

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

785017

ACC

10000/109/1190  
(VOL. I)

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785017

10000/109/1190  
(VOL. I)

COMMERCIAL AVIATION  
MAR. 1945 - JAN. 1946

86.

CSO Letter at 80 submitted to sign. line -  
Palad B also wants a flight to London. Para 4  
is based on Asst. Palad (B)'s advice.

88

BS 5/1

CSO 87 In info - this seems a little hard on  
A.F. S/C after all the trouble they've taken.  
Should we apologize? BS 17/1

89

Miss S certainly. Put up one of yr. inevitable  
letters full of thanks & apologies.

91.

True  
18/1

CSO 90 submitted. I have no doubt.

BS 19/1, 3169

Chief Commissioner

76.

Attached is submitted for your signature information

FC Please see me. Show stated objectives <sup>MS (7/29)</sup>

PA

Arrange file on MW (12/64)

75.

75.

Ex. Com. has spoken to G. Ken &

states no further action is necessary.

31/12

old

81.

You have been asking for this! If that is still here on the idea suggested in para 10 or 11. The action as suggested in para 10 or 11 is correct as TFSIC point out, it is correct to suggest this sort of thing when carrying out.

31/12.

82.

3168

Ex. Com.

P. 80 - at last. It's a bit late in the day for an AC Carrier but as SAC: appl. for a review

states no further action is necessary.

31 3/12

old

You have been asking for this! If I had to  
is still been on the idea suggested we ask AFSC  
to take action as suggested in paras 10 or 11  
though as AFSC paid out, it is easier to  
suggest this sort of thing than carry it out.  
31/12.

82

3168

Ex Com.

P. 80 - at last. It's a bit late in the day  
for an AFSC carrier but as SAC's: appl. for a service  
is required I suggest we ask AFSC to carry on as  
in their para. 10.

31

I agree

On line 11 G12 once a week

31

84

min 83 - p. 31 11/6/2

57.

Ex. Com.

Please see 55-56 revision.

A.F. S/C say local civil aviation is not allowed, though there is still a small air force. This of course will have to wait to the peace treaty.

In view of 56 shall we eliminate para 2 of local (HS) draft? Or substitute 'emulate' for 'imitate'?

56/ Issue Mr [initials]

59. Ex. Com.

58 for signature of Ex. Com.

25/27/10

Ex. Com

60a 60b go into. A.F. S/C are preparing reply

63

Chil Commission is handling this. Mr [initials]

65. Ex. Com.

64 for info. 25/11

3167

Mr [initials]

955 ac Mr 23/12/1

Ex. Com. 59.

53 for signature of Ex. Com.

61. 26/11. 11/1/70

Ex. Com

60a 66 for info. AFSC are preparing reply

11/1/70

63

Chief Commissioner is handling this. Mr (30/12)

Ex. Com. 65.

66 for info. 11/1/70

11/1/70

3167

67.

66 for info - 53 refers. AF SC informed.

11/1/70

Ex. Com

73.

68- 72 for info.

69- 70. way like to see 69 70, though ee has ruled no further action by us at the moment.

11/1/70

53

C.S.D. 53a to be considered by the Chief Commissioner -  
Perhaps before we let the to see point? draft to 9i.  
by 13/11.

54.

Polad (A)  
Polad (B) ref. P. 52 do you agree with the proposed  
draft at P. 53A? T. H. H. 15/11

CSO

November 16, 1945

Ref 52:

55

I see no objection to a draft along the lines of 53 (A) going to G-5, AFH4. I would suggest however that for the sake of clarity the third paragraph regarding the peace treaty with Italy be amended somewhat along following lines:

"If no thought has been given to glider activities in connection with the draft peace treaty with Italy, it is suggested that consideration might well be given to this activity by those drafting the treaty."

"It is realized that in view of the use to which the Germans put gliders after the last war, namely, the training of future wartime pilots, it might be desirable to forbid such activities in Italy."

"On the other hand, if it is the policy to treat Italy as a friend, it is suggested that it be borne in mind that gliding is a useful and cheap form of training for commercial and military pilots. As Italy will undoubtedly be hard hit economically for a number of years, the cheaper the training the better for Italy. It is recommended that a limited number of gliders be permitted." 16h

J. Wesley Jones  
Political Adviser (A)

56

Study this question really turns on



November 16, 1945

Ref 52:

I see no objection to a draft along the lines of 53 (A) going to G-5, AFHQ. I would suggest however that for the sake of clarity the third paragraph regarding the peace treaty with Italy be amended somewhat along following lines:

"If no thought has been given to glider activities in connection with the draft peace treaty with Italy, it is suggested that consideration might well be given to this activity by those drafting the treaty."

"It is realized that in view of the use to which the Germans put gliders after the last war, namely, the training of future wartime pilots, it might be desirable to forbid such activities in Italy."

"On the other hand, if it is the policy to treat Italy as a friend, it is suggested that it be borne in mind that gliding is a useful and cheap form of training for commercial and military pilots. As Italy will undoubtedly be hard hit economically for a number of years, the cheaper the training the better for Italy. It is recommended that a limited number of gliders be permitted."

*J. Wesley Jones*  
Political Adviser (A)

56

*Surely this question really turns on whether study is to be allowed (a) civil aviation (b) a limited air force? I think last para. 2 of Mr. Wesley Jones' draft is a little too strong.*

*Executive Committee*

*A. J. DeLoach*  
Nov. 19.

Executive Commissioner.

Reference 43 for you to see, and the draft below. I suggest that the draft be amended by the omission of para 2, and by adding in para 4 after the words "I am, therefore, advised that" the words "in view of the imminence of the conclusion of these negotiations."

1 Oct. 45.

*F.W.L.*  
C.S.O.

**EC**  
I do not consider the proposed draft complies with the COS letter para. 4. Please redraft (or see me). Do not understand and why Exec. the delay here - 19/9 TO 1/10  
*J.W.D.*  
*CC*

approval  
Attached is submitted for your signature  
*[Signature]*

as amended by me in pencil.  
Our letter July 25. - A.F.E.B. mty Sept 19  
Negative result!  
*[Signature]*

PA  
*H.F.*  
I will see C.C.  
*[Signature]*

Executive Commissioner.

Reference p.43, opposite is letter submitted for signature of Chief Commissioner.

3164

3 Oct. 45.

C.S.O.

Do not consider the proposed draft  
complies with the COS letter. Please  
redraft (or see me). Do not understand why  
Exec. The delay here - 10/19 TO 11/10

JWD  
CC

Attached is submitted for your approval  
with definition

as amended by me in pencil.

See letter July 25. - AEB mfy Sept 19  
Neschin result!  
JWD  
3164

PA H7

I will see C.C.

JWD  
48.

Executive Commissioner.

Reference p.43, opposite is letter submitted for signature of  
Chief Commissioner.

8 Oct. 45.

C.S.O.

Exec.  
Executive Commissioner.

49

50

Attached is submitted for your approval  
signature information

I have signed, but  
hope to double check  
while I have time.  
Neschin are now in progress!

JWD

35

Notes

Spoke Major Hanley's office <sup>Atty</sup> (278) & asked him to ring back saying when we can expect answer to 32.

MP 2/8

Spoke Col. Boston (Freedom 330) & asked him to ring back when he can expect an answer to 32.

Dkt 14/8/45

Rang Col. Boston. He was not in. Left message asking him to ring me back.

Dkt 16/8/45

So. to C.C.

36

I believe C.C. was anxious to know <sup>on telegraph</sup> or what date he could expect an answer to 32. I spoke to Col. Boston (SAC, Secretariat) today who said that this subject was going to be brought up at S.A.C.'s meeting on Tues. 23/8/45 & that no answer could be expected until after that date.

B/W explain dkt

18/viii/45

J.H.

No reply received by A.F.S/E 28/8-11P.

Bu 34/83

44

C.S.O. - Folio 43 and enclosures for C.C. & Para 2 of draft seems too apologetic and leaves the impression that we could have done more.

Temp Col. Boston. He was not in. Left message asking him to ring me back.

OK 10/10/45

So. to C.C.

36

I believe C.C. was anxious to know on what date he could expect an answer to 32. I spoke <sup>on telephone</sup> to Col. Boston (SAC, Secretariat) today who said that this subject was going to be brought up at S.A.C.'s meeting on Thurs. 23/10/45. That no answer could be expected until after that date.

B/6 23/10/45

J.L.

18/10/45

No reply received by A.F.S/C 28/10/45.

44

BU 4/8/3  
3163

CSO - Folio 43 and enclosure for C.C. Para 2 of draft seems too apologetic and leaves the impression that we could have done more if we had not been hamstrung. Para 3 also hints that we favored an interim policy but were ~~too~~ turned down by authority. Do we want to admit that in writing to the Italian government. Suggest pages 2 & 3 be replaced by a single statement that the matter of an interim policy has been under consideration. Then para 4 conveys the decision.

Emu 2919

26.

Executive Commissioner.

Ref. folio 19, which asked the Air Forces S/C to prepare a draft letter for CC's signature re Italian Civil Air Transport.

CC will wish to see folio 24 and draft letter to SACRED attached thereto.

*[Handwritten signature]*  
CSO.

10 July 45.

27

*Issue as attached [initials]*

28.

A.O.C.

Air Forces Sub. Commission.

*letter of 28 sent to [unclear]*

Ref. folio 24 3 minutes 26 + 27. Please prepare letter for CC's signature in accordance with amended draft.

*[Handwritten signature]*  
C.S.O.

To Executive Commissioner.

127.

30

*Exhibit 80 to CC.*

3162

10 JULY 45.

27

Issue recorded *W/4*

28.

A.O.C.

Air Force Sub. Commission.

Letter *W/28*  
*sent to Gd.*

Ref. photo 24 3 minutes 26 + 27 - Pleckle  
Prepare letter for CCI signature in accordance  
with amended draft.

*Edith W/61*

C.S.O

To Executive Commissioner.

1247.

30

3162

Exempt S.O to CC.

Letter a Helman's Civil  
Aviation - approved in draft  
form - has submitted to  
Signature *S/187*

JUL 19 1945

(Ex Com had already left by time this was  
checked case is passed to you direct)

~~34~~

*By photo.*

23 7 F.C. have modified slightly *Edith*  
*W/247*

4

Ex. Com.

To see folio 3. reply relative to CC's inquiry at folio 1.

7W (2019)

4.16/14

RB  
25th Apr

5

Subject discussed at Vice President's meeting on 25. April, minutes of meeting not yet available.

B. 27

18

Ex. Com

To see folio 17 in reply to CC's inquiry at 1.

RB  
30 Apr.

Ex Comm.

23

Reference your letter (folio 19) please see folio 22 in reply.

4.18/16. RB 24/4/16

B.S.O.

25

Reference is made to folio 19 requesting Air Force file & page 61



minutes of meeting not yet available.

17

18

Ex. Com

To see folio 17 in reply to CC's inquiry at 1. *[Signature]*  
30 Apr.

Ex. Com.

23

Reference your letter (folio 19) please see folios 22  
in reply.

*[Signature]*  
24 Apr.

b.d.o.

25

Reference made to folio 19 regarding Air Force & proposed 61  
a. letter for CC's sig. re Station Civil Air Transport. - Please see  
folio 25 & draft of letter to SAC and on folios attached & f. 25.

*[Signature]*  
2/12/45

8506 96  
100

FROM : AIR FORCES SUB COMMISSION A.C. ROME  
TO : ITALIAN MINISTRY OF FOREIGN AFFAIRS  
DATE : 5TH NOV. 1945  
REF. : AFSC/39/AIR

AIR SERVICE BETWEEN ITALY AND SWITZERLAND .

97  
In reply to your memorandum to the Liaison Section A.C. dated 30th October it is confirmed that the resumption of an Air Line Service between Switzerland and Rome has been approved in principle by Allied Force HQ. and the Allied Commission.

2. A proviso to this approval is that no reciprocal rights can be expected by the Italian Government nor may exclusive rights be granted to the Swiss Government should the air line be finally approved.

3. You are requested to keep this Sub Commission informed of the progress of negotiations with the Swiss Government.

394

W. N. Bisdée W/CDR

W.M. BISDEE W/CDR  
AIR VICE MARSHAL  
AIR OFFICER COMMANDING.

~~S/H~~  
S/H

Copy to : LIAISON DIVISION, Allied Commission

3160

see 7.102

*[Handwritten mark]*

*[Handwritten mark]*

99

WIS/son

Ref: 394/ND(L)

2 November 1945

SUBJECT: Air Service Between Italy and Switzerland

TO : Air Forces Sub-Commission, A.C.

1. Reference is made to this Office's 25 August letter 394/ND(L) concerning establishment of airline between Switzerland and Rome.

2. In further reference to this subject, enclosed is copy of 30 October memorandum from the Italian Ministry of Foreign Affairs No. 6/4259/1923.

3. It will be appreciated if the result of further action, specifically as referred to in paragraph two of enclosure, be communicated directly to the Ministry, with copy to this office.

Officer-in-Charge  
Liaison Division

1 Encl: As per para 2 above

394

3159

Handwritten initials

Handwritten initials

98

WEE/sen

Ref: 394/NO(L)

2 November 1945

SUBJECT: Air Service Between Italy and Switzerland

TO : Italian Ministry of Foreign Affairs

97

1. Reference is made to your 30 October memorandum 6/4259/1973 regarding air service between Italy and Switzerland.

2. Kindly note that inasmuch as earlier action on this subject initiated by the Swiss Legation has been referred to the Air Forces Sub-Commission, a copy of the memorandum in reference, has likewise been forwarded to them.

Officer-in-Charge  
Liaison Division

see 99

3158

48

48

6/4259/1923 97



*Ministero degli Affari Esteri*

MEMORANDUM FOR THE ALLIED COMMISSION

Subject: Air service between Italy and Switzerland.

1. The Swiss Government has approached the Italian Government concerning the advisability of the resumption of the air service between Switzerland and Rome and has informed that the Allied Authorities are agreeable, in principle, to grant their authorization thereto.

2. As negotiations between the Italian and the Swiss Government are likely to start in the near future to discuss the details and formalities of the air service, the Ministry of Foreign Affairs would appreciate to receive confirmation that the resumption of the service is approved by the Allied Commission. *MW*

Rome, October 30th, 1945



3157

*7/1*

*Sanzio 100 494 498*

*ll*

96

WMS/asa

Ref: 394/20(L)

23 August 1945

SUBJECT: Establishment of Air Line Between Switzerland and Rome  
TO : Air Forces Sub-Commission

1. Forwarded herewith for your kind attention is file of correspondence initiated on the subject by the Swiss Legation's 3 July Note Verbale No. 45-20-2-4 and leading up to 23 August letter 580/199/CHQ-0 from Allied Force Headquarters.

92

95

2. May it be requested that this question be now further developed as a/n 23 August letter from AFHQ.

394

Officer-in-Charge  
Liaison Division

4 Encs:

- 1 - Ltr AG 580/199/CHQ-0 of 23 Aug (original)
- 2 - Ltr 394/20(L) of 6 Aug (copy) - 94
- 3 - Ltr 394/20(L) of 6 Jul (copy) - 93
- 4 - Note Verbale 45-20-2-4 of 3 Jul (copy) - 92

95

See Folio 99

3156

g

g

95

ALLIED FORCE HEADQUARTERS  
APO 512

AG 580/199 GEG-O

23 August 1945

SUBJECT: Establishment of a Swiss Airline to ROME

TO: Chief Commissioner  
Allied Commission  
APO 394

94

1. Reference is made to your 394/EG(L) dated 6 July 1945.
2. Approval in principle is given for the establishment of an airline between Switzerland and Rome.
3. The Italian Government and Swiss Legation should be consulted, and the detailed plans for the project will be submitted to this headquarters for approval.
4. The plans should include all proposed arrangements for routes, airfield facilities, supply of fuel and lubricants, and servicing of aircraft.
5. It will be made quite clear that no reciprocal rights can be expected by the Italian Government, nor will exclusive rights be granted to the Swiss Government, should the airline be finally approved.

BY COMMAND OF FIELD MARSHAL ALEXANDER:

C.W. CHRISTENBERRY  
Colonel, AGD  
Adjutant General  
G. W. CHRISTENBERRY  
Colonel, AGD  
Adjutant General

copy furnished  
AAF/ETO

See Folio 101

3454

25/4 ✓

94

WHI/mmf

Ref: 394/20(L)

6 August 1945

SUBJECT: Establishment of Air Line between Switzerland and Rome.

TO : G-5 Section  
Allied Force Headquarters

1. Further to this office's 6 July letter 394/20(L), of which a copy is attached for ready reference.
2. For the information of the Swiss Legation a reply would be greatly appreciated.

For the Chief Commissioner:

Officer-in-Charge  
Liaison Division

Incl: Copy of 6 July ltr 394/20(L)  
Copy of Note verbale

394

*[Handwritten mark]*

*[Handwritten mark]*



93

WHS/mf

Ref: JSA/0(1)

6 July 1945

**SUBJECT:** Establishment of a Regular Air Line between Switzerland and Rome

**TO:** 4-5 Section  
Allied Force Headquarters

92

1. Attached herewith is a copy of note verbale dated 5 July received from the Swiss Legation, in which they state their wishes to reestablish if possible, a regular air line between Switzerland and Rome.

2. The Air Force Sub-Commission of this Headquarters have recommended that this proposal be laid before AFHQ with a kind request that explicit information be afforded concerning airplanes and petrol, in the event the airline is approved.

3. Your kindness in approaching the appropriate authorities and accordingly advising this office of what action may be taken, will be greatly appreciated.

For the Chief Commissioner:

Officer in Charge  
Maltese Division

Incl: Copy of note verbale

Copy to: Land Force Sub-Commission

3153

394

*B*

92

45-20-3-4

211

NOTE VERBALE

The Legation of Switzerland presents its compliments to the Allied Commission, Liaison Office, and has the honour to inform them that the Swiss Government wishes to reestablish, if possible, a regular air line between Switzerland and Rome.

The Legation of Switzerland therefore would be much obliged to the Allied Commission if they could take up this matter with the I.P.H.Q. Caserta in order to find out whether there would be no objection from that side to allow Swiss air craft to fly over A.M.G. territory in northern Italy.

In France as the Allied Authorities undoubtedly know, Sheaf has already lifted its ban on private air lines and has no objection to the reopening of Swiss air traffic from Zurich and Geneva to Paris.

The Swiss Legation avails itself of this opportunity to renew to the Allied Commission, the senses of its high consideration.

Rome, July 3<sup>rd</sup>, 1945.

Allied Commission,  
Liaison Office,

3152



NOTE VERBALE

The Legation of Switzerland presents its compliments to the Allied Commission, Liaison Office, and has the honour to inform them that the Swiss Government wishes to reestablish, if possible, a regular air line between Switzerland and Rome.

The Legation of Switzerland therefore would be much obliged to the Allied Commission if they could take up this matter with the A.F.H.Q. Caserta in order to find out whether there would be no objection from that side to allow Swiss air craft to fly over A.M.G. territory in northern Italy.

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The Swiss Legation avails itself of this opportunity to renew to the Allied Commission, the senses of its high consideration.

Rome, July 3<sup>rd</sup>, 1945.

3152

Allied Commission,  
Liaison Office,

R o m e



3 July ✓  
16

8506 \$6

(91)

HEADQUARTERS ALLIED COMMISSION  
Office of the Chief Commissioner  
APO 394

21 January 1946

Jan 22 1946

MEMORANDUM TO: Director, Air Forces Subcommission  
SUBJECT : Minutes of Meeting with Italian Air Ministry  
on 17 January

31

1. Air Forces Subcommission Memorandum, reference  
AFSC/39/1/AIR, refers.

2. Unless and until a directive to this effect is  
received from the Combined Chiefs of Staff, there is no authority  
for this Commission to advise the Italian Government, officially  
or unofficially, that in respect of planning for internal civil  
aviation, "there should be two companies, but not more than about  
three...". It was correct, however, as noted in the same paragraph,  
to urge for Italian Government regulation as such regulation has  
been recommended by SACMED to the Combined Chiefs of Staff.

3. Will you notify the Air Ministry at once, therefore,  
that subject to Italian Government regulation, the question of  
whether there be more than one internal company is for the present  
a matter solely for decision by the Italian Government.

*[Handwritten signature]*  
- 25/1

KERRY W. STONE  
Rear Admiral, USNR  
Chief Commissioner

3151

Copies to the American and British Ambassadors  
Executive Commissioner

*[Handwritten initials]*  
(PA to RC)

*[Handwritten initials and marks]*

90

Ref: 8506/90/80

21 January 1946

SUBJECT: Air courier service Rome-Paris, Rome-London.

TO : Air Forces S/C.

87

1. Reference your AFSC/2/air of 16 January 1946.
2. It is very much regretted that after all the troubles you have taken with regard to the proposed air courier services, you should now be informed that the British Embassy is handling the matter.
3. This office was informed in December that the request would come more suitably from the Allied Commission than from the Embassy.
4. Your co-operation in this matter is very much appreciated.

F. H. McCLEARY

Brigadier  
Executive Commissioner

3150

1191

PA  
211  
H  
12

2

8606 *[initials]*

87

From : Air Forces Sub Commission, Rome.  
To : Executive Commissioner's Office.  
Date : 16th January, 1946.  
Ref : AFSC/24/Air.

JAN 17 1946

AIR COURIER, ROME - PARIS, ROME - LONDON

85

Reference is made to your letter 8506/85/EC dated 5th January, 1946.

2. On contacting the British Embassy (Mr. Hopkinson) with a view to obtaining ammunition for a letter to A.F.H.Q. it has been ascertained that the British Ambassador is in favour of making proposals to the Foreign Office on this subject. We have therefore been asked not to pursue the matter further until we hear from the British Embassy.

3. It is considered that S.A.C. Med's authority is more likely to be forthcoming if this project is dealt with in the first instance on an Embassy level.

W.M. Bisdee W/COX

W.M. BISDEE, W/Cdr,  
Air Vice-Marshal,  
Air Officer Commanding.

See M. 88489

3148

T F. 90

*[initials]*  
(A/C S.)

HEADQUARTERS ALLIED COMMISSION  
APO 594  
Office of the Executive Commissioner

85  
/

Ref: 8506/B5/B

5 January 1946

SUBJECT: Air courier, Rome - Paris, Rome - London.

TO : Air Forces Subcommittee  
(Attn: W/Cdr. Bisdor).

- 60
1. Reference your AFSC/24/Air of 30 December 1945.
  2. It is requested that action be taken by your subcommittee through this office as suggested in para 10(a).
  3. It would be appreciated if you could also take up the question of a courier service from Rome to London. A return flight by one C-12 once a week is envisaged.
  4. These flights would be used primarily by Italian officials and diplomats flying to London and Paris for conferences. It is always extremely difficult to obtain seats for Italian delegations on the present couriers, especially since a party of 22 occupies the entire seating capacity of the aeroplane. It is thought that were the Italian Government to maintain their own flight it would relieve the strain on the existing services, and would undoubtedly make the Italians feel less dependent on the goodwill of the Allies.

Fm Z

Brigadier  
Executive Commissioner

Copy to: Poland (B).

3147

See M.86

*Noted  
PP.*

*BU*

*111*

*Q*

*M 24/11*

*2*

80

8506/pt  
AIR FORCES SUB COMMISSION  
ALLIED COMMISSION, ITALY.

Ref. AFSC/24/Air.

Date 30th December 1945.

DEC 31 1945  
APPRECIATION OF THE POSSIBILITIES OF ESTABLISHING AN AIR  
SERVICE BETWEEN PARIS AND ROME WITH ITALIAN MILITARY AIRCRAFT.

INTRODUCTION

1. The Chief Commissioner of the Allied Commission to Italy is interested in establishing an air service between PARIS and ROME supplementary to Allied air services at present connecting these capitals. No civil aviation may be carried out by Italians under the terms of the Armistice. However the Italian Air Force is under the military and overall jurisdiction of the Supreme Allied Commander, Mediterranean Theatre.

AIM.

2. To establish an air service between Paris and Rome sponsored by the Allied Commission, using Italian Military aircraft.

FACTORS AFFECTING THE ATTAINMENT OF THE AIM.

3. Restriction of Italian Air Force to flying in and around Italy.

Under the terms of the current directive to the Air Forces Sub Commission issued by the Supreme Allied Commander, Mediterranean Theatre (reference A.G. 091711-231-SACS-0 dated 27th September 1945), the flying of Italian aircraft outside Italy and Italian coastal waters is forbidden. The procedure for obtaining permission for such flying is for request for each flight to be made to the Supreme Allied Commander through the Air Forces Sub Commission and Mediterranean Allied Air Committee. No regular service to France by Italian Military aircraft can therefore be arranged without the authority of S.A.C.



INTRODUCTION

1. The Chief Commissioner of the Allied Commission to Italy is interested in establishing an air service between PARIS and Rome supplementary to Allied air services at present connecting these capitals. No civil aviation may be carried ~~on~~ by Italians under the terms of the Armistice. However the Italian Air Force is under the military and overall jurisdiction of the Supreme Allied Commander, Mediterranean Theatre.

A.I.M.

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FACTORS AFFECTING THE ATTAINMENT OF THE A.I.M.

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3145

4. Attitude of French Government. - The authority of the French Government will clearly be required before the projected air service to Paris can be established.

5. Accommodation of Italian Crews in France. - On the occasion of a recent special flight to Paris by an Italian Military aircraft on behalf of the Allied Commission to Italy the crew of the aircraft were required to remain several days at French airfields on account of bad weather. As the flight was arranged at very short notice no arrangements for obtaining ~~visas~~ <sup>need</sup> passports for the crew and for them to be accommodated adequately and change their money could be made. The accommodation they were able to arrange for themselves was very unsatisfactory. If the service to Paris is established arrangements must first be made to cover entry, accommodation, and exchange of money for the crews engaged on it.

See M. 819028

85

(1055)

-2-

- 79
6. Italian Air Force Aircraft Resources. - These are adequate to allow a service to Paris to be established without effecting inter-  
nal services in Italy. It would be possible to run an SM 79 (8 pas-  
sengers) three times a week returning the following day or a G 12  
(16 passengers) once or possibly twice a week.
7. Weather. - The weather during winter severely interrupts the re-  
gularity of air services in Europe. The advantages of frequent ser-  
vices by small aircraft are likely to be nullified by unfavorable we-  
ather. If therefore the service to Paris is to be established be-  
fore the spring it would be best to minimize the number of flights  
and use the larger aircraft.
8. Serviceing. - Some arrangements will have to be made for ser-  
viceing and refuelling Italian aircraft stopping in Paris. Whether  
such arrangements should be made by the Italian Foreign Office with  
the French Government, or by the A.C. with the Anglo-American autho-  
rities in Paris would appear to depend on whether the service is pri-  
marily for Italian or A.C. purposes.
- CONCLUSIONS
9. If the authority of the Supreme Allied Commander, Mediterranean  
Theatre and of the French Government can be obtained it will be pos-  
sible to establish an air service between Paris and Rome using Ita-  
lian Military aircraft. Before the service could be commenced how-  
ever, it would be necessary to arrange for entry, accommodation and  
money exchange for Italian crews engaged on the service. If the ser-  
vice is started before spring its schedule could be maintained with  
least dislocation if the flights are made as infrequently as possi-  
ble using the largest possible aircraft. Arrangements for serviceing  
and refuelling will have to be made either by the Italian Foreign Of-  
fice with the French Government or by the Allied Commission to Italy  
with the Anglo-American authorities in Paris.

RECOMMENDATIONS

10. On the strength of the above conclusions the following course  
of action is recommended: -

(a) Case for establishing air service to be put  
up to S.A.C. through A.F.S.C. and M.A.A.C.  
Giving reason as to why the service is requi-  
red in addition to existing British

Action by: -  
3144

of small aircraft are likely to be nullified by unflyable weather. If therefore the service to Paris is to be established before the spring it would be best to minimize the number of flights and use the larger aircraft.

8. Serviceicing. - Some arrangements will have to be made for serviceicing and refuelling Italian aircraft stopping in Paris. Whether such arrangements should be made by the Italian Foreign Office with the French Government, or by the A.C. with the Anglo-American authorities in Paris would appear to depend on whether the service is primarily for Italian or A.C. purposes.

#### CONCLUSIONS

9. If the authority of the Supreme Allied Commander, Mediterranean Theatre and of the French Government can be obtained it will be possible to establish an air service between Paris and Rome using Italian Military aircraft. Before the service could be commenced however, it would be necessary to arrange for entry, accommodation and money exchange for Italian crews engaged on the service. If the service is started before spring its schedule could be maintained with least dislocation if the flights are made as infrequently as possible using the largest possible aircraft. Arrangements for serviceicing and refuelling will have to be made either by the Italian Foreign Office with the French Government or by the Allied Commission to Italy with the Anglo-American authorities in Paris.

#### RECOMMENDATIONS

10. On the strength of the above conclusions the following course of action is recommended: -

(a) Case for establishing air service to be put up to S.A.C. through A.F.S.C. and M.A.A.C. Giving reason as to why the service is required in addition to existing British, American and French services.

(b) If general approval is given, request to be made to the French Government either through the French Embassy or through the French representative of the A.C. for French approval in general, and what arrangements can be offered for accommodation and money exchange for Italian crews.

(c) If French approval in general is given visas to be obtained from French Embassy for crews engaged on the Paris service.

Action by: -

3144

778

-3-

- (d) Arrangements for Italian aircraft to be refueled and serviced at Paris to be made either by the Italian Foreign Office or by the A.C. with the French or Anglo-American authorities in Paris respectively.
- (e) Arrangements for bookings to be made on the internal Italian Courier service but possibly with an extra endorsement from the Offices of the Chief Commissioner or President of the Council as the sponsoring authorities.
- (f) Service to be established using G 12 aircraft and with minimum number of flights per month to fulfil the commitment.

W.O. Borden w/c

for  
 W.M. BISHOP, W/Cdr,  
 Air Vice-Marshal,  
 Air Officer Commanding,  
 Director Air Forces Sub Commission.

Distribution:

- Copy No 1 Executive Commissioner, AC ✓
- 2 A.O.C.
- 3 File
- 4 Extra
- 5 D.D.

3113

on the intercontinental Courier Service but possibly with an extra endorsement from the Offices of the Chief Commissioner or President of the Council as the sponsoring authorities.

(f) Service to be established using G 12 aircraft and with minimum number of flights per month to fulfil the commitment.

*W.O. BAKER W/C*

W.M. BISDEE, W/Cdr,  
for Air Vice-Marshal,  
Air Officer Commanding,  
Director Air Forces Sub Commission

Distribution:

- Copy No 1 Executive Commissioner, *AC*
- 2 A.O.C.
- 3 File
- 4 Extra
- 5 D.D.

3113

8506  
PA

77  
L. J. Curran

WFO 350  
281145

**CONFIDENTIAL**

9/6333  
DEC 28 1700

ROUTINE

RAAD FROM CFC

DEFER FOR OPLB AMMAN FOR OPLC

DEC 31 1945

INFO COMFOUSA G-4 NAFCO ALLIED COMMISSION

**CONFIDENTIAL:**

OFFERED MEANS TO ITALIAN GOVERNMENT. SALE POSSIBLE PROVIDED CIVIL AVIATION PROGRAM APPROVED FOR ITALY. PRESENT ALLIED REGULATION PROHIBIT. UNLESS YOU CAN OBTAIN REMOVAL OF RESTRICTION ALL SALES WORK ON PLANES SHOULD BE DONE IN PARIS AND WASHINGTON.

AG HREF

INFO/ACTION: AIR FORCE 2/8

INFO : CHIEF COMMISSIONER

EXEC COMMISSIONER

ECON SEC

FILE (2)

FLOAT

HEADQUARTERS  
20 DEC 1945  
A. J. S.

3142

**CONFIDENTIAL**

(miss 5)

8506 81

72

6 December 1945

DEC 7 1945  
71

My dear Mr. Ambassador:

I thank you for your letter of 5 December concerning the resumption of civil air mail services between Italy and the United States.

Sincerely yours,

ELLERY W. STONE  
Rear Admiral, USNR  
Chief Commissioner

The Hon. Alexander Kirk  
American Embassy  
Via Vittorio Veneto 119  
Rome

See in. 73. to 76

cc: EXECUTIVE COMMISSIONER

*File*  
- 29/12.

3141

PA  
25/12  
*[Signature]*

*[Signature]*  
(191330)

8506 71

71

COPY

THE FOREIGN SERVICE OF THE UNITED STATES OF AMERICA

AMERICAN EMBASSY  
Rome, Italy,  
December 5, 1945

My dear Admiral:

With reference to your letter of November 26, 1945 concerning the resumption of civil air mail services between Italy and the United States, I have requested the American Political Advisor at AFHQ to clarify with the postal authorities there the question of obtaining Army Post Office assistance in receiving civil air mails which already are arriving from the United States. With regard to the resumption of air mail service to Italy, I understand that Transcontinental and Western Airlines expects to initiate commercial service late this month to the United States. You may wish to suggest to the Italian Postal authorities that they seek agreement with TWA, if they have not already done so, to carry Italian civil air mails. This would be a step toward return to normal operations and would avoid raising the question whether the Air Transport Command could carry civil mails to the United States without detriment to the military redeployment program.

Sincerely yours,

/s/ A. Kirk

See 72

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

3140

see 1173 to 76

*[Handwritten mark]*



8506 *[Signature]*

40

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

TO: CHIEF COMMISSIONER, THROUGH EXECUTIVE COMMISSIONER,  
HEADQUARTERS, ALLIED COMMISSION, ROME.

DATE: 6TH DECEMBER, 1945.

REF: AFSC/367/2/ORG.

**Confidential**  
TOP SECRET.

DEC 7 1945

FUTURE OF ITALIAN AIR FORCE AND ITALIAN CIVIL  
AVIATION.

General Lee and I attended a meeting of the Mediterranean Joint Planning Section at Caserta on the 4th December during which the first draft on the above subject was discussed and amended.

2. Recommendations made at that meeting are satisfactory to this Sub-Commission. The second draft will be discussed on the 10th December, and the final draft will be submitted to you, with a copy to the A.F.S.C., before the subject comes up for discussion at the SACRED meeting, probably on the 20th December; therefore I feel I need not go into details at this stage, but as the Chief Commissioner has re-opened the question of Civil Aviation, I attach a copy of the relevant paragraphs for the second draft memorandum.

3. It will be noted from the attached that the question of Civil Aviation has been incorporated into the general memorandum because the future of the Italian Air Force and the future of Civil Aviation are closely connected, rather than that the subject of Civil Aviation be taken up by A.F.S.C. with C.C.S. separately. I trust that this arrangement meets with your approval.

4. For your information a further paragraph will probably be added to the memorandum concerning gliding and private Civil Aviation, which latter General Lee and I suggest should be allowed in view of the poor communications in Italy.

*[Signature]*

I.E. BRONIE,  
AIR VICE-MARSHAL,  
AIR OFFICER COMMANDING 3139

p.s. AFHQ signal, F55541 Dec 051444A  
confirms para 3 above. K.B.

See min. 73.74 75:76.

*[Signature]*  
(MISS S)

AIR TRANSPORT.

*of course* *negotiation*

In order to assist in the rehabilitation of ITALY all forms of internal transport are needed and at the present time the Italian Air Force is running a courier service with its bomber transport and sea plane squadrons. These squadrons are in effect fulfilling tasks that would normally be done by civil aviation. If the Italian Air Force is to be reorganised into an efficient operational service it should be relieved of this duty and the transport squadrons should be trained and used in their proper Air Force role which would be transportation of troops, stores and equipment. In order to relieve the Italian Air Force of its current civil air transport commitments it would be necessary to restart Italian Civil Aviation. This could be done by transferring transport aircraft and aircrews to civil aviation. In the present state of ITALY civil aviation should be government controlled so that the Air Force Sub Commission may keep it under observation and see that it is not used as a reserve to the Italian Air Force. When Italian Civil Aviation is running efficiently permission could be granted for external air lines negotiated through diplomatic channels with the countries to which it is desired to operate. *No*

11. Aircraft and Auxiliary Equipment.

(e) It is considered that combat aircraft should be of Allied design in manufacture and should be bought from either the United States or Great Britain. This would ensure that the Allies retained complete control over the operational strength of the Italian Air Force, since if desired it would be possible either to increase its first line strength by the provision of further aircraft or to restrain its operations by cutting off the supply of aircraft and spare parts. Further the strength of the Italian Air Force envisaged is not large enough to make it economical to run aircraft factories for the provision of combat aircraft. It is considered that non-combat aircraft such as elementary training and transport aircraft can be of Italian manufacture with the option for the Italian Government to buy such aircraft from the United States or Great Britain should they feel that it would be uneconomical to maintain a civil aviation industry for such a small requirement. Consideration must be given to the purchase of reserve aircraft, spare parts, mechanical stores, aviation P.O.L., signals and radar equipment etc.

CONCLUSION.

Italian Civil Aviation should be permitted with a view to relieving the Italian Air Force of this commitment, and thus freeing it to concentrate on its operational training and functions.

RECOMMENDATIONS.

That the Italian Government be permitted to start internal civil aviation and that the necessary aircraft and aircrews and maintenance personnel

to restart Italian Civil Aviation. This could be done by transferring transport aircraft and aircrews to civil aviation. In the present state of ITALY civil aviation should be Government controlled so that the Air Force Sub Commission may keep it under observation and see that it is not used as a reserve to the Italian Air Force. When Italian Civil Aviation is running efficiently permission could be granted for external air lines negotiated through diplomatic channels with the countries to which it is desired to operate.

11. Aircraft and Ancillary Equipment.

- (a) It is considered that combat aircraft should be of Allied design in manufacture and should be bought from either the United States or Great Britain. This would ensure that the Allies retained complete control over the operational strength of the Italian Air Force, since if desired it would be possible either to increase its first line strength by the provision of further aircraft or to restrain its operations by cutting off the supply of aircraft and spare parts. Further the strength of the Italian Air Force envisaged is not large enough to make it economical to run aircraft factories for the provision of combat aircraft. It is considered that non-combat aircraft such as elementary training and transport aircraft can be of Italian manufacture with the option for the Italian Government to buy such aircraft from the United States or Great Britain should they feel that it would be uneconomical to maintain a civil aviation industry for such a small requirement. Consideration must be given to the purchase of reserve aircraft, spare parts, mechanical stores, aviation P.O.L., signals and radar equipment etc.

CONCLUSION.

Italian Civil Aviation should be permitted with a view to relieving the Italian Air Force of this commitment, and thus freeing it to concentrate on its operational training and functions.

RECOMMENDATIONS.

That the Italian Government be permitted to start internal civil aviation and that the necessary aircraft and aircrews and maintenance personnel should be discharged from the Italian Air Force to found civil aviation organisations.

5th December, 1945.

3138

not MR to 76

No

785017

8506 40

Ex Comm  
68

SECRET

F 55542  
DND 051449A

0/5018  
REF 060930A  
ROUTINE

ATTN: SENIOR SACLED  
ACTION: ALGEM ROME

Confidential DEC 6 1945

SECRET

Reur 8382 of 30 November.

Now decided that reopening of Italian Civil aviation question will be incorporated in current NJPS examination of Italian Air Force requirements referred our F 54366 of 24 November.

File 8501

DIST

ACTION: S.O. TO CHIEF COMMISSIONER

INFO: U.S. POLAD  
BR POLAD  
MACE COMMISSIONER  
AIR FORCE S/O  
FILE (2)  
FLOAT

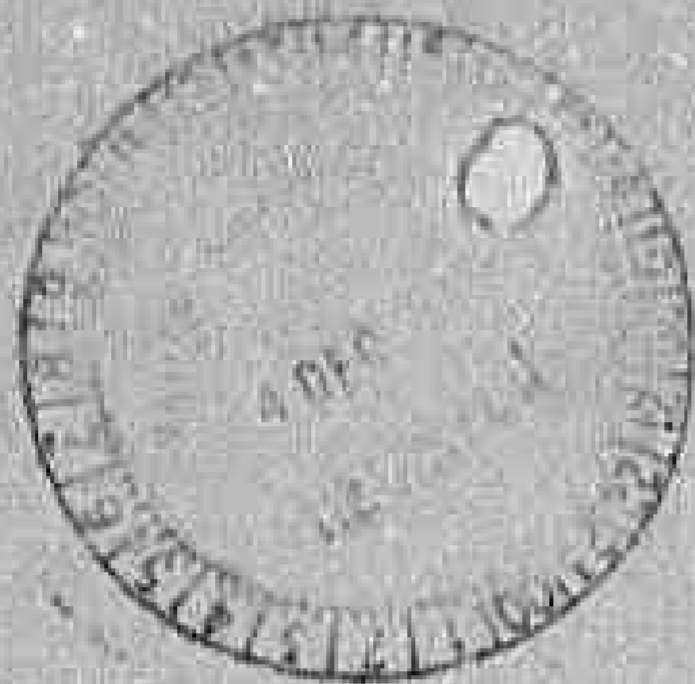
SECRET

HEADQUARTERS  
6 DEC 1945  
A.C.

rel- 1173

3137

(MISS)



ALLIED FORCE HEADQUARTERS  
G-5 Section  
APO 512

*8506 40*

*1028*

*Exe Comm (66)*

G-5: 584

1 December 1945

DEC 5 1945

SUBJECT: Italian Gliding Activities.

TO : Headquarters, Allied Commission,  
APO 394.

*53*

Reference your 8506/53/EC dated 28 November 1945.

The attention of the interested authorities has been drawn to your recommendations.

BY COMMAND OF LIEUTENANT GENERAL MORGAN:

A. L. HAMBLEN  
Brigadier General, G.S.C.  
Assistant Chief of Staff, G-5

*See the 67*

3135

*(Miss S)*

CONFIDENTIAL

8506 70

624

See 68

AFHQ CITE FROG

8882

61 30 NOVEMBER 1945

ROUTINE  
NOV 30 1945

CONFIDENTIAL PD

YOUR FOX FIVE FOUR EIGHT FOUR SIX OF TWO EIGHT NOVEMBER PD

PAREN TO AFHQ CITE FROG FROM HQ AIGON FROM ADMIRAL STONE CITE ACSCG PAREN

PARA THREE OF CHIEF OF STAFFS LETTER ONE NINE SEPTEMBER STATED NO INTERIM POLICY CONSIDERED NECESSARY BY CHARLIE CHARLIE SUGAR IN VIEW OF PEACE TREATY NEGOTIATIONS THEN IN PROGRESS IN LONDON PD SINCE THESE NEGOTIATIONS CMA SO FAR AS IS KNOWN HERE CMA DID NOT RESOLVE THIS QUESTION I STRONGLY RECOMMEND THAT QUESTION OF ESTABLISHING CIVIL AVIATION POLICY FOR ITALY BE REOPENED WITH CHARLIE CHARLIE SUGAR WITH THE RECOMMENDATION THAT ITALIAN CIVIL AVIATION BE PERMITTED ALONG LINES DISCUSSED AT SACS CONFERENCE TWENTY THREE AUGUST PD

PARA TWO PD YOU MAY WISH TO CONSIDER INCLUDING IN SIGNAL ALTERNATIVE SUGGESTION THAT IF CHARLIE CHARLIE SUGAR NOT OPPOSED TO RESUMPTION OF CIVIL AVIATION CMA THE QUESTION OF POLICY MIGHT BE LEFT FOR DETERMINATION OF CONDITIONS THROUGH EMBASSIES CMA WHICH I CONSIDER FEASIBLE CMA IN VIEW OF THE DISCUSSIONS WHICH WERE SUPPOSED TO HAVE TAKEN PLACE ON THIS SUBJECT AT LONDON PD

PARA THREE PD IF YOUR SIGNAL TO CHARLIE CHARLIE SUGAR DISPATCHED AS A RESULT OF TWO THREE AUGUST MEETING DID NOT SO STATE CMA CONSIDER IT ADVISABLE THAT CHARLIE CHARLIE SUGAR BE INFORMED OF THE CURRENT DIRECTIVE GIVEN IN YOUR FOX XRAY TWO FIVE TWO SEVEN ZERO DATED THIRTEEN FEBRUARY SINCE THE PRESENT PROHIBITION DOES NOT SEEM TO BE FULLY RECOGNIZED IN WASHINGTON AND MAY NOT BE IN LONDON

DISTRIBUTION

- US Polad
- BR Polad
- Air Force S/C

Exec Comm  
CC Files

Chief Commissioner  
222

ELLIERY W. STONE  
Rear Admiral, USNR

CONFIDENTIAL  
See M. 65

(MISS S)

8506  
EXE Comm 61

F54846  
281939A

G/4544  
NOV.290900

AFHQ

**CONFIDENTIAL**

ROUTINE

ALCOM ROMEO

CONFIDENTIAL .

Ref conversation admiral Stone dash general Hamblen on it-  
lian civil aviation policy.(signed Sacmed cite FHGEG)AFHQ is  
considering advisability of raising issue again with CCS.please  
give your views including feasibility of your receiving national  
views through respective embassies in Rome

HEADQUARTERS  
29 NOV 1955  
A.F.C.

AC DIST

AIR FORCE s/c  
ACTION: ~~Chief Commission~~  
INFO: CHIEF COMMR  
INFO: Ex Commission  
POLAD A7 O'  
File 2  
Float

see 1763132

see 64

**CONFIDENTIAL**

R  
(MISS 5)  
~~MISS~~

8252  
8506

600

Ref: P. 14.

26 November 1945

NOV 29 1945

My dear Mr. Ambassador,

As you are no doubt interested in the question of civil air mail services between Italy and the USA and as the State Department may be under some misapprehension as to the cause of the delay in commencing such a service outwards from Italy, I enclose for your information a copy of this Commission's latest letter to C-3, APTC on the subject.

We have as yet received no assurance that air space for civil mails will be provided on American air services operating from Italy.

As regards the receipt of the air mail from the USA the Army Post Office has declined its cooperation towards regularizing the arrangements for the receipt of these mails.

It is, of course, realized that there may be considerably more difficulty in providing space for civil air mails on the Italy-American air services than there is in the reverse direction but the fact remains that the announcement without prior consultation of unidirectional services puts this Commission in a very bad light in the eyes of the American and Italian public. I should, therefore, very much appreciate any assistance you can give in obtaining a satisfactory solution to the outstanding problems mentioned in the foregoing paragraphs.

Yours very truly,

*[Signature]* Ellery W. Stone

ELLERY W. STONE  
Rear Admiral, USNR  
Chief Commissioner

3131

The Hon. Alexander Kirk  
American Ambassador  
Via Vittorio Veneto 119  
Rome

see 1762

(Miss S)



INTERNATIONAL ALLIANCE COMMISSION  
APO 334  
Office of the Executive Commissioner

Secret

Confidential 53

Ref: 0356/53/40

28 November 1946

SUBJECT: Italian Glider Activities

TO: 1 C-5, AFHQ

1. It appears that considerable interest in forming glider clubs in Northern Italy is being shown by several groups of Italians. The Italian Air Ministry has been instructed that no gliding and no glider construction are to take place on the grounds that Italian civil aviation is not allowed.
2. There are a certain number of gliders, some completed and some not yet completed. These have all been impounded and grounded.
3. If no mention of glider activities has yet been included in the draft peace treaty with Italy it is suggested that consideration might be given to the inclusion of some such terms in the treaty. It is recommended that a limited amount of gliders be permitted. It is realized that in view of the use to which the Germans put gliders after the last war, namely for the training of future war-time pilots, such activities may well be forbidden in Italy. Nevertheless if it is the policy to treat Italy as a friend it is requested that it be done in such a way that gliding is a useful and cheap form of training for commercial and military pilots and that the cheaper the training in Italy the better, as she will undoubtedly be economically hard hit for a number of years.

For the Chief Commissioner:

M. S. LUSH

Brigadier  
Executive Commissioner

Copy to:  
A.P. S/C  
Folder (A)  
Folder (B)

See folio 66

see 1759 3130

CA  
2911  
[Signature]

[Handwritten mark]

8506-90

52

FROM: AIR FORCES SUB-COMMISSION,  
ALLIED COMMISSION, ROME.  
TO: CHIEF COMMISSIONER, HEADQUARTERS, A.C. ROME.  
COPY: M.A.A.C.  
DATE: 9TH NOVEMBER, 1945.  
REF: AFSC/53/1/AIR.

NOV 10 1945

Confidential

SECRET.

NOV 13 1945

ITALIAN GLIDER ACTIVITIES.

It appears that considerable interest in forming Glider Clubs in Northern Italy is being shown by several groups of Italians. The Italian Air Ministry has been instructed that no gliding and no glider construction are to take place on the grounds that Italian Civil Aviation is not allowed.

- 2. There are a certain number of gliders, some completed and some not yet completed. These have been impounded and grounded.
- 3. If no mention of glider activities has yet been included in the draft peace treaty with Italy, it is suggested that consideration be given to the inclusion of some such terms in the peace treaty. It is recommended that a limited amount be permitted. In this connection it is known that after World War No.1, the Germans made much use of gliders for training war-time pilots. This factor may be taken into consideration by higher authorities and consequently they may not allow glider activities in Italy. Nevertheless, if it is the policy to treat Italy as a friend, it is requested that it be borne in mind that gliding is a useful and cheap form of training for commercial and military pilots, and that the cheaper the training in Italy the better, because Italy will undoubtedly be economically hard-hit for a number of years.

Shewill

I. E. Brodie

I. E. BRODIE,  
AIR VICE-MARSHAL,  
AIR OFFICER COMMANDING.

See M. 53 to 59.

3129

(MISS SAMSON)

8506

51

Extract from Air Forces S.C. letter to  
the Italian Air Ministry AFSC/36/1/1/Air  
dated 12 October 1945

Italian Aircraft Construction

x x x

2. I have also been instructed by higher authority to  
impress upon you that the Combined Chiefs of Staff have ruled  
that there is to be no Italian civil aviation nor construction of  
Italian aircraft pending a firm policy being laid down in the  
Peace Treaty.

x x x

PA 16/10

( ORIGINAL FILED AND SEEN 3128  
ON 8/5/52 )

50

CONFIDENTIAL

Ref: 8506/AC.

9 October 1945.

Dear Dr. Cavalletto,

The problem of Civil Aviation in Italy has recently been considered at Allied Force Headquarters and the Combined Chiefs of Staff.

A reply has now been received that the matter of Italian Civil Aviation will probably be discussed in connection with the Peace Treaty negotiations now in progress. The Combined Chiefs of Staff, therefore, do not consider any interim policy to be necessary on this subject.

Very truly yours,

Ellery W. Stone

ELLIOTT W. STONE  
Rear Admiral, USN  
Chief Coordinator

Doctor M. Cavalletto,  
Ministry for Air,  
Italian Government,  
Rome.

Copy to: Air Forces Sub-Commission.

See 48+49  
3227  
IA 10/10

D R A F T

To: Doctor M. Cevelotto

CONFIDENTIAL

1. The problem of Civil Aviation in Italy has recently been considered at AFHQ and the Combined Chiefs of Staff.
2. A reply has now been received that the matter of Italian Civil Aviation will probably be discussed in connection with the Peace Treaty negotiations now in progress. The Combined Chiefs of Staff, therefore, do not consider any interim policy to be necessary on this subject.

*9/28/45*  
*OL*

*Doctor M. Cevelotto*

2176

1. The problem of Civil Aviation in Italy has recently been considered at AFHQ and the Combined Chiefs of Staff.

2. A reply has now been received that the matter of Italian Civil Aviation will probably be discussed in connection with the Peace Treaty negotiations now in progress. The Combined Chiefs of Staff, therefore, do not consider any interim policy to be necessary on this subject.

*Agnew*  
*GR*

*MS  
NIPOL  
20  
J*

3126

DRIFT.

TO: DOCTOR M. CEVALLOTO.

USA  
CONFIDENTIAL

The problem of C.A.I. I have recently been considered at the C.E.L.

As you may be aware, among the many matters with which this Sub-Commission has to deal, those pertaining to Civil Aviation in Italy are not the least problematical.

2. Whilst striving to do all we could for Italian Civil Aviation and the aircraft industry, ~~we have~~ <sup>the Allied Commission has</sup> had to conform to directives from higher authority, which gave us very little scope in the matter.

3. In view of the social, economic and political implications involved, however, the possibility was mooted some little time ago of formulating an interim policy for Civil Aviation. This policy was to have operated until - but without prejudice to - the conclusion of a Peace Treaty with Italy.

4. Information has now reached us that the matter of Italian Civil Aviation and the aircraft industry will in all probability be discussed in connection with the Peace Treaty negotiations at present in progress in London. I am, therefore, advised that the formulation of any interim policy is not in the circumstances considered necessary.

5. I am passing this information to you so that you may be aware of the position as it stands at the moment. Would you please treat this information as confidential as between yourself and GENERAL ALMOND GAT, ~~and such members of the Council of Ministers as you consider should be informed~~, so as to avoid leakage to the Italian Press, as it would seem desirable that this information shall not be imparted to the general public.

2. Whilst striving to do all we could for Italian Civil Aviation and the aircraft industry, ~~we~~ <sup>R. Allied Commission has</sup> had to conform to directives from higher authority, which gave us very little scope in the matter.
3. In view of the social, economic and political implications involved, however, the possibility was mooted some little time ago of formulating an interim policy for Civil Aviation. This policy was to have operated until - but without prejudice to - the conclusion of a Peace Treaty with Italy.
4. Information has now reached us that the matter of Italian Civil Aviation and the aircraft industry - all in all probability be discussed in connection with the Peace Treaty negotiations at present in progress in London. I am, therefore, advised that the formulation of any interim policy is not in the circumstances considered necessary.
5. I am passing this information to you so that you may be aware of the position as it stands at the moment. Would you please treat this information as confidential as between yourself and GENERAL ALTOB CAT, and ~~the~~ <sup>the</sup> ~~members of the Council of Ministers as you consider should be informed~~, so as to avoid leakage to the Italian Press, as it would seem desirable that this information shall not be imparted to the general public.

3125

See M 46707



**SECRET**

ALLIED FORCE HEADQUARTERS  
Office of the Chief of Staff

**Confidential**

(44A)

19 September 1945

SUBJECT: Italian Civil Aviation.

TO : Chief Commissioner, Allied Commission.

1. Reference is made to your letter to the Supreme Allied Commander dated 25 July 1945, on the subject of Italian Civil Aviation.

2. You will recollect that this matter was discussed at the Supreme Allied Commander's Conference on 23 August - SAC (45) 4th Meeting, Minute 7 refers. As a result a signal was dispatched to the Combined Chiefs of Staff asking for guidance on certain factors which, having a direct bearing on the terms of the Peace Treaty, must be taken into account in determining any interim policy for Italian Civil Aviation.

3. A reply has now been received that the matter of Italian Civil Aviation will probably be discussed in connection with the Peace Treaty negotiations now in progress. In view of the imminence of the conclusion of these negotiations, the Combined Chiefs of Staff do not consider any interim policy to be necessary on this subject.

4. You can, at your discretion, inform the Italian authorities as to the gist of the above.

By Command of Field Marshal ALEXANDER:

*W. D. Morgan*

W. D. MORGAN,  
Lieutenant General,  
Chief of Staff.

3124

*See 2046*

**SECRET**

8536

(43)

TO: CHIEF COMMISSIONER, THROUGH EXECUTIVE COMMISSIONER.

Sept 23 1945

With reference to the attached correspondence and in view of attachment "D" paragraph 4, do you agree to the draft at the top attachment which I propose sending in D.O. form to the Air Minister.

*L. P. Brodie.*

L. P. BRODIE,  
AIR VICE-MARSHAL,  
AIR OFFICER COMMANDING.

Air Forces Sub Commission,  
Allied Commission, Rome.  
Date: 28th September, 1945.

*See ref 44*

Case White:

I suggest all papers  
A, B + C now dispatched  
from AFHQ in 3123.

yes & shld. be returned

*[Signature]*  
10.

*[Signature]*  
(Case White)

TOP SECRET.

Extract from the minutes of SACRED's 4th Meeting held at AFHQ on 24 Aug 45. (12)

7. POLICY FOR ITALIAN CIVIL AVIATION.

(Paper No. SAC (45) 15) (40)

THE CONFERENCE had before them a paper concluding that a policy for Italian civil aviation could not be laid down until further guidance was received, and attaching a draft signal designed to obtain such guidance from the Combined Chiefs of Staff.

AIR MARSHAL GARROD said that, as the matter was so tied up with the terms of the prospective Italian Peace Treaty, it was not possible to go further without reference to the Combined Chiefs of Staff. He agreed with the questions proposed by the draft signal but thought it desirable that the Supreme Allied Commander should make recommendations in regard to them. He considered these recommendations should be firstly, that Italian civil aviation should be permitted but should not be allowed to operate in VENETIA GIULIA or other disputed territories; secondly, that the Italian Government should be allowed to own and control the Italian civil air lines, and thirdly, that the Italian aviation industry should not be revived. He explained that the small Italian Air Force, which the Peace Treaty was likely to permit, and the requirements of Italian civil aviation were most unlikely to be large enough to give a sufficient market for an Italian aircraft industry to be an economic proposition. Consequently, if such an industry were revived, there would always be a danger of the Italians in order to gain further markets, seeking either to obviate the military terms of the Peace Treaty or to spread their civil aviation further afield. However, he agreed that for economic reasons the rehabilitation of the Italian aircraft industry, on anything other than a very small scale, was not a practical proposition for some years.

MR. OTTIE considered, and the Chief Commissioner, Allied Commission agreed, that it would be unwise for the Supreme Allied Commander at the present stage to make a definite recommendation that an Italian aviation industry should not be allowed. He thought, however, that the general subject of civil aviation should be raised as it was possible that the British and United States Governments would shortly wish to discuss with the Italian government problems affecting British and United States civil aviation.

ADMIRAL CUNNINGHAM pointed out that if development of civil aviation was allowed it did provide a nucleus for war expansion. GUYARD had already taught us that lesson once. He therefore considered that it should be stipulated that no Italian aircraft industry would be permitted for the present. This provision could, if necessary, be relaxed later. However, if the stipulation were not made now, it would be difficult to impose it later.

MAJOR GENERAL LEWIS considered that the statement that the <sup>present</sup> directive to the Allied Commission prohibited discussion of civil aviation with the Italians should be deleted from the draft signal. He had been unable to trace any such direction from the Combined Chiefs of Staff and he believed that this decision was taken by the Supreme Allied Commander and could be reversed by him if he so wished.

...but thought it desirable that the Supreme Allied Commander should make recommendations in regard to them. He considered these recommendations should be firstly, that Italian civil aviation should be permitted but should not be allowed to operate in VENETIA GIULIA or other disputed territories, secondly, that the Italian government should be allowed to own and control the Italian civil air lines, and thirdly, that the Italian aviation industry should not be revived. He explained that the small Italian Air Force, which the Peace Treaty was likely to permit, and the requirements of Italian civil aviation were most unlikely to be large enough to give a sufficient market for an Italian aircraft industry to be an economic proposition. Consequently, if such an industry were revived, there would always be a danger of the Italians in order to gain further markets, seeking either to obviate the military terms of the Peace Treaty or to spread their civil aviation further afield. However, he agreed that for economic reasons the rehabilitation of the Italian aircraft industry, on anything other than a very small scale, was not a practical proposition for some years.

MR. OFFIE considered, and the Chief Commissioner, Allied Commission agreed, that it would be unwise for the Supreme Allied Commander at the present stage to make a definite recommendation that an Italian aviation industry should not be allowed. He thought, however, that the general subject of civil aviation should be raised as it was possible that the British and United States governments would shortly wish to discuss with the Italian Government problems affecting British and United States civil aviation.

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MAJOR GENERAL LEWIS considered that the statement that the <sup>3172</sup> directive to the Allied Commission prohibited discussion of civil aviation with the Italians should be deleted from the draft signal. He had been unable to trace any such direction from the Combined Chiefs of Staff and he believed that this decision was taken by the Supreme Allied Commander and could be reversed by him if he so wished.

THE DEPUTY SUPREME ALLIED COMMANDER agreed with Air Marshal Garrod that it was desirable to comment, in so far as military implications were concerned, on the questions being put to the Combined Chiefs of Staff. From the military point of view, he considered that State ownership of Italian civil aviation would simplify Allied control. He also thought that, in regard to the possibility of permitting the rehabilitation of the Italian aircraft industry, the question should be posed as to whether that industry should be State owned and controlled, or privately owned as at present.

REAR ADMIRAL STONE, referring to the statement in the draft signal that if an Italian civil aviation industry were permitted it would be difficult to exercise technical control of design, observed that this appeared contradictory to the recommendation that no attempt should be made to impose an Allied control on Italian research. This recommendation had been agreed at a previous meeting and the Supreme Allied Commander's comments on the British draft of the Italian Peace Treaty had been forwarded on that basis.

Air Force S/C included in distro by APO.

THE DEPUTY SURVIVE ALLIED COMMANDER:

Instructed the Chief of Staff, in conjunction with the  
Commander-in-Chief, MAP MSMAE, and the Commanding General,  
A1E/MTC, to redraft in the light of the above discussion,  
the signal circulated under paper No. SAC (45) 15, and  
subsequently to despatch it.

40

COPY

ALLIED FORCE HEADQUARTERS  
Supreme Allied Commander's Secretariat

B 1050

SAC (45) 15.  
21st August 1945

Confidential

TOP SECRET  
COM IIO. 32

Supreme Allied Commander's Conference

POLICY FOR ITALIAN CIVIL AVIATION

Note by Commander-in-Chief, RAF MEDW  
and Commanding General, AAF/AFMO

Introduction.

1. The problem has been examined by Staffs of AAF/AFMO and MAP, MEDW in consultation with the British Resident Minister, POLAD and C-5, AFHQ. It has also been coordinated with AOC, Air Forces Sub-Commission and with the Chief Commissioner, Allied Commission. It will be clear from the following paragraphs that the whole question of Civil Aviation in ITALY can only be dealt with in relation to certain matters of policy about which further direction is required.

2. The Chief Commissioner's letter to the Supreme Allied Commander dated 25th July, 1945 requests consideration be given to the amendment of the current directive given in your M 25778 dated 15th February 1945. This Directive forbids the discussion of Civil Aviation with the Italians. The Chief Commissioner suggests that the Directive be amended to enable the Italian Government to make plans for Civil Aviation. It states that the end of the war in EUROPE has made it possible for groups of individuals and firms, at least one of which operated pre-war air transport, to become extremely interested in making plans for ITALY's future aviation industry. provided a policy is laid down by the Allies.

Information.

- 3. At the present moment, the Italian Air Force is operating a Courier service throughout ITALY, SICILY and SARDINIA under the direction of the Air Forces Sub-Commission. This service functions for the purpose of transporting Allied Commission, Allied and Italian Government personnel on official business.
- 4. A number of aircraft factories and considerable material are available in NORTHERN ITALY at the present time. An attempt is being made to keep these factories busy by authorising completion of those unfinished aircraft which, when modified, are suitable for the Italian Air Force Courier Service. Facilities remain for considerable increases in the output of these factories. This work is being done largely from the factories' local resources in spare parts although a certain amount of raw material is available.

3120

Note by Commander-in-Chief, RAF MEDAE  
and Commanding General, AAF/AVO

Introduction.

1. The problem has been examined by Staffs of AAF/AVO and MAP, MEDAE in consultation with the British Resident Minister, POLAD and C-5, AAF/AVO. It has also been coordinated with AOC, Air Forces Sub-Commission and with the Chief Commissioner, Allied Commission. It will be clear from the following paragraphs that the whole question of Civil Aviation in ITALY can only be dealt with in relation to certain matters of policy about which further direction is required. (32) (15)
  2. The Chief Commissioner's letter to the Supreme Allied Commander dated 25th July, 1945 requests consideration be given to the amendment of the current directive given in your ME 25278 dated 14th February 1945. This Directive forbids the discussion of Civil Aviation with the Italians. The Chief Commissioner suggests that the Directive be amended to enable the Italian Government to make plans for Civil Aviation. He states that the end of the war in EUROPE has made it possible for groups of individuals and firms, at least one of which operated pre-war air transport, to become extremely interested in making plans for ITALY's future aviation industry. provided a policy is laid down by the Allies.
- Information.
3. At the present moment, the Italian Air Force is operating a Courier service throughout ITALY, SICILY and SARDEGNA under the direction of the Air Forces Sub-Commission. This service functions for the purpose of transporting Allied Commission, Allied and Italian Government personnel on official business. 3120
  4. A number of aircraft factories and considerable material are available in NORTHERN ITALY at the present time. An attempt is being made to keep these factories busy by authorising completion of those unfinished aircraft which, when modified, are suitable for the Italian Air Force Courier Service. Facilities remain for considerable increases in the output of these factories. This work is being done largely from the factories' local resources in spares although a certain amount of raw material has, on occasion, to be used for making up necessary equipment.
  5. The aircraft industry in NORTHERN ITALY, particularly the S.M. factory and the Fiat factory, are turning over the bulk of their floor space to civilian industry. Evidence of this was noted by the AOC Air Forces Sub-Commission of the Allied Commission on recent visits. The Directors of the factories have, however, been told unofficially that it may be as well for them to reserve a little floor space for overhaul of Italian Air Force aircraft and possibly for civil air industry if and when it is allowed. All aircraft factory employees are being kept in employment through the medium of a Government subsidy system whereby the Government assists the factory by providing a portion of the employees pay.
  6. The interim policy for the Italian Armed Forces, recommended by the Supreme Allied Commander to the British Chiefs of Staff, indicated liberal consideration being given to rehabilitation of a prosperous and self-supporting

See 17

30  
 Italian nation. The future policy of Civil Aviation in ITALY has not been received by this HQ from the US or British Governments and consequently it is clear that any alteration to the current Directive which may be made without consultation with the Government concerned may prejudice their intended future policy.

Possible Courses of Action.

7. It would appear that the following interim courses of action are open to us:

(i) To forbid all Civil Aviation.

(ii) To permit controlled self-supporting Italian Civil Aviation.

(iii) To allow no Italian Aircraft Industry but to permit the operation of Italian Civil Air Lines operated under Allied Control but under day to day management of the Italians, all equipment to be from non-Italian sources.

Political Factors.

8. The following points require clarification at governmental levels:

(i) Is it intended to allow Civil Air routes to other than those parts of ITALY and any Colonies, which are directly under control of the Italian Government? In this connection it is considered undesirable to allow civil air lines to operate in Italian disputed territories.

(ii) Will the Italian Government own and control the Italian Civil Air Lines? Government control and ownership of Civil Air Lines might enable the Italian Government to keep aircrafts and ground personnel in training while under the guise of civil status. This was one of the methods by which GERMANY built up the Luftwaffe after the last war. In the opinion of the IACC Air Forces Sub-Commission, this is not likely to occur in ITALY as he considers it unlikely that the Italians possess the necessary initiative. However, in order to maintain the requisite control over Civil Aviation it is considered desirable to have it state-owned or state-controlled as the Italian Government can be compelled to back up requests from the Inspectorate and this would be more difficult if Civil Aviation were privately owned. Italian Civil Air Lines if allowed, would have to be "lined-up" with us to avoid duplication of services and waste of effort. In this connection over-riding control of Italian Civil Air Lines by the United Nations is favoured during the armistice regime but in view of the paucity of personnel available it is considered that the day to day control of Italian Civil Airways could be carried out by the Italians themselves subject always to their having received specialized training from UNITED NATIONS Agencies.

(iii) Is it the intention to allow the Italian aircraft industry to be rehabilitated with a view to providing aircraft for the post-war Italian Air Force and also for Civil Air Lines? It is considered unlikely that the number of aircraft to be engaged on civil aviation and for that matter also the number of aircraft required for the post-war Italian Air Force, would be sufficient to keep an Italian aircraft industry working on an economic basis. At the present time ITALY is a bankrupt, and in part occupied, country. Her economy is practically destitute with very little armament potential. It is considered however that the

3119



Italian Civil Air Lines operated under Allied Control but under day to day management of the Italians, all equipment to be from non-Italian sources.

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319

(iii) Is it the intention to allow the Italian aircraft industry to be rehabilitated with a view to providing aircraft for the post-war Italian Air Force and also for Civil Air Lines? It is considered unlikely that the number of aircraft to be engaged on civil aviation and for that matter also the number of aircraft required for the post-war Italian Air Force, would be sufficient to keep an Italian aircraft industry working on an economic basis. At the present time ITALY is a bankrupt, and in part occupied, country. Her economy is practically destitute with very little armament potential. It is considered however that the Italians will wish to build their aircraft if they are allowed to. Prior to the war they did a great deal of their engine building under licence. The very fact of their building UNITED NATIONS types under licence would enable us to reinforce them with additional aircraft should such a course of action at any time appear necessary. If the Italians are allowed (for the time being) to continue completion of aircraft for which they have spares, the more modern machines so acquired might be of some value to UNITED NATIONS. Any reduction in unemployment produced as a result of this would also be of assistance to us as it would contribute towards improved internal security conditions. It was suggested by AOC Air Forces Sub-Commission that it might favour of International sharp practice to forbid the Italians to manufacture any aircraft and then allow them to operate internal services with foreign manufactured aircraft. Against this it can be argued that two of the most successful air lines in the world, i.e., the Dutch K.L.M. and Swiss Air Lines were operated entirely on foreign made aircraft. However, the very fact of giving permission for an Italian Civil Aviation Industry would make it very difficult to control the design staffs on all technical matters appertaining to aviation. This would offer an opportunity for technicians to work on experiments for future aerial weapons. This may or may not be considered dangerous.

34

Recommendation:

9. When the policies indicated in the above paragraph have been clarified it will be possible to decide on a course of action and it is therefore recommended that before issuing any interim policy to the Italian Government on Civil Aviation, the Supreme Allied Commander seek the guidance of the Combined Chiefs of Staff by means of the draft signal at Appendix "A".

31

Intd. R.A.F.  
for A.C.C.

J.B.E.  
for C.T.M.

DISTRIBUTION: NORMAL.

TOP SECRET.

APPENDIX "A"

(31)

DRAFT SIGNAL.

TO: ACTUAR FOR COMBINED CHIEFS OF STAFF  
ASSO FOR BRITISH CHIEFS OF STAFF

THIS IS MAP \_\_\_\_\_.

1. The Italian Government is pressing for an Interim Policy on Italian Civil Aviation in order that plans can be made for the future. The present Directive to the Allied Commission prohibits discussion of Civil Aviation with the Italians.

2. Due to the far-reaching implications involved I request guidance on the following factors which have a direct bearing upon the terms of the peace treaty and should therefore be taken into consideration when determining any interim policy.

a. Is it the intention to allow Italy to develop her own civil air routes to other than those parts of Italy, and any colonies, which are directly under the control of the Italian Government? In this connection it is considered undesirable to allow civil air lines to operate in Italian disputed territories.

b. Will the Italian Government own and control the Italian Civil Air Lines? While Italian Government control and ownership of civilian air lines may enable the Italian Government to keep aircrews and ground personnel in military training under the guise of civil status, nevertheless they afford certain advantages for purposes of allied control.

c. Is it the intention to allow the Italian aircraft industry to be rehabilitated with a view to providing aircraft for the post-war Italian Air Force and also for Civil Air Lines? The Air Force to be built and the number of aircraft to be engaged on Civil Aviation would probably be insufficient to keep an Italian aircraft industry as an economic proposition. If civilian aviation industry is permitted it will be difficult to control the design staff on all matters pertaining to aviation which would offer an opportunity for such technicians to work on experiments for future aerial weapons.

In view of economic conditions of Italy and presently slight armament potential, rehabilitation of the Italian aircraft industry on other than a very small scale is most unlikely.

Ref: 8506/53/TC.

25 July 1945.

33

SUBJECT: Italian Civil Aviation.

TO : Air Force Sub-Commission.

37

1. Letter submitted by your Sub-Commission on the future of Italian Civil Aviation is returned herewith for despatch, duly signed by the Chief Commissioner.

2. It will be noted that the letter in its final form is slightly different to that submitted in draft form by your Sub-Commission, the text thereof having been slightly modified by the Chief Commissioner.

3. Copies have been retained for the Chief Commissioner's and Executive Commissioner's files.

see M34.

B/U 25/8  
31/11  
Talbot

B.U. 10  
25/8  
25/8

Chief Staff Officer,  
to the Executive Commissioner.

/JG.

32

AFSC/39/AIR

25 July 1945.

SUBJECT: Italian Civil Aviation.

TO : Supreme Allied Commander, Mediterranean Theater,  
APO 512, U.S. Army.

1. Now that the war in Europe is over it is requested that consideration be given to amending the directive issued by you in your FX 25720 of 13 February 1945, copy to MAAF. That directive stated that Civil Aviation was not to be discussed with the Italians on the grounds that it would be impossible to find resources either in equipment or in suitably trained personnel without detriment to the war effort; and that until further notice the Italians should confine their air transport activities to the use of such aircraft of the Italian Air Force as may be approved for this purpose by the Air Forces Sub-Commission.

2. Under the direction of the Air Forces Sub-Commission, the Italian Air Force is now operating an Air Courier Service throughout Italy and to Sicily and Sardinia for the purpose of transporting Allied Commission, Allied, and Italian Government personnel on official business. Each Ministry of the Italian Government reimburses the Italian Air Ministry on an interdepartmental basis for passage furnished.

3. The future of Civil Aviation in Italy is, of course, not known at present, but several groups of individuals and firms, at least one of which operated pre-war air transport, are extremely interested in making plans providing a policy is laid down by the Allies. I have recommended in my memorandum "Future Policy Toward Italy", CG 1001 of 23 June 1945, that civil aviation domestically and in the Mediterranean should be encouraged.

4. A number of aircraft factories and considerable materials are available in Northern Italy at the present time. An attempt has been made to keep these factories busy by authorizing completion of unfinished transport/bomber aircraft, modified for use by the Italian Air Force Courier Services, and by the modification and repair of the similar aircraft based in southern and central Italy. Facilities remain for considerable increase in the output of these factories. A policy regarding civil aviation, if at all favorable, will surely result in reduction of unemployment in the aircraft industry and provide Italy with improved transport facilities when the Allies depart.

(31)

AFSC/39/Adn  
Subject: Italian Civil Aviation.

23 July 1945.

5. An Allied Interim Policy without prejudice to anything the Peace Terms may lay down is recommended, and it is suggested that a letter substantially as follows be sent to the Italian Government:

"(a) If it is the desire of the Italian Government to prepare for future Italian Civil Aviation, the following interim policy which is published without prejudice to the provisions of the peace treaty, is for your information. This policy does not imply in any way, however, that action may be taken to commence operation of Civil Air Transport until further specific approval is obtained.

"(b) Your preparations should include the following provisions:

(1) For the present, at least, Civil Air Transport routes are to be restricted to the Mainland of Italy, to Sardinia and Sicily, and the water routes thereto, using only those airfields approved by the Allies.

(2) Governmental control of the air transport operation insofar as safety and economic stability are concerned is essential.

(3) The designs and specifications of the civil aircraft to be used must be approved, for the present, by the Allies. Military types, or those quickly convertible to military types are not considered suitable.

"(c) If desired, a limited amount of factory space and material can probably be allotted to the manufacture of civil type aircraft in Italy. Decision upon this question depends upon the availability of facilities over and above that required for the overall rehabilitation of Italy or for Allied military purposes."

*See File 91*

Copy to: HQ. MARF, CMC (Att: Avn. Bureau)  
G-5, AFMIL.  
L. L. L.  
A. F. 3/4 File  
Spec.

/s/ Elmer W. Stone  
ELMER W. STONE  
Rear Admiral, USNR  
Chief Commissioner

3114

8506

29

FROM: AI FORCES SUB-COMMISSION,  
ALLIED COMMISSION, ROME.

TO: C.S.O. TO EXECUTIVE COMMISSIONER,  
H.Q. A.C. ROME.

DATE: 18TH JULY, 1945.

REF: AFSC/39/AIR.

JUL 18 1945

28

With reference to your 8506/28/EC and enclosure (24A and 24B attached) herewith letter in its final form for Chief Commissioner's signature. When this letter has been signed, would you please return to this Sub-Commission the three copies specified, together with 24A and 24B.

*T. de Beneducci*  
Tpo.

T. de BENEDEUCCI, F/O,  
P.S.O to  
AIR VICE-MARSHAL,  
AIR OFFICER COMMANDING.

*See 32433*

3113

*[Handwritten mark]*

28

Ref: 8506/28/10.

12 July 45.

Subject: Italian Civil Air Transport.

To: A.O.C., Air Forces Sub-Commission.

2\*

Reference your AFSC/39/AIR of 7 July. Attached please find amended draft for preparation in its final form for signature of Chief Commissioner.

*[Signature]*  
To Executive Commissioner.

Encl - 1.

BU 18/7  
Noted *[Signature]*

SEE 3112

*[Handwritten mark]*



785017

8506  
~~2~~

24

FROM: AIR FORCES SUB-COMMISSION,  
ALLIED COMMISSION, ROME.

TO: CHIEF COMMISSIONER, THROUGH EXECUTIVE COMMISSIONER,  
HEADQUARTERS, ALLIED COMMISSION, ROME.

DATE: 7TH JULY, 1945.

REF: AFSC/39/AIR.

JUL 8 1945

ITALIAN CIVIL AIR TRANSPORT.

19

With reference to your 8506/19/EC dated 21st June, the attached draft memorandum is forwarded.

2. I saw the Chief of Staff, M.A.A.F. (AIR VICE-MARSHAL BAKER) on the 5th June on his return from the U.K. where the future of the Italian Air Force was discussed with the British Air Ministry. It seems that it is most unlikely that Italian Civil Aviation will be permitted at this stage, but I see no reason why we should not now put our cards on the table and inform the Italian Government they may make preparations on the lines I have suggested. The only objection I can see to this policy is that it is just possible, but very unlikely, that the Italians may be allowed no Civil Aviation during the next few years.

3. Personally I hope that no executive action (as distinct from preparatory action) to introduce Italian Civil Aviation will be made, because a large part of the Italian Air Force is now employed on Courier Services and will shortly, I hope, be partially supervised by M.A.T.S, so that if, as seems likely, the Italian Air Force is reduced, the personnel concerned in the Courier Services at least will be able to find jobs immediately, otherwise I am afraid that very grave hardships will be inflicted, and in any event I see no reason why we should allow the Italians to expend petrol and oil in teaching people how to fly and navigate. In this connection please see my last paragraph in the attached memorandum.

4. If you agree with me in principle, we will, no doubt, have to amend the draft a little.

*I. E. Brodie*

I. E. BRODIE,  
AIR VICE-MARSHAL, 11  
AIR OFFICER COMMANDING.

*(CAPS REEDY)*

see 1725926  
SEE F. 28

8506

22

FROM: AIR FORCES SUB-COMMISSION,  
ALLIED COMMISSION, ROME.

TO: CHIEF COMMISSIONER, THROUGH EXECUTIVE COMMISSION,  
HEADQUARTERS, ALLIED COMMISSION.

DATE: 25TH JUNE, 1945.

REF: AFSC/39/AIR.

JUN 26 1945

19

With reference to the Executive Commissioner's letter 8506/19/EC dated 21st June which states that you wish me to prepare a paper for your signature to SACMED concerning a new directive on the development of Italian Civil Air Transport. Air Vice-Marshal BAKER, the Chief of Staff, M.A.A.F, is now in England and he told me that one of the things he was going to take up at the British Air Ministry was the question of the future of the Italian Air Force, and I have no doubt that he will connect with this the matter of Civil Aviation.

2. Therefore may I suggest that it will be better to await the return of A/V/M BAKER in about a week's time before you put up a case to SACMED. If you agree I will submit a paper for your signature as soon as possible after I have seen A/V/M BAKER.

*Ian P. Brodie.*

I. S. BRODIE,  
AIR VICE-MARSHAL,  
AIR OFFICER COMMANDING.

*see 24*

3110 *see 1723*

*(Capt Arnold)*

*S. H. B/10  
29/6/45  
Kateda 8/7*

8506

6

21

21 June 1945

22 JUN 1945

Dear Dr. de Gasperi:

20

Reference your letter of 12 June, file 61/09482/26, addressed to the Chief Commissioner, concerning the release of certain undelivered aircraft now being held in Northern factories, the Chief Commissioner received at the same time a similar communication from the Prime Minister. A copy of his reply is enclosed herewith.

Very truly yours,

*L. W. Stearns*

L. W. STEARNS  
Major, AGD  
Staff Officer to the Chief Commissioner

His Excellency Dott. Alcide de Gasperi  
The Minister of Foreign Affairs  
Italian Government  
Rome

cc: Exec. Comm. ✓  
Air Forces S/C  
NMD & IPON S/C

Ministero degli Affari Esteri

12/09/02/26

rough translation

Rome, June 12th 1945

Dear Admiral,

A certain number of aircrafts, already manufactured by order of the so-called Social Republic, were found, at the time of liberation of Northern Italy, in several factories of the zone. Said aircrafts could solve, to a considerable extent, the problem of our air transportation.

Information has reached me in particular that a number of airplanes for a total of 13 S.79, 6 S.82, 1 S.75, 2 S.95, 5 S.12 are to be found at Vergiate (S.I.A.I. plant), in Sesto Calende, in Turin and elsewhere.

As you are well aware how critical is the problem of transportation in Italy at the present moment, I beg to call your attention on the above, in order to obtain that the competent Allied authorities kindly examine the possibility of handing over said crafts to our Aviation, which would bestime them directly to transport service, with the temporary exception of those needing modifications. This concession would also alleve the burden of the aid already

Dear Admiral,

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Thanking you for your kind assistance in the matter believe me, dear Admiral

Yours

(signed) DE CASPERI 3108

Admiral Ellery W. Stone U.S.N.R.  
Chief Commissioner  
Allied Commission  
FOI'S

cc: Air Forces S/C  
Exec. Comm'r  
WD & ICH S/C

(19)

Ref: 8506/19/20.

21 June 1945.

SUBJECT: Italian Civil Air Transport.

TO : Director,  
Air Forces Sub-Commission.

(17)

1. I refer to your AFSC/R/8/SPSC INF of 26 April 1945, on the development of Italian civil air transport.
2. The Chief Commissioner requests you to prepare a paper for his signature to SACMED requesting that now that hostilities are over in Europe, a new directive should be issued on this subject. The prosecution of the development of the Italian civil air transport would aid employment in the North and the Italian Government and AG transport problems.

M. S. LUSH

Brigadier,  
Executive Commissioner.

MSL/JG.

+

Handwritten signature

BU 26/6  
noted  
see file 22  
Handwritten signature  
23/6

8506  
APR 26 1945  
CONFIDENTIAL

FROM: AIR FORCES SUB-COMMISSION,  
ALLIED COMMISSION, ROME.

TO: CHIEF COMMISSIONER, HEADQUARTERS, A.C. ROME.  
ACTING VICE PRESIDENT, ECONOMIC SECTION, H.Q. A.C. ROME.  
H.Q. M.A.A.F. C.M.F.

DATE: 26TH APRIL, 1945.

REF: AFSC/R/8/SPEC IRT.

CONFIDENTIAL

SECRET.

DEVELOPMENT OF ITALIAN CIVIL AIR TRANSPORT. APR 30 RECD

With reference to your memorandum dated 20th April in which you asked for any studies on Civil Aviation in pre-war Italy; also to the Acting Vice President, Economic Section (Mr. Antolini) memorandum 1208/ES dated 23rd April in which it is stated that the Interministerial Committee for Reconstruction, Italian Government, wish to discuss the possibility of taking steps towards the rehabilitation and reconstruction of Civil Air Transport; I am enclosing (i) a copy of A.F.H.Q. directive contained in FX.25720 dated February 13th, 1945, for ready reference at Appendix "A", (ii) an interim report on pre-war Italian Civil Aviation at Appendix "B", (iii) a note on the existing Italian Air Force, as far as it affects this problem, at Appendix "C".

2. It appears that the Italian Ministries, (other than the Air Ministry) and certain groups of civilians, are beginning to talk officially and unofficially about Civil Air Transport with a view to speeding up communications, particularly within Italy, because Italy is air minded and because other means of transport are seriously impeded. Therefore the Economic Section of the A.C. suggests that SACRED be invited to review the matter and establish a new policy.

3. As you know we are not permitted to discuss Civil Aviation during the war because it was not, in February, possible to find resources either in equipment or suitably trained personnel without detriment to the war effort, but a small part of the Italian Air Force was authorized to run a limited courier service which may be increased within reason provided sufficient Italian aircraft are available. It is possible that certain Italian aircraft may be available in the near future for an extension of the service, but I propose to discuss this matter with M.A.A.F. with a view to finding out whether M.A.A.F. intend to continue to use Italian Air Force Bomber/Transport aircraft which are not rapidly becoming out of operational range, except for almost routine air transport to Yugoslavia (Tirane area.)

4. It may be more profitable to employ more Italian aircraft on internal communications partly in order to relieve the Allied war effort being expended in air transportation.

5. Until the fate of the Italian Air Force after the war, is decided, it would appear that it would be better to employ the Italian Air Force on courier services than to develop, as distinct from planning, Civil Air Transport in the immediate future, because if the Italian Air Force is disbanded after the war,

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8

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5. Until the fate of the Italian Air Force after the war, is decided, it would appear that it would be better to employ the Italian Air Force on courier services than to develop, as distinct from planning, Civil Air Transport in the immediate future, because if the Italian Air Force is disbanded after the war, or if it is mostly grounded during the period between the cessation of hostilities and the announcement concerning the fate of the I.A.F., there would be grave political reactions, unless the personnel could be employed, for example, in Civil Air Transport.

3166

6. There is no doubt that there is a sufficient number of experienced air and ground personnel in the Italian Air Force to meet the needs of all air transport requirements (both Civil and Military) in Italy, but without using British Light Bombers (Baltimores) and obtaining further Allied aircraft suitable for the purpose, e.g. DC.3's and/or Wellingtons, it is doubtful whether the Italian Air Force will be able to meet the needs of Italy in Air Transport when the North is fully liberated. The courier service at present in existence is fully used: it will, in the near future, probably be slightly extended by using some Italian Seaplanes, of which about 60 reasonable type aircraft exist.

See M. 6  
F. 19

Continued /2.....



16

7. I think you will find that the attached interim note on pre-war Italian Civil Air Lines will meet your needs, but when a full report has been prepared, I will inform you of any parts not now covered.

8. I will be glad to discuss this matter with you and Mr. Antolini when convenient to you, after which, I think you may wish to take this matter up with SACMED, either direct or through this Sub-Commission and the usual channels. You may also wish to make a statement or to discuss the matter at one of your weekly Vice President's meetings.

*I. E. Brodie*

I. E. BRODIE,  
AIR VICE-MARSHAL,  
AIR OFFICER COMMANDING.

3105

COPIES

15

APPENDIX "A"

INCOMING MESSAGE

PL 25720

FEB 13/0230

FROM: A.F.H.Q. SIGNED SACRED CITE FFAIR

TO ACTION: ALCOM, INFO: HQ BAR.

ROUTINE

*Confidential*

*MR EC*

SECRET

ON RECEIPT OF ANY ENQUIRIES FROM ITALIAN OFFICERS YOU SHOULD INFORM THEM THAT IT IS NOT POSSIBLE TO AUTHORISE ANY DEVELOPMENT OF ITALIAN CIVIL AIR TRANSPORTS DURING THE WAR. REFERENCE YOUR AFSC/R/S.1/AIR JANUARY 19. YOU SHOULD EXPLAIN THAT IT WOULD BE IMPOSSIBLE TO FIND RESOURCES EITHER IN EQUIPMENT OR IN SUITABLY TRAINED PERSONNEL WITHOUT DETRIMENT TO THE WAR EFFORT, AND THAT UNTIL FURTHER NOTICE THEY SHOULD CONFINE THEIR AIR TRANSPORT ACTIVITIES TO THE USE OF SUCH AIRCRAFT OF THE ITALIAN AIR FORCE AS MAY BE APPROVED FOR THIS PURPOSE BY THE AIR FORCES SUB-COMMISSION.

IN THIS CONNECTION IT IS KNOWN THAT THE ITALIAN GOVERNMENT HAS A GENUINE REQUIREMENT FOR THE AIR TRANSPORT OF OFFICERS OR GOVERNMENT OFFICIALS IN FURTHERANCE OF THEIR WAR EFFORT OR TO MEET ESSENTIAL ADMINISTRATIVE NEEDS FOR WHICH THEY ARE RESPONSIBLE. SOME AIRCRAFT OF THE ITALIAN AIR FORCE ARE ALREADY ENGAGED ON SUCH COURIER SERVICES, AND IF THE REQUIREMENT INCREASES AND SUFFICIENT ITALIAN AIRCRAFT ARE AVAILABLE, THERE IS NO OBJECTION TO A REASONABLE EXTENSION OF THESE SERVICES.

SECRET

ON RECEIPT OF ANY ENQUIRIES FROM ITALIAN OFFICERS YOU SHOULD INFORM THEM THAT IT IS NOT POSSIBLE TO AUTHORISE ANY DEVELOPMENT OF ITALIAN CIVIL AIR TRANSPORTS DURING THE WAR. REFERENCE YOUR AFSC/R/S.1/AIR JANUARY 19. YOU SHOULD EXPLAIN THAT IT WOULD BE IMPOSSIBLE TO FIND RESOURCES EITHER IN EQUIPMENT OR IN SUITABLY TRAINED PERSONNEL WITHOUT DETRIMENT TO THE WAR EFFORT, AND THAT UNTIL FURTHER NOTICE THEY SHOULD CONFINE THEIR AIR TRANSPORT ACTIVITIES TO THE USE OF SUCH AIRCRAFT OF THE ITALIAN AIR FORCE AS MAY BE APPROVED FOR THIS PURPOSE BY THE AIR FORCES SUB-COMMISSION.

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3107

ACTION AIR FORCES S/C.  
INFO A/PRESIDENT  
CHIEF COMMISSIONER.  
POLITICAL SECT.  
FILE.  
FLOAT.

Confidential  
NAC

ITALIAN CIVIL AIR LINES.

APPENDIX "B"

14

most important

L.A.T.I. (Linee Aeree Transatlantiche Italiane.) Both were state-controlled.

Ala Littoria first saw the light of day in 1928 under the name of "Società Aerea Mediterranea". Its initial achievements were the establishing of air lines between Rome and Sardinia, and in Albania, eventually absorbing in its orbit all the "Società di Nave Aeree Italiane", with one exception. At the outset Ala Littoria was financed principally with industrial capital, but during its evolution it became an entirely state-controlled organisation.

The activities of Ala Littoria rapidly expanded and grew to cover a field as large as the whole of the Mediterranean and the continent of Europe. In the year 1939, 8,000,000 miles were flown: from Magadoxo, Africa, to Berlin; from Portugal to the Black Sea; and from Basra to Paris. Its fleet, which was comprised of about 140 aircraft, drew its maintenance from four large factories; one at Venice for the "apparecchi metallici" (metal construction) and "motori stellari", (radial motors) one at Roma Littorio for the aircraft "a struttura mista" (part metal, part wood,) one at the Lido, Rome for hydroplanes and motors; and one at Asmara for the colonial machines. The large number of personnel included: 150 expert pilots, including 100 commander pilots; approximately 2,500 specialised workers; and 1,500 functionaries and administration personnel.

In 1937 a similar organisation was established in South America, chiefly with Italian capital and material, which was employed in carrying transport over the large rivers. The following year a branch of Ala Littoria was formed for communication between South America and Italy. This branch was given the nomenclature of L.A.T.I. and was directed and controlled by Bruno Mussolini, son of the Duce.

At the time of Italy's entry into war in 1940 most of the two organisations' flying personnel were immediately recalled into military service and formed into a nucleus for military transport with Ala Littoria aircraft, continuing, wherever possible, to make use of the civil organisations of the company. Also, during the first period of the war, a certain number of civil air lines continued to function.

The events which followed the signing of the Armistice resulted in the dispersing of the greater part of the personnel and the destruction or rendering useless of the factories. The personnel which was in Southern Italy on the 8th September 1943 remained intact, whilst another nucleus was isolated in Venice. All over Europe aircraft and pilots found themselves immobilised.

Almost contemporary with the news of the Armistice the representative of the Deutsche Luft Hansa arrived in Rome bearing a letter from the German Air Minister to the effect that all Ala Littoria material was to be placed at the disposal of the D.L.H. Shortly afterwards this act of seizure was camouflaged with the nomination of delegates and special commissioners by the Republican Government.

The consequences of this move can be briefly stated as follows: 3/1/43

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The consequences of this move can be briefly stated to have been the following:

- (a) The transport to the North of all efficient planes.
- (b) The consigning of all available material contained in the warehouses to the Deutsche Luft Hansa on the orders of the appointed commissioners.
- (c) The transferring to Venice of small groups of pilots, technicians and specialised workers.

Continued /2...

13

After the liberation of Rome some of the administrative groups united themselves with flying personnel elements, to the exclusion of all previous controlling elements, and attempted to form a co-operative concern out of the old Ala Littoria. They met with little success -- for many reasons, one of these being that the Italian temperament is not the most suitable for co-operative movements.

The Ala Littoria was renamed Ala Italia some time ago and General Del Duca, late I.A.F., was nominated president of the new concern. He is principally occupied in liquidating the old personnel and attempting to collect outstanding debts. It is estimated that it would be possible to supply crews for at least 25 large transport and passenger planes from civilian personnel to be found in liberated Italy.

Dr. Pirozzi has been appointed President of I.A.F.I., and the position of this company is very much the same as that of Ala Italia at the present time.

The third civil air line company, Aviolines, was controlled by the Fiat Co. and had its headquarters in Turin. There is no information to hand about this company at the present time.

Attached are to be found details of Italian Air Line Routes and aircraft used for civil aviation before the war.

(SCD)

EILEEN BRENTA  
Intelligence Staff,  
A.F.S.C.  
Allied Commission,  
Rome.

April 24th, 1945.

3102

ITALIAN CIVIL AIR LINE ROUTES (FEB-MAR).1. ALIA LINTROPOLIA (NOW ALIA ITALIANA.)(a) Internal Air Lines.

- i Rome - Alghero, M.M. Sardinia (Km 430)  
daily, Sundays excluded - three engined hydroplane S.M.66
- ii Rome - Ancona (Km 210)  
daily, Sundays excluded - three engined aircraft S.M.75
- iii Rome - Bologna - Venice (Km 454)  
daily, Sundays excluded - three engined aircraft S.M.75
- iv Rome - Cagliari (Km 470)  
daily, Sundays excluded - three engined hydroplane S.M.76
- v Rome - Tiran (Km 630)  
three times weekly - three engined aircraft S.M.75
- vi Trieste - Brindisi - Siracuse (Km 1220)  
three times weekly - twin engined hydroplane Macchi C.94
- vii Trieste - Pola - Lussino - Zara - Ancona (Km 422)  
twice daily, Sundays excluded - twin engined hydroplane Macchi C.94
- viii Venice - Pola, Fiume (Km 225)  
twice daily, Sundays excluded - twin engined hydroplane Macchi C.94
- ix Venice - Trieste (Km 143)  
twice daily, Sundays excluded - twin engined Macchi C.94 hydroplane.

(b) Internal Air Lines in Albania.

- i Tiran - Coritza - Argirocastro (Km 209)  
three times weekly - twin engined aircraft Breda 44
- ii Tiran - Devoli (Km 75)  
twice weekly - twin engined aircraft Breda 44
- iii Tiran - Kukus (Km 120)  
twice weekly - twin engined aircraft Breda 44
- iv Tiran - Fescopeja (Km 70)  
three times weekly - twin engined aircraft Breda 44
- v Tiran - Scutari (Km 95)  
twice weekly - twin engined aircraft Breda 44

3101

12

- iii Rome - Bologna - Venice (Km 454)  
daily, Sundays excluded - three engined aircraft S.M.75
- iv Rome - Cagliari (Km 470)  
daily, Sundays excluded - three engined hydroplane S.M.76
- v Rome - Tiran (Km 690)  
three times weekly - three engined aircraft S.M.75
- vi Trieste - Brindisi - Syracuse (Km 1220)  
three times weekly - twin engined hydroplane Macchi C.94
- vii Trieste - Pola - Lussino - Zara - Ancona (Km 422)  
twice daily, Sundays excluded - twin engined hydroplane Macchi C.94
- viii Venice - Pola, Piuma (Km 225)  
twice daily, Sundays excluded - twin engined hydroplane Macchi C.94
- ix Venice - Trieste (Km 113)  
twice daily, Sundays excluded - twin engined Macchi C.94 hydroplane.

(b) Internal Air Lines in Albania.

- i Tiran - Coritza - Argirocastro (Km 209)  
three times weekly - twin engined aircraft Breda 44
- ii Tiran - Devoli (Km 75)  
twice weekly - twin engined aircraft Breda 44
- iii Tiran - Kukus (Km 120)  
twice weekly - twin engined aircraft Breda 44
- iv Tiran - Pescopaja (Km 70)  
three times weekly - twin engined aircraft Breda 44
- v Tiran - Soutari (Km 95)  
twice weekly - twin engined aircraft Breda 44
- vi Tiran - Soutari - Kuman - Tiran (Km 299)  
twice weekly - twin engined Breda 44
- vii Tiran - Valona - Argirocastro (Km 135)  
twice weekly - twin engined aircraft Breda 44

3101

Continued /2....



(c) Air Lines to Italian Colonies.

- i Rome - Naples - Syracuse - Malta - Tripoli (Km 1225)  
three times weekly - three engined hydroplanes S.M. 66
- ii Rome - Marsala - Tripoli (Km 1102)  
three times weekly - three engined hydroplanes Cant 2.506
- iii Rome - Tunis - Tripoli (Km 1230)  
three times weekly - three engined hydroplanes S.M. 66
- iv Tripoli - Bengasi (Km 796)  
three times weekly - three engined aircraft S.M. 73 and 75
- v Rome - Syracuse - Bengasi - Cairo - Wadi - Halfa - Cartum -  
Asmara - Addis Abeba (Km 6101)  
three times weekly - Rome - Bengasi - Cant 2.506 hydroplanes -  
Bengasi - Addis Abeba - aircraft S.M. 75
- vi Addis Abeba - Neghelli - Magadodo (Km 1242)  
weekly - three engined aircraft S.M. 73
- vii Addis Abeba - Dire Daus - Corrahei - Magadodo (Km 1570)  
weekly - three engined aircraft S.M. 73
- viii Addis Abeba - Gimma - Neghelli (Km 707)  
weekly - three engined aircraft Caproni 133
- ix Addis Abeba - Gimma - Gambela - Dembidollo (Km 582)  
weekly - three engined aircraft Caproni 133
- x Addis Abeba - Dessis - Asmara (Km 820)  
twice weekly - three engined aircraft S.M. 75
- xi Addis Abeba - Gimma - Lechemti - Asosa (Km 702)  
weekly - three engined aircraft Caproni 133
- xii Addis Abeba - Dire Daus - Assab (Km 771)  
twice weekly - three engined aircraft Caproni 133
- xiii Asmara - Assab (Km 511)  
twice weekly - three engined aircraft Caproni 133
- xiv Addis Abeba - Dire Daus - Gibuti (Km 637)  
twice weekly - three engined aircraft Caproni 133
- xv Addis Abeba - Gonder - Asmara (Km 804)  
twice weekly - three engined aircraft S.M. 75

(d) International Air Lines.

- i Rome - Brindisi - Athens - Rhodes - Cairo

- Rome - Syracuse - Benghazi - Cairo - Wadi - Haifa - Carthage -  
 Asmara - Addis Abeba (Km 6101)  
 three times weekly - Rome - Benghazi - Cant Z. 506 hydroplanes -  
 Benghazi - Addis Abeba - aircraft S.M. 75
- vi Addis Abeba - Neghelli - Megeleto (Km 1242)  
 weekly - three engined aircraft S.M. 75
- vii Addis Abeba - Dire Dana - Contrabel - Megeleto (Km 1570)  
 weekly - three engined aircraft S.M. 75
- viii Addis Abeba - Gisma - Neghelli (Km 707)  
 weekly - three engined aircraft Caproni 133
- ix Addis Abeba - Gisma - Gambela - Dembidollo (Km 532)  
 weekly - three engined aircraft Caproni 133
- x Addis Abeba - Deesla - Asmara (Km 820)  
 twice weekly - three engined aircraft S.M. 75
- xi Addis Abeba - Gisma - Lechemti - Asosa (Km 702)  
 weekly - three engined aircraft Caproni 133
- xii Addis Abeba - Dire Dana - Assab (Km 771)  
 twice weekly - three engined aircraft Caproni 133
- xiii Asmara - Assab (Km 511)  
 twice weekly - three engined aircraft Caproni 133
- xiv Addis Abeba - Dire Dana - Gibuti (Km 637)  
 twice weekly - three engined aircraft Caproni 133
- xv Addis Abeba - Gendar - Asmara (Km 804)  
 twice weekly - three engined aircraft S.M. 75
- (d) International Air Lines. 3110
- i Rome - Brindisi - Athens - Rhodes - Gaifa - Bagdad - Bassora  
 (Km 3919) - three times weekly - three engined aircraft S. 75
- ii Rome - Brindisi - Tiran - Salonica - Sofia (Km 1365)  
 three times weekly - three engined aircraft S. 75
- iii Rome - Brindisi - Athens - Rhodes (Km 1675)  
 three times weekly - three engined aircraft S. 75
- iv Rome - Belgrade - Bucarest - Costanza (Km 4432)  
 three times weekly - three engined aircraft S. 75
- v Rome - Rimini - Venice - Trieste - Bratislava - Praga (Km 1350)  
 daily, Sundays excluded - three engined aircraft S. 73 and 75
- vi Genoa - Alghero (N.W. Sardinia) - Cagliari - Tunis (Km. 1083)  
 three times weekly - three engined hydroplanes S. 66

-3-

- vii Rome - Marseilles - Paris (Km 1100)  
three times weekly - three engined aircraft S.75
- viii Rome - Genoa - Marseilles - Barcellona (Km 1190)  
three times weekly - three engined hydroplane Cant Z.506
- ix Rome - Palma di Maiorca - Barcellona (Km 1053)  
three times weekly - three engined hydroplane Cant Z.506
- x Rome - Palma di Maiorca - Melilla - Cadice (Km 2040)  
three times weekly - three engined hydroplane Cant Z.506
- xi Melilla - Malaga (Km 220)  
daily, Sundays excluded - three engined aircraft S.75
- xii Melilla - Seville - Lisbon (Km 703)  
daily, Sundays excluded - three engined aircraft S.75
- xiii Melilla - Tetuan (Km 235)  
daily, Sundays excluded - three engined aircraft S.M.73
- xiv Tetuan - Malaga - Seville (Km 332)  
daily, Sundays excluded - three engined aircraft S.M.73
- xv Rome - Naples - Palermo - Tunis (Km 1025)  
three times weekly - three engined aircraft S.M.75
- xvi Rome - Naples - Palermo - Catania - Malta (Km 1056)  
three times weekly - three engined aircraft S.M.75
- xvii Marsala - Tunis (Km 231)  
three times weekly - three engined hydroplane S.M.66

(e) International Air Lines in conjunction with foreign Air Line Companies.

- i Ala Littoria and Deutsche Luftansa  
Rome - Venezia - Munich - Berlin (Km 1336)  
Daily - including Sundays - three engined aircraft S.75 and  
Junkers 52
- ii Ala Littoria and Deutsche Luftansa  
Milan - Venice - Vienna - Budapest (Km 979)  
Route Milan - Vienna - daily, not including Sundays, Vienna -  
Budapest - three times weekly - three engined aircraft S.75  
and Junkers 52

2.

(a) Internal Air Lines.

AVIOLINES

3099

Rome - Milan (Km 520)

- xiii Melilla - Seville - Lisbon (Km 703)  
daily, Sundays excluded - three engined aircraft S.M.73
- xiv Tetuan - Malaga - Seville (Km 332)  
daily, Sundays excluded - three engined aircraft S.M.73
- xv Rome - Naples - Palermo - Tunis (Km 1028)  
three times weekly - three engined aircraft S.M.75
- xvi Rome - Naples - Palermo - Catania - Malta (Km 1056)  
three times weekly - three engined aircraft S.M.75
- xvii Marsala - Tunis (Km 231)  
three times weekly - three engined hydroplane S.M.66

(e) International Air Lines in conjunction with foreign Air Line Companies.

- i Ala Littoria and Deutsche Luft Hansa  
Rome - Venezia - Munich - Berlin (Km 1336)  
Daily - including Sundays - three engined aircraft S.75 and  
Junkers 52
- ii Ala Littoria and Deutsche Luft Hansa  
Milan - Venice - Vienna - Budapest (Km 979)  
Route Milan - Vienna - daily, not including Sundays, Vienna -  
Budapest - three times weekly - three engined aircraft S.75  
and Junkers 52

2.

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AVIOLINES

(a) Internal Air Lines.

- i Rome - Milan (Km 520)  
Twice daily, including Sundays - three engined aircraft S.M.73
- ii Rome - Turin (Km 546)  
twice daily, including Sundays, three engined aircraft S.L.73
- iii Milan - Rimini (Km 325)  
daily, Sundays excluded - three engined aircraft S.M.73

(b) International Air Lines.

- i Venice - Milan - Turin - Paris - London (Km 1404)  
daily, except Sundays - Fiat G.18 - Douglas D.C.2
- ii Milan - Bruxelles (Km 770)  
three times weekly - Fiat G.18, G.18.V, Douglas D.C.2.

Continued /A....

9  
International Air Lines in connection with Foreign Air  
Line Companies.

- i Rome - Venice - Budapest - Warsaw - Gdynia (Km 1957)  
daily, except Sundays - Aviolinee - Maleff (Hungarian) - Lot -  
(Polish) aircraft Fiat G.18 D.M. 75 Douglas D.C.2
  - ii Rome - Milan - Frankfurt - Cologne - Rotterdam - Amsterdam  
(Km 1526) daily, including Sundays - Aviolinee - Deutsche  
Lufthansa K.L.M. (Dutch) Fiat G.18 aircraft - Junkers 52 -  
Douglas D.C.2
  - iii Turin - Milan - Venice - Zagreb - Belgrade (Km. 1099)  
daily, except Sundays - Aviolinee, Aeroput (Jugoslavian).  
Lares (Romanian) aircraft Fiat G.18
3. L.A.T.I. (LINES AEREE TRANSLANTICHE ITALIANE)
- i From 21st December - Rome - Seville - Villa Cisneros -  
Isola del Sal - Natal - Pernambuco - Bahia - Rio de  
Janeiro (Km 10876)  
weekly - three engined aircraft S.M.83

3. L.A.T.I. (LINES AEREE TRANSAEROPORTIVE ITALIANE)

1. From 21st December - Rome - Seville - Villa Cisneros -  
Isola del Sal - Natal - Pernambuco - Bahia - Rio de  
Janeiro (im 10876)  
weekly - three engined aircraft S.M.83

3093

*lib*

BRIEF NOTE ON ITALIAN AIR FORCE AS  
AT 31ST MARCH 1945.

Confidential  
SECRET

APPENDIX "C"

PERSONNEL.

In Unita Aerea (Operational Command) there are approximately 2,600 men listed as pilots and aircrews, and about 4,000 men listed as ground personnel. For the most part these air and ground crews are experienced and efficient, though their navigation and navigational equipment is poor. These figures include most of the aircrew personnel in the Italian Air Force in liberated Italy, but at the moment I can only give you figures of the Operational Command (Unita Aerea) because our figures for other units, most of which are depots etc. have not yet been broken down as between aircrew and ground personnel.

AIRCRAFT.

Bomber/TRANSPORT.

S.82

Strength 21 Serviceable 5 Reserve 5

This aircraft is a good weight lifting aircraft and usually carries some 30 passengers or equivalent freight. One has been converted to carry folded up Spitfires.

CZ.1007

Strength 16 Serviceable 7 Reserve 5

These are rapidly dying out and cannot be considered in planning air transport for the future.

S.79

Strength 18 Serviceable 13 Reserve 4

This was designed as a civil aircraft, carrying 8 passengers or approximately 3,500 lbs freight.

There are many other types of transport aircraft, of which only a few of each is held, and most of them can be written off as far as future air transport is concerned.

LIGHT BOMBERS.

British Baltimores

Strength 43 Serviceable 35 Reserve 3

These can be converted to carry 6 passengers or equivalent freight, but for services they are not permitted to be used within the terms of the directive as they are British aircraft.

FIGHTERS.

Consist of Macchis, British Spitfires and American P.39's. This latter are listed to be withdrawn from Italy on the cessation of hostilities. Details are not given because except for personnel...





8506 A.

/dfo

CC 5805

26 April 1945

APR 27 1945

Acting Vice-President, Economic Section:

The Chief Commissioner directs me to return the attached material to you with the request that it be made available to Major H. Murray O'Hanlon, Military Liaison Officer, American Embassy.

Attached for your file is a copy of Admiral Stone's letter to Mr. Kirk with reference to this civil aviation data.

6

J. LANNIN  
Lieut., USNR  
Flag Lieut.

cc: Executive Comm'r  
CC Files

309

*[Handwritten signature]*  
(Has River)

*Exec. Commr.*

ES/12.08

25 April 1945.

My dear Mr. Ambassador:

Referring to your recent oral request for information on civil aviation data in respect to Italy, the Economic Section has assembled from the files of the Commission the following publications which can be made available to the Embassy whenever desired:

- Dispiologo Generale Dal 1936 Al 1942 (Ministero Dell' Aeronautica).
- Statistica Dalle Linee Aeree Civili Italiane, Anno 1939.
- Regolamento per la Navigazione Aerea, Febbraio 1941.
- Linea Aerea Transcontinentale Europa (Lat) America Del Sud.
- A la Littoria, S.A., Relazione di Bilancio, 1938-39.
- Prospettive Tecniche ed Economiche delle Linee Aeree Secondarie, 1942.

Yours very truly,

*W. E. Stone*

WILLEY W. STONE  
Rear Admiral, USNR  
Chief Commissioner

*see file 7*

The Hon. Alexander Kirk,  
American Ambassador,  
119 Via Vittorio Veneto,  
Rome.

Copy to: Executive Commissioner  
A/VP Economic Section

3095

*Exec. Commr.*

ES/12.08

25 April 1945.

My dear Mr. Ambassador:

Referring to your recent oral request for information on civil aviation data in respect to Italy, the Economic Section has assembled from the files of the Commission the following publications which can be made available to the Embassy whenever desired:

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(Ministero Dell' Aeronautica).  
Statistica Dalle Linee Aeree Civili  
Italiane, Anno 1939.  
Regolamento per la Navigazione Aerea,  
Febbraio 1941.  
Linee Aeree Trascontinentale Europa  
(Lati) America Dal Sud.  
A la Litteria, S.A., Bilancio di Bilancio,  
1938-39.  
Prospettive Tecniche ed Economiche delle  
Linee Aeree Secondarie, 1942.

Yours very truly,

*Ernest W. Stone*

ERNEST W. STONE  
Rear Admiral, USNR  
Chief Commissioner

The Hon. Alexander Kirk,  
American Ambassador,  
119 Via Vittorio Veneto,  
Rome.

Copy to: Executive Commissioner ✓  
A/VP Economic Section

3095

SECRET

ECONOMIC SECTION

12.08/ES

23 April 1945

MEMORANDUM TO CHIEF COMMISSIONER:  
THROUGH: A/EXECUTIVE COMMISSIONER

APR 25 REC'D

Re: Development of Italian Civil Air Transport

- 1. On 13 Feb 45, SACMED, by cable FX25720 ruled "it is not possible to authorize any development of Italian Civil Air transport during the war."
2. The Inter-Ministerial Committee for Reconstruction, Italian Government, has expressed a desire to discuss the possibility of taking steps towards the rehabilitation and re-establishment of civil air transport.
3. It would appear that planning and perhaps initial steps of rehabilitation could be undertaken now.
4. It is suggested that Alcom ask SACMED to review the matter and establish a new policy.
5. Unless you tell me otherwise, I will bring this matter up at your next Vice Presidents' Meeting.

*Antolini*  
A. G. ANTOLINI  
Acting Vice President  
Economic Section

cc: Air Force S/C

3094

*files 172 4/24*

SECRET

SEE MINS. 4 & 5.

*(Hans Rinnert)*

*PA 27/4*

COPY 8506  
~~4622~~

FROM: AIR FORCES SUB COMMISSION,  
ALLIED COMMISSION, ROME.

TO: ADMIRAL ELLERY W. STONE,  
CHIEF COMMISSIONER,  
HQ. A.C. ROME.

APR 24 Rec'd

DATE: 21ST APRIL, 1945.

REF: AFSC/R/SPEC INT.22.

1.

With reference to your memo dated 20th April 1945. I am taking steps to obtain the required information from the competent authorities, and will forward it to you as soon as it comes to hand.

(Sgd) I. E. BRODIE  
AIR VICE MARSHAL,  
AIR OFFICER COMMANDING.

CC  
EX C

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THE STRONG

8506

1002

20 April 1945

APR 21 REC'D

MEMORANDUM TO: Vice President, Economic Section.  
Director, Air Forces Sub-Commission.

Would you be good enough to advise me if you have available any studies on pre-war commercial aviation in Italy.

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

cc: Exec. Commr.

*sent 17*

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30 28  
(HAS STMS)  
NOTED

*(HAS STMS)*

*PA*  
*DB*

