

ACC

10000/120/6451

8502/IMAS

ITALIAN CIVIL AIRLINES

Feb. 1947

8502/IMAS

Q. M. C. Form 353 (Old No. 400)
Revised July 26, 1918

LIST OF PAPERS

Office of the
Chief, IMAS

File under No. 8502 ITALIAN CIVIL-AIRLINES

ITALIAN MILITARY
AFFAIRS SECTIONSECRET
SECRET

S-4728

SERIAL NUMBER	FROM—	DATE	TO—	SYNOPSIS
1	Ltr 93955/8233/1/ 1.2.2	8 Feb	Adm Stone	Frwd of sketches for proposed plan of It civil airlines
1a	Ltr 8502/IMAS	11 Feb 47	Dr. Cappa	Ack of ltr re It airlines
2	Ltr 39/1/AIR/AF	14 Feb 47	Embassies	Re clearance of For aircraft to IT
3	Memo 8502/IMAS	15 Feb 47	Brodie	Re It civ aviation scheduled serv Rome Tripoli
4	Memo 8502/IMAS	18 Feb 47	Polads	Req approval of draft letter re civil airlines
5	Memo 8502/IMAS	19 Feb 47	Malcolm	Frwd of sketches of It airlines
6	Memo Byington	19 Feb 47	Stone	No objection to proposed letter
7	Ltr IMAS/39/AIR/ A.F.	20 Feb 47	Chief of Staff AFHQ	Frwd of Adm's ltr re It civil avia lines
8	Ind Stone	20 Feb 47	AFHQ	Frwd of ltr re crash of It aircraf at Terracina
9	Cbl 0220	21 Feb 47	AFHQ	Re est of It civil airlines encl
10	Memo IMAS/23/AIR	21 Feb 47	Chief of Staff AFHQ	Re directive for Air Forces Sub/sec
11	Memo IMAS/24/6/AIR	24 Feb 47	Chief IMAS	Special flights to Cairo
12	Ltr 96866	25 Feb 47	Adm Stone	Req air transp of racers to Cairo
13	Ltr IMAS/8502/CS	26 Feb 47	DeGasperi	Air transportation authorized
14	Article	28 Feb 47		Re Cevolotto, Cingolani, and Gallo denounced by Airborne personnel

SECRET

024

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

Translation from "Giornale d'Italia" - Issue of 28 February 1947.

A report to the Attorney of the Republic
FORMER MINISTERS CEVOLOTTO AND CINGOLANI, TOGETHER WITH
GENERAL GALLO DENOUNCED by Airborne Personnel because
they had the material of Italian civil Aviation impounded by
the Allies.

The Committee of Agitation among the Airborne Personnel
this morning presented to the Rome Tribunal Republic's Attorney
a denunciation signed by over one thousand Air workers, highlighting
evidence against General Gallo and Deputies Cevolotto and Cingolani.

The document states among other things that Luigi Gallo,
General of Air Forces, Flying personnel establishment, may have
succeeded by means of intrigues, recommendations, bragged influence
and friends among the Allies, to be appointed Director of the
Civil Aviation and Air Traffic Division of the Air Ministry.

Gallo was put into contact with the executives of the
U.S. private Company "Trans World Air Lines" - T.W.A. - in favor
of whom (against the compensation of a directive post in the
company they would create) he ceded, by making avail of his
public function, the management of Italian internal air lines.

In May 1945, in order to frustrate the Ala Italiana's
resolution to resume operation, Gallo may have managed to have the
Padua Regional Allied Finance Sub-Commission issue an order
declaring war booty the material which Ala Italiana had at Venice,
Bassano and other localities, and as well as the material which
had been taken to Germany by the German troops. At the same time,
Ala Italiana's funds and assets were frozen and the Company was
set on liquidation.

When Cevolotto was named new Minister of Air, Gallo reportedly
found an ally in him. According to the report, Cevolotto may have
secured, as a compensation for his action, the post of director
in the American Society, being formed.

- 2 -

On 11 February 1946, amidst maximum secrecy, a covenant for the formation of a joint society for the operation of Italian internal air lines, may have been stipulated by means of a special mandate between Cevolotto and TWA's attorney, Mr. Richard Mazzarini. The covenant had such a secret development as to ~~XXXXXXXX~~ escape control by the Allied Air Force Sub-Commission, and in fact the latter grew aware of the affair only after a long time.

The report, after having pointed out the grave harm to the Italian civil Aviation and Italian Budget resulting from the covenant, remarks that the Minister had no authority to conclude the accord. In fact, under art. 3 of the Decree-Law of the 28 October 1923, which was converted into a Law on 31 January 1926 under the serial number 753, the grant of civil air lines is authorized through a decree issued by the Head of the State, after he has asked for the opinion of the Consiglio di Stato (Supreme Court).

Hon. Cingolani, who afterwards replaced Cevolotto, instead of considering the numerous statements of protest received by his office and have the Constituent Assembly discuss as to whether the covenant should be annulled, may have allowed the formation of the Italo-American Company I.A.I.. Since Cevolotto refused, prince Marcantonio Pacelli was called to the Presidency of this company, while Gallo, who had asked to be put on retirement, immediately took the office and functions of Direttore of the Company itself.

Hon. Cingolani reportedly was several times solicited to denounce Gallo to the magistrates on the ground that the latter had put, in order to achieve illicit profits, private acts into the affairs of public administration, but the Minister allegedly pursued the policy of favoritism started by his predecessor.

Cingolani, cleverer than Cevolotto (the denunciation says) wanted to save the appearance of things and with circular n. 6141

022

14

- 3 -

dated 25 October 1946 asked those companies which had filed application for the operation of civil air lines to produce technical and financial data related to their plans, and this with the clear aim not to make mistakes of form and raise an armor against eventual attacks of public opinion. On 18 December the Minister communicated to the few Italian Societies which had remained in competition what where the lines granted them. It was then learned that while to the newly-formed Italo-American Company had been granted the lines with more traffic, and therefore more profitable, the Italian companies had been left over lines whose operation was impossible for many reasons or sections of lines which it was absolutely impossible to start.

Also Hon. Pinocchiaro Aprile got interested in this affair, and on 31 December he questioned the Constituent Assembly about the matter. Several other Deputies, seriously concerned over ~~xxx~~ national interests, ~~xxxxxx'sxxxxxxxxx~~ and over the protection of the Italian workers, associated themselves to Pinocchiaro Aprile's protest.

Hon. Cingolani may have tried to justify his behavior by stating that he had been compelled to apply the accords with foreign companies because the accords were stipulated prior to his being appointed a Minister. Cingolani's concern (the denunciation points out) to avoid accepting responsibility for the covenants, clearly shows that he was fully convinced that accusations were justified. ~~xxx~~ Therefore, instead of supporting the little clear deal of his predecessor, he should have annulled the accords as from several quarters was suggested to him. The accords however, were juridically void.

The denunciation bears at the bottom the signature of nearly 20 personalities who declare themselves ready to act as witnesses.

(14)

021

IMAS/8502/CS

ALLIED FORCE HEADQUARTERS
Italian Military Affairs Section
AFM 794

26 February 1947.

My dear Mr. Prime Minister:

19

Replying to your letter of 25 February, No. 96866, Allied Force Headquarters has reconsidered the question of the movement by air of 28 automobile drivers to Cairo and has authorized the flight of two G-12 aircraft for this purpose, but does not agree to a return flight by air for this personnel.

I feel it is necessary to explain the present policy with regard to external air flights. The present ruling of the Combined Chiefs of Staff is that Italian external air flights shall not be permitted during the Armistice regime. Exceptions to this ruling have been made by the Supreme Allied Commander as a relief measure to evacuate certain Italians from Greece, and in the furtherance of Italian cultural activities in permitting the transport by Italian aircraft of an opera company to Cairo and subsequently to Lisbon.

However, the present application does not fall into either category, particularly in view of the economic factors involved. The original request was therefore disapproved by AFHQ in the belief that the requested flight was virtually of a commercial nature which, as stated above, the present Combined Chiefs of Staff policy does not permit. It was only because of your personal plea that permission for the flight to Cairo has been granted but I am sure you will understand, my dear Mr. Prime Minister, why any further requests of this nature would have to be disapproved so long as the present ruling of the Combined Chiefs of Staff remains unchanged.

Very truly yours,

/s/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USNR,
Chief
Italian Military Affairs SectionOn. Alcide De Gasperi.
President of the Council of Ministers,
Italian Government,
Rome.

DISTRIBUTION:

G-3 AFHQ

G-5 AFHQ

Air Forces S/S
Chief IMAS

020

TRANSLATION

THE PRESIDENCY OF THE COUNCIL OF MINISTERS

No. 96866.

Rome, 25 February 1947.

Dear Admiral,

11 I have been informed that a request has been submitted to the Allied Authorities by the Ministry of Defense, (Air), with note dated 23 February 1947, No. 5624, with a view to obtaining permission for the transportation by air to Cairo of twenty-eight automobile racers engaged in a competition which will take place in the above mentioned city on Sunday 2nd March.

I understand that the authorization in question could not be granted on account of the delay in submitting the application.

However, as the reason for this delay is to be found in the necessity of gathering detailed information on each of the passengers, all of whom have already been supplied with British and Egyptian visas, I would be grateful if this involuntary deficiency, (on our part), could be overlooked, and if, consequently you would authorize the flight, taking also into account the serious inconveniences brought about by the postponement of the afore-mentioned event, which is bound to have a world echo, and with whom an important issue of lottery tickets is believed to be connected.

I thank you and remain,

Yours truly,

(s) De Gasperi.

Admiral Ellery W. Stone
Chief, IMAS,
Rome.

DISTRIBUTION:

G-3 AFHQ
G-5 AFHQ
Air Forces S/S

019

Hamilton
(12)

G-12
3 motor planes

ALLIED FORCE HEADQUARTERS
Italian Military Affairs Section
Air Forces Sub Section
APO 794

To: CHIEF I.M.A.S. A.F.H.Q.

Ref: IMAS/24/6/AIR/A.F.

Subject: Special Flights to Cairo.

Date: 24th February, 1947.

MEMORANDUM

Reference Air Vice Marshal Brodie's conversation with the Chief
at 1500 hrs. to-day's date.

2. At 1000 hrs. this morning Col. SANTINI, of the Italian Air Ministry contacted this office asking whether a special flight of two G-12 aircraft had been cleared. I informed him that this Headquarters had not received any request to date. At 1030 hrs., the request from the Italian Air Ministry arrived by post, the letter was dated 23rd February, 1947 and was delivered to our Interpreters Section at 1015 hrs.
3. In the absence of the Director I phoned W/C Hamilton, MAAC Secretariat, who informed me that he would refer the request to the various sections at Caserta. At 1445 hrs., W/C Hamilton informed me the flight was not approved.

I contacted the Director who informed the Chief of their decision.

4. Copy of the request from the Italian Air Ministry enclosed.


A. G. SALTER, S/IDR.,
ORGANISATION I,
AIR FORCES SUB SECTION.

From : Ministry of Defence - AIR.
To : A.F.H.Q., I.M.A.S., A.F.S.S. - APO 794.
Date : 23rd February, 1947.
Ref. : 5624/331 Coll.

TRANSPORT TO CAIRO OF RACING DRIVERS.

*Authorized to come to
pick up opera company.
Last week only.*

With reference to IMAS 24/6/Air/A.F. letter dated 10/2/47 we inform you that 2 a/c G. 12 should take off from Centocelle for Cairo on the 27th inst with passengers as per attached list.

The above mentioned aircraft have already been authorised by your SubCommission in letter referred to, and one aircraft would substitute the SM 95 which crashed at Terracina.

Aircraft G.12 No 102/1, international call-sign I-ABQJ; crew :

Ten. Pil. PIERANI Aldo; Mar. Pil. DORSI Paolo; Magg. Pil. RINDONE Pietro (Navigator); Mar. R.T. ZALLOCCO Amerigo; Serg. Mont. CUCCARO Alfredo; Mar. Mot. TEDOLDI Alessandro.

Aircraft G. 12 No 240/7, international call-sign I-ABQR; Crew:

Ten. Col. Pil. PIVA ADRIANO; Ten. Pil. NOTARIANNI Adriano; Ten. Col. Pil. CAPRIOGLIO Ernesto (Navigator); Mar. Mot. BUCCI Silvio; Mar. R.T. FAIS Luigi; Serg. Magg. Mont. CURTI Luigi.

Moreover the following Air Force personnel with families in Egypt, would take place on these a/c for a short leave: Cap. BORTOLOZZI Osvaldo; CIONI Angelo; Av. Mro. GALLI Edoardo (as not seen his relatives for 8 years).

The a/c would fly on the Rome-Lecce-Cairo and return route.

The mission would last 10 days.

Will you please kindly confirm the former authorisation and inform this Office at your earliest convenience.

BY ORDER

TRANSLATED BY SGT. P. KLAN

017

ELENCO NOMINATIVO DEI SIGG.CHE PRENDERANNO POSTO SUL DUE G.12 IN PARTENZA
DA ROMA DIRETTO AL CAIRO LUNEDI 24 CORR.

* DUSIO PIERO Cons. Deleg. Cisitalia Torino - Organizzatore e corridore
* FEDERICI IOLANDA Segretaria Interprete
* DUSIO CARLO figlio Corridore
* KLINGHER UMBERTO Consulente generale della Cisitalia Organizz.e corridore
* CANESTRINI GIOVANNI Giornalista
* CANESTRINI EDDA consorte
* SAVORETTI PIERO amministratore Cisitalia
* MIELLE ENRICO Giornalista per il "messaggero"
* FAVIA DEL CORE MICHELE Direttore di Motor
* ROSSI STAFANIA Segretaria di Taruffi
* PIERO TARUFFI Corridore e Direttore tecnico della Cisitalia
* BANTI SERGIO Corridore e regista del cortometraggio
* CORTESE FRANCO Corridore
* FARINA GIUSEPPE Corridore
* PELASSA GIORGIO Corridore
* SERAFINI TEODORO Corridore
* PAGANI NELLO Corridore
* BESADONNA CIRO Corridore
* ANTONIO BRIVIO Corridore
* LURANI GIOVANNI Corridore
* GERSI PIETRO Corridore
* TERNI OMOBONO Corridore
* ASCARI ALBERTO Corridore
* MARINOTTI ALDO Corridore
* GREPALLI MARIO Meccanico Corridore

* DUSIO PIERO Cons. Deleg. Cisitalla Torino - Organizzatore e corridore
 * FEDERICO IOLANDA Segretaria Interprete
 * DUSIO CARLO figlio Corridore
 * KLINGHER UMBERTO Consulente generale della Cisitalla Organizz.e corridore
 * CANESTRINI GIOVANNI Giornalista
 * CANESTRINI EDDA consorte
 * SAVORETTI PIERO Amministratore Cisitalla
 MELLE CARICO Giornalista per il "messaggero"
 * FAVIA DEL CORE MICHELE Direttore di Motor
 * ROSSI STANANIA Segretaria di Taruffi
 * PIERO TARUFFI Corridore e Direttore tecnico della Cisitalla
 * BANTI SERGIO Corridore e regista del cortometraggio
 * CORTESE FRANCO Corridore
 * FARINA GIUSEPPE Corridore
 * PELASSA GIORGIO Corridore
 * SERAFINI TEODORO Corridore
 * PAGANI NELLO Corridore
 * BESADONNA OLIO Corridore
 * ANTONIO BRIVIO Corridore
 * LURANI GIOVANNI Corridore
 * GERSI PIETRO Corridore
 * TERRI OMOBONO Corridore
 * ASCARI ALBERTO Corridore
 * MARINOZZI ALDO Corridore
 * CREPALDI MARIO Meccanico Corridore
 * SERRA MICHELE Meccanico corridore
 * BENEVANTI (Padre) meccanico
 * BENEVANTI (Figlio) meccanico
 * QUERNAZI LUCIE Segreteria del Corr.francese Louis Chiron che va al Cairo
 direttamente dalla Francia.

ALLIED FORCE HEADQUARTERS
Italian Military Affairs Section
A P O 7 9 4 .

Reference: IMAS/23/AIR/A.F.

21 February 1947.

Subject : Directive for Air Forces Sub-Section.

TO : Chief of Staff,
Allied Force Headquarters.
(For attention M.A.A.C. Secretariat)

- NR
1. In view of FAM.697 approving the re-organization of the Interim Italian Air Force as recommended by SAC/MED in NAF.1103 and 1169 (with certain provisos) and in view of FAM.694 and FAM.649 approving certain Italian civil aviation and aircraft construction, it is recommended that the Directive for the Air Forces Sub-Section (ex-Air Forces Sub-Commission) be amended and brought up to date.
 2. The new set up on the closing down of the Allied Commission and the merging of the three Italian services under one Minister of Defence also necessitate amendments.
 3. A draft directive is accordingly forwarded herewith for consideration and approval.

Chief, I.M.A.S. ✓
Copies: Air Forces Sub-Section.
File.
Float.

/s/ Ellery W. Stone

ELLEERY W. STONE
Rear Admiral, USNR
Chief

Italian Military Affairs Section.

015

014

(10)

SECRET

IMAS MESSAGE FROM ADMIRAL STONE

211730A FEBRUARY 1967

AFHQ FOR ACTION CHIEF OF STAFF INFO GEORGE THREE GEORGE FIVE

0220

SECRET

MAN AILE FOX ONE ONE ZERO THREE AND FOX AILE MAN SIX FOUR NINE REFER PD
 IN VIEW OF THE SAFETY RECORD ESTABLISHED BY ITALIAN PLANE AND PILOTS IN INTERIOR
 SERVICE, CMA NOTWITHSTANDING RECENT ACCIDENT TO THE SUGAR MIKE NINE FIVE CMA AND
 NOW THAT APPROVAL HAS BEEN GIVEN TO THE ITALIAN GOVERNMENT'S PLAN FOR INTERNAL
 AIRLINES, CMA I CONSIDER THAT THE BARRIER TO THE ESTABLISHMENT OF ITALIAN EXTERNAL
 AIRLINES SHOULD BE REMOVED AND RECOMMEND THAT APPROVAL BE SECURED FROM CHARLIE
 CHARLIE SUGAR TO PERMIT SUCH ITALIAN EXTERNAL AIRLINES TO BE ESTABLISHED PRIOR TO
 ROGER DAY BY NEGOTIATION THROUGH DIPLOMATIC CHANNELS

DISTRIBUTION:

US Embassy
 BR Embassy
 Air Forces S/S
 Chief IMAS

Chief IMAS ✓

*Draft cable
 enclosed.*

850 2/1/67

SECRET

PRIORITY

Chief IMAS

222

3
 MILBURY W. STONE
 Rear Admiral, USN
 Chief, IMAS

014 JOHN R. HAYES
 Major, AGE
 ADJT

⑨

DRAFT CABLE

From: TLAS Rome from Admiral Stone
 To : AFHQ for ACTION CHIEF OF STAFF INFO

in 7553/ce
 NAF 1103 and FAN 649 refer. *88w 7503/ce*

In view of the safety record established by Italian planes and pilots in interior service, notwithstanding recent accident to the SM-95, and now that approval has been given to the Italian Government's plan for internal airlines, I consider that the barrier to the establishment of Italian external airlines should be removed and recommend that approval be secured from CCS to permit such Italian external airlines to be established prior to a day by negotiation through diplomatic channels.

DISTRIBUTION:

US Embassy
 BR Embassy
 Air Forces S/S
 Chief LACAB

To: AVM Brodie:

Do you concur in the above?

To Chief 1745.

For J. P. Brodie

2040

NAF 1103 and FAN 649 refer.

In view of the safety record established by Italian planes and pilots in interior service, notwithstanding recent accident to the SP-95, and now that approval has been given to the Italian Government's plan for internal airlines, I consider that the barrier to the establishment of Italian external airlines should be removed and recommend that approval be secured from CCS to permit such Italian external airlines to be established prior to R-day by negotiation through diplomatic channels.

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Chief LACAB

To: AVM Brodie:

Do you concur in the above?

E. W. S.
Chief IAS

To Chief IAS.

Yes for P. Brodie
D. W. A. F. S. S.
21 Feb.

013

(9)

1st Ind. to ltr. Air Forces S/S IMAS dtd 17 Feb. 47, ref: IMAS/754/P.1/AF
Subject : Crash of Italian Aircraft at Terracina on 15 Feb. 47.

IMAS/8503/CS

1st Ind.

AFHQ, Italian Military Affairs Section, APO 794, US Army, 20 February 1947

TO : Chief of Staff, AFHQ, APO 512, U.S. Army. (Attn. MAAC Secretariat.)

1. Forwarded for your information
2. Your office will be informed of any further developments.

/s/ Ellery W. Stone

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

8503/CS

ALLIED FORCE HEADQUARTERS

Italian Military Affairs Section

Air Forces Sub Section

APO 794

To: Chief of Italian Military Affairs Section.

Ref: THAS/754/P.1/AF.

Subject: Crash of Italian Aircraft at Terracina on
15th February 1947.

Date: 17 February 1947.

At 1400A, on 15th February 1947 the Duty Officer of this Sub Section was informed by the Italian Air Ministry that an Italian aircraft enroute to Cairo had crashed into the sea. At 1730A two officers of the Air Staff, F/O Boulton and Lt. Irwin, were detailed to go to the Air Ministry immediately and investigate. At the Air Ministry the Investigating Officers were met by Major Bellini and Major Carlucci of the Stato Maggiore and the following facts ascertained.

An SM-95 aircraft attached to the Italian Air Ministry with the International letters I-AHQ had departed Guidonia Airfield at approximately 0815A for Cairo, Egypt. Last radio contact with the craft was at approximately 0825 when the following message was received:-

'Climbing on course between two cloud layers. Height 1500 metres.'

The only reports available at the time were by some fishermen of the area who stated that their attention was attracted by the sound of engines, looking up they saw the aircraft. A moment later there was a loud explosion and the aircraft was enveloped in flame and fell into the sea. The Carabinieri at Terracina also stated that they had heard the sound of engines and an explosion. Due to the position of the craft (41° 14N 13° 15E) the time of the accident was presumed to have been between 0830A and 0900A. The fishermen proceeded to the area of the crash and recovered a sleeve of the pilot's jacket, some personal papers of the pilot and a wheel from the aircraft.

Although the flight had been cleared by this Sub Section, of the passengers and crew on board at the time of the accident only three of the crew members were authorized to be on the flight.

Further investigations are proceeding

[Signature]
I.E. BRODIE, OBE,
Air Vice Marshal,
Director,
Air Forces Sub Section.

011

⑧

Ref: IMAS/39/AIR/A.F.

20 February 1947.

SUBJECT: Italian Internal Civil Airlines Plan.

TO : Chief of Staff, AFHQ.
(Attention: MAAC Secretariat)

1. There is enclosed herewith copy of my letter of this date approving, with certain reservations, the plan of the Italian Government for the establishment of internal civil aviation lines, pursuant to the authority contained in Chief of Staff, AFHQ, letter dated 14th November 1946.

2. My letter was concurred in by the American and British Embassies, Rome.

Is/ Ellery W. Stone

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

DISTRIBUTION:

American Embassy
British Embassy
Air Forces S/S
Chief IMAS ✓
Chief LACAB

2509/1005

010

②

Reference: IMAS/39/ATL/A.F.

20 February 1947.

My dear Dr. Cappa:

The Plan forwarded with your letter 93955/48233/1/1.2.2., dated 8th February 1947, for the Italian internal civil airlines is approved with the exceptions stated below.

The following aerodromes cannot be approved at this time for use and therefore the Plan should be adjusted accordingly.

- (a) Pantelleria which, because it is to be demilitarised under the Armistice and also in accordance with the Peace Treaty, will not be permitted to have an airport.
- (b) Pisa which is under Allied Military control and will shortly be very busy. Pisa will however become available for civil aviation within 90 days of the Ratification of the Peace Treaty with Italy.
- (c) Treviso which is under Allied control and has three Allied Fighter Squadrons operating from it. It is most undesirable, in any country, that civil aviation should regularly use the same airfield as Fighter Squadrons. Venice Lido would be a suitable alternative during the Spring and Summer months, and when the airfield is turned back to the Italian authorities (within 90 days of the Ratification of the Peace Treaty with Italy) I suggest that Treviso may be used as an alternative base for civil aviation, assuming that Treviso will be used as an Italian Fighter airfield.
- (d) Udine (Campo Formido) is under Allied control but permission for Italian civil aviation to use this airfield will be requested from higher Allied authorities in Italy.
- (e) Rimini is under Allied control with a Prisoner of War Camp stationed there. However, permission to use this aerodrome will be requested from higher Allied authorities in Italy.
- (f) Trieste - No specific aerodrome at Trieste is specified in your plan, but in any event use of an airfield in that vicinity could not at present be permitted. However, I suggest that you instruct the Directorate of Civil Aviation to inform the Air Forces Sub-Section which airfield it is intended shall be used. Then permission for the use of that airfield may be sought from higher Allied authority.

...../Page 2.

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- 2 -

I must emphasise that the fitness of all airfields and aircraft used for civil aviation and all safety organisations and precautions must comply with International standards and that this is the sole responsibility of the Italian Government. Would you please therefore make arrangements for the Air Forces Sub-Section to be notified beforehand of any intention to transfer military airfields to civil aviation so that Allied authorities may be assured that International standards are maintained.

Reference is made in your Plan to a Junkers 52 and a Mk. C.VIII aircraft; the use of the Junkers 52 cannot be permitted and indeed should be destroyed under the Armistice and under Article 70 of the Peace Treaty. Further information on the Mk. C.VIII should be forwarded to the Air Forces Sub-Section by the Directorate of Civil Aviation before that aircraft may be operated (the type and origin is not known in the Air Forces Sub-Section). The number of other personnel to be employed by A.L.I.I. is not stated in your Plan; would you please have this information communicated to the Air Forces Sub-Section?

I note that L.A.I. have temporarily renounced six airlines (previously conceded to T.W.A. in their agreement with the Italian Air Ministry in June 1946). I understand that L.A.I. will however apply for these lines at a later date and I therefore assume that nothing in the submitted plan will bar favourable consideration of such an application.

Finally, I must ask you to make arrangements for any amendments to your above mentioned Plan to be communicated to the Air Forces Sub-Section before they are activated.

/s/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USNR
Chief

Italian Military Affairs Section

Dr. Paolo Cappa,
Undersecretary of State,
Presidency of the Council of Ministers,
Rome.

Internal Distribution.

- 1 Copy American Embassy
- 1 Copy British Embassy
- 1 Copy MAAC Secretariat.
- 1 Copy Chief, I.M.A.S. ✓
- 1 Copy File.

CHIEF LACAB

008

UNITED STATES POLITICAL ADVISER
ALLIED FORCE HEADQUARTERS

February 19, 1947

MEMORANDUM TO: Admiral Stone, Chief, IMAS

SUBJECT: Italian Internal Civil Aviation Plan.

1. Reference your communication of February 18, 1947 (File No. IMAS/8502/CS) on the above subject.
2. There is no objection on the part of the American Embassy to the dispatch of the proposed letter.
3. The enclosures to Dr. Cappa's letter are returned herewith.

Homer M. Byington, Jr.
Deputy U. S. Political Adviser

HMBjr:kmg

007

Mr. Malcom (Br. Emb) placed concurrence
to Duty Officer 1310 hrs. 11/9/2/47 Emg

MMAS/8502/CS

19 February 1947.

MEMORANDUM TO: Mr. Angus Malcolm, British Embassy, Rome.

With reference to my letter of 18 February on the subject of the Italian internal civil aviation plan, I have been able to obtain another set of the enclosures to Dr. Cappa's letter of 8 February and I am forwarding this set for your use.

It would be appreciated if the enclosures could be returned to this office when they have served your purpose.

/s/ E.J.B

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

Copy to: Mr. Byington

8502/1445

466

6

DIAS/8502/CS

16 February 1947.

SUBJECT: Italian Internal Civil Aviation Plan.

TO : Mr. Homer Byington, American Embassy, Rome.
Mr. Angus Malcolm, British Embassy, Rome.

1. There is enclosed herewith draft letter which I propose to send to the Presidency of the Council of Ministers approving the enclosed plan for Italian civil aviation lines.
2. My draft letter and the plan itself are concurred in by the Director and Deputy Director of the Air Forces Sub-Section and by the American and British representatives of I.A.I. and A.L.I. respectively.
3. I should be grateful if you will advise me if you have any objection to the dispatch of my proposed letter.

[s] Ellery W. Stone

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

Incl.

NOTE: The one copy of the enclosures to Dr. Cappa's letter that is available is forwarded to Mr. Byington with the request that it be returned to this office as soon as possible in order that it may be made available to Mr. Malcolm.

E.W.S.

①

005

007

IMAS/8502/CS

15 February 1947.

MEMORANDUM TO: Air Vice Marshal I. E. Brodie, OBE,
Director, Air Forces Sub-Section.

SUBJECT: Italian Civil Aviation - Scheduled Services Rome-Tripoli.

1. With reference to the draft letter, reference IMAS/39/Air/A.F., on the above subject, I do not see how we can receive an application from a private company. It seems to me that the request must be made by the Italian Government, with appropriate references to the question of exclusivity which was, as you will recall, so long a subject of dispute arising out of the original TWA concession for internal operation.

2. I should be glad to meet with you and the Deputy Director on this subject.

/s/ Ellery W. Stone
ELLERY W. STONE
Rear Admiral, USNR
Chief
Italian Military Affairs Section

Copy to: Deputy Director AF S/S

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ALLIED FORCE HEADQUARTERS
Italian Military Affairs Section
APO 794

14 February, 1947.

Imas/39/1/AIR/AF.

Subject :- Clearance of Foreign Aircraft to Italy.

To :- SWISS Legation,
SPANISH Embassy,
BRAZILIAN Embassy,
DUTCH Legation,
SWEDISH Embassy,
ARGENTINE Embassy.

1. Reference is made to our letters AFSC/39/1/Air, dated 20th Nov., 1946 and our AFSC/39/1/Air, dated 20th December, 1946.
2. As from 1st February, 1947 the Allied Commission was abolished by order of the Supreme Allied Commander.
3. Effective 1st February, 1947 the three Military Sub-Commissions will be known as Sub Sections of the Italian Military Affairs Section, Allied Force Headquarters, APO 794.
4. The procedure in connection with the clearance of Foreign Civilian Aircraft remains the same, all communications previously addressed to the Air Forces Sub-Commission will now be sent to the following address:-

ALLIED FORCE HEADQUARTERS
ITALIAN MILITARY AFFAIRS SECTION
AIR FORCES SUB SECTION
APO 794.

/s/ Ellery W. Stone

FOR REF SEE
8502/CC

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

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J. L.

IMAS/8502/CS

11 February 47

My dear Dr. Cappa:

I wish to acknowledge receipt of your letter of 8 February which forwarded sketches and data given by the Air Ministry concerning the allocation of air lines to the ten transport companies.

Very sincerely yours,

/s/ Ellery W. Stone

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

Avv. Paolo Cappa,
Undersecretary of State to the
Presidency of the Council of Ministers,
Italian Government,
Rome.

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8502/CS
IMAS

TRANSLATION

PRESIDENCY OF THE COUNCIL OF MINISTERS.
93955/48233/1/1.E.2

Rome, 8 February 1947.

SUBJECT: Constitution of Civilian Air-lines.

Following our letter No. 93571 dated 19 October 1946 addressed to the Allied Commission, attached are sketches and graphics of data given by the Air Ministry concerning the assignment of air lines to the following transport companies:-

- 1) Aerca Teseo (enclosure no. 1 and sketch no. 1);
- 2) Airone (enclosure no. 2 and sketch no. 2);
- 3) Aereo Linee Italiane Internazionali (A.L.I.I.) (enclosure no. 3 and sketch no. 3);
- 4) AvioLinee Italiane (enclosure no. 4 and sketch no. 4);
- 5) Avion (enclosure no. 5 and sketch no. 5);
- 6) Gruppo Sicula (Result of the fusion of the Societa - Aeronautica Sicula - Alisi Companies) (enclosure no. 6 and sketch no. 6);
- 7) Linee Aeree Italiane (L.A.I.) (enclosure no. 7 and sketch no. 7);
- 8) Calponavi (enclosure no. 8 and sketch no. 8);
- 9) Silas (enclosure no. 9 and sketch no. 9);
- 10) Transadriatica (enclosure no. 10 and sketch no. 10);

We beg you to inform us of the final decisions of your Section with regard to the concession plans prepared by the Air Ministry which will communicate further news concerning a group of companies who have applied for air lines with landing place at Trieste.

THE UNDERSECRETARY OF STATE

(s) Cappa.

Admiral Ellery W. Stone.
Chief of IMAS,
Rome.

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