COMMISSIONER A.C.C (B). 1118

TO BE ENCYPHERED IF SENT BY W/T.

T.O.O. 081745B

PRIORITY: IMMEDIATE

(SGD) W.A.B. BOWEN-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

(25)

Declassified E.O. 12356 Section 3.3/NND No. 785215

Annexure 6.

COPY: 6.

OUTGOING MESSAGE.

FROM: AIR FORCES SUB-COMMISSION, ALLIED CONTROL COMMISSION, BARI.

TO: H.Q. A.A.I.
(R) 15TH AIR FORCE H.Q.
(R) H.Q. NO.2 DISTRICT C.M.F.
(R) AIR FORCES SUB-COMMISSION, A.C.C. ROME.
(R) H.Q. M.A.A.F. S.S.O.

SECRET 0.956 9TH SEPTEMBER (.)

FROM AIR VICE-MARSHAL BOWEN-BUSCARLET (.)

FURTHER MY 0.949 8TH SEPTEMBER HAVE DISCUSSED MATTER WITH HEADQUARTERS BALKAN AIR FORCE WHO AGREE THAT AS THIS SUB COMMISSION IS RESPONSIBLE FOR ORGANISATION ADMINISTRATION TECHNICAL MATTERS AND EQUIPMENT OF ITALIAN SQUADRONS THIS SUB COMMISSION AND DETACHMENT OF ITALIAN AIR MINISTRY DEALING WITH ABOVE MATTERS MUST REMAIN IN BARI (.) MY COUNTER PROPOSAL IS THAT PHOTOGRAPHIC RECONNAISSANCE GROUP SHOULD BE GIVEN ADMINISTRAZIONE PROVINCIALE BUILDING ON LUNGOMARE MAZARIO SAURO AT PRESENT OCCUPIED BY ARMY (.)

TO BE ENCYPHERED
IF SENT BY W/T.

T.O.O. 091225B

PRIORITY: IMMEDIATE

(SGD) W.A.B. BOWEN-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

1115

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

SECRET 0.956 9TH SEPTEMBER (.)

FROM AIR VICE-MARSHAL BOWEN-BUSCARLET (.)

FURTHER MY 0.949 8TH SEPTEMBER HAVE DISCUSSED MATTER WITH HEADQUARTERS BALKAN AIR FORCE WHO AGREE THAT AS THIS SUB COMMISSION IS RESPONSIBLE FOR ORGANISATION ADMINISTRATION TECHNICAL MATTERS AND EQUIPMENT OF ITALIAN SQUADRONS THIS SUB COMMISSION AND DETACHMENT OF ITALIAN AIR MINISTRY DEALING WITH ABOVE MATTERS MUST REMAIN IN BARI (.) MY COUNTER PROPOSAL IS THAT PHOTOGRAPHIC RECONNAISSANCE GROUP SHOULD BE GIVEN ADMINISTRAZIONE PROVINCIALE BUILDING ON LUNGOMARE MAZARIO SAURO AT PRESENT OCCUPIED BY ARMY (.)

TO BE ENCYPHERED
IF SENT BY W/T.

T.O.O. 091225B

PRIORITY: IMMEDIATE

(SGD) W.A.B. BOWEN-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

1/15

(25)

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

Annexure 7. COPY. 7.

OUTGOING MESSAGE.

FROM: AIR FORCES SUB-COMMISSION, ALLIED CONTROL COMMISSION, BARI.

TO: HEADQUARTERS, ALLIED CONTROL COMMISSION, ROME.

SECRET 0.955 9TH SEPTEMBER (.)

FOR ACTING CHIEF COMMISSIONER FROM BUSCARLET (.)

FURTHER MY 0.950 8TH SEPTEMBER (.)

HAVE DISCUSSED MATTER WITH HEADQUARTERS BALKAN AIR FORCE WHO STATE THAT AS WE ARE RESPONSIBLE TO THEM FOR ORGANISATION ADMINISTRATION TECHNICAL MATTERS AND EQUIPMENT OF ITALIAN AIR FORCE THIS SUB COMMISSION AND DETACHMENTS OF ITALIAN AIR MINISTRY RESPONSIBLE FOR THE ABOVE MUST REMAIN IN BARI (.)

TO BE ENCYPHERED
IF SENT BY W/T.

T.O.O. 091220B

PRIORITY: IMMEDIATE

(SGD) W.A.B. BOWEN-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

1114

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

SECRET 0.955 9TH SEPTEMBER (.)

FOR ACTING CHIEF COMMISSIONER FROM BUSCARLET (.)

FURTHER MY 0.950 8TH SEPTEMBER (.)

HAVE DISCUSSED MATTER WITH HEADQUARTERS BALKAN AIR FORCE WHO STATE THAT AS WE ARE RESPONSIBLE TO THEM FOR ORGANISATION ADMINISTRATION TECHNICAL MATTERS AND EQUIPMENT OF ITALIAN AIR FORCE THIS SUB COMMISSION AND DETACHMENTS OF ITALIAN AIR MINISTRY RESPONSIBLE FOR THE ABOVE MUST REMAIN IN BARI (.)

TO BE ENCYPHERED
IF SENT BY W/T.

T.O.O. 091220B

PRIORITY: IMMEDIATE

(SGD) W.A.B. BOWEN-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

1514

(25)

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

Annex No 8. COPY.

8.

OUTGOING MESSAGE.

FROM: AIR FORCES SUB-COMMISSION, ALLIED CONTROL COMMISSION, BARI.

TO: H.Q. M.A.A.F. (R) AIR FORCES SUB-COMMISSION, A.C.C. NAPLES
(R) AIR FORCES SUB-COMMISSION, A.C.C. ROME (R) H.Q. B.A.F. C.M.F.

SECRET 0.954 9TH SEPTEMBER (.)

PERSONAL FOR BAKER FROM BUSCARLET (.)

FURTHER MY 0.951 SEPTEMBER 8TH (.)

HAVE DISCUSSED MATTER WITH BALKAN AIR FORCE WHO AGREE THAT AS WE ARE RESPONSIBLE TO THEM FOR ORGANISATION ADMINISTRATION TECHNICAL MATTERS AND EQUIPMENT OF ITALIAN AIR FORCE SQUADRONS IT IS ESSENTIAL THAT AIR FORCES SUB COMMISSION AND ATTACHMENTS OF ITALIAN AIR MINISTRY DEALING WITH ABOVE MATTERS MUST REMAIN IN BARI (.)

TO BE ENCYPHERED
IF SENT BY W/T.

T.O.O. 091215B

PRIORITY: IMMEDIATE

(SGD) W.A.B. BOWEN-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

1113.

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

SECRET 0.954 9TH SEPTEMBER (.)

PERSONAL FOR BAKER FROM BUSCARLET (.)

FURTHER MY 0.951 SEPTEMBER 8TH (.)

HAVE DISCUSSED MATTER WITH BALKAN AIR FORCE WHO AGREE THAT AS WE ARE RESPONSIBLE TO THEM FOR ORGANISATION ADMINISTRATION TECHNICAL MATTERS AND EQUIPMENT OF ITALIAN AIR FORCE SQUADRONS IT IS ESSENTIAL THAT AIR FORCES SUB COMMISSION AND ATTACHMENTS OF ITALIAN AIR MINISTRY DEALING WITH ABOVE MATTERS MUST REMAIN IN BARI (.)

TO BE ENCYPHERED
IF SENT BY W/T.

T.O.O. 091215B

PRIORITY: IMMEDIATE

(SGD) W.A.B. BOWEN-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

25

Declassified E.O. 12356 Section 3.3/NND No. 785215

INCOMING SECRET MESSAGE. Annexure 29. COPY. 9.

TO ALLIED CONTROL COMMISSION BARI.

FROM EAKER CITE MIKE THREE ZERO EIGHT ZERO ZERO FIFTEENTH AIR FORCE HAS URGENTLY REQUESTED THAT BUILDING NOW OCCUPIED BY ITALIAN AIR FORCE CMA ADJACENT TO THEIR HEADQUARTERS IN BARI, BE TURNED OVER TO THEM FOR USE FOR THE FIFTH PHOTOGRAPHIC RECONNAISSANCE GROUP. TWO DISTRICT HAS CONFIRMED THAT THIS IS THE ONLY SUITABLE BUILDING IN BARI.

TOWN MAJOR IN FOGGIA HAS CONFIRMED THAT SPACE EXISTS THERE FOR THE ITALIAN AIR FORCE IN SOME OF THE ACCOMMODATIONS NOW HELD BY THE TWELFTH AIR FORCE. REQUESTED THAT HEADQUARTERS ITALIAN AIR FORCE BE MOVED FROM BARI TO FOGGIA AND THEIR PRESENT BUILDING TURNED OVER TO FIFTEENTH AIR FORCE.

FURTHER REQUEST THIS BE ACCOMPLISHED BY ON SEVEN SEPTEMBER CURRENT.

1512

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

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FURTHER REQUEST THIS BE ACCOMPLISHED BY ON SEVEN SEPTEMBER CURRENT.

1112

(25

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

Annex No 10. COPY. 10.

OUTGOING MESSAGE.

FROM: AIR FORCES SUB-COMMISSION, ALLIED CONTROL COMMISSION, BARI.

TO: H.Q. M.A.A.F. C.M.F.

SECRET 0.959 10TH SEPTEMBER (.)

YOUR MIKE THREE ZERO EIGHT ZERO ZERO OF 9TH SEPTEMBER

FROM BAKER (.)

MATTER HAS BEEN REFERRED TO CHIEF OF STAFF M.A.A.F (.)

SEE MY SIGNALS 0.948 8TH SEPTEMBER 0.951 8TH SPETEMBER

0.956 9TH SEPTEMBER 0.954 9TH SEPTEMBER (.)

ACTION ON YOUR SIGNAL ABOVE DEFERRED UNTIL DEFINITE

DECISION HAS BEEN REACHED (.)

TO BE ENCYPHERED
IF SENT BY W/T.

T.O.O. 101045B

PRIORITY: IMMEDIATE

(SGD) W.A.B. BOWEN-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

1111

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

SECRET 0.959 10TH SEPTEMBER (.)

YOUR MIKE THREE ZERO EIGHT ZERO ZERO OF 9TH SEPTEMBER

FROM EAKER (.)

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ACTION ON YOUR SIGNAL ABOVE DEFERRED UNTIL DEFINITE

DECISION HAS BEEN REACHED (.)

TO BE ENCYPHERED
IF SENT BY W/T.

T.O.O. 101045B

PRIORITY: IMMEDIATE

(SGD) W.A.B. BOWEN-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

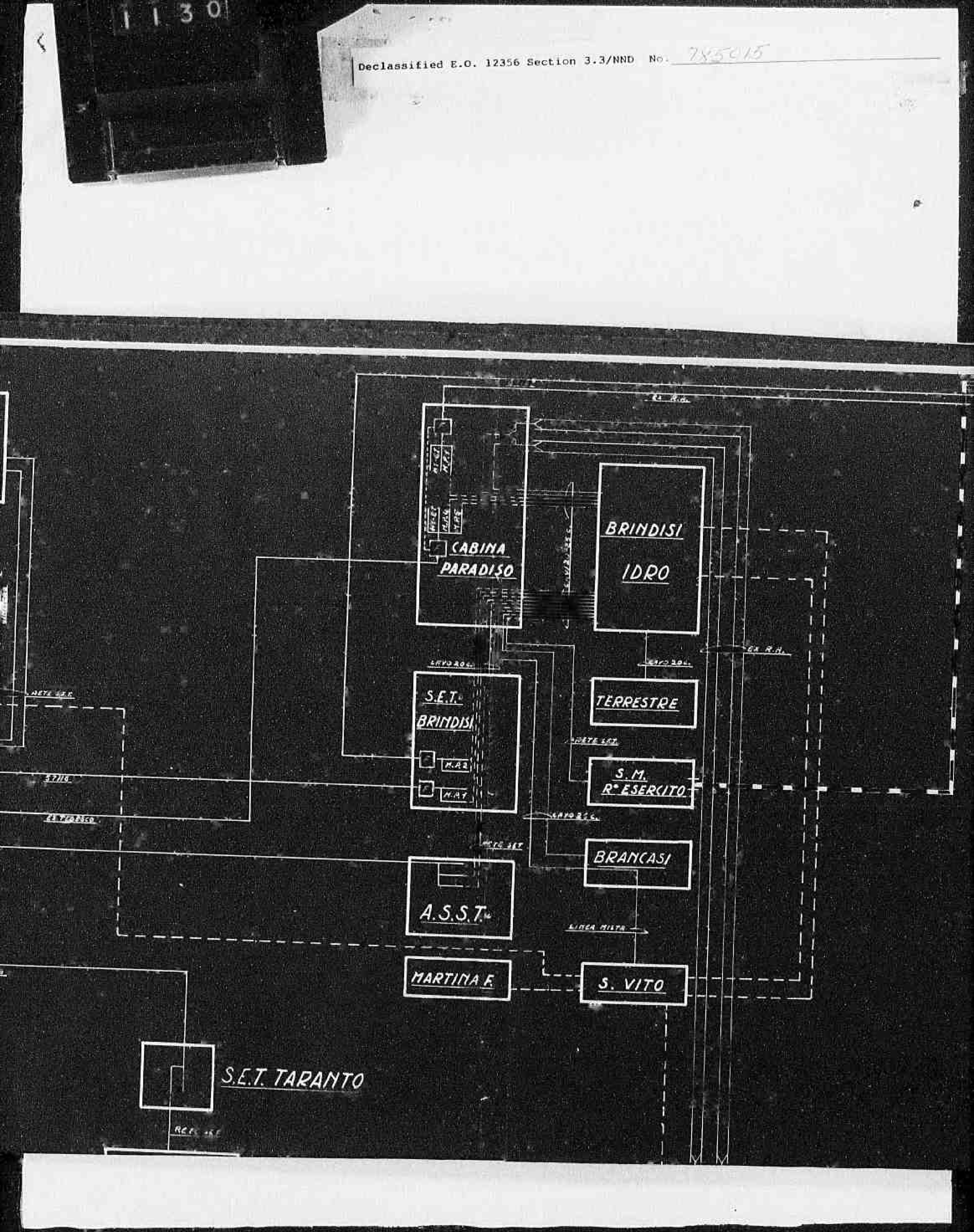
1111

(25)

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

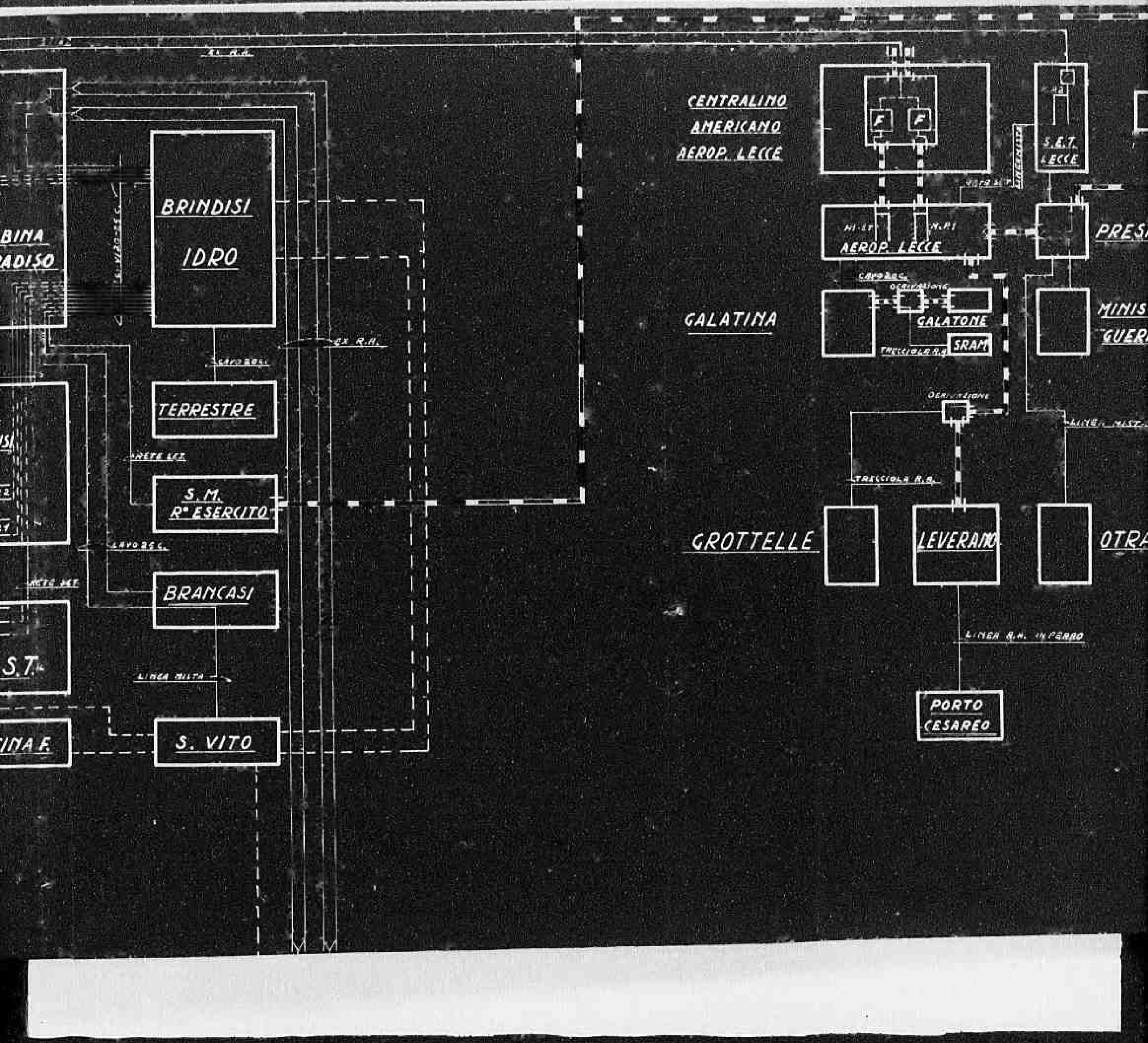
Declassified E.O. 12356 Section 3.3/NND No. 785015

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



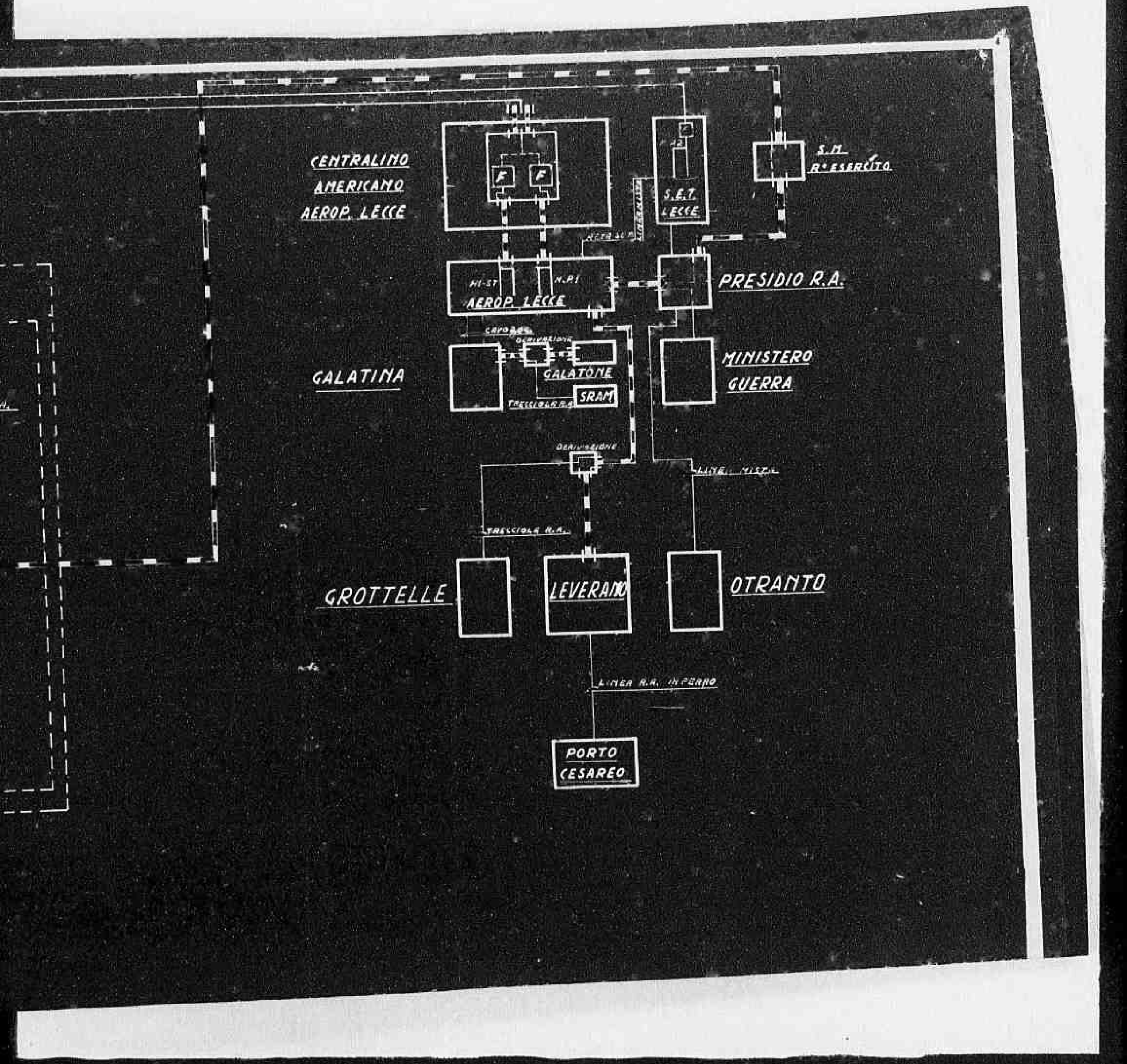
Declassified E.O. 12356 Section 3.3/NND No. 785015





Declassified E.O. 12356 Section 3.3/NND No. 785615



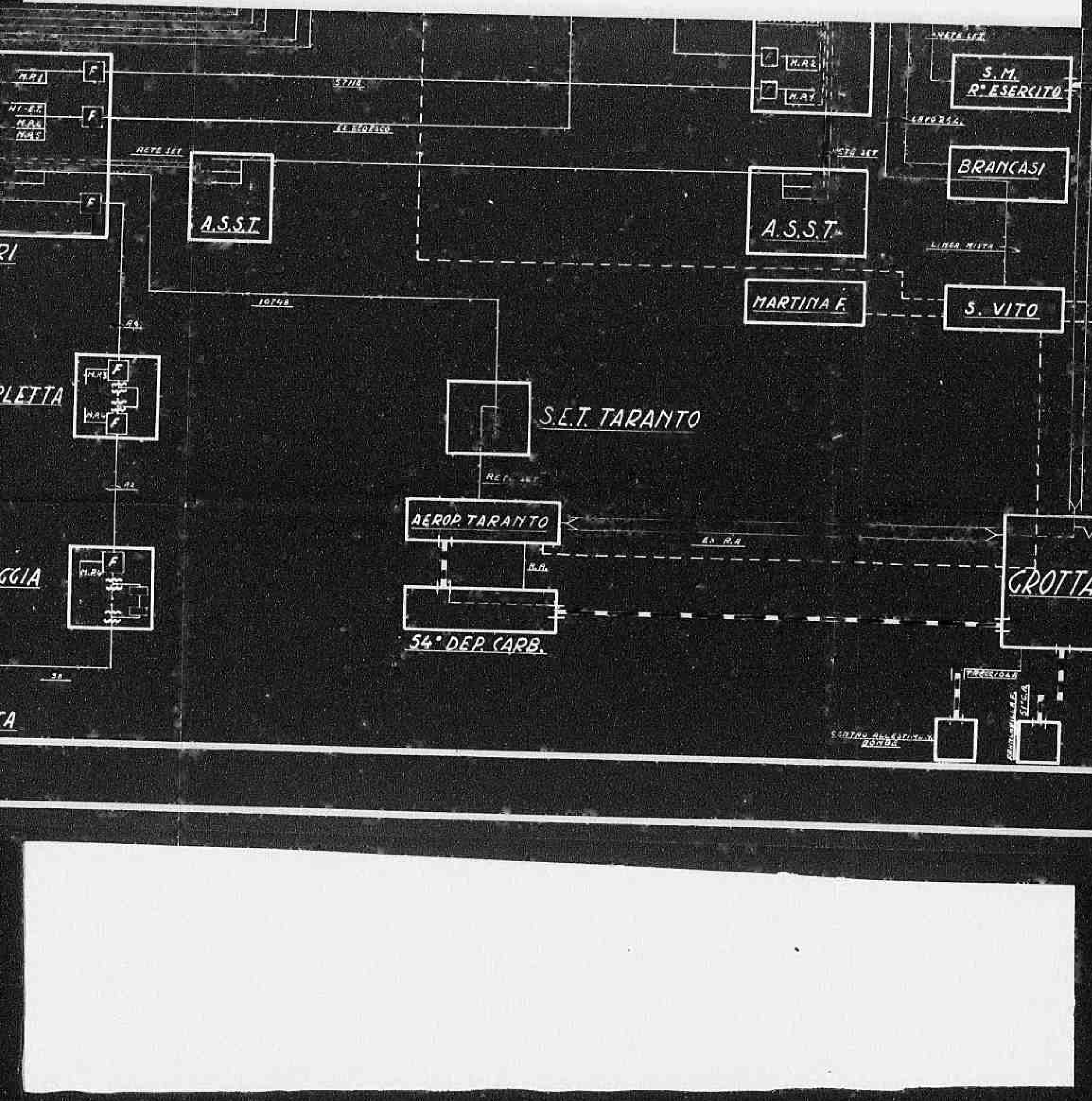


Declassified E.O. 12356 Section 3.3/NND No. 785015

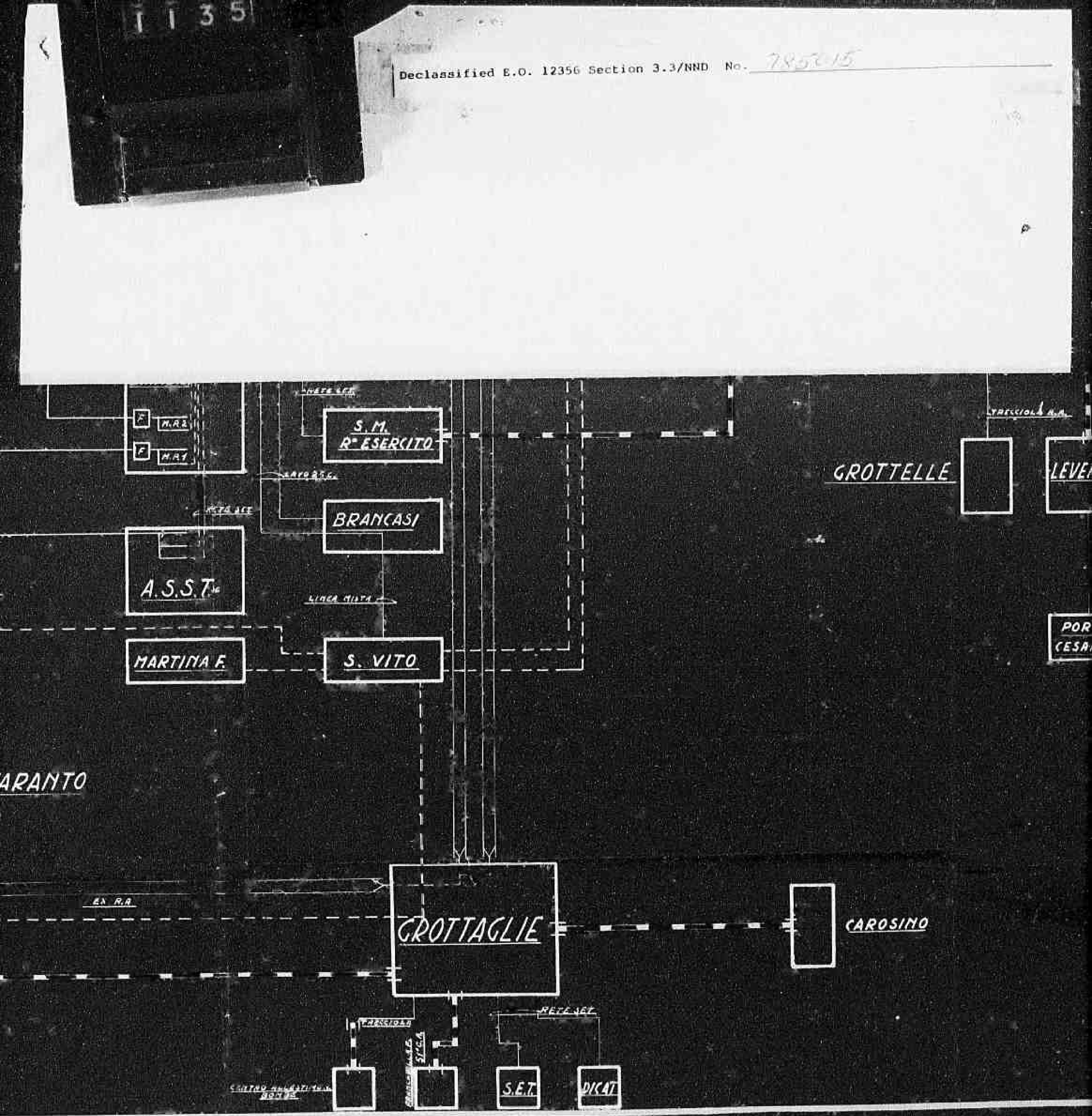


1134

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

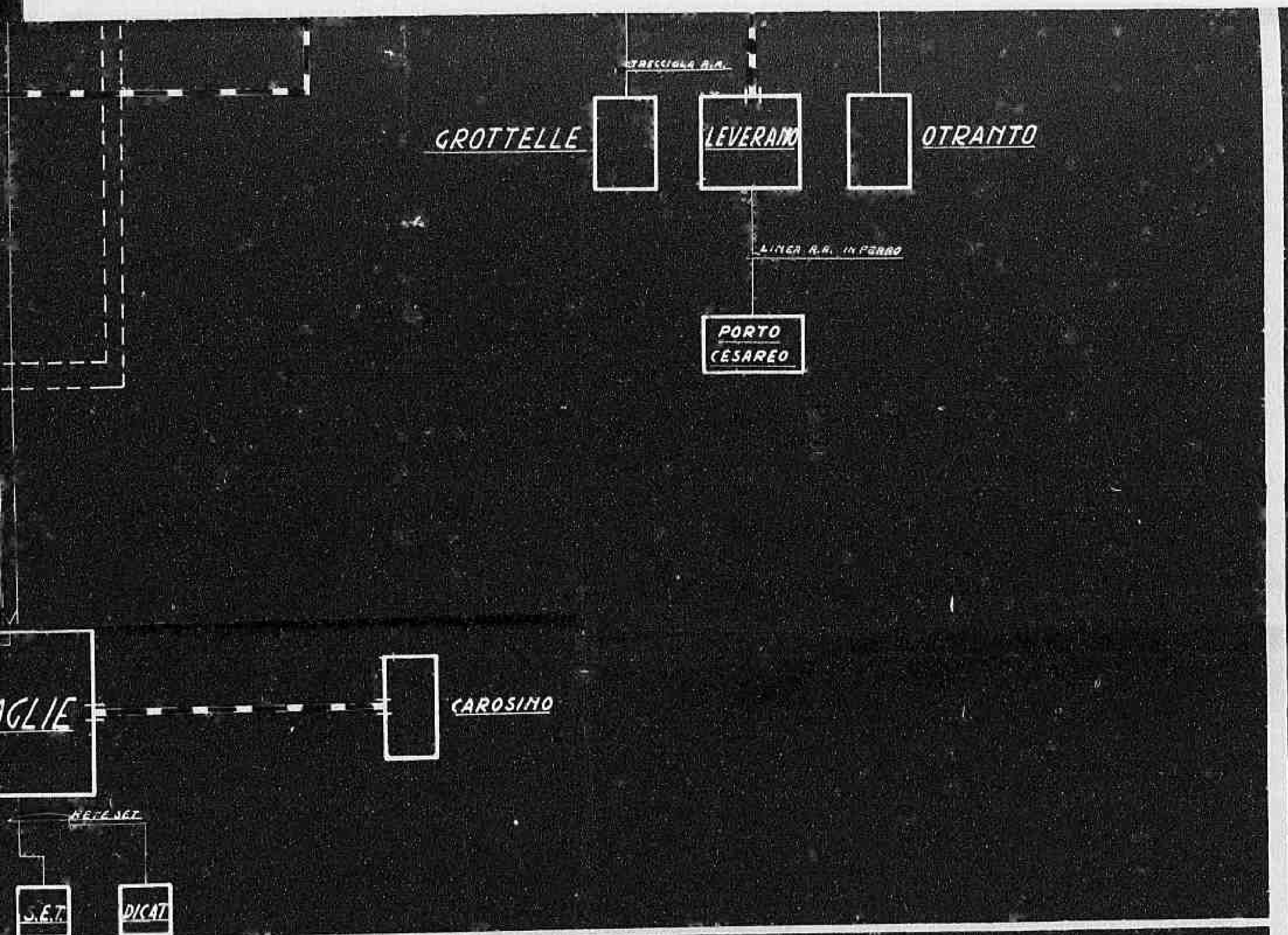


Declassified E.O. 12356 Section 3.3/NND No. 785015



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





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

SECRET

A-241
14 SEP 1944

AFHQ FOR G-5

HQ ACC

8-325

SEPT 9

SECRET
PRIORITY
A/CC

AIR FORCES SUBCOMMISSION ADVISES THAT HEADQUARTERS TWO DISTRICT IS REQUESTING THAT AIR MINISTRY AND OPERATIONAL HEADQUARTERS AND AFSC BE REQUIRED TO VACATE BUILDING IN BARI IN FAVOR OF PHOTOGRAPHIC RECONNAISSANCE GROUP OF ONE FIVE AIR FORCE PD ALTERNATIVE ACCOMMODATION NOT PROVIDED AND NO PRIOR CLEARANCE HAD PD PAREN TO AFHQ FOR GEORGE DASH FIVE FROM HQ ACC FROM STONE PAREN IF BUILDING TAKEN ACTION WILL DISORGANIZED ITALIAN HEADQUARTERS WHICH ADMINISTERS THEIR OPERATIONAL UNITS PD AFSC PROPOSES THAT ARMY VACATE ADMINISTRAZIONE PROVINCIALE BUILDING NEAR BY FOR ONE FIVE AIR FORCE USE PD DUE TO GEOGRAPHICAL JURISDICTIONAL CHANGE HEADQUARTERS AAI UNABLE TO SETTLE PD THE AFSC IS RESPONSIBLE TO BAF FOR THE ORGANIZATION AND ADMINISTRATION OF ALL IAF UNITS WORKING WITH BAF AND IT IS ESSENTIAL IN THE VIEW OF AIR VICE MARSHAL BOWEN BUSCARLET THAT THE AIR FORCES SUBCOMMISSION AND THE ITALIAN AIR FORCE RETAIN ITS PRESENT ACCOMMODATION OR OTHERWISE BAF OPERATIONS WILL BE SERIOUSLY HANDICAPPED AT A MOST CRITICAL AND IMPORTANT TIME PD URGENTLY REQUEST STRONG REPRESENTATION BE MADE TO APPROPRIATE SECTION YOUR HEADQUARTERS AGAINST PROPOSED ACTION AND REQUEST WE BE NOTIFIED

AUTHENTICATED:

L. D. DENSMORE
Colonel, Sig C
Chief Staff Officer

DISTRIBUTION:
Air Forces S/C 1
Sec Gen File 2
" " Float 1

Hq ACC Sec'y Gen.
DISPATCHED
Date Time 9 Sept 1630
Via Rec'd by Sig's
Initials JDKH

SECRET

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

ALLIED CONTROL COMMISSION

SECRET

INCOMING MESSAGE

HQ ACC. APO 394
139 Sec'y Gen.
Rec'd 10 Sept 1000
By 765

4870

TO: HQ ACC ROME FOR ACTING CHIEF COMMISSIONER SIGNAL MESSAGE CENTER No: 74/9

FROM: AIR FORCES SC BARI, BUSCARLET CLASSIFICATION: SECRET

REFERENCE No: O 955 PRECEDENCE: IMMEDIATE

DATE AND TIME OF ORIGIN: SEP 09 OFFICE OF ORIGIN:

FURTHER MY O. 950 SEPT 8. HAVE DISCUSSED MATTER WITH HQ BALKAN AIR FORCE WHO STATE THAT AS WE ARE RESPONSIBLE TO THEM FOR ORGANISATION ADMINISTRATION TECHNICAL MATTERS AND EQUIPMENT OF ITALIAN AIR FORCE THIS SUB COMMISSION AND DETACHMENT OF ITALIAN AIR MINISTRY RESPONSIBLE FOR FOR THE ABOVE MUST REMAIN IN BARI.

(24) APP D

DIST

ACTION - C.S.O. (2)
INFO - A/CC
AIR SC
FILE (2)
FLOAT

HEADQUARTERS
10 SEP 1943
A.C.C.

1408

(27) APP A

DATE and Time of RECEIPT SEP 092123B

Distribution:

SECRET

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

ALLIED CONTROL COMMISSION

SECRET

INCOMING MESSAGE

FOR INFORMATION ONLY

4871

TO: HQ MAAF AIR FORCES SC ACC NAPLES AIR FORCES SC ACC ROME HQ BAF

SIGNAL MESSAGE CENTER No: ~~27~~ 75/09

FROM: AIR FORCES SC ACC BARI

CLASSIFICATION: SECRET

REFERENCE No: O. 954

PRECEDENCE: NONE

DATE AND TIME OF ORIGIN: SEP 09

OFFICE OF ORIGIN:

PERSONAL FOR BAKER FROM BUSCARLET. FURTHER MY O. 951 SEP 8. HAVE DISCUSSED MATTER WITH BALKAN AIR FORCE WHO AGREE THAT AS WE ARE RESPONSIBLE TO THEM FOR ORGANIZATION ADMINISTRATION TECHNICAL MATTERS AND EQUIPMENT OF ITALIAN AIR FORCE SQUADRONS IT IS ESSENTIAL THAT AIR FORCES SC AND DETACHMENT OF ITALIAN AIR MINISTRY DEALING WITH ABOVE MATTERS MUST REMAIN IN BARI.

HQ ACC, APO 394
138 Sec'y Gen
Rec'd 10 Sep 1944
By

HEADQUARTERS
10 SEP 1944
A. C. C.

DIST

INFO-ACTION - Air SC (2)
INFO - A/CC
C.S.O.
FILE (2)
FLOAT

1107

1108

(24)

APP B

DATE and Time of RECEIPT SEP 092123B

Distribution:

SECRET

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

SECRET

ALLIED CONTROL COMMISSION

INCOMING MESSAGE

4819

C.S.O.

TO: HQ MAAF SSO (R) AFSC ACC ROME, FSC NAPLES, HQ BAF RAF CTF

SIGNAL MESSAGE CENTER No: 18/9

FROM: AFSC ACC BARI

CLASSIFICATION: SECRET

REFERENCE No: O 951

PRECEDENCE: NONE 120

DATE AND TIME OF ORIGIN: SEP 08

OFFICE OF ORIGIN:

PERSONAL FOR BAKER FROM BUSCARLET. ON MY RETURN HERE HAVE BEEN SHOWN HQ 2 DISTRICT LETTER TO AAI 1468/98/Q2 OF 4TH SEPT UNDER SIGNATURE GENERAL HARES WHICH RECOMMENDS MOST STRONGLY TO AAI THAT ITALIAN AIR MINISTRY AND OPERATIONAL HQ AND AIR FORCES SUBCOMMISSION SHOULD BE TURNED OUT OF OUR BUILDING HERE TO MAKE ROOM FOR PHOTOGRAPHIC RECONNAISSANCE GROUP OF 15TH AIR FORCE. THIS ACTION WAS TAKEN WETHOUT ANY REFERENCE WHATEVER TO ME OR MY STAFF. NO ATTEMPT HAS BEEN MADE TO PROVIDE ALTERNATIVE ACCOMMODATION EXCEPT BOLD STATEMENT THAT NONE EXISTS IN BARI. THIS ACTION WOULD INEVITABLY DISORGANISE ITALIAN HQ WHICH ADMINISTERS THEIR OPERATIONAL UNITS. MY COUNTER PROPOSAL AS THAT ARMY VACATE AMMINISTRAZIONE PROVINCIALE BUILDING NEXT DOOR TO US WHICH, IN MY VIEW, FULFILS REQUIREMENTS AND IS USED AS BILLETS AND OFFICES WHICH COULD WELL BE MOVED INTO HUTS OR UNDER CANVAS. IS EAKER AWARE OF THIS AND DOES HE APPROVE. NOTE YOUR HQ HAS NOT BEEN INCLUDED IN DISTRIBUTION OF ABOVE QUOTED LETTER. IN ANY CASE THIS ACTION WITHOUT CONSULTING ME AT ALL SEEMS GROSSLY DISCOURTEOUS. WOULD APPRECIATE ANY HELP YOU CAN GIVE TO HAVE THIS STOPPED. HAVE MADE STRONG REPRESENTATIONS TO AAI AND CHIEF COMMISSIONER ACC.

DIST

INFO-ACTION - Air Forces SC
INFO - ESO
A/CC
FILE (M)

(21)

APP C

HEADQUARTERS SEP 1944 A.C.

DATE and Time of RECEIPT SEP 090920B

Distribution:

SECRET

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

SECRET

ALLIED CONTROL COMMISSION

INCOMING MESSAGE

4838

C S O

TO: HQ ACC ROME (14 SIGS CENTRE PASS) FOR ACTING CHIEF COMMISSIONER

FROM: AF SC ACC BARI, BOWEN BUSCARLET

SIGNAL MESSAGE CENTER No: 32/09

REFERENCE No: O 950

CLASSIFICATION: SECRET

PRECEDENCE: IMMEDIATE

DATE AND TIME OF ORIGIN: SEP 08

OFFICE OF ORIGIN:

HQ A.C.C. APO 394
33 Sec'y Gen.
Rec'd 9 Sept 1945
By 1917R

WCULD APPRECIATE ANY HELP YOU CAN GIVE TO SQUASH PROPOSAL MADE BY HQ NO 2 DISTRICT TO AAI TO TURN ITALIAN AIR MINISTRY AND THIS SUBCOMMISSION OUT OF THEIR BARI OFFICES BY SEPT 17TH TO ACCOMMODATE A PHOTO RECONNAISANCE GROUP OF 15TH AIR FORCE. PROPOSAL HAS BEEN PUT UP MOST STRONGLY TO AAI UNDER GENERAL NARES SIGNATURE BUT NEITHER I OR MY STAFF WERE CONSULTED IN ANY WAY WHATEVER. HQ 2 DISTRICT LETTER 1468/98 Q2 OF SEPT 4TH ADDRESSED TO AAI IS THE REFERENCE. NOT THE SLIGHTEST EFFORT IS MADE TO PROVIDE ANY ALTERNATIVE ACCOMMODATION EXCEPT A STATEMENT THAT THERE IS NONE IN BARI AREA. PURPOSE FOR WHICH OUR BUILDING IS REQUIRED IS UNQUESTIONABLY OPERATIONAL AND OF HIGH PRIORITY BUT THIS IS HQ OF OPERATIONAL ITALIAN AIR FORCE AND A MOVE WOULD SERIOUSLY UPSET OUR RADIO AND LAND LINE LINKS ON WHICH ADMINISTRATION OF OUR UNITS DEPENDS. MY O 949 OF SEPT 9TH TO AAI REPEATED TO AIR FORCES SC ROME REFERS AND SUGGEST YOU SEE THIS. MY COUNTER PROPOSAL IS THAT ARMY VACATE AMMINISTRAZIONE PROVINCIALE BUILDING ON LUNGOMARE NAZARIO SAURO WHICH THEY ARE USING AS BILLETS AND OFFICES AND MOVE INTO HUTS OR TENTAGE. THIS BUILDING WOULD I FEEL SURE FULFIL NECESSARY PROVISION FOR WHICH ACCOMMODATION IS REQUIRED.

DIST

ACTION - C S O (2)
INFO - A/CC
Air SC
File (2)
FLOAT

(24)
APP ACTION

1405
1405

HEADQUARTERS
8 SEP 1944
A. C. C.

DATE and Time of RECEIPT SEP 091435B

Distribution:

SECRET

Memorandum for Captain Stone

(To be read in conjunction with Air Vice Marshal Bowen - Buscarlet's signal on the subject)

AFSC ACCOMODATION BARI

The ~~Sub Commissi~~on is responsible to B.A.F. for the organization and administration of all I.A.F. Units working with B.A.F. and it is essential in the view of Air Vice Marshal Bowen Buscarlet that the Air Forces Sub Commission and the Italian Air Force retain its present accomodation , or otherwise B.A.F. operations will be seriously handicapped at a most critical and important time.

Note : Representation should be made to AFHQ and not AAI.

J. Walton S/L

J.WALTON,S/LDR,
AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

From : Air Forces Sub Commission,ACC. Rome

Date : 9th September 1944

Ref. : AFSC/R/314/ORG.

(24)

1104

APP E

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

Bowen Buscarlet that the Air Forces Sub Commission and the Italian Air Force retain its present accomodation , or otherwise B.A.F. operations will be seriously handicapped at a most critical and important time.

Note : Representation should be made to AFHQ and not AAI.

J.WALTON,S/LDR,
AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

From : Air Forces Sub Commission,ACC. Rome
Date : 9th September 1944
Ref. : AFSC/R/314/ORG.

(24)
APP E

1104

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

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

850

ALLIED CONTROL COMMISSION

INCOMING MESSAGE

4837

FOR INFORMATION ONLY

TO: AFHQ INFO: DISTWO AIRFORCES SC BARI AIR FORCES SC ACC

SIGNAL MESSAGE CENTER No: 28/09

FROM: MAIN AAI

CLASSIFICATION: NONE

REFERENCE No: QR 3002

PRECEDENCE: NONE

HQ ACC APO 394
132
R.C.O. 9 Sep 9 1000 hrs

DATE AND TIME OF ORIGIN: SEP 09

OFFICE OF ORIGIN:

REF MY Q 2947 AND 2030/10/Q2 OF 8 SEP. FOLLOWING IS TEXT OF SIGNAL FROM AIR FORCES SC WHICH REFERS.

"REF 0.949 OF 8. REF HQ 2 DISTRICT LETTER TO AMAME. 1468/98/2 OF SEPT 4. TAKE STRONGEST POSSIBLE EXCEPTION TO THIS LETTER. NEITHER I OR MY STAFF HAVE BEEN CONSULTED IN ANY DEGREE WHATEVER OVER THIS QUESTION. BARI IS THE OPERATIONAL AND ADMINISTRATIVE HQ OF THE ITALIAN AIR FORCE WORKING IN ACTIVE SUPPORT OF ALLIED WAR EFFORT AND CONTROLS W SQUADRONS. NO ATTENTION HAS APPARENTLY BEEN PAID TO RADIO LINKS AND LANDLINES WHICH EXIST FROM THIS BUILDING TO AIR MINISTRY ROME AND OPERATIONAL UNITS ITALIAN AIR MINISTRY HAS ALREADY BEEN THROWN OUT OF THEIR OWN BUILDING IN BARI TO ACCOMMODATE 15TH AIR FORCE HQ. THE ABOVE QUOTED LETTER MAKES NO ATTEMPT EVEN TO PROVIDE ALTERNATIVE ACCOMMODATION M LEAVE CEFEC YOUR HQ LETTER 2030/12/Q2 OF 1ST JULY 1944."

DIST

INFO-ACTION - AIR SC (2)
INFO - CSO
A/CC
FILE (2)
FLOAT

HEADQUARTERS
9 SEP 1944
A. C. C.

(24)

APP F

DATE and Time of RECEIPT SEP 091225B

Distribution:

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

COPY

A.V.M. Bowen-Buscarlet

Will you see me regarding this - please?
(s.)

A 261
25 SEP 1944

AIR FORCES SUB-COMMISSION, ALLIED CONTROL COMMISSION
BARI

6th September 1944

AFSC/INT/15.

Your Excellency

With reference to our conversation this morning on the subject of General Pinna, I should be obliged if you would defer any action to get this Officer over from Sardinia until you hear further from me as the Chief Commissioner is interested in the matter.

W.A.B. BOWEN-BUSCARLET
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING

The Italian Air Minister

FILES

(23) a

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

FILE UNDER NO. 091.711-3 - ITALIAN AIR FORCE

INDEX SHEET

SYNOPSIS

Ltr Capt Stone A/CC 250-2 of 6 Sept 44 to CINC AAI.

Elimination of Fascist elements from the Italian Air Force.

DOCUMENT FILED UNDER NO. 250-2 - DEFASCISTIZATION

INSTRUCTIONS - Under «Synopsis» make brief entry showing date of communication and from whom received and synopsis sufficient to identify the papers. When these index sheets become numerous under a subject they will be entered on te consolidated index sheet and then destroyed.

23

AIR FORCE SUB-COMMISSION, ALLIED CONTROL COMMISSION, C.M.T.

AIR REPORT NO.20 / AUGUST 1944.

SECRET.

1. The Italian Air Force Aircraft Strength, Serviceability, Crew State and Location statement as at 31st August 1944 is shown at Appendix "A".

2. The summary of Italian Air Force operational sorties for the month of August 1944 is as follows:-

(a) FIGHTER WING.

Offensive Recce. 223

(b) SEAPLANE WING.

Convoy escorts and A/S Patrols	20	
A.A. Calibrations.	62	
A.S.R. Searches.	12	
Transport.	2	
		139

(c) BOMBER/TRANSPORT.

Supply dropping.	176	(Leaflets 600,000).
Courier/Transports.	229	(Tonnage 200,000 kgs - 204 tons net.)
A.A. Calibrations.	35	
V.I.P.	14	
British Parachute School.	7	(132 live drops).
A/C Search.	2	
		463

3. FIGHTER WING.

Offensive operations under Balkan Air Force were carried out as usual and the total of 223 sorties for the month is very fair considering that the Wing was stood down for two weeks, and moved from ROMA to LECCE/GALATINA.

4. SEAPLANE WING.

There has been nothing of outstanding importance, although a considerable increase in the number of A/S and escort patrols took place, an average of two per day. A number of searches were made for missing aircraft, and on four occasions wreckage and abandoned dinghies were found. A proposal is under consideration for employing these aircraft on extensive air sea rescue work.

5. BOMBER/TRANSPORT WING.

An increase of thirty eight supply dropping sorties more than last month was achieved, with a total tonnage of approximately 201 tons net and 600,000 leaflets. This may be partially due to the supervision of the Commanding Officer of the Wing and of the Squadron Commander. It is the highest reached in any month of the year.

6. RE-ARMING OF I.A.F. WITH ARMED AIRCRAFT.

A total of 52 P.39 aircraft, of which 7 are serviceable, and 60 [illegible] have been received at [illegible]

HQ ACC. APO 394
16/ Secty Gen.
Rec'd 12 Sept 1115
By ..... EHR.

OAW.7117.3

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

(b) [illegible]

Convoy escorts and A/S Patrols	30	
A.A. Calibrations.	52	
A.S.R. Searches.	12	
Transport.	5	130

(c) BOMBER/TRANSPORT.

Supply dropping.	175	(Leaflets 600,000).
Courier/Transports.	229	(Tonnage 200,000 kgs - 204 tons net.)
A.A. Calibrations.	35	
V.I.P.	14	
British Parachute School.	7	(132 live drops).
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6. RE-ARMING OF I.A.F. WITH ALLIED AIRCRAFT.

A total of 52 P.39 aircraft, of which 7 are serviceable, and 60 Baltimores have been received at Vesuvius, and training has gone ahead. It was hoped to have one Squadron of P.39 operating by the end of the month, but the bad condition of the aircraft and engines has prevented this. The training of the Squadron, however, has been completed and it should be operating by early in September, and a second about two weeks later.

Consequent upon the condition of the P.39's it has been decided by Mediterranean Allied Air Forces that one squadron is to be equipped with Spitfire V's instead.

Continued/2.....

FILES A

(22)a

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

7. AIR TRAINING.

AIR SQUADRON (AIRACOBRA).

The pilots of both the 12th and 10th Squadrons have completed their training with the exception of isolated late arrivals. The average flying times are twelve hours per pilot.

The training aircraft have now been handed over to the 9th Squadron in which all pilots have about three hours each.

The number of pilots are as follows:-

	Officers.	N.C.O's	C.O's Name.
12th Squadron	17	11	Capt. Mocattl.
10th Squadron	13	10	Maj. Piccolomini.
9th Squadron	15	9	Capt. Armoin.
	45	30	Total 75.

8. EQUIPMENT.

All combat aircraft for the 12th Squadron are having a major inspection, this being found necessary by reason of recent failures; six aircraft are being re-engined. There is reason to believe that the 12th Squadron will be ready to move on 10th September if the necessary "A.O.S" items are forthcoming.

The 10th Squadron will have all Airacobra Series "Q" aircraft which have been in newer and better condition than the first aircraft to be delivered, and it is hoped that this Squadron will be ready by 17th September.

The position of the 9th Squadron is that they should be complete by the third week in September. Their aircraft may not be, unless the spares position improves. Their future role is to be that of training pilots to replace wastage and to overhaul aircraft.

Airacobra

Ground equipment, less transport is just adequate.

A new Squadron, the 51st, has been selected to be re-armed with Spitfire V aircraft. All pilots of this Squadron have been on active operation in Macchi aircraft up to the last few weeks.

9. STORES MAINTENANCE.

The only dual control aircraft was lost about the 18th August, and was not replaced till the 28th August, so there has not been much flying and for the nine pilots of the 152 Squadron trained prior to the accident. Most of the air gunners in this squadron have done their air firing, but no bombing has been done due to the non-arrival of Navigator/Bomb Aimers who have been under training elsewhere.

Other ground instruction on both Squadrons is proceeding satisfactorily, but it is too early to give any data for [illegible]

Declassified E.O. 12356 Section 3.3/NND No. 782015

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	Officers.	N.C.O's	C.O's Name.
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All combat aircraft for the 12th Squadron are having a major inspection, this being found necessary by reason of recent failures; six aircraft are being re-engined. There is reason to believe that the 12th Squadron will be ready to move on 10th September if the necessary "A.O.C" items are forthcoming.

The 10th Squadron will have all Airacobra Series "Q" aircraft which have been in newer and better condition than the first aircraft to be delivered, and it is hoped that this Squadron will be ready by 17th September.

The position of the 9th Squadron is that they should be complete by the third week in September. Their aircraft may not be, unless the spares position improves. Their future role is to be that of training pilots to replace wastage and to overhaul aircraft.

Airacobra

Ground equipment, less transport is just adequate.

A new Squadron, the 51st, has been selected to be re-armed with Spitfire V aircraft. All pilots of this Squadron have been on active operation in Macchi aircraft up to the last few weeks.

9. SECOND BALTIMORE.

The only dual control aircraft was lost about the 10th August, and was not replaced till the 28th August, so there has not been much flying except for the nine pilots of the 132 Squadron trained prior to the accident. Part of the air gunners in this squadron have done their air firing, but no bombing has been done due to the non-arrival of Navigator/Bomb Aimers who have been under training elsewhere.

Other ground instruction on both Squadrons is proceeding satisfactorily, but it is too early to give any date for completion of training.

The morale of the 28th Squadron has been slightly affected by the death of the Commanding Officer, Major BURCHELLA (a pilot of some repute in the I.A.F) as a result of his attempted first solo without adequate dual instruction.

10. R.A.F. DETACHMENT.

This was reduced at the end of the month, in view of the excellent progress made by technical personnel in maintaining allied types of aircraft, and now numbers:

5 Officers. 9 Senior N.C.O's. 13 Other ranks.

Continued /3.....

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

11. SIGNALS.

Subsequent to the arrival of various items of test equipment, satisfactory maintenance of both Baltimore and Airacobra wireless equipment has been achieved during the month; difficulties are still being experienced due to lack of spares, particularly valves.

H.F. and V.H.F. ground stations are in operation at Vesuvius, for aerodrome control, flying discipline, etc. Frequencies particular to the Italian Air Force C.T.U. are being used. Standard Allied aerodrome control procedure has been translated into Italian.

All technical publications on the H.F. and V.H.F. wireless equipment used by the Italian Air Force have been translated, diagrams copied, etc., and completed booklets issued as appropriate.

Good progress has been made by Italian wireless personnel, in understanding the Baltimore and Airacobra installations and two of the three R.A.F. Corporal Wireless Mechanics used for instructional purposes have returned to their units.

No I.F.F. equipment for Italian aircraft is yet to hand.

12. MAINTENANCE.

Aircraft types.	Serviceability 3/9/44.	Serviceability 1/3/45.
Macchi 205	14	15
Macchi 202	18	9
S.M. 82	7	10
S.M. 84	1	1
S.M. 79	9	9
Cant. 1007	8	6
Cant. 506	9	7
Airacobra	6	7
Baltimore	16	2

13. ITALIAN BOMBER SERVICEABILITY.

The serviceability position of the operational bomber aircraft shows a slight decrease, the serviceability of the S.M.82's having just fallen from 11 to 7. This decrease should only be a temporary measure as the defects are of a minor nature.

14. ITALIAN FIGHTER SERVICEABILITY.

The position with regard to the Macchi 205 is substantially the same as last month. The main troubles effecting Macchi 205 serviceability [illegible] 1205

(i) Radiators.
(ii) Lack of overhauled engines.
(iii) Propellers.

A radiator has been filled with the honeycomb from a Hurricane [illegible] The results of

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

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12. SERVICEABILITY.

Aircraft types.	Serviceability 3/9/44.	Serviceability 3/8/44.
Macchi 205	14	15
Macchi 202	18	9
S.M. 82	7	10
S.M. 84	1	1
S.M. 79	9	8
Cant. 1007	8	6
Cant. 506	9	7
Airacobra	6	7
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The position with regard to the Macchi 205 is substantially the same as last month. The main troubles effecting Macchi 205 serviceability are:-

(i) Radiators.
(ii) Lack of overhauled engines.
(iii) Propellors.

A radiator has been filled with the honeycomb from a Hurricane radiator, and on ground test appears to be quite satisfactory. The results of the air test are expected in the near future.

Should the air test be satisfactory, it is hoped to fit up a number of radiators in the same way and this should cure the worst cause of Macchi 205 minor unserviceability.

Twenty new propellor blades have just been manufactured in Naples, and a further ten should be completed by the middle of the month. When these blades arrive at Lecce and are fitted up, this should cure the trouble that is being experienced with propellors.

Continued /4.....

1208

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

14. ITALIAN FIGHTER SERVICEABILITY (Cont'd).

There are ten engines awaiting test at Brindisi and arrangements have been made to work the test bed for 24 hours a day until this accumulation has been cleared off. It is also hoped to get a further 20 men working in the workshops at Brindisi which should greatly improve the present output.

The Macchi 202 serviceability has shown a marked improvement mainly due to improved supply of engines. There seems to be no reason why the present serviceability should not be maintained or even increased.

15. ALLIED AIRCRAFT.

The position on the ground equipment and spares for Baltimores is now quite satisfactory and a reasonable serviceability is being maintained. Ground crews are getting to know their aircraft and show considerable keenness.

The airacobra aircraft have caused a considerable amount of trouble owing to the bad condition in which they were delivered. It was anticipated that the operational aircraft would be in a much better condition than the trainers, but in actual fact there has been little to choose between them. The latest arrived series "Q" Airacobras are, however, in better condition.

The majority of aircraft that are being received are classed as the Americans as 'War Weary', and in a number of cases have done about 500 hours flying. In some cases the engines have done well over 500 hours which is the R.A.F. life, although the Americans state that the life is 400 hours.

Practically all the aircraft need a major inspection before they can be classed as fit for operations. This is being done, and in addition a number of engines are being changed on the 16 aircraft for the 1st Squadron to go operational. These engine changes are being done more for the moral effect on the pilots than anything else as there has been a considerable lack of confidence in the aircraft following a number of engine failures.

It is anticipated that the first 16 aircraft should be fit for operational use by about 10th September, and by then the pack up of spares should be available. Work will then be concentrated on getting the aircraft ready for the next Squadron.

16. FACTORIES.

Most of the factories in the newly liberated Rome area have been taken over by the Allies. Moreover Rome is too far from the operational seat of the I.A.F. to be of much use for anything but the repair and manufacture of easily transportable articles. Some small factories have, however, been taken up for the repair of such items as instruments, hydraulic equipment and tyres.

Planning is in active progress for the rehabilitation of factories in the industrial area in the North as soon as this is liberated.

17. UTILISATION OF ITALIAN AIR FORCE PERSONNEL.

Consequent upon the reduction of all the Italian Armed Forces, the Italian Army demanded the return of their personnel (some 700 officers and men) from manning R.A.F. Balloon Squadrons. It was decided, however, to retain these Italian men, both to transfer them from the Army to the Air Force,

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

15. FLEET AIRCRAFT.

The position on the ground equipment and spares for Baltimores is now quite satisfactory and a reasonable serviceability is being maintained. Ground crews are getting to know their aircraft and show considerable keenness.

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The difficulty of obtaining any reliable figures of I.A.F. manpower continues. The Air Minister has been told on many occasions that his Personnel Branch is hopelessly disorganised and inefficient, and he is taking active steps to have this remedied.

Continued /3.....

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

17. UTILISATION OF ITALIAN AIR FORCE PERSONNEL. (Cont'd).

The difficulties will, however, be appreciated, when it is realised that most of the records have been destroyed by the Germans, and that there is a constant influx of I.A.F. personnel from recently liberated territory.

18. RATIONING.

The new ration scale which came into force on 1st August 1944 appears to be satisfactory except for operational crews. This matter is under consideration by Allied Forces Headquarters, and it is hoped that the anomalous position of the Italian Air Force Squadron on the same aerodrome as say a Greek Squadron, but drawing inferior rations, will be avoided. Evidence is to hand showing that Italian Army front line troops receive the British scale of rations.

19. MEDICAL.

The efforts to improve sanitation in the Italian Air Force continue with some success. It is difficult, however, to overcome the habits of a lifetime, but in general active co-operation is being received from Commanding Officers and Medical Officers.

20. GENERAL.

The more settled state of affairs within the existing Italian Air Force reported last month continues. Some disappointment was naturally felt at the bad condition in which the Airacobra aircraft were delivered to the Italian Air Force. Later deliveries, however, are of a newer series and are in better condition. The promise of a squadron of Spitfires has been received with tremendous enthusiasm and has given a great impetus to morale. During August some falling off in effort was noted in the Bomber Transport Squadrons and the fact was brought to the notice of General Pisoentini. His immediate response was to go to Lecce and to replace the two Squadron Commanders concerned and to go himself on a night operational mission over Yugoslavia in a Cant.1007. Immediately on landing he got into another aircraft and was in Rome by 09.30 hours to take part in a Cabinet meeting. He is now also replacing the Station Commander who has grown somewhat slack of late. These measures have had an excellent effect.

Although General Piscentini continues to be an admirable Operational Chief, there are signs that he is taking more than a passing interest in politics. At the moment the Under Secretary for Air is still sick, and General Piscentini has reduced his Chief of Cabinet in Rome, General Cappa, to somewhat of a cypher, so that he enjoys undisputed rule over the destinies of the Italian Air Force. He has been rather inclined to disregard the fact that all appointments of Senior Officers have to be referred to the Air Forces Sub-Commission, and the time is certainly approaching at which he will have to be reminded of the Government's undertaking that most of his activities will be confined to the operation side of the Air Force.

There is some considerable dissatisfaction among the Italian Air [redacted] personnel which remained in hiding in Rome during the German occupation. Unfortunately up to the present this has not been of an open nature so that no [redacted] statements can be made showing the extent to which it exists. The cream of these have been already embodied in the existing Italian Air Force.

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Defascistion and epuration are proceeding slowly, and there has been great difficulty in obtaining information as to the results of the trials of individuals before the tribunals responsible for this. Attempts are undoubtedly going to be made to whitewash certain important persons, but this Sub-Commission is well informed on the subject, and is ready to take action when the occasion arises.

Colonel Pezzi who, as stated in my last report, has been made Chief of the Operational Italian Air Force has given every satisfaction and shows himself anxious to fall in with our wishes.

Continued /6.....

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

20. GENERAL (CONT'D).

The serviceability of the Fighter and the Bomber Transport Aircraft is really most satisfactory, considering the antiquated and dalapidated state of most of the aircraft, and the fact that no new spares are available. A committee has been formed which is going round and placing on one side all aircraft which are beyond economical repair. This has led to a concentration of maintenance personnel on those aircraft which can be repaired, and as a result the serviceability has improved. A very great deal of hard work and thought has gone into this matter.

It must be remembered that the Italians do not know what the fate of their Air Forces is going to be at the Peace Conference Table, and this state of uncertainty is bound to have its effect on them. It is sometimes difficult to explain to Allied formations that they cannot expect the same high level of efficiency from the Italians as they do from their own Squadrons, and that the dead hand of the past years of Fascism has killed initiative, and to some extent the ability to work hard when the immediate end cannot be seen closely in sight.

W.A.B. Porter-Dunscombe

W.A.B. PORTER-DUNSCOMBE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Air Forces Sub-Commission,
Allied Control Commission.
Date: 9th September 1944.
Ref: AFSC/S.3/AIR.

Distribution:

H.Q. M.A.A.F. (Air Staff) C.M.F. 2 copies.
H.Q. M.A.A.F. Rear, B.M.A.F. 1 copy.
H.Q. M.A.T.A.F. C.M.F. 1 copy.
H.Q. Allied Control Commission, C.M.F.

1385

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Headquarters, Balkan Air Force, C.M.F. — 1 copy.
File. — 1 copy.

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Appendix

AIRCRAFT STATE I.A.F.

Secret.

				Strength	Serviceable	Crew.
FIGHTER WING.						
No. 9 Squadron.	Vesuvius	P.39		49	6	
No.10 "	"	Cn.153		1	-	75
No.12 "	"	Sai.202		2	2	
		Ca.111		1	1	
No.102 Squadron.	Leverano.	Mc.202		31	18	83
		Sai.202		1	1	
No.155 Squadron.	Leverano.	Mc.205		28	14	68
		Br.20		1	1	
				114	43	226
BOMBER/TRANSPORT WING.						
No.28 Squadron.	Vesuvius.	Balts.		13	16	54
No.132 "	"					
No.36 Squadron.	Lecce	Cz.1007		8	8	61
No.1 "	"	S.82		16	7	71
2nd Gruppo.	Lecce	S.79		14	7	79 Including pool of crews for Operational/Bomber Transport Squadron.
		S.84		5	1	
		S.75		2	2	
		S.73		2	2	
		S.81		1	1	
		G.12		1	1	
		Sai.202		1	-	
				68	45	262
SEAPLANE WING.						
82nd Gruppo	Taranto.	Cz.506/B		13	5	46
83rd "	Brindisi.	"	506/B	4	3	30
		"	501	11	6	
84th "	Taranto.	"	506/B	5	3	36
		"	506/S	2	-	
		"	506/C	1	1	
84th Gruppo Idro.	Taranto.	"	501	7	7	20
		Ro.14		8	5	18

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

No.102 Squadron.	Leverano.	Ro.212	31	13	89
		Sad.202	1	1	
No.155 Squadron.	Leverano.	Ro.205	28	14	68
		Br.20	1	1	
			114	43	226

BOMBER/TRANSPORT WING.

No.28 Squadron.	Vesuvius.	Balta.	13	16	51
No.132 "	"				
No.38 Squadron.	Lecce	Cz.1007	8	8	61
No.1 "	"	S.82	16	7	71
2nd Gruppo.	Lecce	S.79	14	7	79 Includes pool of crews for Operational/Bomber Transport Squadron.
		S.84	5	1	
		S.75	2	2	
		S.73	2	2	
		S.81	1	1	
		G.12	1	1	
		Sad.202	1	-	
			68	45	262

SEAPLANE WING.

82nd Gruppo	Taranto.	Cr.506/B	13	5	46
83rd "	Brindisi.	" 506/S	4	3	30
		" 501	11	6	
84th "	Taranto.	" 506/B	5	3	36
		" 506/S	2	-	
		" 506/C	1	1	
84th Gruppo Idro.	Taranto.	" 501	7	7	20
		Ro.14	8	5	18
			51	30	150

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

SECRET.

			STRENGTH	SERVICEABLE	CREW.
FIGHTER SCHOOL AND RESERVE POOL OF FIGHTER PILOTS.					
	Leverano.	Mc.200	22	9	
		Cr.42	5	5	
		Ca.164.	3	1	
		Sei.200	1	0	34
		" 202	0	0	
		Fn.305	1	1	
		C.50	1	0	
		Ro.37	1	0	
		G.8	2	1	
			36	17	34
AUTONOMOUS SQUADRON.	Bari.	S.79	2	1	
		Ca.314	6	3	
		Ca.313	1	1	
		Ca.311	1	0	
		Ca.310	1	0	19
		Ca.309	1	1	
		Cr.42	2	2	
		Sei.202	5	4	
		FI.156	1	1	
		MM.305	1	0	
			21	13	19
AIRCRAFT ASSISTANCE UNIT.					
	Brindisi.	Ca.310	2	1	1
			2	1	1
FIGHTER REPAIR UNIT.					
	Lecce.	Mc.205	9	-	
		Mc.202	20	-	
		Re.2002	1	-	
		" 2001	0	-	
		Sa.202	5	-	

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

		G.50	1	0	
		Ro.37	1	0	
		G.8	2	1	
			36	17	34
AUTONOMOUS SQUADRON.	Bari.	S.79	2	1	19
		Ca.314	6	3	
		Ca.313	1	1	
		Ca.311	1	0	
		Ca.310	1	0	
		Ca.309	1	1	
		Cr.42	2	2	
		Sal.202	5	4	
		FI.156	1	1	
		FW.305	1	0	
			21	13	19
AIRCRAFT ASSISTANCE UNIT.					
	Brindisi.	Ca.310	2	1	1
			2	1	1
FIGHTER REPAIR UNIT.					
	Lecce.	Mc.205	9	-	
		Mc.202	20	-	
		Re.2002	1	-	
		" 2001	0	-	
		Se.202	5	-	
			35	Nil	
BOMBER AND TRANSPORT REPAIR UNIT.					
	Lecce.	S.82	10	-	
		S.84	2	-	
		Cz.1007	12	-	
		Ca.309	2	-	
		G.18	1	-	
			27	Nil	

#203

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

SECRET.

			Strength	Serviceable	Crew.
OTHER REPAIR UNITS.					
	S. Vito	Ca.1007	1	-	
	Taranto	S.79	3	-	
		Ca.314	2	-	
		Ca.164	-	-	
	Taranto	Cz.506/S	7	-	
		" 501	6	-	
		Ro.14	1	-	
	Leverano.	Ro.2002	14	-	
		" 2001	16	-	
		Mc.200	8	-	
		G.50	2	-	
		CR.42	5	-	
		G.8	4	-	
			64	Nil	
S.A.C.A. Works.	Brindisi.	Cz.506/S	1	-	
		501	1	-	
		Ro.14	2	-	
			4	Nil.	
SARDINIA.					
14OTH FLIGHT OF 84 GRUPPO.	Elmas.	Cz.506/S	4	4	15
		Ro.14	1	-	
			5	4	13
Autonomous Squadron.	Capoterra	Ju.87	5	5	
		S. 79	1	1	
		Ca.309	2	2	2
		Ca.164	5	2	
		Reim.202	3	2	
			16	10	1292
AIRCRAFT REPAIR SHOPS.					
	Viterbo.	S.79	5	-	

Declassified E.O. 12356 Section 3.3/NND No. 782015

		Re.200	3	-	
		G.50	2	-	
		CR.42	3	-	
		G.8	1	-	
			6	Nil	

S.A.C.A. Works.

	Brindisi.	Cr.506/S	1	-	
		501	1	-	
		Re.14	2	-	
			4	Nil	

SARDINIA.

14OTH WING OF 34 GRUPPO.	Elmas.	Cr.506/S	4	4	13
		Re.14	1	-	
			5	4	13
Autonomous Squadron.	Capoterra	Ju.87	5	5	
		S. 79	1	1	
		Cr.309	2	2	2
		Cr.164	5	2	
		Saiv.202	3	2	
			16	10	1292

AIRCRAFT REPAIR DEPOTS.

Monserrato.	S.79	5	-
	Cr.42	2	-
	G.50	1	-
	Cr.1007	1	-
	Cr.164	1	-
	Fn.305	1	-
Elmas.	S.84	1	-
	S.66	1	-
Borore.	G.50	1	-
		14	Nil

TOTALS: 457 163 707

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

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

FILE UNDER NO. 091.711 Ital Air Force

INDEX SHEET

SYNOPSIS

Ltr A/CC 004.04 31 Aug fr Stone to Bowen-Buscarlet

re Piacentini's proposal to use unused buildings & land of Ital Govt in rehabilitation work. Gen O'Dwyer will co-ordinate ACC participation in this. Pls inform Gen Piacentini.

DOCUMENT FILED UNDER NO. 004.04 Industrial Mobilization

(22)

INSTRUCTIONS - Under «Synopsis» make brief entry showing date of communication and from whom received and synopsis sufficient to identify the papers. When these index sheets become numerous under a subject they will be entered on te consolidated index sheets and then destroyed.

31 Aug

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

FILE UNDER NO. 091.711-3 Air Force

INDEX SHEET

SYNOPSIS

Ltr A/CC 004.04 31 Aug fr Stone to VP Econ Sec

Re Gen Piacentini's request, forwarded thru Bowen-Buscarlet, on "Use of materials and Unused Ground", pls have yr Sec take charge of the matter. I think considerable good may come of it.

DOCUMENT FILED UNDER NO. 004.04 Ind Mob

21

INSTRUCTIONS - Under «Synopsis» make brief entry showing date of communication and from whom received and synopsis sufficient to identify the papers. When these index sheets become numerous under a subject they will be entered on te consolidated index sheets and then destroyed.

31 Aug

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

FILE UNDER NO. 091.711-3 ITALIAN AIR FORCE

INDEX SHEET

SYNOPSIS

Cbl ADV AAI DCGS 277 of 28 Aug 44 to ACC Rome

Closing out Allied Air activities Sardinia & transfer Ital Air & Army officer personnel connected activities & assignment new personalities.

DOCUMENT FILED UNDER NO. 250-2 DEFASCISTIZATION

INSTRUCTIONS - Under «Synopsis» make brief entry showing date of communication and from whom received and synopsis sufficient to identify the papers. When these index sheets become numerous under a subject they will be entered on te consolidated index sheet and then destroyed.

1289

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

CONFIDENTIAL

3444

MEDITERRANEAN ALLIED AIR FORCES
AIR FORCES SUBCOM ACC ROME &&&
AIR FORCES SC NAPLES

CENTRAL MEDITERRANEAN FORCES (R)
8/20

CONFIDENTIAL
PRIORITY

A 28
26 AUG 1944

&&& (R) AMERICAN AIR FORCE SERVICE COMMAND MEDITERRANEAN THEATRE OF OPERATIONS (R) AIR FORCES SC BARI (R) BALKAN AIR FORCE

OUR REFERE NCE ASC46 DATED AUGUST 19. FOR ATTENTION COLONEL LOWE YOUR REFERENCE MEDITERRANEAN ALLIED AIR FORCES 452.01 DATED AUGUST 12 REGARDING SUPPLY OF P39 AIRCRAFT TO ITALIAN AIR FORCE. HAVE ALREADY GIVEN SCHEDULE UNDER WHICH WE WOULD LIKE TO TAKE DELIVERY SEE OUR SIGNAL OF VEN REFERENCE DATED AUG 14 ADDRESSED AIR FORCE SERVICE COMMAND MED THEATRE OPERATIONS REPEATED MAAF CMF WHICH READS AS FOLLOWS. REQUEST DELIVERY OF TWO AIRCRAFT PER DAY UNTIL FIRST 48 COMBAT WORTHY SHIPS HAVE BEEN RECEIVED. THERE AFTER 15 SHIPS PER MONTH UNTIL FULL QUOTA OF AIRCRAFT ALLOTTED IS REACHED. NO FURTHER TRAINING AIRCRAFT REQUIRED.

Rec'd Dis.

Info-Action — Air Forces SC
Info — A/cc
File (M)

(19)

FILES A.F.

CONFIDENTIAL

AUG 200345B

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

SECRET

3301

AIR FORCE HEDCOM ACC INFO CC MATS AIR MATS NUMBER 1,LITTORIO

N30/18

KAUCY

SECRET

AACS 4748

A 2265

PRIORITY

22 AUG 1944

AUG18081224

CITE/ 5278

WITH REFERENCE TO MY MESSAGE CITE XXXXX/XXXX/XX/ 310 20 JULY 1944 NO LONGER NECESSARY TO SIGNAL IN ADVANCE AUTHORIZATION FLIGHTS ITALIAN AIRCRAFT PROVIDED NO SUBSTANTIAL INCREASE SUCH FLIGHTS ANTICIPATED

ACC DIST

ACTION- AIR FORCES SC 2

INFO- A/CC

FILE 2

FLOAT

Filed one time

SECRET

AUG181400

AIR FORCES SUB-COMMISSION, ALLIED CONTROL COMMISSION, C.M.F.
~~HQ 4 Cc~~ APO 394

S20 Secty Gen.
Rec'd 1000 10/8
By

AIR REPORT NO. 19 / JULY 1944.

SECRET.

1. The Italian Air Force Aircraft Strength, Serviceability, Crew State and Location Statement as at 31st July 1944 is shown in Appendix A.

2. The Summary of Italian Air Force operational sorties for the month of July 1944 is as follows :-

A 2178
15 AUG 1944

(a) FIGHTER WING.

Offensive Recce and Low Level Attacks. 271

(b) SEAPLANE WING.

Convoy escorts and A/S Patrols.	5	
Special Missions to Vis.	2	
A.A. Calibrations.	49	
		56

(c) BOMBER/TRANSPORT WING.

Supply Dropping.	138	
Courier/Transports.	233	
A/A Calibrations.	48	
British Parachute School.	4 (73 live drops)	
		423

3. FIGHTER WING.

Offensive Operations by the two Macchi Squadrons under the operational control of Balkan Air Force have been carried out regularly during the month and the total of 271 sorties shows a considerable improvement over those carried out last month, and compares very favourably with the average of 310 sorties carried out during March, April and May which included the now disbanded Re.2002 and Re.2001 Squadrons.

4. SEAPLANE WING.

Operational flying commitments have continued to be on a reduced scale due to the lack of enemy activity in the area covered by this Wing. There is nothing outstanding to report. From information just received it would appear likely that this Wing will have far more work to do during the next month.

5. BOMBER/TRANSPORT WING.

A total of 423 sorties were flown during the month, of which 138 were on supply dropping operations over Yugoslavia. A total of approximately 121 tons net of supplies were dropped. One Cz.1007 and crew of five is missing from supply dropping operations on the night of 30/31st July.

6. RE-ARMING OF I.A.F. WITH ALLIED AIRCRAFT.

(a) Baltimores.

(i) Twelve Baltimore aircraft were called forward for training, and were delivered to Vesuvius airfield during the first week in July.

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

(b) SEAPLANE WING.

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(a) Baltimores.

(i) Twelve Baltimore aircraft were called forward for training, and were delivered to Vesuvius airfield during the first week in July.

(ii) A R.A.F. Instructional Party arrived at Vesuvius late in June, and have been present ever since to give instruction to Italian personnel in the daily maintenance, inspection and minor repairs of the Baltimores. They speak highly of the keenness and technical standard of the Italian Maintenance Crews, and of their ability to absorb the instruction imparted.

(iii) Unfortunately training has been held up owing to the lack of ground equipment and spares, which caused the aircraft to be grounded through minor unserviceability. Demands had been placed in late June, but two squadron pack-ups of equipment went astray, and there were other difficulties. At the very end of July, however, equipment and spares had begun to arrive and it is anticipated that there will be an immediate rise in serviceability and that training can be resumed at once on a proper basis.

(17)

/Continued 2.....

Declassified E.O. 12356 Section 3.3/NND No. 785013

(iv) For the above reasons, only the limited amount of flying shown in para 7(a) below has been carried out on Baltimores.

(b) AIRACOBRAS.

(i) As stated in the June air report the first three Airacobras were delivered on 19th June. The next delivery was to take place on 8th July, but on examination the aircraft were found to be in such bad condition that American Service Command Headquarters kindly undertook to overhaul them before their acceptance by the Italian Air Force. Two were accepted on July 12th, and by 31st July 20 more had been accepted making a total of 25.

(ii) Ground equipment and spares except for A.O.G. aircraft was not released until 26th July, as American Air Force Service Command had not received authority to do so. On 28th July, however, instructions were received from Washington to the effect that all issues of equipment were to be suspended pending the clarification of this in respect of lease-lend. As a result of this there is only sufficient ground equipment to carry out limited flying, and it is not possible to make any of the Italian Airacobra squadrons operationally ready until this equipment is received. In spite of this one squadron is almost ready for operations, only requiring a few hours air firing and its equipment before it is ready.

(iii) The condition of the operational Airacobras as compared with the training ones has proved to be very disappointing so far, and they will require a great deal of work before they can be considered as being fit for operations.

(iv) In spite of the above difficulties 178 hours flying has been carried out on the Airacobras during the month, details of which will be found in para 7 below.

7. FLYING TRAINING.

(A) BALTIMORES.

Two Baltimores are being modified in order that the instructor in the navigation seat may have full brake control and essential flying instruments. These should be ready very shortly.

Owing to the lack of essential ground equipment, flying has been very limited, but a total of 44 hours has been flown. Seven pilots have flown solo and ten have had dual instruction.

One pilot crashed on his second solo take-off through over-checking a swing and hitting some trees just after becoming airborne. The aircraft was burnt out, the pilot escaping with minor injuries.

(B) AIRACOBRAS.

A total of 178 hours has been flown on Airacobras, of which 144 hours was carried out by 26 pilots of No.12 Squadron, and 34 hours by 22 pilots of [illegible] Squadron.

No.12 Squadron will be the first to become operational and the flying already carried out has consisted of circuits and landings, aerobatics, formation

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

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No.12 Squadron will be the first to become operational and the flying already carried out has consisted of circuits and landings, aerobatics, formation flying and dog fighting.

The Chief Flying Instructor at Vesuvius is satisfied with the progress made during the limited flying it has been possible to carry out.

The flying carried out by No.10 Squadron has been limited to local circuits and landings, gaining experience on the new type.

Given adequate ground equipment, spares, "C" stores, ammunition and operationally serviceable aircraft, it is considered that No.12 Squadron should be ready for operations within ten days of their receipt and No.10 Squadron approximately 10 days later.

Five Airacobras have been involved in flying accidents.

Continued/3.....

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

One was thought to be due to a breach of flying orders. The pilot having been warned not to stall his aircraft, and if he did so inadvertently and the aircraft became uncontrollable he should bale out, took off, climbed to about 8,000 feet, and appeared to stall the aircraft deliberately. The aircraft "tumbled" and it appeared that the pilot made no attempt to leave the aircraft but fought it the whole way down and was killed, the aircraft being burnt out.

Of the other four accidents, one was due to failure of the undercarriage to come down, the remaining three due to engine failures. Three of the pilots successfully belly landed, and the aircraft are repairable, the fourth hit a tree and was written off, none of the pilots was injured. These failures are being thoroughly investigated.

8. SIGNALS.

The I.F.F. prototyping of SM.82, SM.79 and C.1007 a/c has been completed, and drawings of these and the Macchi 205 installation have been forwarded to H.Q., M.A.A.F. and H.Q. 214 Group. No equipment has yet been supplied.

The practical instruction of Italian Fighter Pilots in R/T procedure and aerodrome control, or assistance to a pilot in difficulties has not been possible, owing to the fact that a V.H.F. ground station has not been installed at Vesuvius. This station is expected within the next few days.

No maintenance on the Airacobra or Baltimore Wireless installations has yet been possible, as test equipment for this purpose has not yet been supplied. Action has been taken to expedite the delivery of this equipment.

9. MAINTENANCE.

AIRCRAFT TYPES.

	SERVICEABILITY 3.8.44.	SERVICEABILITY 3.7.44.
MACCHI 205	15	16
MACCHI 202	9	9
S.M.82	10	10
S.M.84	1	2
S.M.79	9	8
CANT. 1007.	6	5
CANT. 506	7	9
AIRACOBRA. P.39	7	-
BALTIMORE	2	-

BOMBER SERVICEABILITY POSITION.

The serviceability position of the Operational Bomber Aircraft is substantially the same as last month, and is considered satisfactory in view of the hours flown and the fact that in the last few months a number of the Cant 1007 have been badly damaged and are still undergoing repairs, thus reducing the number of aircraft available. A further reduction in the number available has been caused by the modification of three aircraft from Cant TER to Cant MIS, this work is now well in hand, but will probably take about a month to complete.

FIGHTER SERVICEABILITY POSITION.

The serviceability is the same as last month and is [illegible] unsatisfactory in the case of the [illegible]

Declassified E.O. 12356 Section 3.3/NND No. 785215

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AIRACOBRA. P.39	7	1
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FIGHTER SERVICEABILITY POSITION.

The serviceability is the same as last month and is especially unsatisfactory in the case of the Macchi 202's. This position should improve in the next two weeks, as there are twelve aircraft undergoing engine change and inspection at Lecce, and these should all be completed in 12 to 15 days time.

The Radiator position is still bad, especially on the Macchi 205's. Attempts are being made to use a Hurricane radiator, but it is not anticipated that it will be very satisfactory as it is slightly too large and would involve a considerable amount of work in the manufacture of new Cowlings; in addition it projects 15 cm lower than the Macchi Radiator and might upset aerodynamic stability.

A trial is being made using a Macchi Radiator Case and the Honeycomb

Continued /4.....

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

from a Hurricane Radiator. If successful it is hoped to modify all Radiators in this way as and when they go unserviceable.

ALLIED AIRCRAFT.

The two courses for training technical personnel on P.39's at Capodichino have now been completed, and training on both Baltimores and P.39's is proceeding.

Unserviceability on both types of aircraft has been caused by lack of ground equipment and tools. Attempts are being made to obtain ground equipment for the Baltimores from No.351 Maintenance Unit, and the equipment is being flown up to Vesuvius. Two Baltimore pack-ups have been received, and it is anticipated that in the near future sufficient equipment will be available to maintain a reasonable serviceability on Baltimore aircraft.

The position of the supply of spares and ground equipment for the P.39's is not so satisfactory. Pending a decision from Washington, the Americans will not issue anything apart from A.O.G. spares.

MAINTENANCE GENERAL.

For the Allied aircraft, Form 700 has now been introduced. The Italian translation of the Part 2 Baltimore Maintenance Schedule is expected from the printers in the course of the next few days, and those for the P.39 in 10 to 14 days.

Form 700 has also been introduced for the Italian aircraft, and a General Maintenance Schedule covering all types of Italian aircraft has now been put into service.

In order to allocate responsibility for the serviceability of aircraft, the Technical Officer in each Squadron has been given control of the technical personnel and will be held responsible for maintaining the required serviceability.

10. UTILISATION OF ITALIAN AIR FORCE PERSONNEL.

During the month, with the exception of the drafting of personnel to Italian Air Force Squadrons which are to be equipped with Allied aircraft, and the supporting ground Units, there has been a complete standstill in the Personnel Department, owing to the uncertainty occasioned by the threat to reduce the ceiling to 22,000, which would have entailed the discharge of 10,000 personnel.

A Conference was held at A.F.H.Q. on the 25th July 1944, when a representative of this Sub-Commission attended and gave facts and figures in support of a ceiling of 31,000. The ceiling has now been permanently fixed at 31,000.

11. RATIONING.

The rationing organisation continues to run smoothly, but some concern is felt at the new scale of rations which comes into force w.e.f. 1st August 1944, especially in respect of Aircrews, who are operating side by side with Allied Squadrons. It was always considered the old Scale "A" was inadequate, but the new scale is even worse. Representations that the old Scale "A" rations were totally inadequate for aircrew have been made continually by this Sub-Commission. These have been backed by H.Q. M.A.A.F. and it is known that H.Q. B.A.F. share the same

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

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Continued /5.....

Declassified E.O. 12356 Section 3.3/NND No. 782015

12. MEDICAL.

Efforts have been made with some degree of success, to improve the organisation and administrative side of the Italian Air Force Medical Services. The Principal Medical Officer of the Italian Air Force has been given precise details of the standard of hygiene and sanitation observed in the R.A.F., and it is hoped that before long this standard will be enforced throughout the Italian Air Force. The standard of Italian sanitation has never been high, and the Medical Service of the I.A.F. is particularly badly staffed. The Air Minister is doing everything in his power to improve this state of affairs, but is confronted by a complete lack of competent medical officers.

13. GENERAL.

Since the last Air Report, rendered at the end of June, various factors have combined to produce a very much more settled state of affairs in the Italian Air Force. The new Air Minister, General Piacentini, is firmly in the saddle; the political situation is, for the time being at any rate, fairly settled; the ceiling of the I.A.F. has been finally established at 31,000; loyal and disloyal elements in Rome are being separated; and Allied types of aircraft have begun to arrive in moderate number.

In spite of promises to the contrary the Government absorb far too much of General Piacentini's time. This will be taken up on a high level at once. He has, however, found time to live up to his reputation as a forceful and straight dealing man. He has retired, or otherwise disposed of, quite a large number of officers whose loyalties to the Allies and the I.A.F. were questionable. Some of the "go-slow" elements have been eradicated, and further purges are planned. Unfortunately energetic and forceful personalities in the I.A.F. are very rare, after the long Facist domination of the Service which killed individualism and initiative. A few outstanding personalities can, however, be found; and General Piacentini's reforms extend to the supercession of the Chief of the Operational I.A.F. who is inclined to obstructionism, and his replacement by Colonel FEZZI, who appears to be quite outstanding. I have no doubts at all as to General Piacentini's loyalty to the Allies and to his determination to mould the I.A.F. into an efficient force in aid of the Allies, but his task is one of tremendous difficulty, and in order to bring it to a standard of efficiency, in any way comparable to that of the R.A.F, he would have to change the very nature of the Italians themselves. No one realises this more than General Piacentini himself.

The question of the inclusion of I.A.F. Squadrons in Allied Wings, and of the operational control of the whole I.A.F. has now been settled to the satisfaction of all concerned, without recourse to representations at high level.

As stated above the ceiling of manpower in the I.A.F. has now been fixed at 31,000, and this has had a good effect on morale. Unfortunately it has been, to some extent, offset by the reduction in the scale of rations also referred to above.

The unsatisfactory state in which the Airacobra aircraft are arriving has shaken the Fighter pilots to some extent, but they still like the aircraft, and experienced Allied pilots have nothing but praise for the [illegible] which they fly them. All instructors, British and American, speak highly of the keenness and technical ability of the Italian maintenance crews in learning their new engines and airframes.

The Italian Air Force which is equipped with Italian Aircraft is living almost entirely on its own fat [illegible]

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The Italian Air Force which is equipped with Italian Aircraft is living almost entirely on its own feet. Although the result in operational sorties per aircraft in the force may be small, it must be remembered that these aircraft are old and decrepit and are only kept flying with the greatest difficulty. It must, therefore, afford some satisfaction that these sorties are again almost up to the average of the months preceding their low level of June last. In fact the morale and efficiency of the force has made up considerable leeway since my last report.

W.A.B. BOWEN-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Air Forces Sub-Commission,
Allied Control Commission, Bari.
Ref: AFSC/S.3/AIR.
Date: 6th August 1944.

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Headquarters, Balboa Air Force.
File.

SECRET.

AIRCRAFT STATE I.A.F.

			STRENGTH	SERVICEABLE	CREW
FIGHTER WING.					
No.155 Squadron.	Nuova	Mc.205	31	15	32
		Ca.133	1	-	
		Ca.111	1	1	
		Saim.202	3	1	
No.102 Squadron.	Nuova	Mc.202	27	9	32
		Saim.202	1	1	
		Br. 20	1	1	
No. 9 Squadron.	Vesuvius	Airacobra			26
No.10 "	"	Training	21	9	26
No.12 "	"	Aircraft.			26
			86	37	142
BOMBER/TRANSPORT WING.					
No.88 Squadron.	Lecce.	Cz.1007	21	7	32
No. 1 Squadron.	Lecce.	SM.82	26	12	32
No.28 Squadron.	Vesuvius	Baltimore			32
No.132 Squadron.	"	Training Aircraft.	11	4	32
2nd Gruppo.	Lecce.	S.79	14	9	44 Includes pool of crews for Operational/ Bomber Transport Squadron.
		S.84	5	-	
		S.75	2	2	
		S.73	2	-	
		S.81	2	-	
		G.12	2	-	
		Ca.309	1	1	
		Ca.164	1	-	
		Saim.202	1	1	
			88	36	172
SEAPLANE WING.					
82nd Gruppo.	Taranto	Cz.506B	14	5	46
83rd Gruppo.	Brindisi	Cz.506/S	3	1	30
		Cz.501	12	9	
84th Gruppo.	Taranto	Cz.506/B	4	2	20
		Cz.506/S	2	2	
		Cz.506/C	1	1	
85th Gruppo.	Taranto	Cz.501	7	5	18

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

No.102 Squadron.	Nuova	Mc.202	27	9	)	
		Saim.202	1	1	)	32
		Br. 20	1	1	)	
No. 9 Squadron.	Vesuvius	) Airacobra				26
No.10 "	"	) Training	21	9		26
No.12 "	"	) Aircraft.				26
			86	37		142

BOMBER/TRANSPORT WING.

No.88 Squadron.	Lecce.	Cz.1007	21	7		32
No. 1 Squadron.	Lecce.	SM.82	26	12		32
No.28 Squadron.	Vesuvius	) Baltimore				32
No.132 Squadron.	"	) Training	11	4		32
		) Aircraft.				
2nd Gruppo.	Lecce.	S.79	14	9	)	
		S.84	5	-	)	44
		S.75	2	2	)	Inclues pool
		S.73	2	-	)	of crews for
		S.81	2	-	)	Operational/
		G.12	2	-	)	Bomber Transport
		Ca.309	1	1	)	Squadron.
		Ca.164	1	-	)	
		Saim.202	1	1	)	
			88	36		172

SEAPLANE WING.

82nd Gruppo.	Taranto	Cz.506B	14	5		46
83rd Gruppo.	Brindisi	Cz.506/S	3	1	)	30
		Cz.501	12	9	)	
84th Gruppo.	Taranto	Cz.506/B	4	2	)	
		Cz.506/S	2	2	)	20
		Cz.506/C	1	1	)	
85th Gruppo.	Taranto	Cz.501	7	5		18
		Rs. 14	8	6		20
			51	31		134

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

SECRET.

			STRENGTH	SERVICEABLE	CREW.
FIGHTER SCHOOL, AND RESERVE POOL OF FIGHTER PILOTS.					
	Leverano.	Re.2001	7	-	66
		Re.2002	12	-	
		Mc.200	30	6	
		Ca. 42	7	3	
		Ca.164	1	-	
		Saim.202	2	-	
		Fn.305	1	-	
		G.50	2	1	
		Ro.37	1	-	
		G.8	1	-	
			64	10	66
AUTONOMOUS SQUADRON.	Bari.	S.79	2	1	11
		Ca.309	1	-	
		Ca.310	1	-	
		Ca.311	1	-	
		Ca.313	1	1	
		Ca.314	6	1	
		Cr. 42	2	2	
		G. 8	2	1	
		Saim.200	1	1	
		Saim.202	3	1	
		Fi.156	1	1	
		Fn.305	1	1	
			22	10	11
AIRCRAFT ASSISTANCE UNIT.					
	Brindisi	Ca.310	2	1	1
			2	1	1
BOMBER AND TRANSPORT REPAIR SHOP.					
	Lecce	Mc.205	7	-	
		Mc.202	22	-	
		Re.2002	4	-	
		Re.2001	3	-	
		Saim.202	3	-	
			39	Nil	

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

			64	10	
AUTONOMOUS SQUADRON.	Bari.	S.79	2	1	11
		Ca.309	1	-	
		Ca.310	1	-	
		Ca.311	1	-	
		Ca.313	1	1	
		Ca.314	6	1	
		Cr. 42	2	2	
		G. 8	2	1	
		Saim.200	1	1	
		Saim.202	3	1	
		Fi.156	1	1	
		Fn.305	1	1	
			22	10	11
AIRCRAFT ASSISTANCE UNIT.					
	Brindisi	Ca.310	2	1	1
			2	1	1
BOMBER AND TRANSPORT REPAIR SHOP.					
	Lecce	Mc.205	7	-	
		Mc.202	22	-	
		Re.2002	4	-	
		Re.2001	3	-	
		Saim.202	3	-	
			39	Nil	

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

SECRET.

			STRENGTH	SERVICEABLE	CREW.
OTHER REPAIR SHOPS.					
	Lecce	S.75	1	-	
		S.82	8	-	
		S.84	2	-	
		Cz.1007	9	-	
		Ca.309	1	-	
		G.18	1	-	
	S.Vito di Taranto.	Cz.1007	1	-	
		S.79	15	-	
		Ca.314	2	-	
		Ca.164	1	-	
	Taranto.	Cz.506/B	8	-	
		Cz.501	6	-	
		Rs.14	1	-	
			56	Nil	
S.A.C.A. WORKS.					
	Brindisi.	Cz.506/S	1	-	
		Cz.501	1	-	
		Rs. 14	2	-	
			4	Nil	
S A R D I N I A					
140th Flight of 84 Gruppo.	Elmas.	Cz.506/S	4	4	13
		Rs.14	1	-	
			5	4	13
Autonomous Squadron.	Capoterra.	Ju.87	5	3	
		S. 79	1	1	
		Ca.309	2	2	2
		Ca.164	3	2	
		Saim.202	3	2	
			16	10	2
AIRCRAFT REPAIR SHOPS.					
	Monserrato.	S.79	5	-	

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

		Ca.314	2	-	
		Ca.164	1	-	
	Taranto.	Cz.506/B	8	-	
		Cz.501	6	-	
		Rs.14	1	-	
			56	Nil	

S.A.C.A. WORKS.

	Brindisi.	Cz.506/S	1	-	
		Cz.501	1	-	
		Rs. 14	2	-	
			4	Nil	

S A R D I N I A

140th Flight of 84 Gruppo.	Elmas.	Cz.506/S	4	4	13
		Rs.14	1	-	
			5	4	13
Autonomous Squadron.	Capoterra.	Ju.87	5	3	
		S. 79	1	1	
		Ca.309	2	2	2
		Ca.164	5	2	
		Saim.202	3	2	
			16	10	2

AIRCRAFT REPAIR SHOPS.

Monserrato.	S.79	5	-	
	Cr.42	2	-	
	G.50	1	-	
	Cz.1007	1	-	
	Ca.164	1	-	
	Fn.305	1	-	
Elmas.	S.84	1	-	
	S.66	1	-	
Borore.	G.50	1	-	
		14	Nil	
TOTALS:		447	139	651

(17) Da

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

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

SECRET

2467

MAAF CMF REPEATED HQ RAF AIR FORCES SUBCOMMISSION ACC NAPLES AIR FORCES SUB-COMMISSION ACC NAME

61/06

SECRET

NONE

AIR FORCES SUBCOMMISSION, ACC RAFF

A 836

A 2571

AUG 0510908

13 AUG 1944

FOR BAKER FROM HUSCARLET.

YOUR OZ 557 AUGUST 4. 1. HAVE TOLD ACC RAF THAT HE WILL HAVE 1 BALTIMORE SQUADRON IN 6 WEEKS FROM YESTERDAY AUGUST 4 IN VIEW OF GOOD QUANTITY EQUIPMENT JUST ARRIVED AT VESUVIUS EX PACK UP'S PANT AND GNASP. AND THAT COLLECTED BY S M 82'S FROM NORTH AFRICA. THIS IS SUBJECT TO ADEQUATE DELIVERIES OF C STORES FROM 114 M.U. WHICH TO DATE HAVE BEEN PRACTICALLY NON EXISTENT IN SPITE OF DEMANDS. SEE MY NAPLES SIGNAL ADDRESSED 351 M.U. REPEATED TO YOU TOO 1325 OF JULY 31. SLOCOMBE IS FULLY AWARE OF SHORTCOMINGS OF 114 M.U.

2. IMPOSSIBLE TO GIVE ANY DATE FOR OPERATIONAL READINESS OF P 39' SQUADRONS IN VIEW OF (A) COMPLETE STOPPAGE OF GROUND EQUIPMENT DELIVERIES IN AMERICAN SOURCES AND ANYTHING BUT ACC SPARES SEE MY NAPLES SIGNAL TO ACC REPEATED TO YOU TOO 17008 JULY 26TH AND SLOCOMBE'S SIGNAL TO ME Q 343 AUGUST 1. AND (B) SCOTT CONFUSION OF SO CALLED OPERATIONAL P 39'S REPORTED TO YOU IN MY ASC/40/6 OF AUGUST 2. GIVEN ADEQUATE GROUND EQUIPMENT, SPARES, C STORES AND OPERATIONALLY SERVICEABLE P 39'S ACC RAF COULD HAVE FIRST SQUADRON IN MAXIMUM 10 DAYS FROM THEIR RECEIPT AND SECOND SQUADRON 10 DAYS LATER. MUST EMPHASISE NON RECEIPT OF C STORES AFFECT P 39'S EQUALLY WITH BALTIMORES.

ACC DIST

ACTION: AIR SUBCOM 2
INFO: A/CC —
File (MASTER)
Chief

(16)

SECRET

AUG 06

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

CONFIDENTIAL

ALLIED CONTROL COMMISSION

INCOMING MESSAGE A 2160 2461

13 AUG 1944

TO: HQ MAAF CMF (R) AIR FORCES SUBCOM ACC ROME HQ BAT CMF FOR BAKER

SIGNAL MESSAGE CENTER No: 52/06

FROM: AIR FORCES SUBCOM ACC BARI FROM BUSCHLET

CLASSIFICATION: CONFIDENTIAL

PRECEDENCE: ROUTINE

REFERENCE No: A634

DATE AND TIME OF ORIGIN: AUG 051750B

OFFICE OF ORIGIN:

YOUR GB558 5TH AUGUST. HAVE NO OBJECTION TO CONFERENCE WHATEVER UNLESS YOU CONSIDER MY A.626 5TH AUGUST ANSWERS YOUR QUERIES. I CONSIDER BALTIMORE DIFFICULTIES NOW LARGELY OVERCOME EXCEPT AS REGARDS ISSUE "C" STORES AND SPARES FROM 114 M U. P. 39 POSITION ENTIRELY DEPENDENT ON AMERICAN RELEASE OF GROUND EQUIPMENT AND SPARES WHICH IS APPARENTLY A DECISION WHICH ONLY WASHINGTON CAN MAKE.

ACC DIST

INFO-ACTION - Air Forces SC 2
INFO - A/CC
FILE 2
FLOAT

✓

7 file (A) 00

(15)

DATE and Time of RECEIPT AUG 061400B

Distribution:

CONFIDENTIAL

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

SECRET

ALLIED CONTROL COMMISSION

INCOMING MESSAGE

2374

A 2142

3 AUG 194

TO: AFSC ACC ROME (R) AFSC ACC BARI

SIGNAL MESSAGE CENTER No: 62/05

FROM: HQ MAAF SSO

CLASSIFICATION: SECRET

REFERENCE No: GB 557

PRECEDENCE: IMPORTANT

DATE AND TIME OF ORIGIN: AUG 4/1200

OFFICE OF ORIGIN: CITE: NONE

FOLLOWING FOR BOWEN - BUSCARLET FROM BAKER. THE PRESENT IAF COMMITMENT IS TO HAVE ONE BALTIMORE AND TWO P-39 SQUADRONS OPERATIONAL BY MID AUGUST. WHAT IS YOUR ESTIMATE FOR MEETING THIS AND IF YOU CANNOT DO SO, YOUR ANTICIPATED PROGRAMME. ARE ANY PROBLEMS STILL UNSOLVED WHICH ARE SETTING BACK THE PROGRESS OF SQUADRONS TOWARDS OPERATIONAL STATUS

ACC DIST

ACTION AIR SC (2)

INFO A/CC
FILE (2)
FLOAT

(14)

DATE and Time of RECEIPT AUG 5/1520

Distribution:

SECRET

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

2323
A/CC

HQ ACC, APO 394
396 Sec'y Gen.
Rec'd 5 Aug 0700
By
67/4

FM MAAF SSO ACC BARI ACC ROME (U4 SIGS PASS)

in 8 AUG 1944

TOP SECRET

NONE

CITE: NONE

HQ BALKAN AIR FORCE

NONE

AUG 4/1730

PERSONAL FOR BAKER FROM ELLIOTT

1. FORGIVE ME FOR BOTHERING YOU AGAIN ABOUT THE ITALIAN AIR FORCE SQUADRONS OF WHICH THE FORMATION HAS VIRTUALLY NOT ADVANCED SINCE MY APPEAL TO YOU THREE WEEKS AGO IN O.114 OF 13 JULY.

2. OWING STILL TO LACK OF GROUND EQUIPMENT THERE ARE ONLY TWO SERVICEABLE BALTIMORES AT VESUVIUS AND THE TARGET DATE FOR THE FORMATION OF THE FIRST BALTIMORE SQUADRON REMAINS AT SIX WEEKS FROM THE TIME WHEN WE RECEIVED THE FULL SCALE OF GROUND EQUIPMENT.

3. THE P.39 POSITION IS EVEN WORSE. DELIVERY OF GROUND EQUIPMENT AND AMMUNITION HAS CEASED ALTOGETHER. THE OPERATIONAL AIRCRAFT ACCORDING TO DOWN BUSCARLET ARE ARRIVING IN AN EVEN WORSE CONDITION THAN THE TRAINING KITES.

4. AT THIS RATE THERE IS NO TARGET DATE IN VIEW EITHER FOR THE P.39 OR THE BALTIMORE SQUADRONS THE FIRST OF EACH OF WHICH WE HAD HOPED TO HAVE BY THE MIDDLE OF AUGUST.

5. I HAVE SEEN YOUR 0343 AUG 1 WHICH SHOULD HELP

AUGUST 4/2400

4 Aug 44

Italian Air Force

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

2348

TOPSEC

HQ ACC APO 394
402
5 Aug 1130
NRR.

HQ MAAF 880 ACC GME (14 SIGS CENTRE PASS)

N73/4

TOP SEC

HQ BALKAN AIR FORCE

WE5C

NONE

AUG 4

A 2018

18 AUG 1944

PERSONAL FOR BAKER (R) BOWEN BUSCARLET FROM ELLIOT.

1. I HAVE NOW HAD AN OPPORTUNITY OF DISCUSSING YOUR GB553 AUGUST 1 WITH BOWEN BUSCARLET, AND THAT FOLLOWS REPRESENTS OUR JOINT VIEWS

2. PREFERRING THE HURICANE IN THE HAND TO THE SPITFIRE IN THE BUSH (AN ARGUMENT WHICH MOREOVER WE COULD USE WITH TITO IF ARGUMENT BECOMES NECESSARY) I DEPRECATE ANY CHANGE AS REGARDS NUMBER 351 SQUADRON WHICH WOULD ONLY RESULT IN DELAYING ITS ARRIVAL.

3. AS THERE IS EVERY PROSPECT THAT THE MACCHIS WILL FADE OUT IN ABOUT 2 MONTHS TIME WE WOULD WELCOME THE REQUIPMENT OF 2 ITALIAN SQUADRONS WITH SPITFIRES. WHILST THE FIRST WAS BEING RE-EQUIPPED WITH SPITFIRES THE SECOND COULD SUBSIST ON MACCHIS BY CANNIBALISATION. FAILING SPITFIRES WE WOULD WILLINGLY ACCEPT HURRICANE TWOS WITH 2 CANNONS AND LONG /////// RANGE TANKS.

ACC DIST

INFO-ACT- AIR SC 2

INF- A/CC

FILE(sRel)

(2)

TOPSEC

4 Aug 44

AUG051050

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

SECRET

2215

ALLIED CONTROL COMMISSION

INCOMING MESSAGE

TO: AFSC ACC ROME REPTRHBAFS ACC NAPLES REPEAT BALKAN AIRFORCE REPT AT HQ NATF ALGIERS

SIGNAL MESSAGE CENTER No: 58/03

FROM: HQ MAAF, BOWEN BUSCARLET FROM SLOCOM CLASSIFICATION: SECRET

REFERENCE No: Q 243. YOUR 22911288 PRECEDENCE: ROUTINE

DATE AND TIME OF ORIGIN: AUG 01NFT OFFICE OF ORIGIN:

A 2004

5 AUG 1944

A 4 ACTION THIS HQ TAKING NECESSARY ACTION WITH WASHINGTON FOR RELEASE OF FURTHER GROUND EQUIPMENT FOR IAF. SUSPENSION DOES NOT APPLY TO AIRCRAFT AND ENGINE SPARES.

2. AAFS MTO HAVE ALREADY ISSUED TO FOLLOWING TO IAF 12 WING JACKS, 6 TAIL JACKS, 25 AIRCRAFT CHIEFS AND 25 ENGINE TOOL KITS. HAVE LOANED TO ACC FOR USE OF IMN RPT IVF (?) 2 COMPRESSORS AND 2 PNEUMATIC PUMPS.

3. A 4 ARE PREPARED TO ASSIST IN SUPPLY AMMUNITION FOR TRAINING NOTIFY A 4 THIS HQ FOR ATTENTION COLONEL ROBERTS YOUR MINIMUM REQUIREMENTS STATING CALIBRE, QUANTITY AND LOCATIONS REQUIRED.

4. PLEASE STATE AFTER CONSULTATION WITH BALKAN AIRFORCE YOUR OPERATIONAL REQUIREMENTS IN AMMUNITIONS FOR OPERATION OF UNITS ARMED P 39 AIRCRAFT. THIS INFORMATION SHOULD BE FORWARDED MAAF ALGIERS FOR URGENT PROVISIONING ACTION.

COPY THIS HQ FOR INFO. CORRECT TO READ ISSUED THE FOLLOWING.

ACC DIST

(ACT) AIR FORCES SC 1
(INF) A/CC 1
File
Float 1

DATE and Time of RECEIPT AUG 031605B

Distribution:

1 Aug 44

SECRET

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

2031

SECRET

351 MIRAF BHAF (R) MAAF CMF (R) MAAF ALGIERS (R) DISTWO FOR AIR FORCES SUBCOMM HQ ACC ADV(R) +++++
AIR FORCES SUBCOMM ACC NAPLES
NONE

25/31

SECRET
OP priority

JUL311325

ADDRESS CONTD+++214 GROUP RAF CMF

A 2028

7 AUG 1944

FOR ATTENTION F/O WATKINS. FROM DUNLOP. FIRST TWO S EIGHT TWO CONTAINING BALTIMORE GROUND EQUIPMENT ARRIVED VESUVIUS PM TODAY 30TH WITH YOUR NOTE REQUESTING ADVICE REGARDING DRAWING OF OILS AND GREASES ETC. PARA 2 YOU ARE FULLY AWARE OF CONDITIONS AT VESUVIUS AND THAT THE IAF UNITS WERE NOT ISSUED with THE USUAL 7 DAYS SUPPLY OF 'CONSUMABLE"C" STOCKS. WE ARE GIVING ON THE GOOD DARH(?) WILL OF U SAIL AAF AND RA FOR UNITS IN THE AREA. 2 ONLY OF YOUR DEMANDS 1124MU HAVE BEEN MET DURING 5 DAYS I HAVE BEEN HERE THESE CONSISTED OF LATRINE BUCKETS AND STOVES. PARA 3. DRAW AND TORWARD A TOKEN AMOUNT of CONSUMABLE"C" STORES AVAILABLE IN THE AREA IF ADVICE IS NEEDED AND NOT AVAILABLE FROM EQUIPMENT SIDE CONTACT GROUP CAPTAIN BARNARD. STECH OFF MAAF REAR. PARA 4. SOME PILOTS ARE SUFFICIENTLY FAR ADVANCED TO COMMENCE FIRING AND HIGH FLYING. THE 20 FLYING HELMETS HELD AT VESUVIUS ARE INCOMPLETE AND NEED PLUGS IOH/10991 WITH CORD . 6 CLEANING RODS FOR CALIBRE 50 AND 30 MG AND 2 SETS OF 37MM CANNON TOOLS ARE ALSO ESSENTIAL. PARA 5. UNDERSTAND FROM SGT MUIR THAT YOU HAVE NOT OBTAINED AND OXYGEN CHARGING REGULATOR THIS WITH A SUPPLY OF OXYGEN IS NOW AN URGENT REQUIREMENT. ADVISE BARI AS AND WHEN A/C ARE REQUIRED FOR AIR lift.

ACC DIST
INF-ACT- AIR FORCE SC
INF- A/CC —
FILE 2
FLOAT

SECRET

JUL311715

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

RESTRICTED

ALLIED CONTROL COMMISSION

2061

INCOMING MESSAGE

TO: AGC SARDINIA INFO: AIR FORCE SUBCOM ACC MAAF

SIGNAL MESSAGE CENTER No:

FROM: MAIN AAI

CLASSIFICATION: RESTRICTED

REFERENCE No: SD 1734

PRECEDENCE: NONE

DATE AND TIME OF ORIGIN: JUL 311825B

OFFICE OF ORIGIN:

FURTHER MY SD 1685 OF 28. REQUEST YOU FWD SOONEST FULL DETAILS PRESENT EMPLOYMENT 140 REYTUI SQN. NO MOVE WILL BE ORDERED PENDING CONSIDERATION YOUR REPLY.

A 2015

8 AUG 1944

ACC Hist
(JNF-Act) Air Force SC
(JNF) A/cc
File (2)
Flont

DATE and Time of RECEIPT AUG 010830B

Distribution:

RESTRICTED

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

SECRET

ALLIED CONTROL COMMISSION

INCOMING MESSAGE

1997

TO: MAAF CMF (R) 214 GROUP RAF CMF (R) DISTWO FOR AIR FORCES SUB COMMISSION ACC BARI (R)
AIR FORCES SUB COMMISSION NO ACC ADV **SIGNAL MESSAGE CENTER No: 4731
FROM: AIR FORCES SUB COMMISSION ACC NAPLESCLASSIFICATION: SECRET
REFERENCE No: NONE PRECEDENCE: PRIORITY
DATE AND TIME OF ORIGIN: JULY 30/1743OFFICE OF ORIGIN: CITE: NONE

A 2016

***(CONTINUATION OF ADDRESSES) 159 MU RAF CMF

6 AUG 1944

IAF AT VESUVIUS. DUAL BALTIMORES. REFERENCE MAAF REAR SIGNAL 0426 JULY 20-7 TO MIDDLE EAST ON THIS SUBJECT. PENDING RECEIPT OF THESE AIRCRAFT WHICH HAVE ALL CONTROLS DUP: DUPLICATED IAF REQUEST THAT ONE A/C BE FITTED WITH FLYING INSTRUMENTS AND BRAKE CONTROLS. THIS IS A COMPARATIVELY SIMPLE MODIFICATION THOUGH OWING TO LACK OF WORKSHOP FACILITIES AND SPARES IS BEYOND UNIT EMBODIMENT. REQUEST ARRANGEMENTS BE MADE FOR ONE IAF BALTIMORE TO FLY INTO 159 MU TO HAVE THIS MODIFICATION INCORPORATED. IAF WILL ASSIST BY SUPPLY TECHNICAL PERSONNEL IF REQUIRED

Dec Dist

Dep Dir — Air Forces SC 2
Inf — A/CC 1
File 2
Asst 1

(10)

DATE and Time of RECEIPT JULY 31/0740

Distribution:

30 Sept 44

SECRET

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

Acting C.C.

Sec Gen 1957

ALLIED C[illegible] SECRET COMMISSION

INCOMING MESSAGE

TO: ACTION AAI INFO HQ MAAF, ACC FOR LAND AND AIR FORCES SUB COMMISSION

SIGNAL MESSAGE CENTER No: 1/30

FROM: AFHQ SIGNED SACMED

CLASSIFICATION: SECRET

REFERENCE No: FX 76867

PRECEDENCE: PRIORITY

DATE AND TIME OF ORIGIN: JULY 30/0110

OFFICE OF ORIGIN: CITE: FHQCT

HQ ACC, APO 394
295 Sec'y Gen.
Rec'd 30 July 1025
By

A 1479
4 AUG 1944

ONE. FOLLOWING NEGOTIATIONS AND DISCUSSIONS AT THIS HQ THE FIGURE FOR THE ITALIAN AIR FORCES TO BE CONSIDERED AS EFFECTIVE AND SUPPLIED UNDER THE TERMS OF CCS FAN 338 IS RAISED TO 31000.

TWO. IN CONSEQUENCE OF ABOVE DECISION AND TO KEEP WITHIN THE FIGURE OF 470000 RECOMMENDED AS EFFECTIVE TO THE COMBINED CHIEFS OF STAFF THE FIGURE OF 53300 SHOWN IN APPENDIX B OF YOUR 1605/50/3/G(SD1) OF 19 JUNE FOR INTERNAL SECURITY DIVISIONS WILL BE REDUCED TO 44300.

THREE. AS MAAF HAVE AS YET EFFECTED NO DEMOBILISATION YOU ARE AUTHORISED TO ISSUE SUPPLIES TO A FIGURE OF 479000 ITALIAN ARMED FORCES PERSONNEL UNTIL 31 AUGUST 1944 OR UNTIL DEMOBILISATION TO THE FIGURE OF 470000 IS EFFECTED, WHICHEVER IS THE EARLIER

ACC Dist

Info Action: Deputy SC
" " : Air Force
Sec Gen
A/SC
File (2)
Float

(9)

DATE and Time of RECEIPT JULY 30/ 0800

Distribution:

F 76867
30 Jul 44

SECRET

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

CONFIDENTIAL

ALLIED CONTROL COMMISSION

INCOMING MESSAGE

1879

TO: AIR FORCE SUBCOM ACC MAAF INFO: MMIA AGC SARDINIA

SIGNAL MESSAGE CENTER No: 2/29

FROM: MAIN AAI

CLASSIFICATION: CONFIDENTIAL

REFERENCE No: SD 1685

PRECEDENCE: ROUTINE

DATE AND TIME OF ORIGIN: JUL 282330B

OFFICE OF ORIGIN: A 1959 2 AUG 1947

7

REF AGC SARDINIA SIGNAL ACS E 1012 OF 28 NOT TO MAAF. ACC STATES INFM RECEIVED FROM ITALIAN AIR COMD SARDINIA THAT 140 REYTUI SQN ITALIAN AIR FORCE IS TO BE TRANSFERRED TO TARANTO AND REQUESTS CONFIRMATION BY IMMEDIATE SIGNAL. REQUEST YOU REPLY DIRECT COPY THIS HQ.

Acc Dist

Action - Air Sc (2)
Info - A/Cc
Army Sc
File (2)
Float

Italian air force

✓

8

3

SD 1685
28 Jul 47

File A/126

DATE and Time of RECEIPT JUL 290830B

Distribution:

CONFIDENTIAL

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

CONFIDENTIAL

ALLIED CONTROL COMMISSION

1876

INCOMING MESSAGE

TO: CINC AAI PASS FOR INFO TO AF SUBCOM ACC

SIGNAL MESSAGE CENTER No: 26/29

FROM: AGC SARDINIA

CLASSIFICATION: CONFIDENTIAL

REFERENCE No: E 1012

PRECEDENCE: ROUTINE

DATE AND TIME OF ORIGIN: JUL 2815183

OFFICE OF ORIGIN: CITE AGS

A 1760

2 AUG 194

INFORMATION RECEIVED FROM ITALIAN AIR COMMANDER SARDINIA THAT THE 140 REYTUI SQUADRON ITALIAN AIR FORCE IS TO BE TRANSFERRED TO TARANTO. NO INFORMATION THIS SUBJECT RECEIVED FROM ALLIED SOURCES. THIS UNIT PROVIDES ONLY POSSIBLE RAPID ADMINISTRATIVE AND SUPPLY COMMUNICATION AND EMERGENCY MEDICAL EVACUATION FROM MADDALENA ISLAND WHERE INADEQUATE HOSPITAL FACILITIES EXIST. URGENTLY RECOMMEND THAT THE FOUR TRIMOTOR CANT 506 SAII TYPE AIRCRAFT REMAIN HERE. THE 1 R SAII 14 NOW UNDER REPAIR IS AVAILABLE FOR TRANSFER. REQUEST RADIO YOUR DECISION.

ACC DIST

	INFO-ACTION	- AIR FORCES SC 2
	INFO	- A/CC
		FILE 2
		FLOAT
G(SD)	6 ACTION	
DCAO	3	
Q(AE)	2	
AF SUBCOM ACC	1 BY ELS	

(7)

5

✓

File A/1000

Italian Air Force

B1012

28 Jul 44

DATE and Time of RECEIPT JUL 290930B

Distribution:

CONFIDENTIAL

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

SECRET

ALLIED CONTROL COMMISSION

1859

INCOMING MESSAGE

A 1961

2 AUG 1944

TO: AIR SUBCOMM HQ ACC ADV (R) DISTWO FOR AIR SUBCOMM AUP BARI(R) MAAT CMF(R) BALKAN AIR FORCE SIGNAL MESSAGE CENTER No: 12/29

FROM: AIR FORCES SUBCOMM ACC NAPLES CLASSIFICATION: SECRET

REFERENCE No: NONE PRECEDENCE: PRIORITY

DATE AND TIME OF ORIGIN: JUL281700 OFFICE OF ORIGIN:

FOR AVM BOWEN-BUSCARLET FROM DUNLOP. ISSUE OF IAF AIRACOBRA GROUND EQUIPMENT. ISSUE WAS SUSPENDED TODAY. INTERVIEWED LT COL MORGAN SEO OF AAFSC/MTO WHO SHOWED ME A SIGNAL FROM WASHINGTON WAR DEPT WHICH BRIEFLY STATED ITALIAN MAIN LAND IS NOT YET ELIGIBLE FOR LEASE LEND AND ISSUE OF CEL RPT OEL (GROUND) EQUIPMENT IS SUSPENDED PENDING CLARIFICATION BY USAAF THIS THEATRE WITH WASHINGTON. SUPPLIES OF AMMO FOR P39 IS UP FOR SIMILAR CLARIFICATION. LIMITED TRAINING STILL TAKING PLACE BUT TARGET DATE FOR COMPLETION OF TRAINING IS JEOPARDIZED

ACC DIST

ACT- AIR SC 2

INF- A/CC

FILE 2

FLOAT

DATE and Time of RECEIPT JUL290840

Distribution:

SECRET

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

SECRET

1810

ALLIED CONTROL COMMISSION

INCOMING MESSAGE

TO: AIR FORCES SUBCOMM ROME (14 SIP CENTRE PASS)
SIGNAL MESSAGE CENTER No: 478/27
FROM: AIR FOCES SUBCOMM BARI
CLASSIFICATION: SECRET
REFERENCE No: 0.802
PRECEDENCE: IMMEDIATE
DATE AND TIME OF ORIGIN: JUL271745B
OFFICE OF ORIGIN:

A 1963
2 AUG 1944

FOR AIR VICE MARSHAL BOWEN BISCARLET FROM WALTON)

REFERENCE YOUR AIR/R/40 OF JULY 27. BREAKDOWN OF IAT OF 22,000 GIVEN TO MAAF YESTERDAY AS FOLLOWS. ESTIMATED REQUIREMENTS IN SUPPORT OF ALL OPERATIONAL COMMITMENTS SEAPLANE BOMBER BOMBER TRANSPORT AND FIGHTERS 8,500. BALANCE 13,500Ø REQUIRED FOR MANNING AIRFIELDS STORES DEPOTS AND ESTABLISHMENTS IN SICILY, SARDINIA AND ON MAINLAND. CONVINCED 22,000 BEST FOR US TO HANDLE.

ACC DIST
ACT- AIR FORCE SC
INF- A/CC
FILE 2

Italian Air Force

(5) a

DATE and Time of RECEIPT JUL281430

Distribution:
0.802
27 Jul 44

SECRET

free HHB 7001

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

ALLIED CONTROL COMMISSION

INTER OFFICE MEMO

From: Office of the Chief Commissioner 27 JUL 1944

FILE No. A/CC 091.711

SUBJECT: Transport - Italian Armed Forces

TO: Establishment Branch 26 July 194

The Acting Chief Commissioner has directed that this be forwarded to your office for necessary action.

L. D. DENSMORE
Colonel, Sig C
Chief Staff Officer

1 Incl:
Ltr Air SC, AFSC/321/1/ORG
of 18 Jul 43.

A/cc 091.711
26 Jul 44

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

ALLIED CONTROL COMMISSION

INTER OFFICE MEMO

25 JUL 1944

From: Chief Staff Officer for A/FC

SUBJECT: Vehicles

FILE No. 386.8

TO: Establishment Branch 25 July 1944

For Necessary Action

FRANK J. SLAUGHTER.
Captain, A G D.,

(4) 386.8 25 July 44

Files A & B

Otd Gen Files 091.711 Germany 25 - 51

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

FROM: AIR FORCES SUB-COMMISSION,
ALLIED CONTROL COMMISSION, BARI.

→ C.C.S.O.
U.3166

TO: ACTING CHIEF COMMISSIONER,
ALLIED CONTROL COMMISSION, NAPLES. ✓
COPY: H.Q. M.A.A.F.
COPY: H.Q. A.A.I.

HQ ACC, APO 394
13-5 Sec'y Gen.
Rec'd 22 July 1100
By GRR

DATE: 18th July 1944.

REF: AFSC/321/1/ORG.

Prior to the Allied occupation of Rome, the Italian Air Force owned a large number of motor vehicles in the Rome Area. During the latter months of the German occupation, the Republican Air Force sold these to private individuals, it is suspected for personal gain. It is the view of this Sub-Commission that these transactions were illegal, and that the vehicles should remain the property of the Italian Air Force.

2. This view was expressed to the Transport Sub-Commission during one of my recent visits to Rome, and the reply was that all vehicles in the Rome area have to be devoted to civilian needs. I would point out that this is in direct contravention of H.Q. A.A.I. ruling 2030/12/Q2 of the 1st July which states that: "In future no ..... transportation ..... belonging to the Italian Armed Forces will be occupied, requisitioned sold or made use of without prior reference to H.Q. A.A.I".

3. While I am fully aware of the paramount need for the feeding of Rome, I must also point out that it is my duty to see that the operational requirements of the Allied Forces are met, and I must therefore press for the return of these vehicles at once.

W.A.B. Bowen-Buscarlet

W.A.B. BOWEN-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

(4) AFC A.C.S.O. 22 JUL 1944 BUSCARLETS
AFSC/321/1/ORG
18 July 44

files A & B

8.22 091.711

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

FROM: AIR FORCES SUB-COMMISSION,
ALLIED CONTROL COMMISSION, BARI.

TO : ACTING CHIEF COMMISSIONER,
ALLIED CONTROL COMMISSION, NAPLES.
COPY: H.Q. M.A.A.F.
COPY: H.Q. A.A.I.

DATE: 18th July 1933.

REF: AFSC/321/1/CRG.

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W.A.B. BOWEN-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

A true copy.
MARK J SLAUGHTER,
Captain, A.C.D.

(4) App B
18 July 44
AFSC/321/1/ORG

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

Amministrazione della Provincia di Napoli

IL VICE PRESIDE

Captain Stone.

The Air Vice Marshal thought you might like to look through this before your meeting with him tomorrow.

It is his latest directive to the Italian Air-Force.

Q.

(3) b

AFSC/S.15/AIR
25 July

0711 Dec Sun Times

FROM: AIR FORCES SUB-COMMISSION,
ALLIED CONTROL COMMISSION,
BARI.

TO: THE MINISTER.
COPY: HEAD QUARTERS, R.A.F. C.M.F.

DATE: 25th JULY 1944.

REF: AFSC/S.15/AIR.

A 2439 SECRET.
- 7 AUG 1944

I have to inform you that authority has been given by H.Q. M.A.A.F. to regroup the Italian Air Force as follows :-

(i) ITALIAN FIGHTER WING.

No.155 I.A.F. Squadron.	16 a/c Macchi 205.	Organised into one Storno, the master of which can be chosen by the I.A.F.
No.102 I.A.F. Squadron.	16 a/c Macchi 202.	
No. 9 I.A.F. Squadron.	16 a/c Airacobra.	Ditto.
No. 10 I.A.F. Squadron.	16 a/c Airacobra.	
No. 12 I.A.F. Squadron.	16 a/c Airacobra.	

This Wing is to come under the operational control of Headquarters, Italian Air Force, and for this purpose a British Liaison Section, consisting of a Wing Commander, Operational and Intelligence Officers, and an appropriate staff will be provided. This Wing will have to provide its own Maintenance and Equipment backing. To assist in the maintenance and equipment organisation to be set up by the I.A.F, a British liaison section (under the Command of A.F.S.C) will be provided, consisting of a British Technical Officer and technical W.C.O's and a British Equipment Officer and W.O.O. The Wing will be entirely responsible for its own organisation, administration and discipline, which, for the present, may be organised on Italian lines. It is, however, the intention of H.A.F. that all these squadrons shall be fully mobile to British standards, and it is hoped, eventually, to allot sufficient transport from Allied sources for this purpose. A proposed establishment for the Maintenance and Equipment backing for the Wing will be forwarded to you very shortly.

(ii) ITALIAN LIGHT BOMBER STORNO.

No. 28 I.A.F. Squadron 16 a/c Baltimore.
No.132 I.A.F. Squadron 16 a/c Baltimore.

This Storno will come under the operational, technical and day-to-day administrative control of No.254 Wing, Italian Air Force. The [redacted] administration and discipline of the Storno will come under the Italian Storno Commander. Maintenance will be carried out through an R.S.U. [redacted] A.S.P. These will be composite Units manned by Allied and Italian personnel. Details of the numbers of Italian personnel, by ranks and trades, to form the Italian increment to these Units will be forwarded to you very shortly. These personnel should be held in readiness to join the Units as soon as H.A.F. can accept them, as they will acquire invaluable experience in the Maintenance and supply of Baltimore aircraft while actually awaiting the arrival of the I.A.F. Baltimore squadrons.

Declassified E.O. 12356 Section 3.3/NND No. 782015

I have to inform you that authority has been given by H.Q. S.A.A.F. to regroup the Italian Air Force as follows :-

(i) ITALIAN FIGHTER WING.

No.155 I.A.F. Squadron.	16 a/c Macchi 205.	Organised into one Stormo, the number of which can be chosen by the I.A.F.
No.102 I.A.F. Squadron.	16 a/c Macchi 202.	
No. 9 I.A.F. Squadron.	16 a/c Airacobra.	Ditto.
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(ii) ITALIAN LIGHT BOMBER STORMO.

No. 28 I.A.F. Squadron 16 a/c Baltimore.
No.132 I.A.F. Squadron 16 a/c Baltimore.

This Stormo will come under the operational, technical and day-to-day administrative control of No.254 Wing, Balkan Air Force. The personnel, administration and discipline of the Stormo will come under the Italian Stormo Commander. Maintenance will be carried out through an R.S.U. and an A.S.P. These will be composite Units manned by Allied and Italian personnel. Details of the numbers of Italian personnel, by ranks and trades, to form the Italian increment to these Units will be forwarded to you very shortly. These personnel should be held in readiness to join the Units as soon as B.A.F. can accept them, as they will acquire invaluable experience in the Maintenance and supply of Baltimore aircraft while actually awaiting the arrival of the I.A.F. Baltimore squadrons.

(iii) ITALIAN BOMBER/TRANSPORT STORMO.

No. 88 I.A.F. Squadron 16 a/c Cant 1007.
No. 1 I.A.F. Squadron 16 a/c SM.82.

This Stormo will come under the operational control of No.334 Wing, Balkan Air Force. The administration, organisation and discipline of the Stormo will come under the Italian Stormo Commander. Maintenance arrangements will continue as at present in the I.A.F. S.M.A.U's.

(3) 0 b

Full A.H.B./720

Continued /2.....

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

(iv) ITALIAN SEAPLANE WING.

This Wing will remain unaltered, and will continue to operate under No.242 Group, Royal Air Force.

(v) OPERATIONAL TRAINING UNIT - VESUVIUS.

This Unit is required for the conversion of Italian pilots and aircrew, onto the new types of aircraft. The unit will still be required after the 3 Airacobra and 2 Baltimore Squadrons become operational, as a supply of pilots and aircrew, to replace wastage, will always be necessary.

The present establishment in aircraft of this Unit is :-

Baltimores	12 a/c
Airacobras	12 a/c

It can be considered later as to whether any further changes in the establishment of aircraft will be necessary when the Unit has to provide replacements for wastage only.

In addition to its O.T.U. commitments, this Unit will provide training for maintenance personnel on Airacobras and Baltimores. If large numbers of either type of aircraft are received, additional to those required for the Squadrons and the operational training unit, Vesuvius should become the holding unit for reserve aircraft.

It is possible that this Unit may be moved to Leverano or elsewhere, at a later date.

(vi) FACTORY FOR MAJOR OVERHAULS OF ALLISON ENGINES AND AIRACOBRA AIRFRAMES.

A factory will be required for the major overhaul of Allison engines and Airacobra airframes. It is understood that you are already considering a suitable factory in the Rome area. It is calculated that an output of 48 overhauled Allison engines and 24 overhauled Airacobra airframes per month will be required.

2. PROGRESS.

(i) It is understood that, except for bombing and air firing the first Fighter Squadron trained on Airacobras will be ready for operations as soon as equipment and spares are available. It is also understood that the remaining squadrons will successively be ready for operation at intervals of two weeks following the first squadron, subject always to the satisfactory [redacted] of equipment and spares. Will you kindly confirm this.

(ii) Baltimore training is entirely held up at the moment owing to the lack of tools, equipment and spares. Advantage is being taken of this period of inactivity to fit brakes and additional flying instruments into the front cockpits of dual Baltimores. It is understood that the first Baltimore squadron will be operationally ready within 6 weeks of the provision of adequate tools, equipment and spares, and that the second squadron will be operationally ready about 3 weeks after the first one. It is requested that you will confirm this.

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

The present establishment in aircraft of this Unit is :-

Baltimores	12 a/c
Airacobras	12 a/c

It can be considered later as to whether any further changes in the establishment of aircraft will be necessary when the Unit has to provide replacements for wastage only.

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3. GENERAL.

(i) The Italian increment to the R.S.U. and A.S.P. supporting No.254 Squadron should be got ready at once.

(ii) The Wing Maintenance and Equipment organisation for the Italian Fighter Wing should be formed at once, so that it can be ready to take on the maintenance of the Macchi and Airacobras.

(iii) The factory for the overhaul of Allison engines and Airacobra airframes should be got going without delay.

Continued /3.....

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

(iv) As agreed previously the establishments of all Italian Squadrons should be revised to bring them as closely as possible into line with Allied establishments. This is particularly important on the Maintenance side, but steps should also be taken to bring the logistical side of the Squadrons as far as possible onto Allied lines, in so far as lack of transport and other facilities will allow.

(v) It is agreed that Italian aircraft, whether of Italian or Allied types, may carry the distinguishing badges of their Stormo.

(vi) It is agreed that Italian aircraft, whether of Italian or Allied types, may carry the I.A.F. identification roundels.

(vii) It is agreed that the Italian flag may be flown at all Headquarters and Camps of the Italian Air Force, even though they may be stationed on Allied airfields.

(viii) Any alterations to the Italian organisation or system of administration which may seem necessary to the Air Officer Commanding, Balkan Air Force, or to his subordinate Commanders, are to be put up to the Italian Air Ministry, through the Air Forces Sub-Commission.

4. It is requested that if any of the above points are not quite clear, I may be informed at once, as I shall be very pleased to answer any queries.

W.A.Bowen-Buscarlet.

W.A.B. BOWEN-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Declassified E.O. 12356 Section 3.3/NND No. 783015

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W.A.B. BOWEN-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

(3) b

Declassified E.O. 12356 Section 3.3/NND No. 785013

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

AIR FORCES SUB-COMMISSION BARI

Hq A.C.S. 910 24thJuly

A 1911 29 JUL 1944

SECRET
PRIORITY
AIR FORCES SUB-COMM.

DISCUSSED CEILING WITH HAMBLEN AND READ HIM MY AIR/R/37

PAREN FOR EUSGARLET FROM ELIOT AFSC HOME OFFICE PAREN

HE AGREES ENTIRELY AND SAYS FURTHER ISSUE RATIONS ABOVE 22000 IMPOSSIBLE IN VIEW DIRECT ORDER FROM AFHQ PD SUGGEST ONLY POSSIBILITY NOW GENERAL EAKER MAKE PERSONAL APPEAL TO GENERAL DEVERS OR GENERAL WILSON TO COUNTERMAND ORDER PD BELIEVE EVERY EFFORT SHOULD BE MADE CONVINCE GENERAL EAKER THUSTD

Eile Office

911.711 Civ Forces

30

910
24Jul44

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

AIR FORCE SUB-COMMISSION, ALLIED CONTROL COMMISSION,
BARI.

179
23 July

AFSC/S.15/AIR.

22nd July 1944.

A-182

25 JUL 1944

My Dear Captain Stone.

With reference to my letter S.15/AIR dated 7th July 1944, the matter has been under discussion with M.A.A.F. for some time, and their policy with regard to Italian Wings has now been altered. There will, therefore, be no need for any action by the A.C.C. in this matter.

2. I hope to be in Rome about Thursday when I will let you know exactly how the matter stands.

Yours sincerely,
W.A. Bann. Brigadier.

Captain Ellery Stone,
Acting Chief Commissioner,
Headquarters,
Allied Control Commission,
Rome.

(3)

AFSC/S.15/AIR
22 July 44

In all correspondence with this Headquarters use full address: AIR FORCES SUB-COMMISSION.

→ file
(2)
file
700

AIR FORCES SUB-COMMISSION, ALLIED CONTROL COMMISSION, C.M.F.

C.S.O. 6141

AIR REPORT No. 18/JUNE 1944.

HQ ACC, APO 394 SECRET.
181 Sec'y Gen.
Rec'd 23 Jul pm 44

1. The Italian Air Force Aircraft Strength, Serviceability Crew State and Location statement as at 30th June 1944 is shown in Appendix "A" attached.

2. The Summary of Italian Air Force operational sorties for the month of June 1944 is as follows :-

A 2065
9 AUG 1944

(a) FIGHTER WING.

Offensive Recce and low level attacks	61	
Escorts	6	
Fighter/Bomber	4	
		71

Operations were curtailed from 15th June until the end of the month. See para 3 below.

(b) SEAPLANE WING.

Convoy escorts and A/S Patrols	2	
U-Boat Hunts	1	
Special Missions to VIS	6	
Various	4	
A.A. Calibration	29	
		42

(c) BOMBER/TRANSPORT WING.

Supply Dropping	121	
I.A.F.Salvage	6	
Courier/Transports	243	
British Parachute School	26	
A.A. Calibration	59	
		455
GRAND TOTAL:		568

3. FIGHTER WING.

(i) Fighter Operations were considerably curtailed from the middle of Ju[illegible] This was due to the decision taken by Higher Authority to re-organise the I.[illegible] re-equip three of its Fighter Squadrons with Allied Aircraft (Airacobra[illegible] reduce the remaining squadrons to one Squadron of Macchi 205 and one of Macchi 202. The most experienced pilots have been earmarked for transfer to the Airacobra Squadrons.

(ii) Offensive operations were carried out in the Dalmatian are under the operational control of No.242 Group with the following results :-

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

(a) FIGHTER WING.

Offensive Recce and low level attacks	61	
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Fighter/Bomber	4	
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(ii) Offensive operations were carried out in the Dalmatian are under the operational control of No.242 Group with the following results :-

Objectives observed to be destroyed or damaged.

1	Barge
1	"F" boat.
1	Two-masted Schooner.
1	Single-masted schooner.
5	Motor launches.
12	Fishing boats.
2	Lighters.
2	M/T.
1	Radio van.

Continued/2.....

9 AUG 1944

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

Attacked with unobserved results.

2 M/T.
1 Machine gun position.
3 Wooden barrack/store huts.
Station buildings.

4. SEA-PLANE WING.

It will be seen that there has been a considerable reduction in the number of sorties flown compared with last month's report, and owing to the limited operational flying commitments, sleeve towing and calibration exercises for the British and Italian Navy and Army has been intensified. There is nothing outstanding to report.

5. BOMBER/TRANSPORT WING.

A total of 455 sorties were flown during the month, of which 121 were on supply dropping operations over YUGOSLAVIA, which are now carried out entirely at night for reasons stated in para 5 of the previous report. Owing to the improved weather conditions there were only 22 aircraft which failed to drop and a net total of approximately 109 tons of supplies were delivered.

During the month 26 sorties were flown by SM.82 aircraft for the Special Forces Parachute School, during which 513 live drops were carried out.

6. REARMING OF ITALIAN AIR FORCE.

Three Fighter Squadrons are being re-armed with Airacobra (P.39) aircraft and two Light Bomber Squadrons with Baltimore aircraft on the standard British basis of 16 I.E. aircraft.

7. REORGANISATION OF ITALIAN AIR FORCE.

(i) FIGHTER WING.

(a) The 9°, 10° and 20° Gruppi equipped with 31 Macchi 205 aircraft have been converted into one Squadron of 16 I.E. aircraft, now known as No.155 I.A.F. Squadron and located at NUOVA.

(b) The 12° 21° and 155° Gruppi equipped with 36 Macchi 202 aircraft have been converted into one Squadron of 16 I.E. aircraft, now known as No.102 I.A.F. Squadron and located at NUOVA.

(c) The establishment of the above Squadrons is being modelled on the standard R.A.F. Establishment for a S.E.F. Squadron.

(d) The 101° Gruppo of Reggiani 2001 Dive Bombers and the 102° Gruppo [redacted]iani 2002 Dive Bombers have been disbanded as the engines in the Re.2002 are [illegible] unreliable and the Re.2001 is now considered obsolete.

(e) There has been a re-shuffle of all the fighter pilots and the most experienced have been earmarked for No.9, 10 and 12 Airacobra Squadrons now forming.

(f) Headquarters, Balkan Air Force assumed operational control of Nos.102 and 155 I.A.F. Squadrons with effect 1st July 1944.

(ii) BOMBER AND RECCE/TRANSPORT

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

British and Italian Navy and Army
outstanding to report.

5. BOMBER/TRANSPORT WING.

A total of 455 sorties were flown during the month, of which 121 were on supply dropping operations over YUGOSLAVIA, which are now carried out entirely at night for reasons stated in para 5 of the previous report. Owing to the improved weather conditions there were only 22 aircraft which failed to drop and a net total of approximately 109 tons of supplies were delivered.

During the month 26 sorties were flown by SM.82 aircraft for the Special Forces Parachute School, during which 513 live drops were carried out.

6. REARMING OF ITALIAN AIR FORCE.

Three Fighter Squadrons are being re-armed with Airacobra (P.39) aircraft and two Light Bomber Squadrons with Baltimore aircraft on the standard British basis of 16 I.E. aircraft.

7. REORGANISATION OF ITALIAN AIR FORCE.

(i) FIGHTER WING.

(a) The 9°, 10° and 20° Gruppi equipped with 51 Macchi 205 aircraft have been converted into one Squadron of 16 I.E. aircraft, now known as No.155 I.A.F. Squadron and located at NUOVA.

(b) The 12° 21° and 155° Gruppi equipped with 56 Macchi 202 aircraft have been converted into one Squadron of 16 I.E. aircraft, now known as No.102 I.A.F. Squadron and located at NUOVA.

(c) The establishment of the above Squadrons is being modelled on the standard R.A.F. Establishment for a S.E.F. Squadron.

(d) The 101° Gruppo of Reggiani 2001 Dive Bombers and the 102° Gruppo [redacted]iani 2002 Dive Bombers have been disbanded as the engines in the Re.2002 are [redacted] unreliable and the Re.2001 is now considered obsolete.

(e) There has been a re-shuffle of all the fighter pilots and the most experienced have been earmarked for No.9, 10 and 12 Airacobra Squadrons now forming.

(f) Headquarters, Balkan Air Force assumed operational control of Nos.102 and 155 I.A.F. Squadrons with effect 1st July 1944.

(ii) BOMBER AND BOMBER/TRANSPORT WING.

(a) No.88° Gruppo equipped with 19 Cant 1007 aircraft has been re-organised on a 16 I.E. aircraft basis and modelled on the lines of an R.A.F. Light Bomber establishment.

The Gruppo is now known as No.88 I.A.F. Squadron and is located at LECCE.

(b) No.1° Gruppo equipped with 25 Savoia Marchetti 82 aircraft has been reorganised on a 16 I.E. aircraft basis, and is also modelled on the lines of the establishment of a R.A.F. Light Bomber Squadron. The Squadron is known as No.1 I.A.F. Squadron and is located at LECCE.

Continued /3.....

Declassified E.O. 12356 Section 3.3/NND No. 785215

(c) The above squadrons continue to be employed on supply dropping operations over YUGOSLAVIA and are now operationally controlled by Headquarters, Balkan Air Force.

(d) The surplus personnel thrown up by this reorganisation will go into No. 28 and No. 132 I.A.F. Baltimore Squadrons which are forming.

(e) There has been no change in the Courier and Transport services which are carried out with Savoia Marchetti 79 aircraft, there being a total of 28 of these aircraft on the strength of the I.A.F.

(iii) SEAPLANE WING.

There has been no reorganisation of the Sea-plane Wing which continues to function under the operational control of 242 Group. The different types of aircraft which it is equipped, and the numbers of these held by the I.A.F. do not make this Wing adaptable for reorganisation on R.A.F. lines.

(iv) MAINTENANCE.

(a) The Italian version of Form 700 has been printed, and introduced into the I.A.F.

(b) Maintenance schedules and pilots handling notes for the Baltimore and Airacobra have been translated into Italian and are now being printed.

(c) Maintenance schedules for Italian types of aircraft have been introduced.

(v) HEADQUARTERS - ESTABLISHMENT

Under the new Minister for Air, the establishments of Headquarters and other non-operational formations is being revised, in an attempt to cut them down and bring them in line with similar R.A.F. formations. This will necessarily take some time.

8. TRAINING ON ALLIED TYPES.

(a) Airacobra Aircraft (P.39).

The first three Airacobra aircraft were not delivered until the 19th June, but on their arrival conversion training of specially selected Italian pilots commenced at once.

No further deliveries had been made up to the 5th July and one of the three aircraft had to be placed unserviceable for engine change after a few hours flying.

Thirty-one Italian pilots have now flown these aircraft without any [redacted] occurring. The amount of flying has been limited because only two American [redacted] aviation mechanics were available to service the Airacobras. Each pilot carried out approximately 30 minutes flying which included two take-offs and landings.

(b) Baltimore Aircraft.

Three Italian Bomber Crews and one additional pilot carried out a conversion course on Baltimore aircraft at No. 70 O.T.U. Middle East from 6th June to 20th June.

The flying report received at the end of the course stated that "Their take-off [redacted] and general procedure has been good. All are confident that they

Declassified E.O. 12356 Section 3.3/NND No. 785215

There has been no reorganisation of 2.2 Group. The different types of function under the operational control of 2.2 Group. The different types of aircraft which it is equipped, and the numbers of these held by the I.A.F. do not make this Wing adaptable for reorganisation on R.A.F. lines.

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The flying report received at the end of the course stated that "their take-offs, landings and general procedure has been good. All are confident that they thoroughly understand the Baltimore".

The Gunners, who in the Italian methods of operating carry out the bombing, were given bombs, bomb-sights and practice on the Bomber Trainer in addition to gunnery.

All the Italian pupils appear to have grasped the method of bombing up Baltimore aircraft with practice bombs, and also of testing the carriers. The Italian Gunners are not up to the R.A.F. O.T.U. standard and need more schooling, especially in arming, loading, turret manipulation and drill.

A request has been made to Headquarters M.A.A.F. to attach 1 R.A.F. Gunnery/Leader and 1 R.A.F. Bomber/Leader to Vesuvius for one month to assist in training.

Continued/4.....

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

The delivery of Baltimore aircraft to the I.A.F. was very slow at first, but is now coming on well. Eight aircraft had been delivered by the 5th July.

The crews who did the course in the Middle East are gaining further experience and will be the nucleus instructional staff.

9. SIGNALS.

The signals instruction mentioned in the Air Report for May has been issued, entitled "Telecommunication Instruction for the Regia Aeronautica".

An Italian W/T channel Bari/Rome has been established.

The course on Allied H.F. and V.H.F. equipment for the Italians has been completed, and with some 60 Italian Officer's and O.R's. involved. 92% satisfactorily passed the final examination, which was deliberately put on a high standard. A V.H.F. maintenance party is already installed at Vesuvius for the Airacobra equipment, and an H.F. party will be proceeding there in the course of the next few days.

The Italians, with the assistance of an R.A.F. Corporal, are installing prototype I.F.F. installations in SM.82, SM.79 and CZ.1007 aircraft. All aircraft of these types will be fitted with I.F.F. when the equipment is available.

The procedure adopted by the R.A.F. for R/T Airfield Control of Bombers, has been translated into Italian, and the Italian Baltimore aircrews will be instructed in its proper use.

10. UTILISATION OF ITALIAN AIR FORCE PERSONNEL.

At the commencement of the month, the Italian Air Ministry Personnel Directorate was instructed to overhaul all Italian Air Force establishments and effect reductions where-ever possible in order to throw up more personnel for duty with Allied Air Force Units. The Ministero was at the same time instructed to prepare a statement showing the exact strength of the Italian Air Force and the existing allocation as between Operational personnel and Non-operational personnel and personnel serving with the Allied Air Forces. The figures produced are given hereunder :-

STRENGTH	OPERATIONAL	NON-OPERATIONAL	WITH ALLIED AIR FORCE UNITS.
32,187	8,725	13,373	10,089

This is inclusive of about 1,000 deserters.

Unfortunately before a complete overhaul of Italian Air Force establishments could be effected, information was received, from the Army sub-Commission, quoting Freedom Signal F.61329 dated 19th June 1944 as authority, that the ceiling of the Italian Air Force was to be reduced to 22,000 and that rations for a greater number would not be issued after the 31st July 1944. This ruling is now being disputed by H.Q. A.A.I. and H.Q. M.A.A.F.

In view of the commitments occasioned by the provision of 9 Squadrons for the Balkan Air Force and the supply of Italian Air Force personnel required to partly man the new A.S.P. and R.S.U. formations for Balkan Air Force, it was apparent that practically the whole 22,000 would be absorbed in the operational [illegible] non-operational establishments of the Italian Air Force. The

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

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It is impossible to give any accurate forecast of the position as effected by the new ceiling, if it is enforced, but it is reasonable to assume

continued/5.....

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

that all those personnel used in substitution of Allied Air Force manpower, will have to be demobilised. The situation is further complicated by the presence of over 6,000 I.A.F. personnel in Sardinia. At the very most, not more than 1,000 of these are needed by the I.A.F. in the Island, but the whole 6,000 counts against the ceiling. Not more than a small percentage can be demobilised in the Island, and unless transportation can be provided at an early date, a large number of useless and ineffective personnel will have to be held against the ceiling.

11. RATIONING.

Rationing of the military personnel of the Italian Air Force continued to offer no serious problems, but the ruling that Militarised civilians working in the S.F.A.M's were not to be fed in Mess, as had been the old established Italian Air Force custom, has produced some difficulties, but these will be overcome. The proposal to abolish Scale "A" and Scale "B" rations and establish a completely revised and lower scale of rations from Allied sources is viewed with alarm. Headquarters, Balkan Air Force, have given unreserved support to the contention that if Italian Air Force personnel are to be expected to work and fly side by side with Allied Air Force Units under Balkan Air Force operational control, they are entitled to the same rations as Allied Units. Headquarters M.A.A.F. have also taken up this matter with A.F.H.Q.

12. The supply of medical equipment and stores is gradually becoming easier and it is not anticipated that any insurmountable difficulties will be met in the future.

During the month, a Conference was arranged between the Principal Medical Officer of the Italian Air Force and the Senior Medical Officer of Balkan Air Force, when a directive issued by the latter which had been translated into Italian, was discussed in detail. The object being to ensure the same high standard of medical attention and field hygiene should exist in Italian Air Force units within Balkan Air Force, as exists in R.A.F. Units. It was agreed that Form 38 should be adopted by the Italian Air Force so that unified procedure should exist in the composite Wings.

13. MAINTENANCE.

AIRCRAFT TYPE	SERVICEABILITY 3.7.44.	SERVICEABILITY 3.8.44.
Macchi 205	8	8
Macchi 5	8	5
Macchi 202	9	17
SM.82	10	12
SM.84	2	5
SM.79	3	15
Cant 1007	5	3
Cant 506	9	9
Reggiani 2001	5	1

Bomber

Serviceability Position.

The serviceability position of the Operational Bomber aircraft is

Declassified E.O. 12356 Section 3.3/NND No. 782015

1951

in the S.A.A.F's were not to be fed in Messes, as had been the old established Italian Air Force custom, has produced some difficulties, but these will be overcome. The proposal to abolish Scale "A" and Scale "B" rations and establish a completely revised and lower scale of rations from Allied sources is viewed with alarm. Headquarters, Balkan Air Force, have given unreserved support to the contention that if Italian Air Force personnel are to be expected to work and fly side by side with Allied Air Force Units under Balkan Air Force operational control, they are entitled to the same rations as Allied Units. Headquarters M.A.A.F. have also taken up this matter with A.F.H.Q.

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SM.84	2	5
SM.79	3	15
Cant 1007	5	3
Cant 506	9	9
Reggiani 2001	5	1

Bomber

Serviceability Position.

The serviceability position of the Operational Bomber aircraft is substantially the same as this time last month, and is satisfactory especially as this month the second greatest tonnage of supplies has been transported by these aircraft.

There is no reason why the Bomber serviceability should not continue on or about this level for some months yet.

Fighter

Serviceability Position.

This has been unsatisfactory due to the troubles enumerated in the

Continued.....6

Declassified E.O. 12356 Section 3.3/NND No. 785015
1951

previous report

1. Difficulties being experienced by the Alfa-Romeo on engine overhauls.

2. Lack of keeness on the part of the Italian maintenance personnel, and insufficient Allied technical personnel for supervision.

3. The effects of a go slow policy on the part of the Ministero which was put into force by the late Air Minister with the object of conserving the use of Italian aircraft and material.

Allied Aircraft.

Efforts are being made to proceed with the training of Italian crews to maintain Allied aircraft being given to the Italian Air Force. A course is in progress at Capodichino for a party of 20 Fitters, Riggers, Electricians and Instrument Makers to be instructed by American Technicians on P.39 aircraft and great interest and keeness has been shown. A further course will start immediately on completion of the first.

Good progress is being made by the attached R.A.F. personnel on instructing Italian ground crews on Baltimore maintenance at Vesuvius Aerodrome.

Seven Baltimore aircraft are serviceable and equipped for training pilots, and training is in progress.

Unexpected difficulties have been experienced in obtaining delivery of P.39 aircraft from the American authorities, and the first 3 P.39 aircraft loaned to the Italian Air Force were unserviceable almost at once, one of which required an engine change on arrival.

It is understood at the time of writing this report that non-operational aircraft are now coming forward from North Africa for training purposes.

Considerable keeness is being Shown by the Italian Air Force personnel on the re-equipment, and it is considered that if the attached instructional parties are allowed to remain with the Italian Air Force for liaison purposes, a high standard of maintenance should be obtained, as the difficulties due to the absence of spares which is now getting rather acute with Italian aircraft, will not be present with Allied aircraft.

Tools

Troubles are being experienced in obtaining American hand tools and specialist tools for the P.39 and Baltimore aircraft.

14. GENERAL

1250

The past month has been notable for the extremely unsettled state of the Italian Air Force. Unlike the British Services the Italian Services are extremely sensitive to political developments, and the Italian Air Force is particularly so, being very strongly in favour of the Monarchy. The recent political disturbances have therefore had an adverse effect on the morale and keeness of the I.A.F. The fall of Rome has added further complications, over 4,000 Officers and Other Ranks of the I.A.F. were liberated by this, and it is a very complicated matter to

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In a way the re-equipment of the Italian Air Force with Allied types of aircraft has also had an unsettling effect. The Italians are extremely hide bound nation and resent innovations, and the Fighter Squadrons in particular have not appreciated the necessity for bringing them into line with Allied Squadrons having 16 I.E. aircraft. Moreover, the best pilots of some of the Macchi Squadrons have been earmarked for transfer to the new types, and this has entailed some conversion of other pilots on to Macchis.

Continued ..... 7.

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

A further unsettling effect was the uncertainty as to who was to be Minister for Air. Initially the Government appointed a combined Minister for War and Aviation, and this had a most disheartening effect on the I.A.F., rather similar to that which would be produced if the R.A.F. were brought under the War Office. Finally General Piacentini was appointed as Minister with a civilian, Scialoia, as Under Secretary. General Piacentini is the outstanding character in the Italian Air Force. He has a tremendous personality and energy, and is very whole heartedly in support of the Allies. At first it was feared that by this appointement the I.A.F. would lose the only personality fitted to command it operationally and be Chief of Staff, but the Government have stated categorically that they only require him as a figure-head in order to assure the loyalty of the I.A.F., and that all the political and higher policy questions would be undertaken by the Under Secretary.

General Piacentini was to retain his appointment as Chief of Staff. Provided that he does not become submerged in Governmental matters, this appointment is ideal. There are, however, signs that he is being pressed by the Government over the matter of the inclusion of I.A.F. Squadrons in Allied Wings. The Government feels that the I.A.F. not being accorded the status of an Ally but that of co-belligerent, should retain its operational units under separate formations in the same way that the Italian Army and Navy are now functioning in support of the Allies. It is hoped, however, that this may be tided over if certain assurances are given as to the retention of the Italian flag on their camps, the retention of the I.A.F. markings on their aircraft, and the placing of certain Senior Italian Officers as Liaison Officers with certain Royal Air Force Headquarters.

Further factors in the unsettled state of the I.A.F. have been the proposed reduction of the ceiling to 22,000 and the proposed reduction of the ration scale. Taking it all-in-all, the I.A.F. is by no means the same at the moment in efficiency and morale as it was a month ago. It is hoped that when some stability in policy has been secured, and when the re-arming is partially, at any rate, complete, the state of affairs will improve.

W.A.B. Bowen-Buscarlet

W.A.B. BOWEN-BUSCARLET,
AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

Air Forces Sub-Commission,
Allied Control Commission,
7th July, 1944.
Ref. AFSC/S.3/AIR.

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Declassified E.O. 12356 Section 3.3/NND No. 785215

APPENDIX "A"

SECRET

AIRCRAFT AND CREW STATUS OF ITALIAN AIR FORCE AS AT 30TH JUNE 1944.

	STRENGTH	SERVICEABLE	CREWS
FIGHTERS (OPERATIONAL 42 ON STRENGTH 23 SERVICEABLE)	93	47	241
BOMBERS (OPERATIONAL)	17	7	62
TRANSPORTS (OPERATIONAL 23 ON STRENGTH) 8 SERVICEABLE)	69	25	156
SEAPLANES	56	31	147
COMMUNICATION AIRCRAFT	27	12	
VARIOUS AIRCRAFT	59	32	48
AIRCRAFT IN REPAIR SHOPS	90	1	
TOTAL:	414	155	654

1918

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

AIRCRAFT STATUS.

SECRET.

		STRENGTH	SERVICEABLE	CREW
FIGHTER WING.				
No.155 SQUADRON I.A.F.	Nuova Mc.205/S	10	3	60
	Mc.205	8	5	
	Ca.155	1	-	
	Ca.111	1	1	
	Saim.202	5	1	
No.102 SQUADRON I.A.F.	Nuova Re.2002	12	9	60
In process of reforming into one Squadron of 16 I.F. Macchi 202.	Re.2001	5	-	
	Re.2001/S	4	2	
	Mc.202	12	2	
	Saim.202	1	-	
No. 9 Squadron I.A.F.)	Mc.205	10	2	88
No.10 Squadron I.A.F.)	Mc.202	24	7	
No.12 Squadron I.A.F.)	Ca.135	1	1	
	Saim.202	1	-	
	Re-equipping with Airacobras.			
8th Gruppo C.T.	Leverano Mc.200	11	11	33
BOMBER/TRANSPORT WING.				
No.88 SQUADRON I.A.F.	Lecce Cz.1007	17	7	62
152nd Gruppo "T".	Lecce S.79	16	4	30
	S.84	6	2	16
No.1 SQUADRON I.A.F.	Lecce S.82	25	8	66
	G.18	1	-	
No. 28 Squadron I.A.F.)	Re-equipping with Baltimores.			
No.132 Squadron I.A.F.)	Lecce S.75	2	-	24
	S.75	3	2	
	S.79	11	4	
	Br.20	2	2	
	S.81	1	-	
	G.12	2	2	
	Ca.164	1	1	
	Ca.309	1	1	
	Saim.202	1	1	
SEAPLANE WING.				1247
82nd Gruppo	Taranto Cz.506/B	14	7	46
83rd Gruppo	Brindisi Cz.506/S	2	1	30
	Cz.501	11	6	
	S. 27	1		

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

In process of reforming into one Squadron of 16 I.E. Macchi 202.		Mc.202	12	2	
		Seim.202	1	-	
		Mc.205	10	2	
		Mc.202	24	7	83
		Ca.133	1	1	
		Seim.202	1	-	
No. 9 Squadron I.A.F. No.10 Squadron I.A.F. No.12 Squadron I.A.F.	Re-equipping with Airacobras.				
8th Gruppo C.T.	Leverano	Mc.200	11	11	33
BOMBER/TRANSPORT WING.					
No.88 SQUADRON I.A.F.	Lecce	Ca.1007	17	7	62
132nd Gruppo "T".	Lecce	S.79	16	4	50
		S.84	6	2	16
No.1 SQUADRON I.A.F.	Lecce	S.82	25	8	66
		C.18	1	-	
No. 28 Squadron I.A.F. No.132 Squadron I.A.F.	Re-equipping with Baltimores.				
	Lecce	S.75	2	-	
		S.75	3	2	
		S.79	11	4	
		Br.20	2	2	
		S.81	1	-	24
		S.12	2	2	
		Ca.164	1	1	
		Ca.309	1	1	
		Seim.202	1	1	
SEAPLANE WING.					
82nd Gruppo	Taranto	Cz.506/S	14	7	46
83rd Gruppo	Brindisi	Cz.506/S	2	1	
		Cz.501	11	6	30
		S. 87	1	-	
84th Gruppo	Taranto	Cz.506/B	5	5	
		Cz.506/S	2	2	20
		Cz.506/C	1	1	
85th Gruppo	Taranto	Cz.501	7	5	18
		Re. 14	9	4	20

1247

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

SECRET.

		STRENGTH	SERVICEABLE	CREWS.
FIGHTER TRAINING SCHOOL.				
Leverano	Mc.200	21	7	35
	Cr. 42	5	5	
	Ca.164	1	1	
	Saim.202	2	1	
	Fn.305	1	1	
	G. 50	2	2	
	Ro. 37	1	1	
AUTONOMOUS SQUADRON.				
Bari	S. 79	2	1	11
	Ca.309	1	1	
	Ca.310	1	-	
	Ca.311	1	-	
	Ca.313	1	-	
	Ca.314	6	4	
	Cr. 42	4	2	
	G. 8	3	-	
	Saim.200	1	1	
	Saim.202	3	-	
	Fi.156	1	1	
AIRCRAFT ASSISTANCE UNIT.				
Brindisi	Ca.310	2	1	1
BOMBER AND TRANSPORT REPAIR SHOP.				
Lecce	S. 82	3	-	
	S. 84	1	-	
	Ca.309	1	-	
	Cz.1007	4	-	
5TH STORMO REPAIR UNIT.				
Lecce	Re.2001	8	-	1215
	Re.2002	4	-	
OTHER REPAIR SHOPS.				
Taranto	Cz.506/B	9	-	
	Cz.501	7	-	
Lecce	Mc.205	5	-	

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

AUTONOMOUS SQUADRON.

Bari	S. 79	2	1	)	
	Ca.309	1	1	)	
	Ca.310	1	-	)	
	Ca.311	1	-	)	
	Ca.313	1	-	)	
	Ca.314	6	4	)	
	Cr. 42	4	2	)	11
	G. 8	3	-	)	
	Saim.200	1	1	)	
	Saim.202	5	-	)	
	Fi.156	1	1	)	

AIRCRAFT ASSISTANCE UNIT.

Brindisi	Ca.310	2	1	1

BOMBER AND TRANSPORT REPAIR SHOP.

Lecce	S. 82	3	-	
	S. 84	1	-	
	Ca.309	1	-	
	Cz.1007	4	-	

5TH STORMO REPAIR UNIT.

Lecce	Re.2001	8	-	
	Re.2002	4	-	

1215

OTHER REPAIR SHOPS.

Taranto	Cz.506/B	9	-	
	Cz.501	7	-	
Lecce	Mc.205	5	-	
	Mc.202	10	-	
	Saim.202	1	-	
	Fn.305	1	-	
Lecce	Mc.205	3	1	
	Mc.202	8	-	
	Re.2001	1	-	
S.Vito di	Cz.1007	1	-	
Taranto	S. 79	3	-	
	Ca.164	1	-	
	Ca.314	2	-	

S.A.C.A. WORKS.

Brindisi	Cz.506/S	2	-	
	Cz.501	1	-	
	Rs. 14	2	-	

Declassified E.O. 12356 Section 3.3/NND No. 785013

S A R D I N I A

			STRENGTH	SERVICEABLE	OPENS
140th Flight of 24 Gruppo.	Elmas	Cz.506/S	4	2	13
		Rs. 14	1	-	
		S. 66	1	-	
Autonomous Squadron.	Capoterra	Ju. 87	5	3	2
		S. 79	1	1	
		Cn.309	2	2	
		Ca.164	5	2	
		Saiz.202	3	2	
Airport	Oristano	Ca.314	1	-	
		G. 50	1	-	
Aircraft Repair Shops.					
	Monserrato	Fn.305	1	-	
		Cr. 42	1	-	
		Mc.200	1	-	
	Decimo	Cz.1007	1	-	
		S. 79	1	-	
		Ca.314	1	-	
		Ca.164	1	-	
	Capoterra	Mc.200	3	-	
	Milis	S.79	2	-	

1945

Declassified E.O. 12356 Section 3.3/NND No. 785215

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

Files (A) B

Air Forces Sub-Commission,
A.C.C. X-4707
17 JUL 1944
Rome.

13th. July. 1944.

Dear Contessa Strona,

Here is a copy of the
history asked on U.S.A.F. Organisation,
which I showed you this morning.

Yours sincerely,

W.A. Brown. Brigadier.

(2) Important
13 Jul 44

Col. Densmore ←
File. This Daily direction
we have of functions of
Air. Sub. Commission s-

Hist Civ Force

7/6/44

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

COPY

MOST SECRET

Headquarters,
Mediterranean Air Command.

Reference:-
S.549/ACMT/MAC.

5th October, 1943.

To:- Allied Mission to Italian Government.

I.A.F. Organisation.

1. I have now examined the proposals which have been made to me for the future organisation of the Italian Air Force. In my view the requirements are two:-

Firstly, to form an operational force from existing material and personnel to give direct assistance to Allied operations.

Secondly, to re-organise air resources in Italy as the Allied move Northward.

2. As regards the operational force, I propose to use it on the right flank of the Allied forces. From a review of the Italian Air Units available, I consider that it should be a composite force consisting of a fighter wing, a bomber transport wing, and a marine wing. It will be subordinate to the Allied Air Command operating in Italy, and its headquarters should be composed of administrative as well as operational sections. The Italian Air Force Commander will come under the direct orders of the Allied Air Commander in the area concerned, and will have attached to each wing a suitable number of British or American officers. It is important that the Italian Commander and his sub-ordinate officers should be young, energetic, and of proved worth in this war. I will wish to review the nominations suggested by the Italian Air Command before the senior officers are actually appointed.

3. The second requirement of re-organisation can best be carried out by the Air Minister, supported by an appropriate staff. Although preliminary work can now be done, I do not recommend the setting up of any extensive organisation until the Italian Government is again functioning in Rome.

4. The first task to be undertaken by the Air Minister should be the re-establishment of industrial organisation in order to provide a backing for existing I.A.F. units and to augment the base installations which the Allied Air Forces are now beginning to establish in Italy. I appreciate that until the industrial areas of Northern Italy are freed, only very limited output of Italian made equipment is possible but it is important that energetic action should be taken to develop any resources, however slight,

(2)

5/5-44/ACMT/MAC
Encl #3

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

in the zones captured by us. In addition the re-organisation and the placing at my disposal of skilled technical labour, surplus to the limited needs of the Italian Air Force, will represent a sound contribution to the Allied cause.

5. The Air Ministry in Rome would, of course, also undertake the basic administration of the Italian Air Force on the lines on which it is at present constituted, and would be the channel through which demands from the operational command for equipment, men and material would pass.

6. In sum, I wish for:-

Firstly, a compact operational command to be formed out of the remnants of the Italian Air Force which is to be placed unreservedly under the Allied Air Force Commander in Italy.

Secondly, the establishment of a government department in Rome of which one of the main functions will be to re-organise and develop all industrial resources both in machinery and in manpower so that maximum assistance can be given to Allied Operations in this theater of war.

(Sgd) A.W.TEDDER
AIR CHIEF MARSHAL
AIR COMMANDER-IN-CHIEF.

1242

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

CSO
3329

SECRET

OG AAI AMMA AFHQ MAAF RAF CMF AIR FORCES SUBCOMM CPACC

CG AAFSC/MTO SECRET

E-126-G 1654 ROUTINE

JUL10 13 JUL 1944

SURVEY JUST COMPLETED OF NEEDS FOR ITALIAN MILITARY PERSONNEL IN USAAF/MTO INDICATES ABSOLUTE NECESSITY FOR RETENTION OF ITALIAN AIR FORCE CEILING AT 31000 (31,000). REFERENCE MESSAGE O-937 OF 4 JULY FROM HEADQUARTERS MAAF RAF CMF

ACC MAIN DIST

INFO-ACTION/ AIR FORCES SC 2

INFO/ CSO —

DOC

FILE

FLOAT 2

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(11a)

File/Lp

mt to SG 10 Jul

E-126-G
10 Jul 44

SECRET

JUL11

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

AIR FORCE SUB-COMMISSION, ALLIED CONTROL COMMISSION,
BARI.

AFSC/S.15/AIR. 7th July 1944.

DCJ 1659
13 JUL 1944

Dear Captain Stone,

I am forwarding herewith copies of some correspondence which I have had with M.A.A.F. Although this matter might well pass over without the Allied Control Commission being called into it, I feel that you should have this in case M.A.A.F. correspond with you direct.

Yours Sincerely,

W.A. Barnes-Buncster

Captain Ellery Stone,
Acting Chief Commissioner,
Headquarters,
Allied Control Commission.

11 July
Captain Stone
has seen the
PAO

(1)
AFSC/S.15/AIR
7 Jul 44

D 1540

FROM: AIR FORCES SUB-COMMISSION,
ALLIED CONTROL COMMISSION,
BARI.

TO: HEADQUARTERS, M.A.A.F. C.M.F.
COPY: ACTING CHIEF COMMISSIONER, ALLIED CONTROL COMMISSION.
AIR OFFICER COMMANDING, H.Q. B.A.F.

DATE: 7th July 1944.

REF: AFSC/S.15/AIR.

SECRET.

OPERATIONAL AND ADMINISTRATIVE CONTROL - ITALIAN AIR FORCE.

1. Attached herewith is a translation of a letter received this morning from General Piacentini, who is Air Minister to the present Italian Government, and is also Chief of Staff to the Italian Air Ministry. This letter is attached as Appendix "A".

2. After the first conference on the Equipment and Organisation of the Italian Air Force, held at H.Q. M.A.A.F. on 25th May 1944, I returned to Bari and on May 27th I had a conversation with General Piacentini. For this conversation I prepared a series of notes, a copy of which I gave him as an aide-memoire, for his personal use only. He agreed absolutely to fall in with the plan suggested. A copy of these notes attached as Appendix "B" to this letter. On the same day I saw General Sandali, who was then Air Minister and Chief of Staff and explained shortly the general outlines of the plan. He agreed with it whole heartedly. Progress was reported to Air Marshal Sir John Linnell on 29th May by me personally.

3. On 2nd June I saw Air Commodore Jackman, and the question of the maintenance echlon for the Italian Squadrons was discussed. It was unanimously agreed that it would be far better for the Italians to provide an increment in our own R.S.U's and A.S.P's where they would have the advantage of the supervision and example of Allied personnel. On the first possible occasion subsequently, 6th June, I saw General Piacentini and explained the new proposals as regards R.S.U's and A.S.P's. He agreed with me enthusiastically and raised no obstacles at all.

4. On June 23rd I went to Salerno and went through the whole plan with General Piacentini and Mr. Casati who was Minister for War. No objections were then raised to the plan.

5. From 2nd June onwards work has gone ahead steadily on the lines of my aide-memoire at Appendix "B" as modified by the decision to form Wing Maintenance and Equipment Units. On 2nd July a letter was sent to the Italian Air Ministry showing the ranks and trades of all the Italian increment to the Maintenance and Equipment Units of each Wing. This letter is that referred to in para 1 of Appendix "A" (AFSC/7/3/AIR of 2nd July). 1999

6. On 5th July I saw General Piacentini and got a first hint of the trouble

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

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6. On 5th July I saw General Piacentini and got a first hint of the trouble which has resulted in the letter at Appendix "A". At the time of the conversition it clearly appeared that he was putting forward a somewhat uncompromising demand for the formation of quite separate Italian Wings, subject only to the operational control of B.A.F. I therefore feel that it is necessary to record my impressions of the conversation at some length, since the letter which followed it (Appendix "A") is more moderate in its tone, but I feel that if we exhibit any weakness, we may well be faced with greater demands. I told him quite plainly that he had already agreed, long ago, to the various plans suggested. I also said that if his propocals were forwarded by me to higher authority, I could not be answerable for the consequendes which might well be the withdrawal of the offer to supply Allied aircraft to the I.A.F., if not worse. After a long discussion it was quite plain to me that, although he did not say so in as many words, the present Italian Government considered that he had exceeded his authority, and that they had refused to allow the Italian Air Force to take part in

(1)
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AFSC/5.15/AIR
7 Jul 44

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

the plan as agreed. I might also state that there is a possibility that some pressure has been brought to bear on him by the younger element in the Italian Fighter Wing, which has always had a tendency to regard the Fighters as being to some extent autonomous, and independent of the Italian Air Ministry. I taxed him with this, and he denied it, but I am almost sure that this is a factor, if only a minor one. In Italy it is difficult, if not impossible, to know where political influence begins and ends, and it may well be that there is someone in the Fighter Wing who may exercise some of this influence.

7. I lost no opportunity of stressing the advantages of having combined Allied and Italian Wing Maintenance and Equipment Units. Although the General did not openly agree with me, there is no doubt that he, personally, did so. I told him that we regarded the Italian maintenance as being completely unorganised and ineffective, and that if he got his own R.S.U's I was certain that they would drift back into their customary state of inefficiency. Here again I am sure that inwardly General Piacentini agreed with me

8. It will be observed from the aide-memoire at Appendix "B", paras 15, 16 and 17, and from General Piacentini's letter at Appendix "A" para 7 that there is some misunderstanding about the question of "Wings". This is due to it being almost impossible to provide an Italian parallel to an R.A.F. Wing. I had thought that I had explained this sufficiently to the General, as witness my use of the word "Wing/Station" in para 16 of Appendix B, but apparently this is not so. There has never been any question of usurping the Administrative control of the Italians over their own Units. In order to avoid future misunderstandings, I suggest that the group of Italian aircraft within each of our Wings is referred to as the "nth" Stormo. This will give great pleasure to the Italians as they value their traditions highly, and will also do away with any impression that we are trying to assume administrative control and absorb the I.A.F. into the Allied forces.

9. With regard to the text and proposals in General Piacentini's letter at Appendix "A", paragraphs 1 to 4 are merely a recapitulation of the help given by the Italian Air Force to the Allies since the Armistice. Paragraph 5 is a location statement of the Operational and Non-operational flying Units of the I.A.F. These paragraphs call for no comment at this juncture.

10. Paragraph 6(a) means that these non-operational units are under the Command of the Italian Air Operational Command.

11. The Units covered by Paragraph 6(b) are under Allied operational control, but are otherwise under the Italian Air Operational Command.

12. Paragraph 6(c) states that the Macchi Squadrons and the new Squadrons to be equipped with Allied Aircraft, would be under both the operational and administrative control of the Allies. I have told General Piacentini that this is not so, repeatedly, and I feel that the crux of the matter here is not as is stated, but that the putting of Italian Squadrons under Allied Wings is outside the authority of the General, as stated in his para 8. I have already pointed out in my para 8 above how the misunderstanding as regards "Wings" has arisen. I have also stated in para 3 above that I had fully explained the organisation of the Wing Maintenance and Equipment Units to the General, and that he had accepted this - the end of his para 7 does not, therefore, hold water. It will be observed too that in his later para 9(a) he accepts, in his first preference, Allied technical control up to a point.

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

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13. Para 8 represents the whole crux of the matter, i.e. that Piacentini has been censored for going too fast by his Government. In my view his presentation of the case for a falling off in morale does not hold water. His personality is such that, if given authority by his Government, he could easily persuade his pilots and crews of the immense advantages to them and to Italy of their being brought into the Allied Operational and Maintenance organisation.

14. At para 9 General Piacentini offers two solutions. I strongly recommend that the first proposition be turned down in the strongest possible terms. I have already informed the General that I could not possibly consider this proposal, but he is anxious to have it referred to the highest authority, so as to raise the matter to Government level. In replying to this I suggest that it should be made quite clear that if there is any further interference by the Government on these lines, we will withdraw all Allied support. We

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

might even go so far as to say that we would consider the disbanding of the Italian Air Force.

15. As regards the second proposal, I find this far more reasonable, and I think that, to clarify the situation, we should agree in writing as follows :-

(a) That the three Airacobra Squadrons, Nos. 9, 10 and 12, should be designated as being of the 4th Stormo.

(b) That the two Macchi Squadrons Nos.155 and 102, should be designated as being of the 51st or 5th Stormo, whichever the Italians prefer.

(c) That the two Baltimore Squadrons, Nos.132 and 28, should be given a Stormo number in accordance with Italian wishes.

(d) That the operational control of the above Stormos, and of the Bomber/Transport Squadrons at Lecce should be under the sole operational control of B.A.F.

(e) That, in order to save face, the present Commander of the Italian Fighter Force, and an Officer detailed by the Italian Air Ministry as the Commander of the Italian Bomber/Transport Force should be attached to Headquarters B.A.F. for liaison.

(f) That it be made quite clear, in writing, that the Italian increments to the Wing Maintenance and Equipment Units of the three B.A.F. Wings, must be provided, as only under these conditions can proper maintenance be assured.

(g) That it be made quite clear that apart from the operational control by B.A.F. and the necessary technical control of the Italian personnel in the Wing Maintenance and Repair Units, the Italian Stormo and their Squadron Commanders are entirely responsible for the discipline and administration of all Italian personnel. Any alterations to the Italian organisation or system of administration which may seem necessary to A.O.C. B.A.F. or his subordinate commanders to be put up to the Italian Air Ministry through the Air Forces Sub-Commission.

(h) That the Stormos be allowed to retain their own distinguishing marks, of which they are intensely proud.

(i) That the Italian flown aircraft should carry the Italian roundels, which are so like the British as to be practically indistinguishable.

(j) That the Italian flag may be flown at all Headquarters and Camps of the Italian Air Force, even though they may be stationed on Allied airfields.

16. I am confident that, if the relatively small concessions outlined in para 15 can be agreed to, the matter can be passed over. It might indeed be settled without reference to Higher Authority on the Allied side to the 927 Italian Government. On the other hand, to save future argument, and to assert our position, I do feel most strongly that the first proposal mentioned in para 14 should be refused in no uncertain terms. I might therefore be best to treat the matter at once as being above the level of the Air Sub-Commission, and to forward the views and instructions of your Headquarters to the Italian

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

(b) That the two Macchi Squadrons Nos. 155 and 156, [illegible] as being of the 51st or 5th Stormo, whichever the Italians prefer.

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17. It is unfortunate that the Italian Government has stepped in in this matter, as I am certain that I could, myself, have settled the matter quite amicably with General Piacentini.

W.A.B. Bowen-Buscarlet.

W.A.B. BOWEN-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

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

Appendix "A" to AFSC/S45/Air of 7.7.44.

SECRET.

TRANSLATION OF LETTER FROM THE MINISTER (GENERAL PIACENTINI) TO AIR VICE-MARSHAL W.A.B. BOWEN-BUSCARLET.

7th July 1944.

SUBJECT: ITALIAN AIR FORCE COLLABORATION WITH THE BALKAN AIR FORCE.

1. With reference to your letter AFSC/7/3/AIR of the 2nd July 1944 and to our conversation of the 5th July 1944, I feel it necessary to bring to your attention certain points which will help to clear up the position of the I.A.F. and its operational units in connection with the abovementioned subject and on the basis of the Armistice clauses.

2. From the 8th September 1943 onwards, the I.A.F. has not only observed all the clauses laid down in the Armistice, but has also given, through the Air Forces Sub-Commission, the maximum collaboration to the Allied Air Forces. The number of handicaps which had to be overcome, such as the scarcity of spare parts, salvaging and reconditioning, the adaptation of our organisation to that of the Allies, the operational activities carried out by aircraft of whose shortcomings you are well aware, the co-operation given to the Allies by aircrafthands, guards, specialists etc. only help to demonstrate the will and the ability of the I.A.F. to contribute its utmost to the Allied cause. The results obtained and the recognition received from high English authorities have given us hope.

3. The assignment of Allied aircraft to Units of the I.A.F. has been the wish more than once expressed by all our pilots and will enable our Air Force to notably increase its contribution towards the common cause. This contribution, I can assure you, will increase in proportion to the number of aircraft assigned to us.

4. On many occasions, especially on the first few days following the Armistice, the Allies offered personnel of the I.A.F. work with their Units under the same conditions as those existing for their own personnel. This, however, was turned down both by the crews and the Italian Air Minister, as the duty of the Italian pilot towards the Allies was that of collective and not individual help. In this way, it was Italy as a whole who intended participating, and has participated, in this war against the common enemy, and not just odd individuals.

5. The present whereabouts of Units is as follows :-

OPERATIONAL UNITS.

(a) 9th, 10th, 12th Gruppo of the 4th Stormo using Airacobras are at Vesuvius under training and are intended to be incorporated with 283 Wing.

(b) 155th Gruppo of the 51st Stormo using Macchi 205's are at Nuova and are intended to be incorporated with 281 Wing.

(c) 102nd Gruppo of the 5th Stormo using Macchi 202 are at Nuova and are intended to be incorporated with 281 Wing.

(d) 132nd and 28th Gruppo, using Baltimores are at Vesuvius under training and are intended to be incorporated with 323 Wing.

Declassified E.O. 12356 Section 3.3/NND No. 785215

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(e) 88th Night Gruppo are using Cant Z.1007 at Lecce, and receive their orders from 334 Wing.

(f) 1st Night Gruppo are using S.82 at Lecce, and receive their orders from 334 Wing.

(g) The Seaplane base have 4 Groups at Taranto and receive their orders from 242 Group.

(1) Inc 1 II

NON-OPERATIONAL UNITS.

(h) 2nd and 3rd Gruppo "T" on S.79, S.82, S.81, S.75 G.12 at Lecce are under orders from the Comando Unita Aerea.

AFSC/515/AIR
7 Dec 44

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

(i) 20th and 21st Gruppo of the 51st Stormo, using Macchi 205 at Nuova, is formed of the reserve Mc.205 aircraft.

(l) 101st Gruppo of the 5th Stormo using Macchi 202 at Nuova, and is formed of the Macchi 202 reserve.

(m) 8th Gruppo of the 5th Stormo using Mc.202 at Leverano, and is also formed of the Macchi 202 reserve.

(n) All the Re.2001, 2002, Macchi 200 ~~at~~ at the Leverano Training School.

6. From the aobve we can see that :

(a) The non-operational units depend on the Unita Aerea Command.

(b) The sections under (e) (f) (g) depend on the Allied Command, but are organically autonomous: they are constituted solely of Italian Units and the Commander has under him the Maintenance Units and administrative units. He obtains his operational orders from the Allied Command but is otherwise wholely dependent on the Unita Aerea Command.

(c) The sections under (a) (b) (c) (d) intended should be incorporated in British Units, ~~they~~ would therefore not only receive their orders directly from the British Command, but would also come under them organically and logistically.

7. For those sections under (c) of the preceding paragraph 6, it would entail not only the operational control being taken over by the Allied authorities, but also the whole organic structure. This is in direct contrast to the clauses of the Armistice, and to the status of a Co-belligerent, and in fact to the present position of the Italian Corps of Liberation and of the Naval Units who are operating with the Allies.

I feel it my duty to point out, as well, that in your memorandum of the 27th May, paragraph 5, it is clearly stated that the Italian Air Forcewould operate under Allied Control, and in paras 15 and 16 it is clearly stated that the Wings would be Italian, which does not correspond with the facts you have now put before me.

In the abovementioned memorandum, and in the second one of the same date, it is stated that the Italians must undertake the constitution of the R.S.U. and A.S.P. which I took to signify the entire independence of the Italian Air Force Sections, except in as far as being under the direct control of the Allies for operational purposes.

8. I am afraid that the acceptance of the plan for the incorporation of Italian Sections in British Wings is beyond my authority, and thus the sanctioning would have to be undertaken by the Italian Government. It must be taken into consideration that such a plan, if put into operation, would greatly influence the morale of our pilots and also of our nation, as it would appear that the I.A.F. was to be absorbed by Allied Air Forces, and I foresee a falling off, not only of the cordial understanding which at present is increasing by leaps and bounds, but also in the current pro-British attitude which is growing daily.

9. It is my opinion, that this important question of principle can be solved to everyone's advantage, if one of the following solutions is adopted.

(a) FIRST SOLUTION: (The best and most welcome which would increase rather than

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

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9. It is my opinion, that this important question of principle can be solved to everyone's advantage, if one of the following solutions is adopted.

(a) FIRST SOLUTION: (The best and most welcome which would increase rather than impede the war effort and still give the operational control to the Allies.)

Form a Wing with 5 Italian Fighter Squadrons to be attached to B.A.F. under whose operational and technical orders they would be, and giving the Italian Commander of the Wing full executive "logistic", administrative and disciplinary responsibility.

Form the two Baltimore Squadrons into a Wing, ~~who~~ which would come under the operational and technical authority of the British Command ~~under~~ to whom they are attached.

Continued 3....

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

(b) SECOND SOLUTION:

To form (this was proposed in the memo of the 27th May paras 14, 15, 16), two Italian Fighter Wings who would be independent except for operational and technical orders.

The Commander of these two Wings (Our present Fighter C.O) even though his powers may be reduced, should be attached to B.A.F.

The same procedure in suggested for the Baltimores.

In either case, whether the first or the second proposal be accepted, the Wings should have their own distinguishing numbers and the aircraft should bear the Italian roundel and at the H.Q. the Italian flag should be flown.

I am sure that this important question will find a sympathetic ear in you, and in high Allied circles, as it is the only just reasoning of this problem.

I hope this will be perused by you in the spirit of cordiality which has characterised our work together during the past 7 months.

1944

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

APPENDIX "B" TO AFSC/[redacted]AIR DATED 7TH JULY 1944. TOP SECRET.

CONVERSATION WITH GENERAL PIACENTINI.

1. Conversation is off the record and must be kept absolutely secret.

2. He is being told this so that he man make adequate preparations for the big changes which are about to come.

3. He will find himself in a very much stronger position shortly. I cannot say more than this, but assure him that it is true and that he must ask no questions at present.

4. When the time comes very radical changes will have to be made in the Italian Air Ministry. Go-slow elements and dead wood will have to be ruthlessly cut away. Unless this is done we shall prove ourselves to be a failure in the eyes of the Allies. We have definite recommendations to make as to set-up in I.A.M.

5. Future set-up. Italians will lose the operational control. Control will be exercised by Allied Operational Headquarters.

6. Air Sub-Commission and Italian Air Force will be responsible for Training. Supply, Maintenance and Administration of the I.A.F.

7. Problems arises as to where this control is best exercised from. It is a problem of communications, say why. (Only 1 line to Rome for 3 months).

8. Although the Italian Air Ministry must be in Rome, we consider that the Admin Control must be exercised from Bari.

9. It is up to General Piacentini to decide what set-up will be necessary in Rome and what in Bari. We will give all advice possible.

10. We on our part must decide what our set-up will have to be. Envisage it as myself in dual capacity working between Rome and Bari. Small set-up in Rome perhaps Group Captain Eccles as my representative in my absence, and Wing Commander Minter- and Squadron Leader De Haan. Signals will fade almost entirely out of the picture as this will probably be handed by the Operational Headquarters. The rest of the Air Sub-Commission, in particular Engineering, Maintenance and Supplies, with organisation will have to remain in Bari.

11. The re-equipment of the I.A.F.

3 Squadrons P.39's Airacobra 16 a/c each.
2 Squadrons Baltimores 16 a/c each.

On the part of the I.A.F. we must retain :-

1993

2 Squadrons Me.205's, Me.202's with 16 a/c each.
1 Squadron Cant 1007's 16 a/c each.
1 Squadron SM.82's 16 a/c each.
The Seaplane Wing.

12. Long Range Maccis to disappear and to go into the ordinary squadrons.

13. All operations Cant 1007's and SM.82's be at night.

14. Essential that we must [illegible]

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

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12. Long Range Maccis to disappear and to go into the ordinary squadrons.

13. All operations Cant 1007's and SM.82's be at night.

14. Essential that we must train every nerve, and allow no obstacles in the way of go-slow or red tape to stand in our way. The Allies will expect 12 serviceable a/c per day from each Squadron.

15. ORGANISATION.

(i) L.B. Wing at BIFERNO with other Allied Baltimore Squadrons.

(ii) Fighter Wing of Italian Fighters with Allied Fighters at either TRIGNO or CUTELLA or CANNE.

(iii) Fighter Wing of Italian flown P.39's with Allied Fighters at either TRIGNO or CUTELLA or CANNE.

AFHQ/515/AIR
Tel 44

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

16. Operationally, Wings will be under the R.A.F. Commander of the Wing/Station.

17. Administratively Wings will be under their Italian Wing Commanders. But it is clear that very great assistance can be given to the Italian Squadrons by the technical, maintenance and administrative personnel of the Allied Squadrons in the same Wing/Stations.

18. Necessity for Training and Conversion, both in actual Flying and in Maintenance. Intention is to form only 1 Squadron of Fighters and 1 Squadron of light bombers at a time.

19. Maintenance Training - (i) Baltimores.

A nucleus of Italian N.C.O's and technical personnel, with 1 or 2 engineer Officers to go at once to a Baltimore R.S.U. Then to the training and conversion airfield where there will be a small party of Allied technical personnel whose job it will be to train maintenance crews.

(ii) P.39's.

Not more than 60, i.e. 20 from each Squadron, of technical personnel to go to Capodachino to learn the Allison engine. Also a representative from Alfa-Romeo's. Remaining maintenance will be taught at [redacted] training airfield.

20. Flying Training - (i) Baltimores.

2 or 3 selected pilots, who will eventually form the basis of the Baltimore conversion Unit, to go to SHANDUR at once in one of our own a/c, do a few trips in Baltimores and return at once. Remaining conversion and further training at training airfield.

(ii) P.39's.

Airacobras are very easy to fly. Several selected pilots, with experience should fly them first and then conversion can proceed.

21. General Training. Only one Squadron will form at a time of (a) Fighters and (b) Baltimores. But training for wastage in the preceding squadrons will have to proceed concurrently with the training of additional squadrons.

22. We have to use R.S.U's and consider that Italians will have to do the same, except perhaps the Baltimores. Formation of a P.39 R.S.U. which should be formed at training airfield as first step.

23. Major overhauls of engines and airframes. We will certainly have to do Allison overhauls and suggest Pomigliano Works be cleared to concentrate on these. Will try to persuade Allies to undertake major overhauls of Baltimore engines, but if not successful we shall have to take these on as well. Alfa's should also do this.

24. It is for question where we can undertake major airframe overhauls and repairs.

25. P.39's will be flown in from N. Africa as required, to training airfield.

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

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26. Baltimores will be flown in from Middle East as required.

27. We have to use A.S.P's. What about Italians, We are getting a proposed establishment for a combined P.39 - Baltimore A.S.P.

28. We shall have to consider carefully the individual Officers best fitted to fill the posts required under the re-organisation. Apart from the reshuffle in the Air Ministry we will need someone very good indeed to take charge of training. Also we must have an English speaking liaison Officer, with operations and operations room experience, for the new Operational H.Q.

29. All this is a tremendous job, which must be got on with quickly. These notes will be issued personally to General Piacentini as an aide-memoire,

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

for his use only, and must not be shown to anyone else at all.

30. The re-equipment of the I.A.F. with Allied types is wholly without prejudice to the status of the I.A.F. at the end of the war.

(Sgd). W.A.B. BOWEN-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Air Forces Sub-Commission,
Allied Control Commission.
27th May 1944.

1231

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

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

Q. M. C. Form 353 (Old No. 490)
Revised July 26, 1918

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