

0030

Declassified E.O. 12356 Section 3.3/NND No. 785016

ACC

10000/132/417

Airline  
June

10000/132/417

744.1

Airlines on Iberian Peninsula  
June - Nov 1944

0032

Declassified E.O. 12356 Section 3.2/NND No. 785016

WS

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

TO: THE ITALIAN AIR MINISTRY.

COPY: ALLIED FORCE HEADQUARTERS, G.5 SNOTES.

COPY: POLITICAL SECTION, ALLIED COMMISSION, ROME. ✓

DATE: 6TH DECEMBER, 1944.

REF: AFSC/1/6/AIR.

With reference to your letter No. 12335/AG/3.2N Coll Dated 12th November, it is understood from Allied Force Headquarters that the proceeds of the sale of the aircraft are to go in the first place to cover arrears due to the Spanish Government in respect of the protection of Italian interests up to the end of October. The balance should then be devoted to the maintenance of the Italian Embassy.

2. It is requested that you will obtain, as a matter of urgency, confirmation that the Italian Government agrees to this procedure.

W A Brown-Burke

W.A.B. BROWN-BURKE,  
AIR VICE-MARSHAL,  
AIR OFFICER COMMANDING.

774

2014

ALLIED FORCE HEADQUARTERS  
G-5 Section  
APO 512

FJS/jjr

G-5: 584

23 November 1944

SUBJECT: Proceeds of Sale of Italian Planes Interned  
in Spain.

TO : Headquarters, Allied Commission, APO 394

1. It appears that the Air Forces Sub-Commission have misunderstood the proposal which was that the proceeds from this sale should go in the first place to cover arrears due to the Spanish Government in respect of the protection of Italian interests up to the end of October. The balance should be devoted to the maintenance of the Italian Embassy.

2. The British Embassy in Madrid has been informed that this Headquarters agrees to this proposal.

3. Confirmation that the Italian Government agrees is requested.

For the Asst. Chief of Staff, G-5:

*F. J. Slaughter*  
F. J. SLAUGHTER  
Captain, A.G.D.

HEADQUARTERS ALLIED CONTROL COMMISSION  
POLITICAL SECTION  
APO 394

Ref #774

7 October 1944

MEMORANDUM TO: G-5 Section, Allied Force Headquarters;  
Copies to: U. S. Political Advisor,  
British Resident Minister.

SUBJECT: : Proceeds of Sale of Italian Planes Interred in Spain.

1. Reference is made to your memorandum No. G-5: 524 dated September 5, 1944 on the above subject.

2. There now has been received from the Italian Ministry of Foreign Affairs an additional note in the premises No. 5/551/386 dated October 2, 1944 again expressing the desire of the Italian Government to effect the sale of these planes and to utilize the proceeds to a refunding to the Spanish Government of the protection expenses of Italian interests abroad.

3. In the communication of G-5 Section, AFHQ, under reference it is stated that the State Department has suggested that the Italian Government ask the Spanish Government to make available a portion of the Spanish civil war debt to the Italian Government to defray these expenses.

4. In this connection the Ministry addressed to the Political Section, A.C.C. a memorandum No. 5/537/336 dated September 22, 1944 which reads as follows:

"In reply to the State Department's inquiry this Ministry informs that the Italian Ambassador in Madrid has repeatedly requested, since December last, the Spanish authorities to make available to the Italian Government the amounts becoming due of the Spanish civil war debt in order to defray the costs of Spanish protection of Italian interests abroad.

"Up to the present however all endeavors of Marquis Pavalucci who's action has been supported by the U. S. Ambassador, have met with no success."

5. An early expression of G-5 Section's views in this matter would be appreciated.

WILLIAM W. BUSHNETT  
Vice-President, Political Section

Copies to:  
British High Commissioner  
U. S. Representative, A.C.C.



Nr. 6/651/286

*Ministero degli Affari Esteri*

## MEMORANDUM FOR THE POLITICAL SECTION A.C.

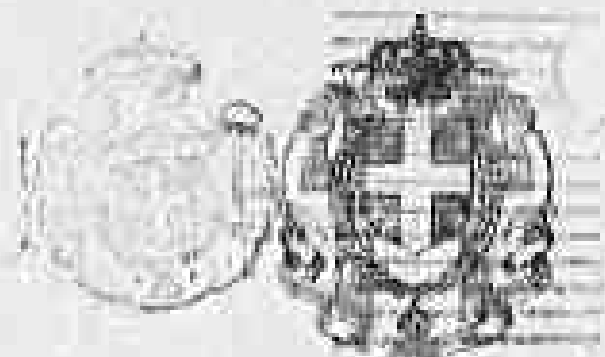
This Ministry would be grateful if the Political Section would be so good as to reply to memorandum of August 7th. n°6/162/76 concerning the purchase, by the Spanish Government, of some Italian planes at present interned in Spain.

As the Political Section is aware, the proceeds of the eventual sale of the planes would be utilised towards the refunding to the Spanish Government of the protection expenses of Italian interests abroad. *Collo*

Rome, October 2nd. 1944.



2011



nr. 6/527/236

*Ministero degli Affari Esteri*CONFIDENTIALMEMORANDUM FOR THE POLITICAL SECTION, A.C.C.

In reply to the State Department's inquiry this Ministry informs that the Italian Ambassador in Madrid has repeatedly requested, since December last, the Spanish Authorities to make available to the Italian Government the amounts becoming due of the Spanish civil war debt in order to defray the costs of Spanish protection of Italian interests abroad.

Up to the present however all endeavors of Marquis Paulucci who's action has been supported by the U.S. Ambassador, have met with no success. *Colp*

Rome, September 18th, 1944.



Paraphrase of Telegram Received  
from Secstate Washington.

With reference to Madrid's No. 2 dated August 16,  
following has been sent to Caserta and repeated to Madrid:

Has the Italian Government requested the Spanish  
Government to make available to it a part of the  
Spanish civil war debt in order that the costs of  
Spanish protection of Italian interests abroad may  
be defrayed? This course, it is suggested, should  
be followed. Kirk should be informed.

HULL

2J09

des

Political Sec. HE  
US  
8777

September 16, 1944

SECRET

MEMORANDUM TO: G-5, AFHQ.

SUBJECT: Proceeds of sale of Italian planes interned in Spain.

Reference is made to AGO Political Section memorandum of August 9 and our memorandum of September 5, 1944, both with reference to the Italian desire to utilize the proceeds of the eventual sale of Italian planes in Spain towards the refunding to the Spanish Government of protection expenses incurred by the latter.

In reply to the Department of State's telegram of August 23, the substance of which was contained in our memorandum of September 5, the American Embassy in Madrid sent a telegram to the Department on September 7, the substance of which is quoted herewith for your information:

In view of the persistent refusal of the Spanish Government to give consideration to the application of the civil war debt against any Italian obligations in Spain pending clarification of position of the Italian Government and stabilization of lire in which money debt is payable, the Italian Embassy has not considered it worthwhile to take up with the Spanish Government the question of applying a portion of that debt toward defraying costs of latter's representation of Italian interests. Spain has "announced", since capitulation, but has not paid into clearing, two installments of 46,100,000 lire each. Spain has hedged on proposals to liquidate Italian deficit of 300,000,000 lire in clearing by discounted prepayment of war debt installments through 1946, since the Italian armistice. The problem of liquidating clearing as well as that of fixing an exchange rate between peseta and lire reflecting present relative values, is involved in any use of the war debt as a source of pesetas for Italians. The possibilities for protracted bargaining, on both points, are obvious. For some months the Italian Embassy, supported by the British and ourselves, has been pressing for a favorable decision in principle with respect to this matter and has agreed to sound out the Spanish Government along the lines suggested, although not hopeful of early success.

In view of the relatively small amount involved, British Embassy has recommended to London, with reference to proposal to use proceeds of sale of aircraft towards refunding Spanish Government for expenses incurred in protecting Italian interests that, in order to avoid further delay which can result only in deterioration of Italian aircraft in Spain and consequent

2008

reduction



-2-

reduction in their saleability, permission be given to Italian Government, subject of course to approval of final sale price by Allied Control Commission, to employ proceeds of sale of aircraft as outlined therein.

It is understood that a copy of the foregoing message has already been made available to the Political Section of the Allied Control Commission by the Office of the U. S. Representative on the Advisory Council for Italy.

G. F. Reinhardt  
Office of the U.S. Political Adviser

Copies to British Resident Minister  
Political Section, ACC - New

2007

1004

**CONFIDENTIAL**Pol Sec  
8267ALLIED FORCE HEADQUARTERS  
G-5 Section  
APO 512

TBJ/seb

6 September 1944

G-5: 584.

SUBJECT: Proceeds of sale of Italian Planes  
Interned in Spain.TO : Headquarters, Allied Control Commission  
APO 394.1. Reference is made to memo. 774 of 9 August  
from your HQ (Political Section).2. The office of the U.S. Political Adviser  
states that the question has been referred to the  
State Dept. In reply that Dept., has inquired  
whether the Italian Government has asked the Spanish  
Government to make available a portion of the Spanish  
civil war debt to the Italian Government to defray  
the costs of Spanish protection of Italian interests  
abroad. The State Dept., suggests that this course  
be pursued.

3. Your comments on the above are requested.

For the Asst. Chief of Staff, G-5:

  
T. B. JACKMAN  
Lt. Colonel

Copy to:

Office of U.S. Political Adviser  
(your memo. of 5 Sept. refers)  
Office of British Resident Minister.

2506

**CONFIDENTIAL**

**CONFIDENTIAL**ALLIED FORCE HEADQUARTERS  
G-5 Section  
APO 512

G-5: GBA.

TBJ/neh  
6 September 1944SUBJECT: Proceeds of sale of Italian Planes  
Interned in Spain.TO : Headquarters, Allied Control Commission  
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abroad. The State Dept., suggests that this course  
be pursued.

3. Your comments on the above are requested.

For the Asst. Chief of Staff, G-5:

  
T. L. JACKMAN  
Lt. Colonel

Copy to:

Office of U.S. Political Adviser  
(your memo. of 5 Sept. refers)  
Office of British Resident Minister.

2005

**CONFIDENTIAL**

0042

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

785016

HEADQUARTERS ALLIED CONTROL COMMISSION  
POLITICAL SECTION  
AFC 394

*Copied*

Ref 4774

9 August 1944

MEMORANDUM TO: C-5, Allied Force Headquarters;  
Copies to: U. S. Political Advisor;  
British Resident Minister.

SUBJECT : Proceeds of Sale of Italian Planes Interned in Spain.

Reference is made to Memorandum dated June 10, 1944, regarding the possibility of a sale of Italian airline equipment on the Iberian Peninsula to the Spanish Government, and the utilization of the funds derived therefrom. A memorandum now has been received from the Italian Ministry of Foreign Affairs advising that the Spanish Government has informed the Italian Ambassador at Madrid of the inability to continue the task of protecting Italian interests abroad should the Italian Government continue unable to reimburse the relevant expenditures incurred. In consequence, the Ministry expresses the wish to utilize the proceeds of the eventual sale of the planes towards the refunding to the Spanish Government of the protection expenses incurred.

WILLIAM W. SCHOTT  
Political Section

cc:  
U.S. Representative, A.C.I.  
British High Commissioner

774

2004

~~1944~~

HEADQUARTERS ALLIED CONTROL COMMISSION  
POLITICAL SECTION  
APO 394

Ref 2774

9 August 1944

MEMORANDUM TO: G-5, Allied Force Headquarters;  
Copies to: U. S. Political Adviser;  
British Resident Minister.

SUBJECT : Proceeds of Sale of Italian Planes Interned in Spain.

Reference is made to Memorandum dated June 10, 1944, regarding the possibility of a sale of Italian airline equipment on the Iberian Peninsula to the Spanish Government, and the utilization of the funds derived therefrom. A memorandum now has been received from the Italian Ministry of Foreign Affairs advising that the Spanish Government has informed the Italian Ambassador at Madrid of the inability to continue the task of protecting Italian interests abroad should the Italian Government continue unable to reimburse the relevant expenditures incurred. In consequence, the Ministry expresses the wish to utilize the proceeds of the eventual sale of the planes towards the refunding to the Spanish Government of the protection expenses incurred.

WILLIAM W. SOROTT  
Political Section

cc:  
U.S. Representative, A.C.I.  
British High Commissioner

~~785016~~

2003

MINISTERO DEGLI AFFARI ESTERI  
X. 1. 1955 - 10X 24/10/55 - 10X 24/10/55

POLITICAL SECTION

The Italian Ministry for Air informs that the Spanish Government would be interested in the purchase of some Italian planes interned in Spain. The Ministry adds that the Allied Authorities in Algiers have requested that the proceeds of the sale in question be paid to the British and American Embassies in Madrid, as partial reimbursement of the funds advanced by the Allies to the Italian Embassy.

In consideration of the fact that quite recently the Spanish Government informed the Italian Ambassador at Madrid that they would be unable to continue the task of protecting Italian interests abroad should the Italian Government continue not to be in a position to reimburse them of the relevant expenses, the Ministry of Foreign Affairs expresses the wish to utilize the proceeds of the eventual sale of the planes towards the refunding to the Spanish Government of the protection expenses incurred.

The Ministry of Foreign Affairs trusts that the A. C.C. will not fail to see the reasonableness of the solution proposed and should be glad if the Political Section would accordingly kindly inform the competent Allied Authorities in Algiers and the British and American Embassies at ~~Algiers~~.

Instructions in this sense are being sent to the

Italian Embassy there.

2002

MEMORANDUM FOR THE ALLIED CONTROL COMMISSION

POLITICAL SECTION

The Italian Ministry for Air informs that the Spanish Government would be interested in the purchase of some Italian planes interned in Spain. The Ministry adds that the Allied Authorities in Algiers have requested that the proceeds of the sale in question be paid to the British and American Embassies in Madrid, as partial reimbursement of the funds advanced by the Allies to the Italian Embassy.

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Instructions in this sense are being sent to the Italian Embassy there.

2002

The Ministry of Foreign Affairs would much appreciate an early reply on the matter. *End.*

ROME, August 7th, 1944

00-48

785016

SR  
HC

Cabled to Mr. Caccia by:

Copy of telegram from Madrid to High Commissioner,  
Madrid dated 5th July.

By immediately preceding telegram: 1 Lieutenant Colonel  
Giuseppe Pariterasu,  
2 Ubaldo Nicoletti  
Altomari,  
3 Fernando Antonini,  
4 Carlo Giacomelli,  
5 Giovanni Chenda,  
6 Marcello Ezer,  
7 Davide Paolinetti,  
8 Basilio Cassina,  
9 Ivo Quadraccia,  
10 Giuseppe Caverni,  
11 Eusebio Mantovani,  
12 Salvatore Soppola,  
13 Ubaldo Carotti,  
14 Enrico Cerini.

See to ~~inform~~ ~~WATS~~

Copy passed to Air Force  
S.C. "for information + action"

~~2000~~  
20/7

Cabled to Mr. Goccia by:

Copy of telegram from Madrid to High Commissioner,  
Madrid dated 24th July.

My tel. No. 236 para. 3.

Following 14 members of Italian air line have volunteered  
for service with MARS. For names see my immediately follow-  
ing telegram.

MADRID BRANCH

- 1) Chief representative in Spain
- 2) Assistant Chief.
- 3) Driver mechanic.

SEVILLE BRANCH

- 4) Branch Manager.
- 5) Wireless technician
- 6) Wireless Operator.
- 7) Aircraft fitter.
- 8) Aero engineer mechanic.

BARCELONA BRANCH

- 9) Branch Manager.

MELILLA BRANCH

- 10) Wireless Operator.

LAS PALMAS BRANCH

- 11) Branch Manager.
- 12) Secretary Radio operator.
- 13) Aero Engineer mechanic
- 14) Driver mechanic.

2000

2. I should be glad to receive urgent reply asked for in  
my tel. under ref.

UNITED STATES POLITICAL ADVISER  
ALLIED FORCE HEADQUARTERS

June 10, 1944

TO: Samuel Rebor, Esquire  
Vice President  
Allied Control Commission  
Political Section  
Naples

SUBJECT: Italian Airline Equipment on Iberian Peninsula

The Department of State has requested your comments and recommendations in regard to the following report from the American Embassy in Madrid concerning disposition of Italian aircraft and gasoline in Spain.

The Spanish Government has given evidence to the Italian Air Attache in Madrid that it is interested in the possibility of purchasing Italian military aircraft interned in Spain. The planes involved, together with estimates by the British Air Attache of reasonable prices for them in pesetas are:

7 seaplanes (RO43, 420,000 pesetas total. One such plane has sunk because of alleged negligence by the Spanish.)

1 Torpedo bomber 79, 1,250,000 pesetas.

1 AT313 seaplane 150,000 pesetas.

1 Cantzeta and co-7 at 900,000 pesetas.

All the planes are in Mallorca except the Torpedo bomber which is at Alcala.

The prices that actually could be obtained might have to be lower since as an alternative to their sale the Spanish Government has a bargaining weapon in the form of continued internment. It is not believed that the addition of these planes would appreciably enhance Spanish military strength.

The American Embassy sees no objections to the sale of the planes provided that the advances made by the British and American Governments for maintenance of the Italian Mission in Madrid would be reduced by an amount corresponding to the proceeds. The recommendation of the British Embassy at this point is that the proceeds of the sales should be paid directly

to the

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to the British and American Embassies as a credit against advances made in the past. In the opinion of the American Embassy, it would be preferable to have the sales based upon collection by the Italians of free pesetas not chargeable to the Italian clearing debt, and then to decrease by an equivalent amount the next subsequent advances made by the American and British Embassies. This arrangement would be preferred by the American Embassy in order to keep the matter a simple bookkeeping transaction which would not involve the American and British Government in the sales procedure.

With regard to the gasoline of the Italian Airlines it is estimated by the Italian Air Attache in Madrid that some 200,000 liters of aviation gasoline which was originally of 87 octane are on hand in Spain, and that nearly 50,000 kilos of lubricants are on hand. Recommendation as to the disposition of the gasoline will be made after an analysis to determine its present condition.

The Department of State comments that the handling of the proceeds of the proposed sale as suggested by the American Embassy in Madrid would appear desirable, if the proposed disposition of this material is approved by competent Allied authorities. For your information the comments of the interested sections of AFHQ regarding the proposed sale are being requested separately.

For the American Political Advisor.

*C. Offie*

C. OFFIE

Copy to:

CBAM

Ambassador Kirk

1993

Copy.

[6c/o/44]

[Telegram from Resident Minister ALGIERS d. 20.5.44]

Italian Air Attaché says that he will co-operate in putting Italian air transport equipment at the disposal of the British and U.S. authorities when he has received the instructions in question.

2. Italian air line holds in Spain stock of about 200,000 lit... of aviation spirit and have refused recent offers to purchase by the Spanish Government. Octane value was originally 37 but as it is about a year old samples are being obtained by U.S. Embassy to determine present octane and condition. Italians will retain this stock pending orders from their Government.

3. Italian Air Attaché also reports that the Spanish Government are interested in purchasing Italian military aircraft interned in Spain. As these are in poor condition and of obsolete type, British and U.S. Air Attachés agree that they would be of no service to the Allies even if release could be secured, i.e. as a result of arbitration as in the case of warships. On the other hand the price offered by the Spanish Government would probably be comparatively low owing both to poor condition and the fact that alternative to purchase is almost certainly continued internment. British and U.S. Air Attachés have agreed that reasonable price would be 2,720,000 pesetas on the following basis:

|                       |                   |
|-----------------------|-------------------|
| 1 CANT 1007 B         | Pesetas 200,000   |
| 1 S 79 Torpedo Bomber | Pesetas 1,250,000 |
| 7 B 30 A3's           | Pesetas 420,000   |
| 1 CA 315              | Pesetas 150,000   |

I see no objection to this purchase provided that it is made clear to the Italian Government that proceeds of sale must be handed over to U.S. and British Embassies in part settlement of advances already made by them to the Italian Embassy and not, repeated 1997 retained to cover current or future expenses.

4. U.S. Embassy have shown us draft of a Tel. in similar lines they propose to send the U.S. representative at Algiers.

Copy of Telegram from Lisbon to Resident Minister, Algiers  
(15.5.44).

U.S. Embassy are sending to your U.S. colleague full report  
on Italian Air line personnel and equipment in Iberian peninsula.

0032

2101.

Office of the British Resident Minister  
at Allied Forces Headquarters  
3, rue du Professor Castillet,  
Algiers.

To: C-5  
U.S. Political Advisor  
R. G. ... (2)  
Political Section, A.C.T.

From British Resident Minister's Office.

Subject: Italian Air Line equipment on the Iberian Peninsula.

Reference: Memorandum from U.S. Political Advisor to  
the Political Section of the Central Commission  
dated May 2/5.

For your information we append below substance of telegram  
addressed to the Foreign Office by the British Embassy in Madrid.

Italian Air Attache says he will cooperate in getting Italian  
air transport equipment at the disposal of the British and U.S.  
authorities whom he has received instructions in question.

2. Italian air line holds in Spain stock of about 200,000 litres  
of aviation spirit and have refused recent offer of purchase by  
Spanish Government. Current value was originally 87 but as it is  
about a year old, supplies are being obtained by U.S. Embassy to  
determine present value and condition. The Italians will retain  
this stock pending orders from their government.

3. Italian Air Attache also reports that the Spanish Government  
are interested in purchasing Italian military aircraft interned in  
Spain. These are in poor condition and of obsolete type  
British and U.S. Air Attaches agree they would be of no service to  
the Allies even if repairs could be secured, i.e. as a result of  
amputation as in the case of aircraft. On the other hand price  
offered by the Spanish Government would probably be comparatively  
low owing both to poor condition and the fact that alternative to  
purchase is almost certainly continued internment.

1996

U.S. Air Attaches have agreed that reasonable prices would be  
 2,720,000 pesetas on the following basis: 1- Cost 1307  
 pesetas 900,000 1- 79 torpedo bodies pesetas 1,250,000 7-10  
 43" pesetas 420,000 1- 315 pesetas 190,000.

I see no objection to this purchase provided it is made  
 clear to the Italian government that proceeds of the sale must  
 be handed to the U.S. and within six months in part settlement  
 of advances already made by them to the Italian Airway and not,  
 repeat not, retained to cover current or future expenses.

25th May, 1944.

6481

FROM:- AIR FORCES SUB-COMMISSION,  
ALLIED CONTROL COMMISSION,  
BARI.

SECRET

JNG

TO:- POLITICAL SECTION,  
HEADQUARTERS, A.C.C. NAPLES.

DATE:- 12th June 1944.

REF:- 6/AIR.

~~SECRET~~

With reference to the attached telegram from the Resident Minister Algiers, and to your note of the 30th May 1944, I have submitted this question to the Italian Air Ministry, and understand that they have replied direct to their Minister in Madrid to the effect that the aircraft should be sold.

2. It would appear that there is no chance of the Spanish Government releasing these aircraft. As eight of them are of obsolete type, there will be little to gain by prolonging negotiations for their release. I therefore recommend that we should agree that the Italian Government sell these to Spain.

*W.A.B. Bowen-Buscafer*

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

1995

BARI

Memorandum to: Air Forces Sub Commission,  
H.Q. A.C.C.

From: Political Section,  
H.Q. A.C.C.

30th May, 1944.

The attached copy of a telegram from the  
Resident British Minister at Algiers, dated 20th May  
1944, is passed to you for your information and  
comments.



W. Hopkin  
V. Cdr.

*[Signature]*



1994

Copy. [Telegram from Resident Minister ALGIERS of 20.5.44]

[20/5/44]

Italian Air Attaché says that he will co-operate in putting Italian air transport equipment at the disposal of British and U.S. authorities when he has received the instructions in question.

2. Italian air line holds in Spain stock of about 200,000 lit... of aviation spirit and have refused recent offers to purchase by the Spanish Government. Octane value was originally 87 but as it is about a year old samples are being obtained by U.S. Embassy to determine present octane and condition. Italians will retain this stock pending orders from their Government.

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|                       |                   |
|-----------------------|-------------------|
| 1 CAM 1007 D          | Pesetas 900,000   |
| 1 S 79 Torpedo Bomber | Pesetas 1,250,000 |
| 7 RO 45's             | Pesetas 420,000   |
| 1 CA 313              | Pesetas 150,000   |

I see no objection to this purchase provided that it is made clear to the Italian Government that proceeds of sale must be handed over to U.S. and British Embassies in part settlement of claims already made by them to the Italian Embassy and not, repeat, retained to cover current or future expenses.

4. U.S. Embassy have shown us draft of a Tel. in similar lines they propose to send the U.S. representative at Algiers.

1993

[F 60]  
46C  
Copy of Savineras from Lisbon to Resident Minister, Algiers  
(15.5.44).

U.S. Embassy are sending to your U.S. colleague full report  
on Italian Air Line personnel and equipment in Iberian peninsula.

Office of the British Resident Minister  
at Allied Air Headquarters,  
5, rue Professeur Cartillot,  
Algiers.

To: ~~U.S.S.~~  
From: British Resident Minister's Office.  
Subject: Italian Air-line equipment in Spain.  
Ref: Our memorandum of June 15th.

The British Ambassador in Madrid now reports that an inventory of Italian air-line equipment in Spain has been received from the Italian Air Attache. The latter has suggested that items not required by U.S.S. should be sold in Spain and the proceeds employed to pay for the maintenance of a radio office in Madrid.

1. If you agree with this suggestion, which seems reasonable enough, please let us know. We will undertake to inform the relevant sections of the Central Government to enable the Italian Air Attache to be instructed accordingly. The inventory referred to is being forwarded to us from Madrid and we will let you have it as soon as available. Upon having this you will need to let us know the railway in Madrid for them to arrange for the items to be sent to Gibraltar.

2. As regards the Ambassador's report that according to the information volunteered by him on with U.S.S. on the matter 15. He will telegraph their views as soon as he obtains them. The Italian Air Attache has, however, stated that their opinion would be given on June 30th that they prefer to see employment in Spain unless arrangements are made to maintain them elsewhere. The Ambassador has also recommended that he should be a third party (a) to give further instructions on your behalf that the salaries of volunteers will be made attractive to June 30th or preferably (b) to pay one month's wages as a reward. Will you please let us know which of these courses you prefer to enable us to let the Ambassador know what offer he is to make on your behalf?

2nd July 1944.

Copy to: U.S.S.  
Political Section, British Embassy (on)  
U.S.S. Political Advisor.  
U.S.S. 2.

Send to Miss Kelley & call her 1992  
with minutes of paper.

SR

HAZ 8/7

*Copy for V. Bureau*

Copy of Telegram from U.S. Embassy, Madrid of 6th June 1944,  
to Foreign Office.

U.S. Embassy have learnt that Italian Air Attaché has informed Italian Air Ministry that 50,000 pesetas a month will be needed for payment of wages to the 23 Italian members of the Italian airline staff in Spain after the present funds are exhausted at the end of June. The U.S. Embassy understand that after the armistice some items of airline property were sold to provide wages. They have also pointed out that prices given in my telegram under reference are maximum estimates and final level agreed with Spanish authorities would probably be lower.

2. The U.S. Embassy have also suggested to Algiers and Washington that the proceeds of sale of the Italian equipment having been collected by the Italians, a corresponding deduction should be made from the next Anglo-American advance for the maintenance of the Italian Mission. Although for the reasons given in my telegram under reference I would prefer that the money should be handed over by the Italian Embassy to this and the U.S. Embassy in part settlement of past advances, I would not wish to object to the U.S. proposal if U.S. authorities press for its acceptance, provided it is agreed that the Italian Ambassador undertakes to apply the proceeds of the sale against current monthly advances as determined by us and the Americans.

*Airline equipment*

Advanced Headquarters Allied Control Commission

AFG 394

June 25, 1944.

MEMORANDUM TO: United States Political Advisor, Allied Force Headquarters.

Reference is made to Memorandum dated June 10, 1944, relating to Italian airline equipment on the Iberian Peninsula. I have consulted the Finance Sub-Commission of the Allied Control Commission, and Colonel Foley and I both favor the proposal made by the American Embassy, Madrid, with regard to the utilization of the funds derived from the sale of Italian aircraft in Spain.

Samuel Rebar  
Vice President Allied Control Commission  
Political Section

1990

Office of the British Resident  
Minister at Allied Forces Base,  
Boulogne-sur-Mer, France.

18/12/41.

To: C-5,  
Political Officer  
Boulogne-sur-Mer.  
Boulogne-sur-Mer.  
Political Officer, C-5.  
C-2.

From: British Resident Minister's Office.

Subject: Italian airline equipment on  
the Boulogne peninsula.

Reference our memorandum of May 26th.  
(not copied to C-2).

We attach for your information the  
text of a further telegram to the Foreign  
Office from the British Ambassador in Madrid.

15th June, 1942.

1983

Text of telegram from Madrid to  
Foreign Office of June 24th, 1944.

Italian Air Attache has now received necessary instructions together with copy of letter to Italian Air Ministry from Control Commission regarding that equipment and personnel should be sent to Gibraltar to be put at the disposal of the Mediterranean Air Transport Service.

2. We are discussing with the Italian Embassy arrangements for despatching equipment to Gibraltar as soon as possible subject to concurrence of the Governor and the Spanish authorities. Personnel number 23. Their names will be communicated direct to D.C.C. Algiers for submission to A.F.M.E. and they will be examined by I.C.B. here and reports submitted at first opportunity as in cases of other Italian repatriates.

3. With reference to last para. of Allied Control Commission's letter to Italian Air Ministry dated 7th of March 3rd our view is that premises of Italian air lines can be effectively safeguarded against interference from enemy activities by Italian representatives in Spain supported as necessary by R.E. and U. S. Consulates.

1988

774

Copy of Telegram from H.M. Ambassador, Madrid (8.6.44)  
to Foreign Office, London.

CYPRER

Italian Air Attaché has now received necessary instructions together with copy of letter to Italian Air Ministry from Control Commission requesting that equipment and personnel should be sent to Gibraltar to be put at the disposal of Mediterranean Air Transport Service.

2. We are discussing with Italian Embassy arrangements for despatching equipment to Gibraltar as soon as possible subject to the concurrence of the Governor and the Spanish authorities. Personnel number 23. Their names will be communicated direct to P.C.O. Algiers for submission to A.F.H.Q. and they will be examined by P.C.O. here and reports submitted at first opportunity as in cases of other Italian repatriates.

3. With reference to last paragraph of Allied Control Commission's letter to the Italian Air Ministry FROT 774 of March 3rd, our view is that premises of Italian airlines can be effectively safeguarded against interference from enemy Governments by Italian representatives in Spain supported as necessary by H.M. Embassy and the U.S. Embassy.

Copied to Junior Commander Hopkins by:

*soon as something definite is  
arrangements comes in, we can then inform  
MAAF & AFHQ about it.*

1987

UNITED STATES POLITICAL ADVISER  
ALLIED FORCE HEADQUARTERS

May 24, 1944

TO: Political Section  
Allied Control Commission,  
Naples

SUBJECT: Italian Airline on Iberian Peninsula.

Reference is made to our memorandum of May 20, 1944 and previous correspondence concerning arrangements for making the Italian airline equipment on the Iberian Peninsula available to the Mediterranean Air Transport Services.

Considerable data on the equipment and personnel available in Portugal and Spain, as furnished the American Embassy in Lisbon by the Italian Air Attache there, is enclosed for your information. It is assumed that this information may be of some value in connection with negotiations with the Italian Government on this subject. At your convenience, it should be made available to the Advanced Headquarters in Italy of the Mediterranean Allied Air Forces.

For the American Political Adviser:

G. T. Reinhardt

Enclosure  
Data as  
Indicated

Copy to: G-3, AFHQ  
G-3  
Hq. Med. Allied Force (Rear)  
Med. Air Transport Services  
Ambassador Kirk



1986

May 24, 1944

TO: Political Section  
Allied Control Commission,  
Naples

SUBJECT: Italian Airline on Iberian Peninsula.

Reference is made to our memorandum of May 20, 1944 and previous correspondence concerning arrangements for making the Italian airline equipment on the Iberian Peninsula available to the Mediterranean Air Transport Services.

Considerable data on the equipment and personnel available in Portugal and Spain, as furnished the American Embassy in Lisbon by the Italian Air Attache there, is enclosed for your information. It is assumed that this information may be of some value in connection with negotiations with the Italian Government on this subject. At your convenience, it should be made available to the Advanced Headquarters in Italy of the Mediterranean Allied Air Forces.

For the American Political Adviser:

G. F. Reinhardt

Enclosure  
Data as  
indicated

Copy to: G-5, AFHQ  
ORIN  
Hq. Med. Allied Force (Rear)  
Med. Air Transport Services  
Ambassador Kirk

1985

HEADQUARTERS ALLIED CONTROL COMMISSION  
APO 804

Reference #774

17 June 1944

SUBJECT: Italian Airline Equipment on Iberian Peninsula

TO : Air Forces Sub-Commission, Allied Control Commission, Bari

With reference to previous correspondence concerning arrangements for making Italian airline equipment on the Iberian Peninsula available to the Mediterranean Air Transport Service, there are now enclosed considerable data on the equipment and personnel available in Portugal and Spain, which have been furnished the American Embassy at Madrid by the Italian Air Attache there.

It will be appreciated if you will pass these data on to Advanced Headquarters, USAF, when they shall have served your purpose.

Political Section

Enclosure

Data as indicated

1984

*Political Section*

HEADQUARTERS ALLIED CONTROL COMMISSION

June 8, 1944

MEMORANDUM TO: U. S. Political Advisor, Allied Force Headquarters.

SUBJECT: Italian Airline Equipment on Iberian Peninsula

Reference is made to your Memorandum of May 20, 1944, suggesting that inquiry be made of the Italian Government whether instructions have been forwarded to the Italian Missions in Spain and Portugal to place the Italian airline equipment at the disposal of the Mediterranean Air Transport Service.

A reply to an inquiry along the lines suggested has now been received from the Ministry of Foreign Affairs which states that instructions for the transfer of the equipment and personnel of "Dati" and "Ala d'Italia" in Iberia were despatched by it to the Italian Missions at Madrid and Lisbon by courier on May 2, 1944.

Political Section

c.c. U. S. Representative, Advisory Council for Italy  
British High Commissioner

1983

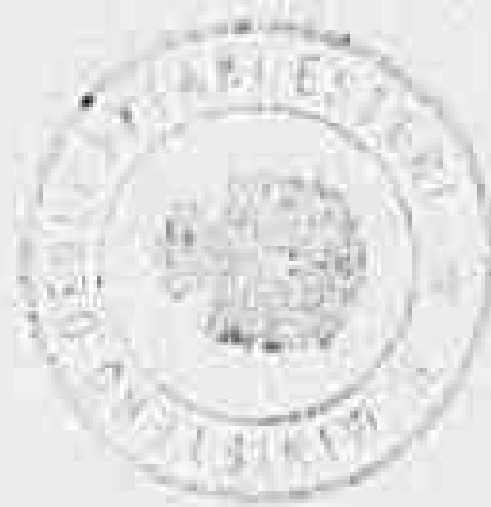
R. MINISTERO  
DEGLI  
AFFARI ESTERI

N. 3700

MEMORANDUM PER LA COMMISSIONE ALLEATA DI CONTROLLO

Con riferimento al Memorandum di cotesta Commissione Alleata di Controllo si informa che istruzioni per il no- to trasferimento del materiale e personale della società di navigazione aerea "LATI" ed "ALIA D'ITALIA" in Spagna e Portogallo sono state impartite da questo R. Ministero alla R. Ambasciata in Madrid ed alla R. Legazione a Liabo- na, con comunicazioni per corriere in data 2 maggio. *pe*

Salerno, 2 giugno 1944



1982

May 23, 1944.

MEMORANDUM TO: Royal Italian Ministry for Foreign Affairs:

Reference is made to the Ministry's note No. 2502 of April 21, 1944, relating to the transfer of the equipment and personnel of the Societa Italiana di Navigazione aerea civile LATI and ALA D'ITALIA in Spain and Portugal to the Mediterranean Air Transport Service. The Ministry's note states that the necessary instructions to effect this transfer were being sent to the Italian Air Attaches at Madrid and Lisbon.

A telegram dated May 17 from the American Embassy, Lisbon, states that the Italian Charge d'Affaires says that no instructions have been received from the Italian Air Ministry on this subject. It would be appreciated if the Ministry would be kind enough to inform the Allied Control Commission whether the instructions have in fact been forwarded.

Samuel Reber  
Vice President Allied Control Commission

1981

Office of the  
UNITED STATES POLITICAL ADVISOR  
ALLIED FORCE HEADQUARTERS

U 8411  
May 20, 1944

TO: Political Section  
Allied Control Commission,  
Naples ✓

SUBJECT: Italian Airline Equipment on Iberian Peninsula

Reference is made to your memorandum of April 19, 1944 (refer 774), transmitting a communication from the Italian Air Ministry agreeing to put the Italian airline equipment on the Iberian Peninsula at the disposal of the Mediterranean Air Transport Services, and stating that the Ministry would forward necessary instructions to the Italian Embassy in Madrid and the Italian Legation in Lisbon.

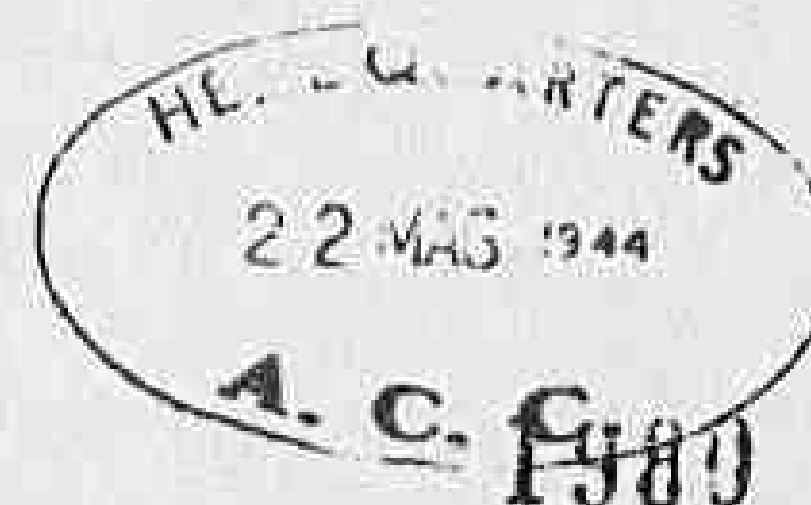
The substance of this communication was transmitted to the American Embassies in Madrid and Lisbon. A telegram dated May 17 from the American Embassy in Lisbon advises that the Italian Charge d'Affaires there states that no instructions whatever from the Italian Air Ministry have as yet been received on this subject.

It is suggested that an inquiry might be made of the Italian Air Ministry to ascertain if the necessary instructions have in fact been forwarded.

For the American Political Advisor:

*G. F. Reinhardt*  
G. F. Reinhardt

Copy to: HHS, AFHQ  
OHRM  
Hq. Med. Allied Air Force (Rear)  
Med. Air Transport Services  
Ambassador Kirk



R. MINISTERO  
DEGLI  
AFFARI ESTERI

N° 2502

MEMORANDUM FOR THE ALLIED CONTROL COMMISSION  
POLITICAL SECTION

With reference to the Note of the A.C.C., dated 10th inst., the Ministry for Foreign Affairs have the honour to inform that the request mentioned in the preceding Note of March 3rd, asking whether the equipment and personnel of the Società Italiane di Navigazione aerea civile "LATI" and "ALA D'ITALIA" in Spain and Portugal could be put at Gibraltar at the disposal of the Mediterranean Air Transport Service, was in due course forwarded to the R. Air Ministry, asking that it be given favourable consideration. The R. Air Ministry have already with Note n. I745 under date 11th April given an affirmative reply directly to the A.C.C.

At the same time the necessary instructions are being sent to the R. Air Attaches at Madrid and Lisbon.

Salerno, 21st April, 1944.

1979

## HEADQUARTERS ALLIED CONTROL COMMISSION

APO 394

U.S. ARMY

Refer 774

April 19, 1944.

MEMORANDUM TO: Civil Affairs Section, Allied Force Headquarters.

SUBJECT: Italian Airline Equipment on Iberian Peninsula.

Reference is made to Civil Affairs Memorandum dated February 19, 1944, relating to Italian airline equipment on the Iberian Peninsula. The substance of the Memorandum under reference was communicated to the Italian Foreign Office which referred the matter to the Italian Air Ministry. The latter Ministry has now replied as follows:

"We beg to inform you that this Ministry animated by the maximum spirit of cooperation, accedes to the request, to put at the disposal of the Mediterranean and Gibraltar Air Transport Services materials and personnel actually existent in Spain and Portugal, belonging to Italian airlines, LAIL.

"In order to expedite and facilitate the matter this Ministry would appreciate if the Commission would cause the Allied diplomatic representatives in Spain and Portugal to approach the air attache of the Italian Embassies in Madrid and Lisbon to whom this Ministry will forward the necessary instructions for the compliance with the request contained in letter No. 774."

Samuel Reber  
Vice President Allied Control Commission  
Political Section

1978

SECRET

Recd 4/18

JK  
1/2

FROM: AIR FORCES SUB COMMISSION, ALLIED CONTROL COMMISSION  
TO : POLITICAL SECTION, ALLIED CONTROL COMMISSION  
DATE: 17th April 1944  
REF.: ASC/9

Lati and Ala Littoria Equipment in Iberian Peninsula

Enclosed letter from the Italian Air Ministry, dated 11th April and dealing with points raised by you in your letter of the 3rd March, Ref.774, to the Ministry of Foreign Affairs, is sent to you for information and necessary action on the lines suggested in the concluding paragraph.

*P. de Haan*  
(P. de Haan)

Squadron Leader

*for* Air Vice Marshal

AIR OFFICER COMMANDING

1977

SEGRETO



Ministero dell'Aeronautica

Segreteria del Ministro

PARIGI, 11 aprile 1945

m. 1

454

di LA AIR SUB COMMISSION

DELLA A. C. C.

- D. A. R. J. -

Prot. N. 1745 Allegati 27

Risposta al foglio N. del

OGGETTO: Richiesta Commissione Alleata di Controllo.  
Lettera n. 774 in data 3.3.44.-

e per conoscenza: AL MINISTERO DEGLI ESTERI

- S. A. I. E. R. U. D. -

\*\*\*\*\*

Nel rinviare copia della lettera n. 774 in data 3 marzo 1944 della Commissione Alleata di Controllo pervenuta al Ministero degli Esteri, si ha il pregio di informare che questo Ministero, animato dal massimo spirito di cooperazione, anche alla richiesta di aiuto e disposizione del Servizio di Trasporti Aerei del Mediterraneo a Gibilterra il materiale ed il personale attualmente esistente in Spagna e Portogallo appartenenti alle Società di navigazione Aerée Ala Italiana e I.A. I.I.-

Allo scopo di rendere rapido e più agevole l'accordo, questo Ministero ritenebbe utile che oggetto Sottocommissione Alleata di Controllo provvedesse affinché le Rappresentanze diplomatiche Alleate in Spagna e Portogallo si mettano in relazione con gli addetti aeronautici presso le R. Ambasciate d'Italia a Madrid e Lisbona, ai quali questo Ministero farà pervenire le istruzioni necessarie al favorevole accoglimento della richiesta contenuta nella lettera n. 774.-

1975

d'ordine

IL CAPO DELLA SEGRETARIA DEL MINISTRO  
(MAG. A. A. P. - AL MINISTRO)

M. Castelli



Translated: -Sgt. Thomas.

45A(H)

The ALLIED SUB COMMISSION.

BARI.

Prot. 1745.

Subject: -Request by A.C.C. Letter. 774. dated 3/3/44.

In enclosing copy of letter No 774 dated March 3rd 1944, from the A.C.C. forwarded by the Minister for Foreign Affairs:

We beg to inform you that, this ~~MIN~~ this Ministry animated by the maximum spirit of co-operation, accedes to the request, to put at the disposal of the Mediterranean and Gibraltar Air Transport Services Materials and Personnel actually existent in SPAIN and PORTUGAL, belonging to ITALIAN AIRLINES I.A.T.I.

In order to expedite and facilitate the matter this Ministry would appreciate if the commission would cause the ALLIED DIPLOMATIC Representatives in SPAIN and PORTUGAL, to approach the AIR ATTACHE of the ITALIAN Embassies in MADRID and LISBON to whom this Ministry will forward the necessary instructions for the compliance with the request contained in letter No 774.

By Order,

IL CAPO DELLA SEGRETERIA DEL MINISTRO.

(Magg. A. A. R. N. - A. CASSINERIO.)

1975

## HEADQUARTERS ALLIED CONTROL COMMISSION

APO 394

U.S. ARMY

Refer: 774

April 10, 1944.

Sir:

Reference is made to my communication of March 2, 1944, concerning the utilization of equipment and personnel of the LATI and Ala Italiana airlines in Spain.

The Allied Control Commission has been informed by the American Embassy in Madrid that, according to information received from the Italian Embassy there, the Badoglio Government has established an entity known as LAI (Linee Aeree Italiane) to take over Italian Air Line concessions in Spain under the provisions of Article 9 of the Spanish-Italian air agreement of April 12, 1940, which provides that each of the contracting parties can at any moment freely designate a new society to undertake air services without indemnifying the previous contractor. The previous concessionnaires were the Ala Italiana and LATI which suspended their operations at the time of the Armistice with Italy.

This development is described by the American Embassy as a sequel to recommendations made and action taken by the Italian Ambassador in Madrid last December. At that time, he recommended to his Government the formation of LAI and the transfer to it of the operating concession in order to prevent the Fascist Republican regime from establishing services under the air agreement with Spain. The Italian Ambassador then notified the Spanish Government that the Italian Government was entrusting its air service with Spain to the newly formed LAI.

The American Embassy in Madrid is not informed as to when the Italian Ambassador's action was supported by actual establishment of LAI by the Badoglio Government, although data

His Excellency,  
don Renato Prunas,  
Secretary General,  
Royal Italian Ministry for Foreign Affairs.

1974

-2-

received there from the Italian Embassy points to the probability that this event took place in January. However, powers-of-attorney and other documents on the subject for local use were not received in Madrid until recently.

It is assumed that the establishment of LAI need not interfere with the utilization by the Mediterranean Air Transport Service of the Italian airlines equipment. It would be appreciated if the Allied Control Commission could be informed of the present position in respect to the request of the Mediterranean Air Transport Service.

There is enclosed a detailed summary of equipment and personnel in Spain as provided to the American Embassy in Madrid by the Italian Embassy there.

I am, Sir,

Sincerely yours,

Samuel Reber  
Vice President Allied Control Commission  
Political Section

Enclosure

1973

ORGANIZATION AND MATERIAL OF ITALIAN AIRLINES IN SPAINI. AIRPORT AT POLLENSA

- a) Personnel: 1 head of airport  
1 secretary  
1 mechanic  
1 chauffeur-mechanic  
Spanish personnel discharged
- b) Transportation means (land and water):  
1 Dodge car  
2 hauler boats  
1 supply "battolina"
- c) Material: divers uses: (steel cables, candles, needles  
rivets, etc.  
spare parts aa/mm (anemometer, barographs, wind  
gauges, etc.  
office implements, various implements (excelsior pumps  
stools, "scivoli", "scale apparecchio", eered curtains, etc.

II. AIRPORT AT BARCELONA

- a) Personnel: 1 head of airport  
1 secretary  
1 night watchman  
Spanish personnel discharged.
- b) Transportation means:  
1 hauler boats (towing barges)  
1 supply "battolina" aa/mm
- c) Material: (see Pollensa)  
1 R.T. receiving and transmitting A.B. station

III. AIRDROME - BARCELONA

- a) Personnel: 1 head of airdrome  
1 radioman  
1 motorman (mechanic)  
2 chauffeurs - Spaniards  
1 messenger - Spaniard  
4 porters - Spaniards
- b) Transportation:  
1 Lancia Ardea car
- c) Material: Various - needles, flexible masts, asbestos  
sheets, felt sheets, etc., spare parts for Alfa Romeo  
motor (see Pollensa);  
Office implements, spare parts instruments (several  
for S.M., 75) various implements (see Pollensa)  
Office furniture

1972

- 2 -

IV. LANDING GROUNDS ("SCALO")-AGENCY IN MADRID

- a) Personnel: 1 Head (representative or agent)  
 1 Secretary f.f. head of agency  
 1 administrative secretary  
 1 "Scalo" secretary  
 1 motorman on land  
 1 mechanic (assembler)  
 1 chauffeur - Spaniard  
 1 messenger - Spaniard; porters, etc.  
 have been discharged.
- b) Transportation means:  
 1 Lancia Ardea automobile  
 1 Balilla tractor
- c) Material: (see airdrome, Barcelona)  
 Agency installation for passengers,  
 3 office installations with various office  
 equipment, typewriters and several adding machines.

V. "EX BOSLO" (Former landing field) and Airport at Melilla

- a) Personnel: 1 Italian clerk in charge of material
- b) Transportation:  
 1 Ford 8-V  
 1 "pettolina" for supplies 20/mm
- c) Material: (see Pollensa)

VI. LANDING PLACE LATTI - SEVILLE AIRDROME

- a) Personnel: 1 Head of airdrome  
 1 Secretary of airdrome  
 1 Radio technician  
 1 Motorman on land  
 1 Radio operator  
 1 Assembler  
 1 Chauffeur - Spaniard  
 1 Messenger - Spaniard  
 1 Porter - Spaniard
- b) Transportation:  
 1 Fiat automobile, 1100
- c) Material: It is believed materials stored at  
 Seville are supplies for S.M. and for Alfa Romeo  
 motors. Bus service for passengers between  
 cities and airports was entrusted to "Iberia".

1971

ALLIED FORCE HEADQUARTERS  
Civil Affairs Office

April 4, 1944.

TO: Political Section,  
Allied Control Commission,  
Naples.

SUBJECT: Italian Air Lines Equipment on Iberian Peninsula.

Reference is made to Civil Affairs memoranda of February 9 and February 19, 1944, to the Allied Control Commission, suggesting that the Italian Government be requested to make available to the Mediterranean Air Transport Service the Italian Air Line equipment on the Iberian peninsula.

This office recently has been advised by the American Embassy in Madrid that, according to information received from the Italian Embassy there, the Badoglio Government has established an entity known as LAI (Linee Aeree Italiane) to take over Italian Air Line concessions in Spain under the provisions of Art. 9 of the Spanish - Italian air agreement of April 12, 1940, which provides that each of the contracting parties can at any moment freely designate a new Society to undertake air services without indemnifying the previous contractor. The previous concessionaires were the Ala Italiana and LATT which suspended their operations at the time of the Armistice with Italy.

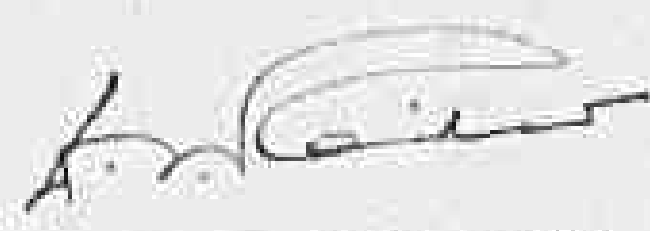
This development is described by the American Embassy as a sequel to recommendations made and action taken by the Italian Ambassador in Madrid last December. At that time, he recommended to his Government the formation of LAI and the transfer to it of the operating concession in order to prevent the Fascist Republican regime from establishing services under the air agreement with Spain. The Italian Ambassador then notified the Spanish Government that the Italian Government was entrusting its air service with Spain to the newly formed LAI.

The 1970

- 2 -

The American Embassy in Madrid is not informed as to when the Italian Ambassador's action was supported by actual establishment of LAI by the Badoglio Government, although data received there from the Italian Embassy points to the probability that this event took place in January. However, powers-of-attorney and other documents on the subject for local use were not received in Madrid until recently.

It is assumed that the establishment of LAI need not interfere with the negotiations for making the Italian Air Lines equipment on the Iberian Peninsula available to the Mediterranean Air Transport Service. Supplementing the information given in Civil Affairs memorandum of February 9, 1944, concerning the nature of this equipment, there is enclosed a copy of a more detailed summary of equipment and personnel in Spain, as provided to the American Embassy in Madrid by the Italian Embassy there.

  
G. F. Reinhardt

Enclosure:  
Summary of Italian Air Line equipment.

Copies to: MGS, ATRQ  
C.E.R.M.  
MAAF (Rear)

1969

ORGANIZATION AND MATERIAL OF ITALIAN AIRLINES IN SPAINI. AIRPORT AT POLLINSA

- a) Personnel: 1 head of airport  
1 secretary  
1 mechanic  
1 chauffeur-mechanic  
Spanish personnel discharged
- b) Transportation means (land and water):  
1 Dodge car  
2 hauser boats  
1 supply "bettolina"
- c) Material: divers uses: (steel cables, candles, needles  
rivets, etc.  
spare parts aa/mm (anemometer, barographs, wind  
gauges, etc.  
office implements, various implements (excelsior pumps  
stools, "scivoli", "scale apprecchio", eared curtains, etc)

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1 night watchman  
Spanish personnel discharged.
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1 supply "bettolina" aa/mm
- c) Material: (see Pollensa)  
1 R.T. receiving and transmitting A.B. station

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- a) Personnel: 1 head of airdrome  
1 radioman  
1 motorman (mechanic)  
2 chauffeurs - Spaniards  
1 messenger - Spaniard  
4 porters - Spaniards
- b) Transportation:  
1 Lancia Arden car
- c) Material: Various - needles, flexible masts, asbestos  
sheets, felt sheets, etc., spare parts for Alfa Romeo  
motor (see Pollensa);  
Office implements, spare parts instruments (several  
for S.M., 75) various implements (see Pollensa)  
Office furniture

1968

- 2 -

IV. LANDING GROUNDS ("SCALO")-AGENCY IN MADRID

- a) Personnel: 1 Head (representative or agent);  
1 Secretary f.f. head of agency  
1 administrative secretary  
1 "Scalo" secretary  
1 motorman on land  
1 mechanic (assembler)  
1 chauffeur - Spaniard  
1 messenger - Spaniard; porters, etc.  
have been discharged.
- b) Transportation means:  
1 Lancia Ardea automobile  
1 Balilla tractor
- c) Material: (see airdrome, Barcelona)  
Agency installation for passengers,  
3 office installations with various office  
equipment, typewriters and several adding machines.

V. "EX SCALO" (Former landing field) and Airport at Melilla

- a) Personnel: 1 Italian clerk in charge of material
- b) Transportation:  
1 Ford 8-V  
1 "bettolina" for supplies aa/mm
- c) Material: (see Pollensa)

VI. LANDING PLACE LATI - SEVILLE AIRDROME

- a) Personnel: 1 Head of airdrome  
1 Secretary of airdrome  
1 Radio technician  
1 Motorman on land  
1 Radio operator  
1 Assembler  
1 Chauffeur - Spaniard  
1 Messenger - Spaniard  
1 Porter - Spaniard
- b) Transportation:  
1 Fiat automobile, 1100
- c) Material: It is believed materials stored at  
Seville are supplies for S.M. and for Alfa Romeo  
motors. Bus service for passengers between  
cities and airports was entrusted to "Iberia".

1967

HEADQUARTERS  
ALLIED CONTROL COMMISSION

APO 394

U.S. Army

Refer: 774

March 3, 1944.

Sir:

Reference is made to Memorandum No. 559 of the Royal Italian Ministry for Foreign Affairs, dated February 12, 1944, concerning the desire of the Italian Government to resume an Italian commercial air service between Southern Italy and the Iberian Peninsula. Further consideration has been given to this proposal and to the Royal Ministry of Aeronautics Memorandum of December 1, 1943, and the Allied Control Commission has been informed that the Allied military authorities and Governments cannot at the present time agree to the resumption of commercial airlines in this theater. It may be pointed out in this connection that no United Nations commercial airlines are permitted to operate in active war theaters.

The Allied Governments are in agreement with the desire of the Italian authorities to prevent any of the equipment and facilities of the Lati and Ala Littoria airlines in Spain from being put at the disposal of the so-called Fascist Republican Government or of the Germans, and that civil airline properties should be guarded against such an eventuality. In view of the urgent requirements of the Mediterranean Allied Air Forces, it would be of benefit to the war effort if the equipment and personnel, particularly the auto engine spares,

His Excellency,  
don Renato Prunas,  
Secretary General, Royal Italian Ministry  
for Foreign Affairs.

1966

-2-

radio apparatus and spares, and the radio mechanics could be put at Gibraltar at the disposal of the Mediterranean Air Transport Service to be sent forward for military use as part of the Allied Armed Forces. If the necessary instructions could be issued to Lisbon and Madrid to make this possible, the Allied Control Commission will request that further steps be taken to safeguard the premises and to request that necessary action be taken to insure that the enemy Governments receive no preferential treatment.

I am, Sir,

Sincerely yours,

Vice President, Political Section.

1965

FROM : Air Division,  
Allied Control Commission,  
BARI.

TO : Director, Political Section,  
Headquarters, Allied Control Commission,  
C.M.F.

DATE : 22nd February 1944.

REF. : 6/AIR.

Italian Air Line Equipment

Reference your 774.392 of 16th February 1944, Memo No. 559 of 12th February 1944 from the Italian Ministry of Foreign Affairs contains some inaccuracies which require correction.

2. The Italian Air Minister was told some time ago that there was no possibility of an Italian Civil air service between Spain and Southern Italy. Therefore no technical preparations for the resumption of the LATI airline to Spain have been completed nor are any contemplated.
3. The course of action now required is for the return of all equipment and spares for use in this theatre of operations; para. 3 of the Acting Chief Civil Administrator's letter of 9th February 1944, shows that this has already been requested by HQ. Mediterranean Allied Air Forces.

4. The Italian authorities are naturally anxious that none of the LATI and ALA LITTORIA Companies' equipment and facilities in Spain should be put at the disposal of the opposition Government in Northern Italy, and that all Italian civil airline property should be safeguarded against such an eventuality.

5. It is assumed that this point of view coincides with the desires of the Allied Governments; no doubt pressure will be applied in the proper quarter to ensure that the enemy Italian Government gets no such preferential treatment.

R. M. Foster.

R. M. FOSTER,  
AIR COMMODORE

1984

ALLIED FORCE HEADQUARTERS  
Civil Affairs Office

February 19, 1944

TO: Political Section,  
Allied Control Commission,  
Naples.

SUBJECT: Italian Airline Equipment on Iberian Peninsula.

Reference is made to the Political Section's memorandum of February 16, 1944 (774/392), asking whether a communication from the Italian Government renewing a proposal for resumption of Italian airline service between Southern Italy and the Iberian Peninsula affects the suggestion, contained in Civil Affairs' memorandum of February 9, 1944, that the Italian Government be requested to make the Italian airline equipment on the Peninsula available for the use of the Mediterranean Air Transport Service.

For the information of the Political Section, there is reviewed briefly below some of the pertinent background on this subject in the Civil Affairs files.

A proposal for resuming Italian air service between the Iberian Peninsula and liberated Italy was first brought to the attention of Allied Force Headquarters in October, 1943, with the endorsement of the American Legation at Lisbon and the American Embassy at Madrid. In connection with consideration of the proposal at Algiers, the War Department transmitted on November 12 these comments of the Department of State: (1) United Nations commercial airlines have not been permitted in active war theaters; (2) control of Italian air operations between points in neutral Portugal and Italy would be impossible; (3) a precedent which might have bearing on treatment of German airlines in the future might be established.

With the concurrence of Military Government, G-2 and the Mediterranean Air Command, AFHQ informed the War Department that it agreed with the Department of State comments and added these objections to the proposal: control of passengers, pilots and crews would be most difficult from a security aspect; diversion to the Italian line of fuel and other supplies would be necessary; operation of the Italian airline would not benefit the war effort of the United Nations.

In 7963

-2-

In the meantime, Civil Affairs was informed by the Department of State on November 17, 1943, that it had been made clear by the President that he did not wish to preserve or re-establish Italian commercial airline service in any form at present. The Department advised that consequently the suggested Italian service between Southern Italy and the Iberian Peninsula was out of the question, and any use of Italian airline facilities in the Peninsula would have to be solely for military purposes as a part of the armed forces.

The substance of an Allied Control Commission Memorandum dated December 6, 1943, in which it was said among other things that the Italian Air Minister proposed retention of the LATI business premises together with skeleton maintenance staff and retention of radio staffs with equipment inoperative until re-opening of airline, with spare parts, engines and some other equipment to be returned to Italy, was transmitted to the Department of State. With reference to the President's views as summarized above, the Department confirmed on January 7, 1944, that the Italian Air Minister's suggestion could not be followed, but that instead the premises should be vacated and the equipment put to other use.

In view of all the foregoing, there does not appear to be any possibility that the renewed request of the Italian Government could receive favorable consideration. It is suggested, therefore, that the Allied Control Commission will wish to discourage the aspirations of the Italian Government for resumption of the service between southern Italy and the Iberian Peninsula, and proceed with the steps necessary to facilitate use of the available equipment by the Mediterranean Air Transport Service.

*H. J. L'heureux*

H. J. L'heureux  
Acting Chief Civil Administrator

Copies to:

Military Government Section, AFHQ.  
Office of the British Resident  
Minister  
Mediterranean Allied Air Forces (near)

1962

February 19, 1944

TO: Political Section,  
Allied Control Commission,  
Naples.

SUBJECT: Italian Airline Equipment on Iberian Peninsula.

Reference is made to the Political Section's memorandum of February 16, 1944 (774/392), asking whether a communication from the Italian Government renewing a proposal for resumption of Italian airline service between Southern Italy and the Iberian Peninsula affects the suggestion, contained in Civil Affairs' memorandum of February 9, 1944, that the Italian Government be requested to make the Italian airline equipment on the Peninsula available for the use of the Mediterranean Air Transport Service.

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In...

1961

-2-

In the meantime, Civil Affairs was informed by the Department of State on November 17, 1943, that it had been made clear by the President that he did not wish to preserve or re-establish Italian commercial airline service in any form at present. The Department advised that consequently the suggested Italian service between Southern Italy and the Iberian Peninsula was out of the question, and any use of Italian airline facilities in the Peninsula would have to be solely for military purposes as a part of the armed forces.

The substance of an Allied Control Commission memorandum dated December 6, 1943, in which it was said among other things that the Italian Air Minister proposed retention of the LATI business premises together with skeleton maintenance staff and retention of radio staffs with equipment inoperative until re-opening of airline, with spare parts, engines and some other equipment to be returned to Italy, was transmitted to the Department of State. With reference to the President's views as summarized above, the Department confirmed on January 7, 1944, that the Italian Air Minister's suggestion could not be followed, but that instead the premises should be vacated and the equipment put to other use.

In view of all the foregoing, there does not appear to be any possibility that the renewed request of the Italian Government could receive favorable consideration. It is suggested, therefore, that the Allied Control Commission will wish to discourage the aspirations of the Italian Government for resumption of the service between southern Italy and the Iberian Peninsula, and proceed with the steps necessary to facilitate use of the available equipment by the Mediterranean Air Transport Service.

H. J. L'Heureux  
Acting Chief Civil Administrator

Copies to:  
Military Government Section, AFHQ.  
Office of the British Resident  
Minister  
Mediterranean Allied Air Forces (Rear)

1989

HEADQUARTERS  
ALLIED CONTROL COMMISSION

APO 394

U.S. Army

774/392

February 16, 1944.

MEMORANDUM TO: Civil Affairs Section, Allied Force Headquarters

SUBJECT: Airline Equipment on Iberian Peninsula.

Reference is made to Civil Affairs Memorandum of February 9, 1944, concerning the desire of the Mediterranean Allied Air Forces (Rear) to obtain Italian airline equipment in the Iberian Peninsula for the use of the Mediterranean Air Transport Service.

Simultaneously with the receipt of the Memorandum under reference, a communication has been received from the Italian Foreign Office requesting authorization to resume service between southern Italy and the Iberian Peninsula as suggested by the Royal Ministry of Aeronautics in its Memorandum of December 1 addressed to Air Commandore Foster, Chief of the Air Section of the Allied Control Commission.

It would be appreciated if it could be ascertained whether this communication from the Italian Government affects the approach to the Italian Government proposed in the Memorandum under reference.

Samuel Reber  
Director, Political Section

Enclosure

1953

ALLIED FORCE HEADQUARTERS  
Civil Affairs Office

February 9, 1944.

MEMORANDUM TO: Political Section,  
Allied Control Commission,  
Naples.

Subject: Italian Airline Equipment on Iberian  
Peninsula.

1. The Mediterranean Air Command suggested to Civil Affairs last October that full information be obtained as to Italian commercial airline personnel, equipment and facilities available on the Iberian Peninsula preliminary to initiation of action to employ these facilities either (a) for operational purposes being administered by the Italian Government, or (b) for establishing a transport service under direction of the Mediterranean Air Transport Service.

2. This information was supplied by the American Legation at Lisbon, on the basis of a communication from the Italian Legation there, and communicated to the Mediterranean Air Command in a memorandum dated November 18, 1943. Except for description of the Lati plane then grounded at Lisbon, the pertinent portions of this memorandum are quoted below:

"Two routes have been operated by the Italian airlines in the vicinity of Lisbon. These are Lisbon, Madrid, Barcelona and Italy, and Lisbon, Seville and Italy. Equipment and ground organization of these lines are as follows:

"At Madrid -- a city office, a director, two employees, complete servicing equipment, three mechanics for plane, engine and radio, and stock of aviation gasoline and spare parts.

"At Barcelona -- a town office, a radio station, a director and employee, complete equipment for servicing planes, several mechanics, a stock of aviation fuel, and spare parts.

"At Seville -- offices in the town and airport, a director and employee, three mechanics for air-plane, engine and radio, a radio operator, complete servicing equipment for SM 75 and 82 planes, and a stock of 87 octane aviation gasoline, and spare engine and spare parts."

1958

-2-

3. A memorandum to Civil Affairs from the Mediterranean Allied Air Forces (Rear) dated February 6, 1944, confirms that the airline equipment referred to is required for the Mediterranean Air Transport Service, and adds:

"It is therefore requested that negotiations with the appropriate authorities be commenced to get the equipment and personnel, particularly the aero engine spares, and radio apparatus and spares, and the radio mechanics. If these can be put at Gibraltar arrangements can be made by M.A.T.S. to send them forward either by air or sea as space becomes available.

"Will you please initiate the necessary diplomatic action."

4. It is assumed that the first step in the requested negotiations would be for the Allied Control Commission to ask the Italian Government to issue appropriate instructions to its representatives in Lisbon and Madrid. If you concur, please take the necessary action and keep this Office informed of developments.

*H. J. L'Heureux*

H. J. L'Heureux  
Acting Chief Civil Administrator

Copies to:  
Mediterranean Allied Air Forces (Rear)  
Mediterranean Air Transport Service  
Military Government Section  
Office of British Resident Minister  
American Legation, Lisbon  
American Embassy, Madrid

U. S. SECRET  
Equals British SECRET

1951

HEADQUARTERS  
ALLIED CONTROL COMMISSION

APO 394

U.S. Army

774/392

February 16, 1944.

MEMORANDUM TO: Air Commodore R. M. Foster  
Commanding Air Subcommittee,  
Allied Control Commission,  
BARI.

SUBJECT: Italian Airline Equipment on the Iberian Peninsula.

There are enclosed copies of a communication from Civil Affairs, Allied Force Headquarters, and from the Italian Government with regard to the utilization of Italian airline equipment on the Iberian Peninsula. Inasmuch as these requests conflict, Allied Force Headquarters has been asked whether the proposal of the Italian Government alters its proposal for the use of this equipment. Copy of the communication to Allied Force Headquarters on this subject is also enclosed for your information.

Samuel Reber  
Director, Political Section

Enclosures

1956

R. MINISTERO  
DEGLI  
AFFARI ESTERI

559

MEMORANDUM FOR THE ALLIED CONTROL COMMISSION

With their Memorandum N.453 dated December 3, 1943 the Royal Ministry of Foreign Affairs have informed the Allied Control Commission that the Fascist authorities were planning to re-establish regular services of the "Ala Littoria" and "Lati" airlines between Rome, Seville, Madrid and Lisbon. These services had been discontinued after the Armistice.

In said Memorandum it was pointed out that it is very urgent and important to forestall such a plan by starting a regular service of our own: thus the concession granted to those companies by Spain and Portugal would be kept from being transferred to Fascist hands. Subsequently we were informed by our Ambassador in Madrid (see Allied Control Commission message n.584 of January 1st, 1944) that the "Ala Littoria" and "Lati" representative in Spain, Colonel Parvopassu, had been summoned to Rome to confer by the Fascist managers of said companies who are trying to re-establish Italian air services with Spain. Though Colonel Parvopassu has not accepted the invitation, it is to be feared that, in view of continued lack of activity on our part, Fascist Republican elements may eventually succeed in making use of "Ala Littoria" and "Lati" concessions.

It is therefore of the greatest importance that the above named companies be authorized to start a regular service of their own between Southern Italy and the Iberian Peninsula, as suggested by the Royal Ministry of Aeronautics in their Memorandum <sup>1953</sup> December 1st, 1943 addressed to General Foster. Technical preparations for the resumption of the line have already been completed by the above Ministry and the company is only waiting for the Allied authorization.

With their Memorandum N.456 dated December 3, 1943 the Royal Ministry of Foreign Affairs have informed the Allied Control Commission that the Fascist authorities were planning to re-establish regular services of the "Ala Littoria" and "Lati" airlines between Rome, Seville, Madrid and Lisbon. These services had been discontinued after the armistice.

In said Memorandum it was pointed out that it is very urgent and important to forestall such a plan by starting a regular service of our own: thus the concession granted to those companies by Spain and Portugal would be kept from being transferred to Fascist hands. Subsequently we were informed by our Ambassador in Madrid (see Allied Control Commission message n.564 of January 1st, 1944) that the "Ala Littoria" and "Lati" representative in Spain, Colonel Parvopassu, had been summoned to Rome to confer by the Fascist managers of said companies who are trying to re-establish Italian air services with Spain. Though Colonel Parvopassu has not accepted the invitation, it is to be feared that, in view of continued lack of activity on our part, Fascist Republican elements may eventually succeed in making use of "Ala Littoria" and "Lati" concessions.

It is therefore of the greatest importance that the above named companies be authorized to start a regular service of their own between Southern Italy and the Iberian Peninsula, as suggested by the Royal Ministry of Aeronautics in their Memorandum of December 1st, 1943 addressed to General Foster. Technical preparations for the resumption of the line have already been completed by the above Ministry and the company is only waiting for the Allied authorization to start operations. Resumption of the service would also enable us to recall gradually the Italian personnel that has to be repatriated from Spain and Portugal. The Royal Ministry of Foreign Affairs would

./.

R. MINISTERO  
DEGLI  
AFFARI ESTERI  
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-2-

be very grateful if the matter could be given priority  
attention by the Allied Control Commission.

*W.P.*

SALERNO, February 23th, 1944



1954

LISBON (41)

A la L. D. de la

L. D. de la

L. D. de la

27 December 1943

In reply refer to:  
584His Excellency don Duarte Dantas  
Secretary General, Royal Italian Ministry of Foreign AffairsThe following message to the Royal Ministry of Foreign  
Affairs has been received from Lisboa:

Letter 11 dated 17 December: Am informed by American and British divisions that Republican Government is planning to approach Portuguese authorities for purpose of reopening between Portugal, Spain and Northern Italy the Alta Litorale and Lati divisions. Personally called this matter to attention of Portuguese Foreign Affairs Minister stating our firm belief that, should such an approach be attempted, the Portuguese Government would reject it because these companies are presently under illegal control of so called Republican Government and German authorities. If the Portuguese Government should be approached indirectly with such request, I have provided confirmation that it would not in accordance with correct attitude it has always observed towards Royal Italian Government. In short, if Alta Litorale and Lati make any such request, I have been given full assurance that a definite refusal would be the answer."

For the Deputy President, Allied Control Commission

Political Section

1953

BEST COPY POSSIBLE

0100

MADRID

~~U.S. SECRET~~

*Examination of Documents  
Ala. I. [unclear]  
Lair  
Lair in [unclear]  
Parvopassu, Col.*

Early and

10 January 1944

His Excellency don Vicente Pruneda,  
Secretary General, Royal Italian Ministry of Foreign Affairs

The following message to the Italian Ministry of Foreign Affairs has been received from the Ambassador of Italy at Madrid:

"Number 1263 dated 29 December: The representative of Ala Italiana and LAI in Spain, Colonel Parvopassu, has been summoned to confer at Rome. As he is perfectly loyal to the Royal Government, he agreed with me to reply that the state of his health prevented him from travelling. I have instructed him to take orders from the Madrid Royal Air Attache only.

"I understand that managers of these companies in Rome are trying to renew Italian air services with Spain. I urge that we should notify the Spanish Government that from now on air service with Italy will be run only by new firm of LAI (Linea Aerea Italiana), owing to utmost importance and urgency of such matters and considering that article 9 of Italo-Spanish agreement states that each high contracting party can freely designate at any time new company to undertake new service without indemnifying previous contribution.

"As soon as possible LAI company should be formed in liberated territory and its activities should start from Southern Italy, pending the liberation of Rome.

"In any admission Colonel Parvopassu should be appointed representative of the new company in Spain.

"I am sending report."

For the Deputy President, Allied Control Commission:

Political Section

1952

*Axis Diplomats to Volturn*

REGIONAL COMMISSIONER REGION ONE RPTD TO DISTRICT ONE, AAI ADV AND  
ROME AREA COMMAND *Rptd to Acc. Comm.*  
ADV ACC

SECRET

OPERATIONAL PRIORITY

POLITICAL

423

7/6/9 a.

DURING AFTERNOON JULY ONE ZERO PARTY CONSISTING OF MEMBERS OF AXIS  
DIPLOMATIC MISSIONS TO HOLY SEE WHO ARE BEING REPATRIATED WILL BE SENT  
TO PALERMO BY AIR FROM ROME ~~XX~~ PAREN TO REGIONAL COMMISSIONER REGION ONE  
RPTD TO DISTRICT ONE ABLE ABLE ITEM ADVANCED AND ROME AREA COMMAND FROM  
ACC ADVANCED FROM STONE PAREN PENDING FURTHER ARRANGEMENTS FOR THEIR  
HOMEWARD JOURNEY PD LENGTH OF STAY IN PALERMO UNCERTAIN PD ETA AND EXACT  
NUMBERS WILL BE SIGNALLED SOONEST BUT YOU SHOULD MAKE PROVISION FOR  
ULTIMATE TOTAL OF FIVE ZERO INCLUDING SOME WIVES AND CHILDREN PD FIRST  
BATCH ON JULY ONE ZERO WILL ONLY BE ABOUT ONE FIVE PARA YOU SHOULD AR-  
RANGE FOR THIS PARTY TO BE SUITABLY ACCOMMODATED PREFERABLY IN HOTEL  
EXCELSIOR OR EQUIVALENT PD THEY SHOULD RECEIVE TREATMENT AS DIPLOMATS  
EXCEPT THAT THEY SHOULD NOT BE ALLOWED TO LEAVE GROUNDS OF HOTEL AND  
GROUNDS SHOULD BE GUARDED TO PREVENT ANY DIRECT CONTACT WITH OUTSIDE PD  
YOU SHOULD IF POSSIBLE ARRANGE WITH DISTRICT ONE FOR ALLIED GUARDS PD  
IF THESE UNAVAILABLE CARABINIERI MAY BE USED PARA RATIONS MAY BE DRAWN  
PD HOUSING AND ORDINARY LIVING EXPENSES INCLUDING LOCAL WINE AND LAUNDRY  
IF DEMANDED MAY BE PAID BY YOU AND YOU SHOULD SUBMIT DETAILED ACCOUNT FOR  
THESE PD YOU SHOULD NOT HOWEVER PAY PERSONAL EXPENSES PARA POSSIBLE DIF-  
FICULTIES OVER ACCOMMODATION AT SHORT NOTICE APPRECIATED BUT IN VIEW  
OF URGENCY AND IMPORTANCE ATTACHED BY ALLIED FORCE HEADQUARTERS AND  
ALLIED ARMIES ITALY TO THIS QUESTION THESE MUST BE OVERCOME

1951

file

Mr. Halford.

A short time ago you sent me copy of a letter and enclosure from Sir Anthony Rumbold (38/150/1 of the 2nd August) about personnel and equipment of the Italian air lines in Spain.

I showed this to the Air Forces Sub Commission, who confirmed that M.A.T.S. were no longer interested in either the personnel or the equipment and said that Air Vice Marshal Bowen-Buscarlet was dealing with the matter. He took a copy of the letter you sent me to Caserta and no doubt has been in touch with the Resident Minister's Office. The attached copy of a note from the Air Forces Sub Commission to the Italian Air Minister shows how the matter was settled.

LWH

Political Section,  
2.9.44.

1950

MEMORANDUM TO : THE MINISTER ITALIAN AIR MINISTRY

Italian Air Line Equipment  
in Spain and Portugal

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Forwarded herewith is a copy of the British Resident Minister, Mediterranean letter 38/ 105/ 1 dated 4th August 1944, concerning the above mentioned subject , together with the inventory and list of personnel referred to therein.

2. On the 6th August 1944 a message was sent to the British Resident Minister to the effect that the Italian Air Ministry has authorized the sale of L.A.T.I. A.L.E. Italiana in Spain ,the sum obtained being used for the upkeep of the L.A.T.I. A.L.A. Italiana Office in Madrid.

F.M. DENNY, G/CAPT  
AIR VICE MARSHAL,  
AIR OFFICER COMMANDING

Air Forces Sub Commission,  
Allied Control Commission, BARI  
9th August 1944  
AFSC/6/AIR.  
Enclosures 3

1949

C O P Y

0104

Mr. Fraser S.C. acting & will  
inform me.

A U.W. Bureau Bulletin book  
copy of attached to Casale.  
? Did he tell Minister's Office  
of WATS' final decision.

S/Th. de Haan  
reminded 29/8

UW  
26/8  
1948

COPY

Office of the British Resident  
Minister, Mediterranean,  
CASERTA.

2nd. August, 1944.

38/150/1

Ask Air Force S.C. if  
they will speak to WATS.

Dear Aubrey,

Roger Makins tells me that you are interested in the question of the employment of the personnel of Italian air lines in Spain and the use of their equipment, the subject referred to in Foreign Office telegram no.945 to Madrid of July 30th and Madrid telegram no.1 to us of July 25th.

M.A.T.S. requested last February that negotiations should be entered into to obtain the equipment and personnel belonging to the Italian civil air lines in Spain and Portugal. The British and American Missions in Spain and Portugal have accordingly been negotiating with the local Italian Air Attaches, as well as with the Spanish and Portuguese authorities, for several months to this end. The negotiations in Spain finally reached the point a month ago where an inventory of the equipment had been drawn up for M.A.T.S. to pick what they wanted from and a list provided of the personnel who were willing to volunteer for service in M.A.T.S. At this point, however, M.A.T.S. bluntly informed us that it had "not been found possible to utilise in this organisation any of the material or personnel in question". We said that this was a surprise in view of the back history of the question and asked them to confirm that this was their final decision. We have had no answer to this request in spite of two reminders, the last one of which was sent on July 30th where we pointed out that not to employ the personnel or to accept the equipment would have an undesirable effect on the Italian authorities concerned after all the steps which had already been taken to obtain them.

I enclose a copy of our telegram no.155 to Madrid which I regret was not repeated to you, and which is the one to which Madrid were replying in their telegram no.1. I will keep you abreast of developments.

Yours,  
(sgd) Tony

(A. Lambold)

A.S. Walford Esq.

1944

COPY

Text of telegram from Resident Minister  
Algiers to H.M. Embassy Madrid, No.155  
of 10th July.

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Your telegrams nos. 236, 238 and 239.

M.A.T.S. now say that they have no use for any  
repeat any of the material or personnel in question.

2. We will try to confirm as soon as possible that  
this is their final decision but as they have removed their  
headquarters to Italy and we ourselves are in process of  
moving it may be a few days before we can obtain a final  
answer.

1946

HEADQUARTERS ALLIED CONTROL COMMISSION  
APO 394

Reference #774

17 June 1944

SUBJECT: Italian Airline Equipment on Iberian Peninsula

TO : Air Force Sub-Commission, Allied Control Commission, Bari

With reference to previous correspondence concerning arrangements for using Italian airline equipment on the Iberian Peninsula available to the Mediterranean Air Transport Services, there are now enclosed considerable data on the equipment and personnel available in Portugal and Spain, which have been furnished the American Embassy at Madrid by the Italian Air Attache there.

It will be appreciated if you will pass these data on to Advanced Headquarters, IAC, when they shall have served your purpose.

Political Section

Enclosure  
Data as indicated

1945

0108