Lo 'Spit di Smith' ...
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In search of Ian Smith's Spitfire in Liguria (2012)


Mission

• To visit the Italian region of Liguria where Ian Smith found himself after bailing from his Spitfire in June, 1944. And while there to speak to any people left who met or helped him and to try find any historical information noted by interested parties and the local authorities.

• To locate the crash-site of the Spitfire.

• To locate any remains of the Spitfire.

Location: Ligurian region, Savona province, Italy

Liguria is a region in Italy. Regions in Italy are administrative divisions of the state. There are twenty regions in Italy. Each region is divided into provinces. Liguria is a relatively small region along the north-western coast; bordering France at its western frontier. The regional capital is Genoa. There are four provinces in Liguria: Imperia, Savona, Genoa, and La Spezia. Smith came down and spent most of his time afterwards in Savona province. The capital of Savona province is the coastal city of Savona. The area where Smith's story played out was north-easterly of the city of Savona, near the regional border with Piedmont. For details of the locales in Savona province, see the map in Figure B.

Figure A: Map of Liguria showing its four provinces. Map from: http://commons.wikimedia.org/wiki/File:Map_of_region_of_Liguria,_Italy_with_provinces-en.svg
Figure B: Map showing detail of the locales in Savona province. (Map created by Dave Cooper, based on the original Michelin paper map, “352 Liguria Local 352”).

The pink circle on the above map covers the region of Liguria where Ian Smith came down (north of the village of San Pietro d'Olba in the Vallescura valley. Note: 'Vallescura' is also sometimes spelled as 'Valle Scura'). All the villages he mentions are within this circle. The original printed map has a scale of 1/200 000 – 1 cm : 2 km. Thus the distance of the diameter of the circle is approximately 14 kilometres. Smith also mentions the village of Moretti, which is in the region of Piedmont. For a detail map of the area where Smith's Spitfire crashed in this area, see Figure C on page 7.

The exact location of the crash site is described in the section “Diary of the visit to Liguria” under Thursday, 12 July 2012.

To view a map of this area online:

1. Go to the ViaMichelin web site.
2. Under Find your map, type San Pietro d'Olba, Italy in the Address field.
3. Click Get Map.
4. Adjust your display using the 'zoom' tool so that the display matches the above drawing.
Background

As I started to read Ian Smith's “The Great Betrayal”1 I was fascinated by the story of his time in the RAF, and in particular when his Spitfire crashed in the Ligurian Apennines and he bailed out to eventually find himself with the Italian partisans.

In my opinion, his recount of this was unsatisfactorily brief. I know that Smith's book was about Rhodesia and not about his time in the RAF, but I had found that part of the book the most interesting. After all, I know the Rhodesian story well.

I decided to look up the villages he mentions in the book. The first issue I encountered was Smith's or his editor's mistakes with Italian place-names. But it became apparent that they also had trouble in transcribing any piece of Italian text. This took some time to unravel in order to find the correct places on modern maps of Italy, including those available with Google Earth and Google Maps.

I began to contact various Rhodesians via the Web to see if anybody had done any research on Ian Smith's crash and his time with the Italian partisans and who could help in locating the region of Italy where this all happened. Ian Smith was not clear, and the spelling mistakes and poor Italian did not help at all.

I was not able to get any more information that I already knew in my outreach to Rhodesians, so I contacted my South African friend, David McLennan of Select Books in Cape Town. His quick response opened a way through the brush … he provided me with the Rhodesia squadron number and from where it operated out of Corsica, the raid over the Po valley that Smith was engaged in on that fateful day, and the fact that Beryl Salt's brilliant “A Pride of Eagles” book on the Rhodesian Air Force was a required reference (his information coming from that). Unhappily, I quickly discovered the fact this book is rare — a collector's item — and the asking price online was in the hundreds of euros!

At one point, I eventually found myself at the web site, “Rhodesia and South Africa: Military History”. I had long known of this site, because I found it interesting that it appeared that Richard Allport (the owner) was publishing from the Netherlands (where I also lived). I sent him the same kind of email that I had sent the other Rhodesians.

Richard quickly responded and we began a thread that began to reveal the correct names of the modern Italian villages that were the ones where Smith had lodged and where he had made contact with the partisans.

Now I was able to locate the villages in Google Earth and Google Maps, and I was able to find information about them on the Web. And I was able to determine what the region was like, if there were reasonable hotels, and how accessible these places were. It was looking very accessible, both in terms of getting there and in finding inexpensive accommodation.

Richard then forwarded some very detailed description of what had happened in June 1944. He received it from an Italian 'researcher' with whom he has collaborated from time to time. One detail was incredible, it describes where the Spitfire may be in relation to other features and events that occurred in the vicinity of the village of San Pietro d'Olba:

“This is the house where Ian Smith was hidden by the Zunino family. The Spitfire crashed about two Kms far from the mentioned house. Two members of the Zunino family, who helped Ian

1 I found better, more precise and more accurate information about Ian Smith's time as a Spitfire pilot and his sojourn in Liguria in the excellent “Anatomy of a rebel. Smith of Rhodesia: a biography” by Peter Joyce, Graham Publishing, Salisbury, Rhodesia, 1974. Also in the article “Personality: Flight Lieutenant Ian Smith” from the magazine “After the Battle” issue 010. References I believe every Rhodesian should read.
“Smith, are still alive.”

Now my sleuthing was really hotting up!

Richard had mentioned that a book had been written about Spitfire pilots who had similarly been shot down or crashed, and who also had joined the partisans — Smith was not the only one apparently. So I began to search the Web using Italian text, and *ecco!* … I find something right away. In the book “*Aerei su Savona: Storie di piloti ed aerei caduti in provincia di Savona*” I find the following statement:

“... 22 giugno 1944: uno Spitfire cade a San Pietro d'Olba (SV) in località Vallescura ...”

(“... 22 June, 1944: a Spitfire crashed at San Pietro d'Olba (Savona) at the locality of Vallescura ...”)

Smith does not even note this significant date in his memoir (“The Great Betrayal”) and he misspells the name “Vallescura”. These facts did not make the investigation easy.

Then Richard wrote again … an Italian friend who is associated with a partisan museum in the region has offered to drive and escort me to the villages if and when I come to Italy. I am, by now, gobsmacked, and I make all kinds of investigations on the Web about the region, villages, town, bus schedules, train schedules, flights from the Netherlands and Germany, accommodation, and what, who and where are the local communal authorities of the region. I even “drive” down the local roads in Google Maps Streetview!

Finally, I make contact with two Italians … and we begin making arrangements for them to rendezvous with me in the region sometime later in the year.

The plan

From my home in the Netherlands, via Rotterdam, I would fly to Milan. From there, I would take a local train to Savona in Liguria and use that city as my base.

I would do this after the winter and spring so that the weather has become drier, warmer, and sunnier. The region is mountainous, and I have passed through the littoral of Liguria on previous visits to Italy and I have skied in the Alps north of the region, so I am familiar with the terrain.

The region comprises rocky and mountainous steeply wooded Alpine valleys with robust little rivers racing down to the sea with waters full of melted winter ice.

I imagined the villages to be sleepy and limited. The coastal region has plenty of hotels and seaside resorts (as this is what is called the Italian Riviera with Portofino on the other side of Genoa not far away). Genoa is very historic and rightly famous, but it is a contentious issue as to whether the region’s most famous son, Christopher Columbus was born at Genoa, Savona, or elsewhere in the region. The coast here does not appear to be as lavish and expensive as in France and Monaco. So it appeared to be quite affordable.

As with any travelling in Europe, especially desirable locations like the “Italian Riviera” require diligent and advanced booking so as to take full advantage of savings on flights, train fares and any specials on hotels.

It appeared that I would not need to stay longer than a five-day week.
**Diary of a visit to Liguria**

For a film taken at the crash site, click here: [Smith's Spitfire crash site](#).

**Tuesday, 10 July 2012**

I arrived in Savona after a short flight from Rotterdam to Milan and a short train journey from Milan to Savona. Riccardo Rosa and Gianluigi Usai, historical enthusiasts and authors of “Aerei su Savona: Storie di piloti ed aerei caduti in provincia di Savona” were my gracious hosts during my visit to the region of Liguria.

On my first afternoon in Savona, I was taken on a walking tour of central Savona. I was struck by the magnificent buildings of the town, including some fine examples of 19th and early 20th century, classical, Fascist and Medieval architecture. I was impressed by the beautiful “portici” (porticos) and notable edifices and places including the opera house, the main square with its memorial to Italian sons, the ancient Medieval quarter, the harbour side, and the famous “Toretta.”

We took dinner with Gianluigi’s charming daughter, Alizia (who spoke perfect English for my benefit), dining on the famous “farinata” local speciality.

**Wednesday, 11 July 2012**

I took the opportunity the next morning to walk about the old Medieval quarter and to visit “La Fortezza Priamar”... From the ramparts I had an excellent view of the Mediterranean coast and its beaches ... the seawater was warm. It was very hot and humid the entire time in Savona.

Later, Riccardo and Gianluigi took me into the Ligurian hinterland to Bormida, where they showed me where the *Bristol Beaufighter* TF MK.Z NT 907 had crashed on 31 August, 1944. This aircraft had been operated by Pilot Officer W. H. Billing of the Royal Canadian Air Force, and Flight Sergeant H. Thornton of the Royal Air Force, Coastal Command, 272nd Squadron. Both men perished and are buried in the Milan War Cemetery.

In a damp, rainy, cool and fog-enshrouded forest, Riccardo demonstrated how he finds metallic fragments with his metal-detector (see *Figure 3*). In his foraging in the forest at two separate locations (one where a wing and engine had ripped off and fallen, and one where the rest of the aircraft crashed) Riccardo retrieved many metal pieces of the Beaufighter.

**Thursday, 12 July 2012**

This was the day we devoted to visiting the crash site of Ian Smith’s *Supermarine Spitfire* LF MK. IX K620, where he was hidden from the Germans by friendly Italians, and where he joined the Italian partisans.

We set out for Vallescura ... where the Rio Dezolo joins the Orbicella creek just north of San Pietro d'Olba. This was the location of the crash as identified by Smith and later by Gino Zunino and Angelo Piombo. En route we passed through the picturesque little town of Sassello. Sassello is famous for the “amaretti” biscuits produced there ... although “amaretti” biscuits are produced in a number of other Italian regions as well.

From September 1943 to July 1944, Sassello was a German garrison town. After July 1944 it was a *San Marco Division* garrison town. The latter served as an anti-partisan and coastal security unit assigned to the mixed German-Italian *Armee Ligurien*.

Along the way, we stopped at a mountain lodge to take lunch and to discuss the history and the facts
behind Ian Smith's crash. Then we continued on to Vallescura.
The site is near the Camping Vallescura resort, and just before the gates to the resort, we entered the forest, taking a rough track in a north-easterly steep descent along the slope of the mountainside. Crossing a dry, rocky creek we came upon the ruins of the farm house where the Zunino family had lived and where they had generously offered shelter to Ian Smith after he parachuted out of his crashing Spitfire on 22 June, 1944 (see Figures 7 through 11 in the section Photographic_gALLERY).
Further on from the house towards the Rio Dezolo (Orbicella river valley), there is a small clearing with a small memorial cement marker indicating a mining lease. Then beyond that, the slope severely steepens; dropping down into the valley. The crash site is located down this steep slope at the following latitude and longitude: 44°30'25.1"N 8°34'43.4"E.

Figure C: Detail of the portion of the map in Figure B (on page 3) showing the location of the Spitfire crash site. The red line on the map is the road from San Pietro d'Olba to Vallescura.

I was unable to descend down this part of the slope due to old leg and hip injuries, so Riccardo went on down by himself to film the site and to forage with his metal-detector. Gianluigi and I remained at the clearing.
Upon Riccardo's return, he produced a number of small aircraft fragments of the crashed Spitfire (see *Figures 14 & 15, Figures 16 & 17* and *Figure 18*. The bulk of the aircraft having long ago been retrieved by the local inhabitants).

For a full report on this Spitfire crash-site and its history, see the chapter “Lo 'Spit di Smith'” by Bruno Chionetti and Riccardo Rosa in the book “*Aerei su Savona. Storie di piloti ed aerei caduti in provincia di Savona*”.

On our return we visited with Riccardo and Gianluigi's friend and colleague, Angelo Piombo; with whom we shared a bottle of white Muscat and some “*amaretti*”. Angelo generously showed us his superb military collection, including a Merovingian dagger and a hydraulic shock absorber from Smith's Spitfire (see *Figures 19 & 20*).

On the return journey to Savona we stopped at the summit of *Monte Beigua* which afforded a magnificent view of the region.

**Friday, 13 July 2012**

On this, my last day in which I could spend time visiting the region, Gianluigi drove me to the River Quazzola in Quiliano where there are a number of Roman bridges dating back to the 1st century. The bridges are still in use, although some of them have been altered over the centuries. Astoundingly *the bridge in Ricchini* remains very much intact.

On our return to the 21st century, we stopped in at Gianluigi's work-shop. And later that afternoon, Riccardo drove us all up to *Montenotte* to view the site of Napoleon’s defeat of the Austrians on 12 April, 1796 after the attack on the redoubt of Monte-Negino. From there we caught magnificent views of Savona down along the coast. And driving back to Savona we passed through the beautiful village of Santuario with its magnificent church of *Nostra Signora della Misericordia*.

Back at Savona, I decided to celebrate the complete success of the visit by partaking in a delightful Ligurian experience at the Osteria Bacca ... I dined outside in the balmy evening on a wide balcony overlooking the marina and the Mediterranean feasting on superb gnocchi with pesto, fried scampi and calamari, red wine and a slice of anisette tart. The balcony was filled with Italians — I believe I was the only foreigner. A perfect ending to a brilliant visit.

**Saturday, 14 July 2012**

I returned home on Bastille Day, sharing the train compartment from Savona to Milan with part of a tour group from Pennsylvanian, USA. The journey back to Limburg was flawless ... but I made sure to post the Spitfire fragments by mail. *Poste Italiane* had them delivered to my home intact and within a reasonable amount of time. I believe I was prudent to avoid attempting to bring metal fragments home with me on the plane!
Photographic gallery

In the following photographs, you can compare some of them to earlier photos as published in the book “Aerei su Savona. Storie di piloti ed aerei caduti in provincia di Savona” by Bruno Chionetti, Riccardo Rosa and Gianluigi Usai.

Figures 1 & 2: Dave Cooper, Gianluigi Usai and Riccardo Rosa (in Figure 1) and Riccardo Rosa and Gianluigi (in Figure 2) at Vallescura, Commune Urbe near San Pietro d'Olba, Liguria, Italy. July 2012.
Figure 3: Riccardo in a foggy forest. The weather along the coast at Savona was hot, clear, but humid. Once we travelled into the mountains inland, we entered different conditions. At Bormida, the fog was dense and it was rainy and considerably cooler. The fog was so thick that my flash reflected off the water in the air and greatly reduced visibility. In this photo, Riccardo was using his metal-detector at the crash site of the Bristol Beaufighter TF MK.Z NT 907.

Figure 4: Riccardo at Vallescura. Riccardo uses a metal-detector to find metal fragments of crashed aircraft or any metal pieces left at a site of historical significance (such as in and around battlefields).
This photo was taken near the crash site of Ian Smith's Supermarine Spitfire LF MK. IX K620. The aircraft came down on 22 June, 1944. Smith parachuted out to safety and began a three month sojourn in Liguria. He was first sheltered by the Zunino family nearby, and then he joined the Italian 'partigiani' (partisans). Smith eventually left Liguria by trekking over the Alps to join Allied forces and continue with the War effort.

Figure 5: Zunino farm house at Vallescura. The Zunino family lived in this farm house when Ian Smith fell from the skies and into Vallescura on 22 June of 1944 ... his Supermarine Spitfire LF MK.IX K620 crashed nearby in the Orbicella river valley. Renzo Zunino was collecting firewood at the time and probably heard the roar of the plane coming from further down in the valley. Smith hid from German patrols that were in the area, and eventually he was sheltered in this house by the very generous Zunino family. When Smith encountered partisans in the area, he left the Zunino home to join them. The Zuninos never saw him again, although he did send a letter of thanks after the war. An earlier photo of this scene can be seen on page 92 of the book “Aerei su Savona ...” by Bruno Chionetti, Riccardo Rosa and Gianluigi Usai. The house will eventually disappear into the forest as the progression of the ruins can be seen by comparing this more recent photo with the older photo in the book.
Figures 6 & 7: Zunino farm house at Vallescura.
Figure 8: Zunino farm house at Vallescura. An old photo from 1944 shows Ian Smith standing in front of this house with Signora Elisa Zunino (you can see that photo on page 93 of the book “Aerei su Savona ...” by Bruno Chionetti, Riccardo Rosa and Gianluigi Usai).
Figure 9: Dave standing at one of the doorways of the Zunino farm house. The 1944 photo of Elisa Zunino and Ian Smith was probably taken at another, now collapsed section of the same house. (See page 93 of the book “Aerei su Savona ...” by Bruno Chionetti, Riccardo Rosa and Gianluigi Usai).
Figures 10 & 11: Vallescura forest. This is the forest that surrounds and probably surrounded the old Zunino farm house. It is steep, difficult country, and further down the valley where Smith's Supermarine Spitfire LF MK. IX K620 aircraft crashed, it is even more precipitous and difficult.
Figures 12 & 13: Crash point of Smith's Spitfire. Riccardo took these photos from further down the slope into the Orbicella river valley where Ian Smith's Supermarine Spitfire LF MK. IX K620 crashed into the side of the valley. The crash point can be estimated to be the following latitude and longitude location: 44°30'25.1"N 8°34'43.4"E.
Figures 14 & 15: Crash point of Smith's Spitfire and aircraft fragments. Due to my leg and hip injuries, I was unable to descend further from the clearing overlooking the valley. When Riccardo returned he produced a number of small aircraft fragments which he had located with his metal-detector.
Figures 16 & 17: Metal fragments from Ian Smith's Spitfire.
Figure 18: Metal fragment from Smith's Spitfire. Notice the medium green-coloured paint inside the part. This green colour, called “Interior green”, was used for internal parts of Allied aircraft.
Figures 19 & 20: Hydraulic shock absorber from Smith's Spitfire. After departing from Vallescura we stopped at the village of Piampaludo and visited Riccardo's friend and colleague, Angelo Piombo. Angelo produced this hydraulic shock absorber which had been retrieved from Smith's Supermarine Spitfire LF MK. IX K620 by local inhabitants shortly after the crash in 1944. As you can see, it is in excellent condition!
Synopsis of Ian Smith chapter from the 'Aerei su Savona' book

What follows is a brief, one-page synopsis in English of the twelve-page chapter on Ian Smith's Spitfire crash from the Italian-language book, “Aerei su Savona: Storie di piloti ed aerei caduti in provincia di Savona” by Bruno Chionetti, Riccardo Rosa and Gianluigi Usai. The chapter on Ian Smith was researched and written by Bruno Chionetti and Riccardo Rosa.

This book can be purchased from Marvia Edizioni of Voghera, Italy. It contains a detailed account of Ian Smith's crash and his time in Italy, in the region north of Savona and includes photographs of Ian Smith and his Italian hosts as well as photographs of fragments of the aircraft.

On 22 June, 1944, Pilot Officer Lt. Ian Douglas Smith crashed his Supermarine Spitfire LF MK. IX K620 in a valley called Vallescura, north of the small town of San Pietro d'Olba in the province of Savona in the Italian region of Liguria.

The 237th Squadron of the Royal Air Force, 'Rhodesia Squadron', was established on 22 April, 1940 by elements of the 1st Squadron of the Southern Rhodesian Air Force. Ian Smith took part in numerous operations of the 237th, out of bases in Corsica. These operations were to escort bombers and to attack ground targets in northern Italy. Smith piloted the Spitfire LF ('Low-Flying') Mk. IX which was specifically adapted for this kind of ground attack.

On 22 June, 1944, Smith was involved in strafing missions in the Po river valley. He made the mistake of attempting a second pass, and was probably hit by heavy anti-aircraft machine-gun fire. Turning back for Corsica, he was only able to reach the mountain valleys south of Allessandria.

Smith came down in a steep and barren valley of the Orbicella creek in the Vallescura region north of the town of San Pietro d'Olba. Local people who lived and worked in the old farmsteads of the valley forests eked out a living sheep farming and harvesting chestnuts. Smith was found by the Zunino family and managed to escape being found by German patrols.

The Zunino family generously and dangerously sheltered Smith from capture by the Germans, and Smith stayed with them for three months in their farm house in the forest at Vallescura. (In the chapter, there is a photo of Smith with Elisa Zunino standing outside of the old farm house that today stands in ruins).

The wreckage of Smith's Spitfire lay between the base of the steep slope and the stream below. Most of the wreckage did not remain there for long, as it was quickly carried away by local people who used the valuable materials for various purposes. (In the chapter there are many photographs of fragments of the Spitfire).

Smith eventually came into contact with Italian partisans of the 'Mingo' group, and he departed from the Zunino's never to be seen by them again. It is well known that after some time with the Italian partisans, Smith walked over the Maritime Alps to reach southern France where he rejoined the Allied war effort.

The location of Smith's Spitfire was identified through the help of Gino Zunino and Angelo Piombo.
Bibliography and references

Aerei su Savona. Storie di piloti ed aerei caduti in provincia di Savona – B. Chionetti, R. Rosa, G. Usai, Marvia Edizioni, Voghera, Italia, 2010. (An English translation of this book is expected to be published under the working title of 'Allies shot down over Italy'.)

“After the Battle” issue number 010 (1975) under the article title “Personality: Flight Lieutenant Ian Smith”. This “After the Battle” article about Ian Smith and his time in the RAF and with the Italian partisans is quite possible the best source of all and it includes some excellent photographs of Ian Smith during this period. I recommend this article to all interested readers. Published by Battle of Britain International Ltd., Church House, Church Street, London E15 3JA, England, 1975. www.afterthebattle.com


Famigliapesce blog – A blog of the Italian family, “Pesce” who helped Smith.

Smith of Rhodesia – Mathew C. White, Don Nelson, Hirt-Carter Ltd., Cape Town, South Africa, 1978


The Quiet Man – Phillippa Berlyn, M.O. Collins, Salisbury, Rhodesia, 1978
Acknowledgements

The quest to Liguria to visit the site of Ian Smith's Spitfire crash and to see the place where he spent three months behind enemy lines being sheltered by Italians and eventually joining the partisans would never have been possible with the assistance and help of quite a number of people. My most sincere thanks goes out to (in alphabetical order): Agostino Alberti, Richard Allport, Michele Becchi, Maurizio Carra, Bruno Chionetti, David McLennan, Gianni Pesce, Angelo Piombo, Riccardo Rosa and Gianluigi Usai. Without their generosity and time, and especially without the welcoming, friendly hospitality of Riccardo Rosa and Gianluigi Usai, my visit would not have been possible, and this article would never have been published.

Marvia Edizioni, the publisher of “Aerei su Savona: Storie di piloti ed aerei caduti in provincia di Savona” by Bruno Chionetti, Riccardo Rosa and Gianluigi Usai, is planning to publish an English translation of the book. As of the Spring of 2013, the precise publication date has not yet been announced, but the working title is “Allies shot down over Italy”. For details see www.marvia.it.
after waiting for a German foot patrol to pass, then crossed the barrier and made their way above the snow-line.

Two of the three men they left behind soon caught up with them — the young Pole, who only looked about eighteen or nineteen, had lost his nerve and turned back. The cosmopolitan little party now embarked on the last and most difficult leg of its journey. Smith almost failed to complete the course. Temperatures were sub-zero, he was poorly equipped for the expedition and he did a very silly thing," he recalls. "My feet were so cold and wet that I took my boots off. We just had to lie down as we were then, and we were only dressed in trousers and shirt, and we tried to sleep — just on ice. It was nowhere else but a block of ice. And when it got light the next morning, we woke up and decided to move off before it got really light, and I couldn’t put my boots on. Of course they were blocks of ice; I should never have taken them off.

So I had to walk in my socks and my socks were cut, and if it had been for that I might not have got through..."

But they survived, all four of them, and on the twenty-third day of their odyssey they stumbled down the last French Alpine slopes and into the American lines. Within hours they were in Caen — bailed, fed, and savouring the exquisite luxury of clean clothes. The ones they had arrived in, says Smith, 'could have walked off us by that stage'!

Although Flight Lieutenant Smith could have returned to Rhodesia, he was determined to see the war through and, within a very short time, he was flying again. There was a refresher course at an R.A.F. base in Shropshire, and then missions over Germany and Denmark. His new squadron, No. 130, was the first into Norway with the British Liberation Army.

Although hostilities formally ceased on May 8, 1945, there was still a little work to be done. The R.A.F. were methodically clearing out slithers pockets of resistance during the rest of the month and we used to help them. Whenever the British troops went into a German camp we would fly over them on road-top level'.

Finally, the guns fell silent, and Ian Smith spent a 'fabulous' four months in Norway before making the long voyage home to Rhodesia.

The following year Ian Douglas Smith was back at Rhodes University, finishing his commerce degree. Then it was into farming and in 1948 — politics. He became Prime Minister of Rhodesia in April 1964.

**Nota Bene:** This scanned image appears on the [Familipesce blog](http://www.familipesceblog.com). It is originally from the magazine, “*After the Battle*” issue number 010. The article is entitled “Personality: Flight Lieutenant Ian Smith”.

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