

ACC

10000/135/2

REHABILIT
MAY-OCT.

10000/135/2

REHABILITATION OF ITALIAN AIR INDUSTRY
MAY-OCT. 1944

FROM - AIR FORCES SUB COMMISSION,

ALLIED CONTROL COMMISSION, BAHIA. (55625)

TO - HEADQUARTERS, NO. 214 GROUP,

R.A.F., C.I.P.

DATE - 23/10/44

REF - ASC/I

PORTO CARBONARA.

Reference previous correspondence exchanged regarding above property, our ASC/I dated 7th, 15th and 18th October and your 214G/3549/P/12 dated 7th October, refer, attached please find copy of letter dated 20th October, from Signor Sossio Liguori.

This is rather a long rignarole, but it could appear that Signor Liguori is willing to put guards on the property (presumably civilians) at his own expense if the Allies would take the necessary steps to have one of the entrances to the property closed.

It is believed that the Royal Air Force seldom put guards on their ammunition dumps in this area and therefore presumably would not wish to take any special steps in this particular case. Failing this, it is not thought that civilian guards would be of much use as they would have little or no authority over military vehicles.

It will be appreciated, however, if you will let us have your views on the matter in order to enable us to suitably reply to Sig. Liguori's letter.

110

(J.L. Winter)
Wing Commander,
for Air Vice-Marshal,

reference previous correspondence

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110

(J.L. Winter)

Wing Commander,
for Air Vice-Marshal,
AIR OFFICER COMMANDING.

SOSSIO LIGUORI
Azienda Agricola
FRATTAMAGGIORE.

Translation
Frattamaggiore 20th October, '44

Ill-mo Signor
Wing Commander, for Air Vice-Marshal
AIR OFFICER COMMANDING
N a p o l i

Property at Pontecarbonara

In the name and on behalf of the real estate I.M.I.G.E.
(Istituto Mobiliare Immobiliare Generale) proprietress of
the property at Pontecarbonara, I hereby permit myself to
approach you on the following matter:

On the 17th of the current month, one Dodge truck
driven by military personnel and accompanied by armed
Italian soldiers, entered the property for the purpose of
loading up with stones found in the retting-pits, thereon.

The vehicle did not have any distinguishing number
and the soldiers would not state for which unit or on
what particular order were they withdrawing the stones.

Apart from the damage derived to my representation,
I hereby permit myself to place the matter before you sir,
to ask you if the case may be that the passage of vehicles
on the property be placed under control, in order to
preserve the property and the agricultural products from
unauthorised 'withdrawals'. We could in this manner,
protect RAF property which is deposited on the property
in question from theft and damage.

The writer, acting as described above, would not find
any difficulty to effect this control at his own expense
the movements of vehicles, i.e. with the necessary staff,
but it would also be necessary for the English authorities,
or somebody on their behalf, to take steps to see that
access to the property be effected only by one of the two
existing gates on the road between CAIVANO and CASERTA, and
that the gateway leading to the Provincial of ATELLA -
MARCIANISE be closed at sunset, so that a lot of stolen
goods and black-market sales-traffic be stopped.

Page 2Contd.

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The under mentioned remains at the disposal of the decisions made by the authorities concerned, and is willing to give further explanations if eventually they may be required.

Respectfully yours

(SOSSIO LIGUORI).

T r a n s l a t i o n

SOSSIO LIGUORI

*AZIENDA AGRICOLA
FRATTAMAGGIORE

TELEF. N. 2

C. P. E. NAPOLI 93490

Bantley's
(A. B. C. 5a e 6a Edizione)
Codici usati:
Liberty
Pileato

FRATTAMAGGIORE 20 ottobre 1944

Ill-mo Signor

Wing Commander, for Air Vice-Marshal,

AIR OFFICER COMMANDING

N a p o l i

TENUTA DI PONTECARBONARA

In nome e per conto della Spett. IMGE "Istituto Mobiliare Immobiliare Generale" proprietaria della Tenuta di Pontecarbonara, mi permetto sottoporre alla S.V. Ill-ma quanto segue:

il giorno 17 corr. un autocarro DOODGE, guidato da Militari, accompagnati da soldati italiani, armati, si portarono in Tenuta per caricarsi delle pietre esistenti nelle vasche di macerazioni.

L'autocarro non aveva alcun numero di distinzione ed i militari non vollero dire per quale Corpo ed in base a quale ordine prelevavano le pietre.

A parte il danno che ne deriva alla mia rappresentata, mi permetto portare tale fatto a conoscenza della S.V. Ill-ma, per domandare se non sia il caso che si eserciti un controllo pel passaggio degli autocarri nella Tenuta, così nel mentre si può difendere la proprietà ed i prodotti agricoli da ingiusti prelievi, si può anche controllare se vengono sottratti o manomessi materiali della R.A.F. depositati in Tenuta.

Lo scrivente, nella qualità suindicata, non avrebbe difficoltà a controllare a sue spese il predetto movimento, cioè con personale proprio, ma è necessario che il Comando Inglese, o chi per esso, dia disposizione che si debba entrare in Tenuta da uno solo dei due cancelli esistenti sulla strada da Gaivano-Caserta e che il cancello verso la Provinciale Atella-Marcianise, sia totalmente chiuso al calar del sole; in tal modo si eviterebbe anche molto traffico di trasporto di merci rubate o vendute clandestinamente.

Il sottoscritto resta a disposizione di decisioni da parte del Comando interessato e per dare tutti quei chiarimenti che eventualmente si rendessero necessari.

Con la massima osservanza.

per ing.

Telegrammi:
Via Ordovico - FIRENZE - NAPOLI
Via Indro Montanelli - LIGUORI - FRATTAMAGGIORE

Telegrammi: Via Ordinaria - FIRE - NAPOLI
Via Italo-rodio -
Via Italo-rodio - LIGUORI - Produttore

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Con la massima osservanza.

Sossio Liguori
(Sossio Liguori)

Translation.

FROM:- Mr. Liguori Sossio.

TO :- Wing Commander W.L. Minter,
Air Forces Sub-Commission,
Allied Control Commission, Naples.

DATE:- 17th, October, 1944.

PROPERTY OF PONTECARBONARA.

The petition presented to the Italian Air
Ministry in Rome was for the following purpose:-

a) The removal of bombs from the retting pits
to avoid injuries to personnel and damage to the war
material during the process of hemp retting.

b) The removal of explosives from the large
country building, for if hemp, straw and hay, which
were located there, had caught fire, they could cause
damage to munitions or auto-combustion of munitions
with the consequence of fire to the products.

The hemp retting has come to an end some
days ago and in this month we hope to begin the hemp smutch-
ing and with this process also the little storehouses of the
farm building will be utilized also as depot for other agri-
cultural products.

The above is in explanation of the to-day's
letter.

Yours faithfully

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P. I M I G E
Sossio Liguori.

14 10. 1944

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H^{mo} - Sig.

Wing Commander, for Air Vice-Marshal
 Air Officer Commanding
Napoli

Tenuta Pontecarbone

La petizione presentata all'on. Ministe-
 ro dell'Aeronautica in Roma, aveva per scopo:

- a) l'allontanamento delle bombe dalle vasche di macera-
 zioni, per evitare danni alle persone ed al materiale
 bellico, durante il lavoro di macerazione della canapa,
- b) l'allontanamento delle munizioni dal grande fabbricato
 rurale, per timore di incendio della canapa, paglia, fieno
 etc. depositati, che poteva danneggiare le munizioni; ovvero
 autocombustione delle munizioni con la conseguenza di in-
 cendio dei prodotti.

La macerazione della canapa ha avuto termi-
 ne pochi giorni or sono ed entro il mese corrente
 si spera iniziare la macerazione della canapa, col quale
 lavoro, anche i piccoli magazzini delle Case Coloniali
 saranno utilizzati, e saranno utilizzati anche per deposito di
 altri prodotti agricoli.

Tanto a chiarimento delle note del 106 A.S.C./1
 Con osservanze

p. 74198
 Scris. Insign.

macerazione = beating
 macerazione = shutching

FROM: AIR-ORCES SUB-COMMISSION,
ALLIED CONTROL COMMISSION,
ROME.

TO: THE DIRECTOR,
FINANCE SUB-COMMISSION, H.Q. A.C.C. ROME.

DATE: 12TH OCTOBER, 1944.

REF: AFSC/R/C.445/ACCTNS.

Attached herewith is a translation of a letter from the Air Minister to the Ministry of the Treasury making certain recommendations in respect of payments to firms which are owed money by the Italian Air Ministry. Also attached to the original of this letter are the petitions of the following firms which ask for payments of ^{amounts due on their} outstanding credits. The firms are - Alfa Romeo, Avia, Itala, Magnaghi, Piaggio and Sanzita, and their activities, though on different scales, are of interest to the war effort.

2. It will be observed that the Air Minister makes definite recommendations as to the amounts to be paid to the various firms.

3. I have examined these very carefully and I feel that he has not been generous in certain cases, and that in order to enable firms to continue their work on anything like a sound basis, the amount should be increased.

4. The firms in question are as follows, and in each case I have made an analysis of their financial position and have submitted my recommendations as to the amount which I consider should be paid:

ALFA ROMEO.

(a) Obligations:	Personnel	9,700,000
	Sub-contractors	25,000,000
	Banks	<u>50,000,000</u>
		84,700,000

(b) Running expenses

about 2,000,000 per month without counting the necessary expenses for reconstruction and rehabilitation.

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(c) Ascertained credits about	100,000,000
(d) Account already paid	15,000,000
(e) New account requested	50,000,000
(f) Account proposed by the Air Minister	15,000,000

I feel that the amount proposed by the Air Minister could be easily

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(d)	Account already paid		15.000.000
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I feel that the amount proposed by the Air Minister could be easily doubled in order to put this firm in a position to pay about 50% of its obligations towards personnel and sub-contractors.

ANIS.

Regulationed by the R.A.F. (214 Group, 113 H.Q.). The agreement reached with 214 Group who were willing to give back progressively to the firm their workshops located in Castellammare, has not been approved by R.A.A.F. H.Q. I am told, however, that a small portion of these works (Hangar No. 42) might eventually be given back to A.V.F.A. and this would allow the firm to start an activity which would be of interest to the Italian Air Force.

-2-

A.V.I.S. has obligations of about	92.000.000 lire
" Claims credits towards us but not fully ascertained of	70.000.000
" Asks for 70.000.000	
" Has already been given a first account of	2.000.000

The Air Minister does not recommend the fulfilling even in part of this request because the firm does not actually work for us at the moment. I suggest that an account of 10.000.000 be given to allow A.V.I.S. to start doing something, especially if hangar No.42 is returned to them.

BREDA

They are carrying out small scale repairs of machine tools (they say 150) at I.M.M. works, I.M.M. being a partner of theirs.

I.M.M. could put these machines into operation if the Breda were not given back their premises, now requisitioned by the Allies, or are not able to find a convenient alternative accommodation.

I.M.M. actually works under control of Military Railways Service and repairs railway carriages at a rate of about 400 per month. It is not wrong to consider this production useful to the war effort.

BREDA has credits of about	90.000.000 lire
" has been given a 1st account of	10.000.000 lire
" has asked for a 2nd account of	10.000.000 lire

The Air Minister does not think he can pass this second account because the firm does not actually work for the I.A.F. My opinion is that it should be given because I think that if we don't do something we cannot expect the firm to continue to operate even at its present small scale.

5. You will recollect that this matter of payment to these firms was originally taken up with your Sub-Commission over a month ago. It would be much appreciated if pressure could be exerted by you on the Ministry of the Treasury for the prompt payment of these accounts, as it is clear that firms which cannot fulfill their obligations cannot be expected to co-operate as required.

WAB

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WAB

W.A.B. DOWNS-BUSCAPLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Mod. 1/10

Società Italiana Ernesto Breda

PER COSTRUZIONI MECCANICHE



SOCIETÀ PER AZIONI - SEDE IN MILANO - CAPITALE VERSATO L.200.000.000

STABILIMENTO AERONAUTICO DI NAPOLI

U.P.C. DI MILANO N. 88006
U.P.C. DI NAPOLI N.

A. Dir. 2261
da citare nella risposta

Napoli, 19 luglio 1944
Cassa Mail 30 + Cassa Postale 194
Via A. Ruvanchieri, 43-NAPOLI

Oggetto:

ALL'UFFICIO INDUSTRIE E COSTRUZIONI
AERONAUTICHE
Via Posillipo, 223

NAPOLI

Nel mesi scorsi abbiamo trasmesso a codesto Ufficio alcuni fogli irregolari di requisizione materiali e macchine dal nostro Stabilimento di Marano. Tali fogli furono mostrati alla Subcommissione aeronautica dell'A.C.C. Vi preghiamo con la presente volerli restituire detti fogli che di seguito specifichiamo:

- 1) Trasmessivi con nostra del 10/3 n.1741
- Foglio requisizione bandelle duralluminio
- Foglio requisizione barre profilato
Trasmessi alla A.C.C. con f. 3/01014/3 del 11/3/44
- 2) Consegnatovi dal nostro Ing. Sassi in data 18/3.43
- Foglio requisizione motore, a firma Col Doe
- 3) Trasmessivi con nostra 16/5 n.195
- Foglio requisizione grue a carrello, paranco, catene a due morse parallele
103
restituiti dalla A.C.C.
- 4) Consegnatovi in data 3/6 del nos. Ing. Sassi
- Foglio requisizione materiale diverso, a firma Wing Commander Montuno

Indirizzo: Via Posillipo, 223 - Napoli
Telefono: 5190-5191-5192-5193-5194-5195-5196-5197-5198-5199-5200

Ad. Breda 51844.

S.P. SOCIETÀ ITALIANA ERNESTO BREDA
per Costruzioni Meccaniche
Stabilimento Aeronautico di NAPOLI

2/03839/3
20 LUG. 1944

Kol.

Ing. Lomas

SEZIONE COSTRUZIONI AERONAUTICHE
DI NAPOLI - Via Posillipo n° 223

DIREZIONE DELLE COSTRUZIONI AERONAUTICHE DI NAPOLI

Napoli 15 Ottobre 1944

Ufficio Industria

Va/

Prot.n° 2/06534/3

AL MINISTERO DELL'AERONAUTICA
DIREZ. DELLE COSTRUZIONI AERONAUTICHE
ALL'Attenzione del Sig. Col. TOLINO

N O Z A

ARGOMENTO : Situazione ditte fornitrici dell'A.A.

Le ditte fornitrici dell'A.A. si trovano attualmente sul punto di vista finanziario nelle condizioni ben note a questo Ministero. Ossia le maggiori di esse hanno avuto da noi anticipi sui loro crediti anti arretrati anticipi che sono loro serviti a riattare gli impianti, riparare il macchinario e sostenere le spese di esercizio sino al momento attuale, ed hanno quindi una ben scarsa disponibilità di denaro liquido.

D'altro canto il tenere una forte disponibilità è contro il loro interesse dato il continuo aumento dei prezzi.

Di queste Ditte quelle che lavorano in qualsiasi parte per noi vengono ora a trovarsi in condizioni difficili data la nostra lentezza in pagamenti, occorre infatti aspettare un anno perché la ditta possa incassare.

Siccome nel momento attuale le banche non danno anticipazioni e siccome le ditte non hanno esse stesse disponibilità tali da coprire le loro spese per il tempo necessario per incassare il prezzo delle loro forniture si trovano nell'impossibilità di continuare a noi le loro forniture.

Ora se non riusciamo a trovare un sistema di pagamenti spiccato per ovviare a questo inconveniente, le ditte che già ricevono da noi prezzi inferiori a quelli che vengono normalmente praticati sul mercato orienteranno su altre branche la loro attività e non ci forniranno più nulla.

Si pensi che questo dopo gli sforzi fatti per il rinvio di queste Ditte sia un ben peggio risultato. Ossia mentre si ritiene che sia utile all'economia nazionale che le nostre ditte non abbiano un'attività esclusivamente aeronautica, si pensa però perché l'Aeronautica possa continuare a funzionare, che continuino però a fornirci il materiale che necessita.

././././.

DIREZIONE DELLE COSTRUZIONI AERONAUTICHE DI NAPOLI

Foglio n° 2

Come rimedio si proporrebbe il seguente: per ogni contratto che viene stipulato per forniture, presso la Sezione Costruzioni venga depositata una somma pari al 60-70% dell'ammontare della fornitura, e la Ditta possa incassare direttamente e subito da detta somma la percentuale fissata presentando unicamente il verbale di collaudo e di consegna all'U.S.T. dei singoli lotti approntati.-

Con questi pagamenti parziali immediati dei singoli lotti la ditta potrebbe far fronte alle spese di gestione attendendo poi il saldo della fornitura il quale potrà avvenire quando le pratiche amministrative saranno tutte evase.

Si raccomanda a codesto Ministero di voler studiare la questione e di voler adottare quei provvedimenti che riterrà opportuni per risolvere il problema posto.

Si precisa che l'accordare alle ditte altri, accenti o anticipi sui loro crediti ante-armistizio non risolverà la questione e servirà solo a spostare nel tempo la necessità di risolvere il problema posto, dato che i soldi che verranno concessi verranno impegnati dalle ditte per il rittardamento degli impianti e non si creeranno certo con essi dei fondi scorta, d'altronde questo coincide con il criterio che si vuole a concedere questi finanziamenti.-

IL DIRETTORE
(Sagg. G. A. R. L. DELI Salvatore)

Dei

100

101

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FROM : Air Forces Sub-Commission,
Allied Control Commission, NAPLES.

TO : Air Forces Sub-Commission,
Allied Control Commission, ROME.

DATE : 15th October, 1944.

REF : ASC/I

STOREHOUSES AT MONTE CARBONARA.

Signor LIGUORI.

Reference your AFSC/R/530/ONG dated 30th August and our ASC/I dated 7th September, attached please find further correspondence exchanged with No. 214 Group regarding the above matter, reference 214G/5249/17/12 dated 7th October from No. 214 Group and our ASC/I of even date.

As regards paragraph three of 214 Group's letter it would appear that Signor Liguori has pulled a fast one on us and we are writing to him for an explanation, which we will forward to you in due course as and when received.

100

W.H.
(W.L. Winter)
Wing Commander,
for Air Vice-Marshal,
AIR OFFICER COMMANDING.

From : Air Forces Sub-Commission,
Allied Control Commission, NAPLES.
To : Headquarters,
No. 214 Group, R.A.F., C.M.F.
Date : 15/10/44
Ref : A50/1

STOREHOUSES AT PONTE CARONARA.
REMOVAL OF EXPLOSIVES.

Reference your 214G/3349/17/12 dated 7th October. A visit has now been made to the above storehouses and it is confirmed that the removal of the explosives by No. 124 M.U., No. 5 Park, has been very satisfactorily carried out.

The attention which has been given to this matter is greatly appreciated by this Sub-Commission.

It is agreed that a part of the building vacated is being used for the accommodation of live-stock, which, as you rightly observe, the owner states is an ancillary of the work of hemp processing.

Further enquiries are being instituted into this side of the matter, however, because no mention was made of live stock being accommodated in the buildings in the original letter dated 24th August, addressed to Italian Air Ministry, Rome, by Signor Liguori.

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AKL
(A.L. Winter)
Wing Commander,
for Air Vice-Marshal,
AIR OFFICER COMMANDING.

(Copy)

From : 214 Group R.A.F., C.M.F.
To : Air Forces Sub Commission -- ACC Naples.
Date : 7th October 1944.
Ref : 214 G/3349/I7/B2
Tel : Abbey 24 and Naples Auto - 10741

Storehouses at Ponte Carbonara
- Removal of Explosives.

Reference is made to your letter ACC/I
dated 7th Sept. 1944.

2. It is understood that ~~the~~ 124 M.U. No. 5 Park
have carried out in full the requests made regard-
ing the evacuation of buildings at Ponte Carbonara.
May it be confirmed that this has been carried out
to your satisfaction.

3. It is mentioned in passing that the buildings
in question are being used for accomodating live-
stock and for the storage of items other than hemp.
It is presumed that these are the purposes for which
the building were originally required and are an-
cilliary to the work of Hemp Retting.

(Signed)

for

R.J. Tilley. S/Ld 98
Group Captain
Officer Commanding
214 Group R.A.F. C.M.F.

FROM:- Air Forces Sub-Commission,
Allied Control Commission, Napoli.

AL :- Sig. Sossio Liguori,
Prattomaggiore.

DATA:- 17 Ottobre, 1944.

RIF :- ASC/I.

TENUTA DI PONTE CARBONARA.

Secondo la richiesta contenuta nella Vostra lettera indirizzata al Ministero Italiano della R. Aeronautica, Roma, il 24 Agosto, la R.A.F. ha proceduto alla rimozione di tutti gli esplosivi dai principali edifici.

Sembrava che questi edifici occorressero per la lavorazione della cenapa.

Da un'ispezione fatta ieri agli edifici, ad ogni modo, si nota che l'edificio più grande è utilizzato quale alloggio per bestiame (ieri vi erano due cavalli ed un bue) ed i due edifici più piccoli sono completamente inoccupati.

Poichè il trasloco degli esplosivi ha richiesto molto lavoro ed ha imposto considerevoli spese di mano d'opera, si richiede che sia data una spiegazione del perchè la R.A.F. dovrebbe essere stata sottoposta a tutti questi inconvenienti e fastidi se non si intendeva che i locali fossero utilizzati allo scopo per il quale essi ⁹⁷no stati sgonbrati.

(W.L. Winter)
Wing Commander,
Sqr Air Vice-Marshal,
AIR OFFICER COMMANDING.

From :- 214 Group R.A.F. , C/M/F.

To :- Air Force Sub-Commission-Allied Control Commission
Naples

Date :- 7th October 1944

Ref. :- 214 G/3349/17/E2

Tel : - Abbey 24 and Naples Auto -10741

Storehouses at Ponte Carbonara
-Removal of Explosives

Reference is made to your letter ACC/1 dated 7th Sept. 1944.

2 It is understood that 124 M.U. No. 5 Park have carried out in full the requests made regarding the evacuation of buildings at Ponte Carbonara. May it be confirmed that this has been carried out to your satisfaction.

3. It is mentioned in passing that the buildings in question are been used for accommodating livestock and for the storage of items other than hemp. It is presumed that these are the purposes for which the building were originally required and are ancillary to the work of Hemp Retting.

R. J. Tilley
for R.J. Tilley, S/Ldr.
Group Captain
Officer Commanding
214 Group R.A.F., C.M.F.

From:- Headquarters, No: 214 Group.

To:- Air Forces Sub-Commission,
Allied Control Commission, Naples.

Date:- 12th September, 1944.

Ref:- 214G/3611/ENC.

C.S.A. WORKS.

With reference to your letter on the above works, it is regretted that, after careful examination, it is not considered the appropriate time to transfer the C.S.A. works from 113 A.U. to the firm.

2. It is suggested, however, that the proposal be reviewed again in say two months time, when it is anticipated the whole set-up in Italy will have changed considerably in view of the war situation.

W.K. Le May
W.K. Le MAY G/C.
AIR COMMODORE,
COMMANDING,
No: 214 GROUP.

FROM : Air Forces Sub-Commission,
Allied Control Commission, NAPLES.

TO : Headquarters, No 214 Group,
R.A.F. C.A.F.

DATE : 8th September, 1944

REF : ASC/I

O.S.A. WORKS.

1. An agreement was recently reached between No 214 Group and the A.V.I.S. Firm. The agreement was to the effect that the workshops located in Castellammare and actually occupied by II3 B.U. would be progressively given back to the Firm. This agreement will enter into force as soon as H.Q. M.A.A.F. give their final authorisation.

2. It is proposed that the same agreement under the same conditions be made between 214 Group and the O.S.A. Firm, and this Sub-Commission could be grateful for your views on the possibility of carrying this out.

3. The O.S.A. Firm has been working for the I.A.F. since 1935, and the I.A.F. have always been satisfied with the work which they have turned out.

The workshops which it is proposed should be given back to the Firm in question are located in Capodichino and are actually occupied at the moment by II3 B.U.

94

WBC

(M.A.B. Bowen-Buscarlat)
Air Vice-Marshal

1. An agreement was recently reached between No 214 Group and the A.V.I.S. Firm. The agreement was to the effect that the workshops located in Castellammare and actually occupied by I13 A.U. would be progressively given back to the Firm. This agreement will enter into force as soon as H.Q., M.A.A.F. give their final authorisation.

2. It is proposed that the same agreement under the same conditions be made between 214 Group and the O.S.A. Firm, and this Sub-Commission would be grateful for your views on the possibility of carrying this out.

3. The O.S.A. Firm has been working for the I.A.F. since 1935, and the I.A.F. have always been satisfied with the work which they have turned out.

The workshops which it is proposed should be given back to the Firm in question are located in Capodichino and are actually occupied at the moment by I13 A.U.

94

W.B.C.

(W.A.B. Bowen-Buscarlet)
Air Vice-Marshal,
AIR OFFICER COMMANDING.

FROM : AIR FORCE SUB-COMMISSION.
ALLIED CONTROL COMMISSION, NAPLES.

TO : HEADQUARTERS, NO 214 GROUP, R.A.F., C.A.F.
(attention of C/Capt. Carfoot.)

DATE : 7th SEPTEMBER, 1944.

REF : ABC/I

BOMB AND AMMUNITION DUMP AT MONTE CARBONARA,
CALABRO. - SIG. BONNIO LIGUORI.

Following upon request of Sig. Liguori for the removal of explosives from the above-mentioned premises, inspection was made on the spot between Wing Commander Winter, Flight Lieut Ireland and Sig. Liguori.

There can be no doubt that now that the processing of the heap is in full swing the risk of fire cannot be ignored, not so much from the explosives as from the heap and hay. This is a very inflammable material and were it to catch alight a major explosion could not be avoided, because at the moment the explosives are surrounded by heap and hay.

This, however, in war time may be considered a legitimate risk, but this sub-commission is not in a position to enter into the merits of this.

The next point is whether or not it is of paramount importance for the S.A.A. stored in the farmhouse building to be moved in order to enable the heap to be processed. Sig. Liguori states that without this building he cannot work the heap. This is obviously the case as there is no other building with sufficient space anywhere in the vicinity.

If it is admitted that the heap must be worked, then the S.A.A. stored in the farmhouse must be moved.

Alternative accommodation for the S.A.A. was accordingly offered by Sig. Liguori and inspected.

This consists of three one-room buildings on the same farm (a distance of about 2/300 yards between each

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If it is admitted that the heap must be worked, then the S.A.A. stored in the farmhouse must be moved.

Alternative accommodation for the S.A.A. was accordingly offered by Sig. Liguori and inspected.

This consists of three one-room buildings on the same farm (a distance of about 2/300 yards between each building) and an outside roofed store at the side of the farmhouse. This accommodation is not so suitable as the present for the S.A.A., but P/Lt Ireland considered it would suffice in case of necessity.

The roofs of some of the one-room buildings are in need of slight repair, and P/Lt Ireland would like these patched up before shifting the S.A.A. The owner is quite prepared to do this work, but needs a few roofing sheets as he cannot procure any. Could these therefore be sup-plied from your sources, please?

Cont V 2

- 2 -

3/22
The matter is one of considerable urgency as the work on the hump is now commencing.

It will be appreciated therefore, if the necessary instructions may be issued promptly.

W.L.

(W.L. Minter)
Wing Commander,
Air Vice-Marshal,
AIR OFFICER COMMANDING.

E

Paperback \$9.95

Figure 1 shows a series of nine line drawings of a person, arranged in a 3x3 grid. The drawings represent the progression of a child's drawing from age 3 to age 7. The first row shows three simple stick figures. The second row shows three drawings with more detail, including the emergence of a head and torso. The third row shows three drawings with even more detail, including the emergence of facial features and clothing.

[illegible]

Unboxed Densities: Tabular densities are given. Banded and
unbanded densities are also given. The density of the banded
material is given as a function of the density of the unbanded
material.

P. M. Allen Ss/2

100

THE VINEYARD

92

C

From the above, we can see that the proposed algorithm takes advantage of the locality of the data and the sparsity of the data, and it is more efficient than the other algorithms.

TRANSLATION (Gilbert)

FROM: Air Ministry, Cabinet of the Minister
 To: A.F.S.C. A.C.C.M.
 DATE: August 27th 1944.
 REF: 5228/3/219 COLL.
 Subject: Sig. Liguori 303310

With the attached application the above named has approached this Ministry requesting that the possibility be examined of removing explosives stored by the R.A.F. in premises at Ponte Carbonara in Agro Caivano (Naples) since it is intended to being industrial work there.

This request is forwarded to the A.F.S.C. for decision or action.

The Chief of the Cabinet
 (signed) General U. CAPPA.

1st ENCL.

To: Air Ministry, Rome.

The undersigned Liguori 303310, fu Luigi resident at Prattemaggiore (Naples) administrator of the Tenancy of Ponte Carbonara in Agro Caivano (Naples), property of the I.M.C.E. of 26 Via Sallustiana, Rome, wishes to advise: - that on the property of Ponte Carbonara Caivano (on the main road Caivano-Ceseta) near Ponte Carbonara, the R.A.F. has occupied a part of the grounds and all the building using it as a bomb and ammunition dump. - that in the vicinity of the bombing there are three basins for the processing of textile fibres covering an area of 40,000 m², the largest in Italy; that in the buildings there are deposits of hay, straw and a large quantity of processed hemp.

In order to ensure the normal working of the hemp processing and in view of the great importance of this textile product for the war industries and for the country's economic life generally, in view of the fact furthermore that the work cannot be done by other installations since the Carbonara plant is of such great capacity, in view lastly of the danger of accidents which may be provoked by self-igniting of the materials stored in the buildings and of those stored in the

decision on action.

The Chief of the Cabinet
(signed) General U. CARPA.

1st ENCL.

To: Air Ministry, Rome.

The undersigned Liguori SASSIO, in Luigi resident at Frattemegione (Naples) administrator of the Tenancy of Ponte Carbonara in Agro Caivano (Naples), property of the I.M.C.S. of 26 Via Sallustiana, Rome, wishes to advise:

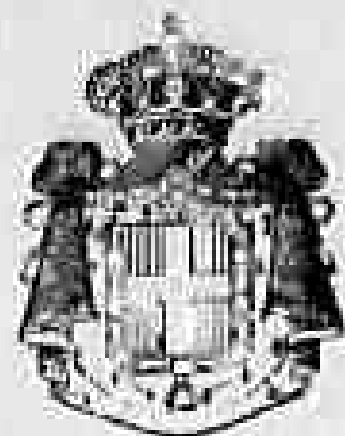
- that on the property of Ponte Carbonara Caivano (on the main road Caivano-Caserta) near Ponte Carbonara, the R.A.F. has occupied a part of the grounds and all the building using it as a bomb and ammunition dump.
- that in the vicinity of the bomb dump there are three basins for the processing of textile fibres covering an area of 40,000 m², the largest in Italy; that in the buildings there are deposits of hay, straw and a large quantity of processed hemp.

In order to ensure the normal working of the hemp processing end in view of the great importance of this textile product for the war industries and for the country's economic life generally, in view of the fact furthermore that the work cannot be done by other installations since the Carbonara plant is of such great capacity, in view lastly of the danger of accidents which may be provoked by self-igniting of the materials stored in the buildings and of those stored in the vicinity of the hemp-rotting basins (such as straw, hay, hemp etc.) or by the inattention of the workers there, it is requested that consideration be given to the above exposed and to submit it to the Allied Air Force Command in Italy with a view to obtaining the removal from the property of Carbonara of the above mentioned explosives and bombs.

Rome 24.8.44.

Sincerely
(signed) Liguori SASSIO

105/A
30/8



Ministero dell'Aeronautica
GABINETTO DEL MINISTRO

Prot. N.

6228/s

Allegati

214 Colleg.

OGGETTO Sig. Liguori SOBBIO.

Roma,

27 AGO. 1914

19

M. A. C. C.

A. F. S. C.

tramite Ufficio Collegamento

Risposte al foglio del

Div.

Sez.

N.

Si prega trattare per ogni lettera un solo argomento e indicare nella risposta il N. di Protocollo e la Divisione a cui si risponde.

Il sig. Liguori SOBBIO, con l'unita istanza, ha in-
teressato questo Ministero, affinché venga esaminata la pos-
sibilità di rimuovere, a scopo lavori industriali, il materia-
le esplosivo collocato dalla R.A.F. in una tenuta di Ponte
Carbonara in Agro Calvano (Napoli).

Si inoltra la richiesta a codesta A.F.S.C., per
le decisioni in merito.

IL CAPO DI GABINETTO

(Generale - U. CAPPA)

Cap

89

90

0130

340

Al ministero dell'Aeronautica di Roma

R O M A

Il sottoscritto, Sossio Liguori fu Luigi domiciliato in Frattamaggiore (Napoli) in qualità di incaricato della gestione della tenuta di Ponte Carbonara in Agro Calvano (Napoli), di proprietà della società con sede in Roma Via Ballustiana, 20 I.M.I.G.E., fa presente quanto segue:

- che nella tenuta di Ponte Carbonara calvano (sulla strada nazionale calvano/caserta) nei pressi di Ponte Carbonara, la R.A.F. occupò parte dei terreni e quasi tutto il fabbricato colonico per il deposito di bombe e munizioni.

- che nei pressi dei depositi delle bombe esistono tre bacini di macerazione di fibre tessili, per la estensioni di mq. 40.000, =, le più importanti d'Italia e che nel fabbricato esistono depositi di fieno, paglia, nonché grande quantità di canapa in sacchetti

macerati

Allo scopo di assicurare un regolare andamento dei lavori di macerazione della canapa, fibra tessile molto interessante ai fini della guerra e per l'economia

to in Frattamaggiore (Napoli) in qualità di incaricato della gestione della tenuta di Ponte Carbonara in Agro Calvano (Napoli), di proprietà della società con sede in Roma via Sallustiana, 20 I.M.I.G.M., fa presente quanto segue:

- che nella tenuta di Ponte Carbonara calvano (sulla strada nazionale Calvano/Caserta) nei pressi di Ponte Carbonara, la M.A.F. occupò parte dei terreni e quasi tutto il fabbricato colonico per il deposito di bombe e munizioni.

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89

Allo scopo di assicurare un regolare andamento dei lavori di macerazione della canapa, fibra tessile molto interessante ai fini della guerra e per l'economia del paese, lavori che peraltro non potrebbero essere assorbiti da altri maceri data la capacità degli impianti di Ponte Carbonara, e ad evitare eventuali disastri che potrebbero essere provocati da auto-

combustione delle materie conservate nei fabbricati e di quelle accumulate nelle vicinanze delle vasche di macerazione (cioè paglia, fieno, canapa, ecc) oppure da disattenzione degli operai addetti ai lavori, ovvero da autoesplosioni, si prega codesto ministero di prendere in considerazione il presente esposto, dal comando alleato delle forze aeree in Italia, che gli esplosivi e le bombe suddette siano rimossi dalla tenuta di Ponte Carbonara.

Con osservanza.

Roma 24/8/1944

Luigi Spivani

0133

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

785017

88

Bombs in holes - 4000 lbs
" 7 more

Bartridges in form of building
must be returned

1200 lbs

2557 844

Elephant & Bulls

1 - alligator to form bones

Water - 1000 lbs

" 1000 lbs

2/0 Barbed
Wire - 1000 lbs

W. 1000 lbs

FROM: Air Forces Sub-Commission
Allied Control Com.

1-10-70

TRANSLATION.

UFFICIO INDUSTRIA
E
COSTRUZIONI AERONAUTICHE
NAPOLI

AL MINISTERO DEL TESORO
All'attenzione di S.E. M. MINISTRI

ROMA

e per conoscenza:

AL MINISTERO DELL'AERONAUTICA
All'attenzione di S.E. IL MINISTRI

ROMA

ALLA AIR FORCES SUB COMMISSION
A.C.C.
(Pir.APSO/S 830/ENG del 24/8)

AL MINISTERO DELL'AERONAUTICA
Direzione delle Costruzioni

ROMA

ALLO STATO MAGGIORE M.A.
Segreteria tecnica

BARI

BARI

Subject: - Debts Outstanding.

1. The attached statement gives the financial situation of the Aeronautical Firms in this zone - controlled by this Office - and who work, with the exception of the BRADA, for the I.A.F. and the Allied Forces.

The situation of each firm, having been ascertained with only the elements available in this Office, must be considered to be approximate and less than the actual total amount of credits.

The attached reports cover the conditions, the payments and the necessities of each firm for the near future.

2. The Circular No. 112611 - 100/150/1 - dated 27 July issued by your Ministry - "Ragioneria Generale dello Stato" - disposes that: - "All credits of firms or establishments for supplies and services rendered before the date of the liberation of the provinces of Italy, under the orders of the defunct Fascist Regime, cannot be considered.....". The circular in question, however, contemplates exceptions and into which category fall precisely the firms controlled by this Office, and

AL MINISTRO DELL'AERONAUTICA
Direzione delle Costruzioni

SEMI

ALLA STAMPA NAZIONALE I.A.A.
Segreteria Tecnica

SEMI

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1. The attached Statement gives the financial situation of the Aeronautical Firms in this zone - controlled by this Office - and who work, with the exception of the I.A.A., for the I.A.A. and the Allied Forces.

The situation of each firm, having been ascertained with only the elements available in this Office, must be considered to be approximate and less than the actual total amount of credits.

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It must not be overlooked that nearly all of the firms in question have heavy unsatisfied commitments - because we have

not discharged ours towards them - with Banking Institutes, and for this reason they cannot now count upon any further assistance from the Banks.

The figures I propose are based upon established credits - take into consideration payments on account already made, and the running expenses of the firms in question. These figures consider, when the credits are of sufficient entity and according also to other considerations, a period of six months as the minimum necessary before payments commenced by us for the supplies in course.

This period, whilst at first sight it may appear excessive, will not be so considered when the observations and other elements which I feel bound to submit, are taken into account. To begin with one must briefly touch upon the protracted and laborious system through which must pass contracts and documents in liquidation.

The detached Section of Construction after preliminary negotiations with the firms and after having been authorized by the Ministry, draw up a scheme of contract which becomes signed by both parties. This initial phase itself occupies several weeks.

The Ministry in possession of the scheme examines it and approves it or otherwise - tentatively. In cases of absolute urgency immediate execution can be given effect to under Royal Decree No. 856 dated 21/6/1940.

One the passes to the definite stipulation of the contract. This contract is then transmitted in copy to the Ministry for final approval by means of a Decree to be registered at the Court of Accounts through the Central Finance Office of the same Ministry.

The contract having been definitely approved, one passes to its registration at the Finance Office of the Registry of the Ministry of Finance. After all of which it is in order.

When one does not run into snags of any description (which is very rare) - when all the Offices function perfectly (which is to-day still rarer) - and when communications have been perfected (to-day they only function in the well-known limited manner) - this phase cannot last less than two months.

The phase then of liquidation by means of direct mandate, to-day in vigour, must pass through the same organs - even although it commenced. In the cases of "immediate execution", before the definite approval of the contract.

Finally the payments which must be effected by the Provincial Treasury after the relative liquidation mandates have passed through the various organs, requires a certain time, the duration of which can be easily imagined.

In order to better illustrate what is set forth above I give some particulars regarding recent contracts, which will clearly illustrate the fact that, given the present very difficult

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In order to better illustrate what is set forth above I give some particulars regarding recent contracts, which will clearly illustrate the fact that, given the present very difficult circumstances, the procedure is so slow and so complex as to present a nearly insurmountable obstacle.

A. CONTRACT ALPA ROMEO - No. 1775 for supply of 8 motors R.A.

1000. Value Lire 4,000,000.

26/2/44 - Orders to negotiate it.

10/3/44 - After negotiations with the firm interested passed to it for signature.

12/4/44 - Forwarded to the Ministry for tentative approval.

24/6/44 - Received approval to register contract.

25/6/44 - Registered and forwarded to the firm, who have only to-day returned it.

2. CONTRACT CANNITA No. 1712 - Repairs to three Aircraft. Value Lire 1,500,000.

Stipulated on 14/3/44 and was given immediate execution. Completed work for the signature of the original by the firm, it was sent to the Ministry on the 12/4/1944 for necessary action and definite approval.

Up to-day it does not result that it has yet been approved.

Scarcity of personnel, with tendency to still further reduce it for financial reasons and to limit it to the definite number of rations put at our disposal by the Allies - lack of means of communications - decentralizing of organs of control, etc; - are the reasons for the present slowness. This procedure which was long, difficult and insidious in normal times, cannot now but be longer, more difficult and more insidious - and the consequences are sufficiently illustrated in the above two quoted cases.

During the exceptional period in which we are living exceptional measures must be adopted because normal measures can only be applied in normal times.

Our Industrialists who are working for the Allied Forces are asking, and one cannot blame them, why the R.A.F. can pay monthly and the Royal Navy upon delivery, whilst our payments are protracted for months and months. It would appear that there cannot be any doubt as to the necessity of doing away with a system, which, as it is to-day, does not fulfill the needs of the times.

3. The figures given in the attached statement covering payments on account, are, as mentioned in the preceding paragraph only for the working expenses of the establishments. They do not therefore take into account salvage expenses and repairs to precious machinery which will be indispensable when it comes to a question of reconstructing a Country half destroyed, and these expenses cannot be put off, as if the work is not tackled immediately, there will be little left to salvage and still less in such a condition as to make it worth while repairing.

In judging my proposals it will be well to bear in mind that they do not take into account the Nation's needs and the undoubted interest it has in the salvage and resuscitation of important industrial assets. It would be well therefore to amplify my proposals to the maximum possible consistent with the availability and the total amount of credits of such firm.

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8b

4. The particulars given regarding the credits of the firms and carried forward in the second statement can only have informative value. They do not coincide with the figures shown by the firms inasmuch as we have had to limit ourselves to the figures resulting from an accurate examination of the documents in our possession.

It can be taken therefore that our figures are generally liable to be subject to substantial increase rather than decrease.

- 4 -

5. The Circular to which I have had the honour to refer leaves the interested firms little illusion as to the possibility of ever realizing their credits in full. It similarly therefore leaves little prospects of the firms ever being able to afford their own obligations towards the Banks, sub-suppliers, etc.

The general reactions to the contents of the Circular, which are known to all interested parties, are only too clear. They request that a moratorium should be imposed, as without such protection they render themselves liable to legal action which in all probability will be taken against them by their Creditors.

In regard to the question of a moratorium, it should be noted that even this might not prove to be effective inasmuch as it can only be a provisional and not a definite and a final measure. For many months now our firms see piling upon enormous figures for interest on money advanced to them by the Banks for finance and for crediting of credits. The payment of these interests is a problem which must, at all costs, find an equitable and rapid solution.

6. The same Circular stipulates in paragraph 3 that: "no payment may be effected by drawing sums on credit funds, it being indispensable for all to first have the authorization of the Court of Accounts....."

This disposition, whilst it can only refer to payments of credits overdue, should nevertheless be cleared up in the sense that it should be precisely stated that for other payments the usual system still applies. Were this not so, if it were not, as in the past, possible to spend up to a certain limit without previous control (Decree 6/4/1933, No. 835 and successive variations) it would bring about a hold up in the purchase of consumable materials and the indispensable maintenance and functioning of the establishments and offices. This ambiguity has already created considerable alarm and has meant the suspension of a not indifferent number of purchases and payments.

Suppliers want their invoices liquidated upon representation and upon delivery of their goods, which is quite reasonable given the present circumstances; the enormous demand there is on the market for every class of material, and the indisputable slowness of our bureaucratic machine.

Owing to the actual and constant oscillation of prices the authorization for a certain work, arriving months and months after the initial negotiations and offer, comes at a time when, in all probability, the prices originally offered cannot any longer be maintained.

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Suppliers want their invoices liquidated upon representation and upon delivery of their goods, which is quite reasonable given the present circumstances; the enormous demand there is on the market for every class of material, and the indisputable slowness of our bureaucratic machine.

Owing to the actual and constant oscillation of prices the authorization for a certain work, arriving months and months after the initial negotiations and offer, comes at a time when, in all probability, the prices originally offered cannot any longer be maintained.

7. A.V.I.S.

This firm is not included in the attached statement because it has not, practically speaking, free credits from bank cessations.

Requisitioned and managed up to date by an R.A.F. Unit it finds itself actually in a privileged situation compared with other firms, because its installations were put practically in order at the expense of the British, and its workmen were employed. The managers therefore were not faced with the many problems and difficulties common to the others.

The R.A.F. has however decided to give back the management

- 5 -

of the establishment to the AVIS, who will continue to work for the Allies, it being agreed, however, that they can also work simultaneously for us and for private concerns, once they have satisfied the demands of the Allies which are very substantial.

The restitution of the workshop will commence on the 1st September and will only be partial at first, being gradually extended. This brings to life the financial problem of this firm which has exhausted all its financial resources, and in view of the fact that they have large outstanding commitments towards several institutes it is not to be expected that they will receive any further support from them.

The management of the AVIS gives the situation of the firm as follows:-

LIABILITIES

Banco di Napoli.....	Lire 91,417,512
Consorzio Sovvenzioni Industriali "	3,000,000
Various (amongst which is included	
5,000,000 due to Sub-suppliers) "	35,000,000
TOTAL LIAB.	129,417,512

ASSETS

Credit with the Administration of	
the Regia Aeronautica - Lire 80,000,000	

83

This firm, as above mentioned, has its installations almost in order, and is working for the Allies and will continue to work in accordance with the agreement made with the R.A.F., but it must in some manner be helped to meet its working expenses during the interim period which, commencing on the 1st September, will terminate when the R.A.F. begins to make its payments. If we admit that this period might last about two months - that the running expenses amount to about Lire 15,000,000 per month - and that the Lire 5,000,000 due to Sub-suppliers must be immediately liquidated - then it results that they must be able to dispose of about Lire 35,000,000 to get through the interim period indicated.

From documents in this Office it results that the first credits of the firm towards the R.A. amount to about Lire 34,000,000. These credits are, however, the first lot, and without doubt are subject to heavy increase because they do not take into account clauses inserted in the contract calling for a revision of prices and credits for work already partly completed at the time of the armistice. It is safe to reckon therefore that following upon further investigations one will in all probability arrive at a figure very near to that given in the

83

ASSETS

Credit with the Administration of

the Regia Aeronautica - Lire 80,000,000

Concorso Sovvenzioni Industriali " 8,000,000

Various (amongst which is included

5,000,000 due to sub-suppliers) " 25,000,000

TOTAL LIRE..... 113,000,000

This firm, as above mentioned, has its installations almost in order, and is working for the Allies and will continue to work in accordance with the agreement made with the R.A.F., but it must in some manner be helped to meet its working expenses during the interim period which, commencing on the 1st September, will terminate when the R.A.F. begins to make its payments. If we admit that this period might last about two months - that the running expenses amount to about Lire 15,000,000 per month - and that the Lire 5,000,000 due to Sub-Suppliers must be immediately liquidated - then it results that they must be able to dispose of about Lire 15,000,000 to get through the interim period indicated.

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That the AVIS which works for the Allies should be helped is obvious. One does not see any other possibility of help. However, other than for us to pay to the Banco di Napoli the credits outstanding for the cession of the AVIS contracts, in order that this Institute may once again cash credits to this firm, making whatever arrangements it sees fit to guarantee the sums advanced.

It goes without saying that payments on account of the AVIS, as also other payments recommended for the other firms, should be considered as exceptional measure - as has already been established and with the safeguards as set forth in Circular 104312/90 dated 16/5/1944 of the Ragioneria Generale dello Stato.

- 6 -

any other procedure, owing to the time which would be involved, would not resolve a situation which must be settled immediately.

B. BRADA.

This firm, which is not actually working for the R.A., should not, strictly speaking, enter into the same category as the other for which the Circular before mentioned foresees the possibility of making exceptions.

One is dealing, however, with a firm which, as set forth in their report, has a programme of salvage, repairs and activity which is not without interest, also because their machinery, once it is repaired, could be employed by the I.A.A., which is working on the repair of railway materials for the Allies and ourselves.

This firm has had all its establishments requisitioned by American Units and to-day has only a limited number of machine tools to be repaired and some materials for construction, which have been left in the locality where they had commenced decentralizing before the last events.

The entity of the firm's credits and the modest request made in comparison with them - as also the opportunity to salvage what which can still be salvaged, and the necessity to affront its commitments which will always remain outstanding unless the Government exceptionally intervenes, make it appear to me to be only right that also this firm's request should be sustained.

FROM HEADQUARTERS

9 AGO. 1944

" Ufficio Industria e Costruzioni Aeronautiche "

Naples - 223 Via Posillipo - tel. 14153 - 22

TO HEADQUARTERS

" Air Forces Sub Commission - A.C.C. Naples

No 2/05296/3

O.S.A. WORKS SHOPS & MACHINERY

- 1) It is known that this firm has started since last June its rehabilitation and that is actually working for the I.A.F.-
- 2) At present:
 - a) they are making & repairing air screw's blades in a small shop located at the entrance of the autostrada - Corso Galileo Ferraris
 - b) they have the main part of the machines salvaged from the S.Rocco caves in the foundations of the unfinished new building of the Banca d'Italia - Piazza Municipio.
 - c) they intend to organise a new activities consisting in the repairing of the machines above mentioned, to start with, in the works belonging to a certain Mr. Grevin and located in " Traversa IF S. Anna alle Paludi " .-
- 3) It would be very much appreciated if you would grant to the firm in question a letter stating that neither the premises in Corso Galileo and in S. Anna alle Paludi, nor the machines reported in the annexe can be requisitioned without the authorisation of your H.Q.

81

Col.A.A.R.S. Giacomo BRENTA

1 - annexe

[Signature]

O.S.A.

R-E-S-T-R-I-C-T-E-D

3d W/Ind.

HEADQUARTERS AIR FORCE GENERAL DEPOT NO. 3, APO 528, 22 July 1944. A-5-9 20

TO: CG, AAFSC/MTO, APO 528, US Army.

1. In compliance with paragraph 2 of 2d W/Indorsement, the following information is submitted:

a. Subject properties house the Depot Headquarters and Air Corps Supply at 30 Corso Malta and Depot Engineering at Capodichino Airfield.

b. This Depot is in need of additional space; release of any facilities at Capodichino Airfield or at 30 Corso Malta is out of the question.

c. Subject premises are absolutely essential to the functioning of this Depot. No estimate can be given as to the time they will continue to be occupied as their use will be necessary as long as this Depot operates in this locality.

For the Commanding Officer:

Lee H. Clearman
LEE H. CLEARMAN,
Capt, Air Corps,
Adjutant.

4 Incls: n/c.

AG 601 With W/Ind. (L-5-9)
HEADQUARTERS, AAF SERVICE COMMAND, MTO, APO 528, 25 July 1944.

TO: AGC, Air Forces Sub-Commission, Headquarters, Allied Control Commission, APO 394 (Attention: W. L. Linber, Wing Commander).

1. Attention is invited to 3rd W/Indorsement.
2. At the present time it would be impossible to release subject premises without seriously hampering the functioning of this command.

For the Commanding General:

80

R. K. Fadel
R. K. FADEL,
Lt. Colonel, AGC,
Adjutant General.

4 Incls:
n/c

R-E-S-T-R-I-C-T-E-D

9/25

200

7/24

1000



12

RESTRICTED

1st W/Ind. U-5-14
HEADQUARTERS, XII AIR FORCE SERVICE COMMAND, APO 650, 16 July 1944.

TO: Commanding General, Army Air Force Service Command, Mediter-
ranean Theater of Operations, APO 528.

Forwarded as a matter pertaining to your command.

For the Commanding General:

Ralph G. Krupp
RALPH G. KRUPP,
Captain, A.G.D.,
Asst. Adjutant General.

4 Incls:

- Incl 1 - Ltr. from Air Forces Sub-
Commission, dtd. 8 Jul 44
Incl 2 - Map (Area in Capodichino)
Incl 3 - Ltr. (in Italian), "Ricostruzione
Industriale", dtd. 5 Jul 44
Incl 4 - Ltr. from Ufficio Industrie e
Costruzioni Aeronautiche", dtd.
6 Jul 44

AG 601 2nd W/Ind (L-5-5)
HEADQUARTERS, AAF SERVICE COMMAND, MTO, APO 528, 17 July 1944.

TO: Commanding Officer, Air Force General Depot # 3, APO 528.

1. Attention is invited to attached request for return of requisitioned real estate.
2. It is desired that any necessary information be furnished as to whether subject premises are still required for military use.

By command of Brigadier General PATTON:

4 Incls:
n/c



John R. Rice
JOHN R. RICE,
1st Lt., AGD,
Asst Adj Gen.

RESTRICTED

TRANSLATION

SUBJECT: Industrial Reconstruction.

ATTN: Col. Branta

We confirm that, following authorization obtained from the Allied Control Sub-commission, we effected the transportation of nearly all our machinery from Merano to the Bufole workshops of our society "Industria Meccanica Meridionale".

In these shops we have started, within the limited space allowed us, the selection of various machines and parts of machines with a view toward repairing and setting the machinery in operation again.

At this point the hope returns to us that, if it were difficult to accomplish these past months, when the front lines were barely 70 Kilometers; it seems more understandable and nearer to actuality now with the victorious advances of the Allied Forces on the Peninsula--in short, we intend to discuss the release of our workshops at Capodichino, and at least a part of our factory in the Vasto.

Such a release would put at our disposal an area sufficient to allow the organization and gradual solution, in a relatively brief time, of the difficult task of putting our machinery back in operation, and would permit us to start the industrial reactivation of our shops in what was and shall be their proper places.

The importance of such facts, which has as an immediate consequence the absorption in increasing numbers of workers who were formerly a part of our company, will not escape the minds of competent authorities, particularly today since, with the departure of numerous Allied Units, a conspicuous mass of workers, many of whom are machinists of proven worth, will enter the ranks of the unemployed.

To facilitate the action to be taken by your office on our request, we call to your attention the fact that our shops are now occupied by the 38th Air Depot Group.

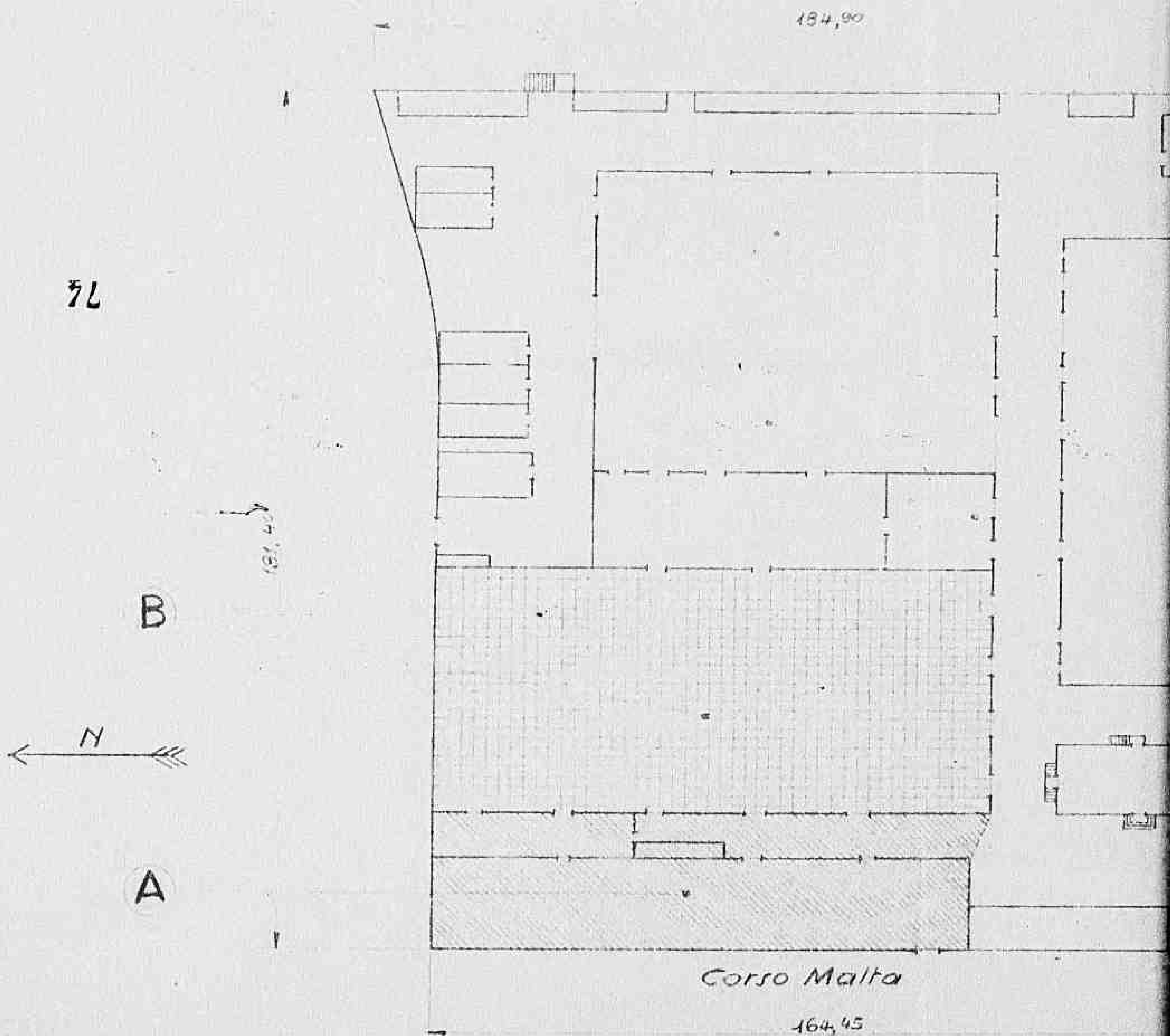
The activities involved, in reconstructing our shops at Capodichino, following their release, would not interfere in any way with the activity of the Allied Units at Capodichino Airport, since our shops have separate entrance and occupy an area apart from the airport itself.

Regarding the shops in the Vasto, we request the release of the area traced and marked "A" on the attached plan, as immediately necessary for our reconstruction program, and the release, at a later date of the area traced and marked "B".

Even in the shops in the Vasto, our activities would not interfere with the Units occupying the remaining area, since area "A" is close to Corso Malta and we will use a separate entrance on Corso Malta as indicated on the attached plan; we will even close off with masonry, the actual communications existing between the areas occupied by us and the remaining units.

Finally, we bring forward that our program of production promises cooperation, whenever accepted, with the Allied Armed Forces and the Italians, and orientation of civic works due to the variety of machinery at our disposal and the employment of skilled specialists, employed by us in former years, with the possibility of constructing machines ranging from airplanes to automobiles, farm machinery and precision machinery.

We hold ourselves at the disposition of your Office, for any clarifications.



- (A) Area di impiego immediato 
- (B) Area di impiego successivo 

184,90

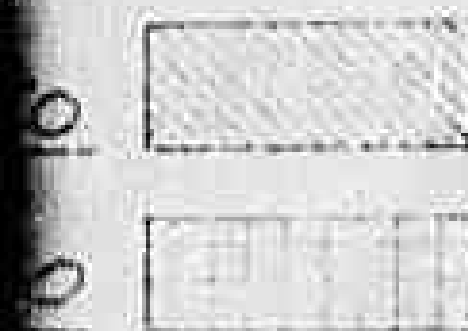
Soc. It. E. BREDA - NapoliPLANIMETRIA GENERALE
STABIL. CORSO MALTAScala 1:1000

32

180,30

Cerro Malta

164,45



Soc. It. E. BREDA - Napoli

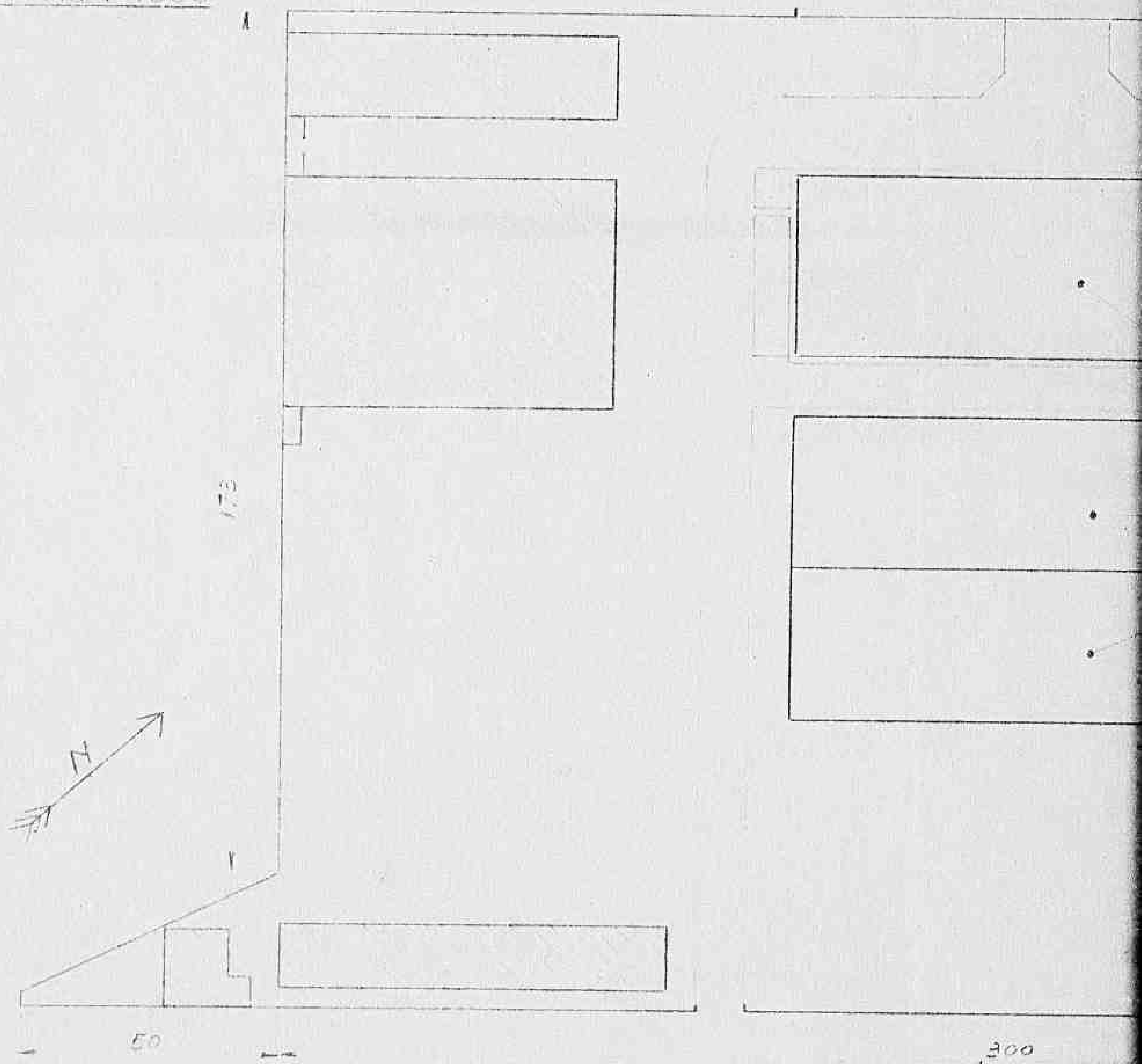
PLANIMETRIA GENERALE

STABIL. DI CAPODICHINO

Scuola Specialisti

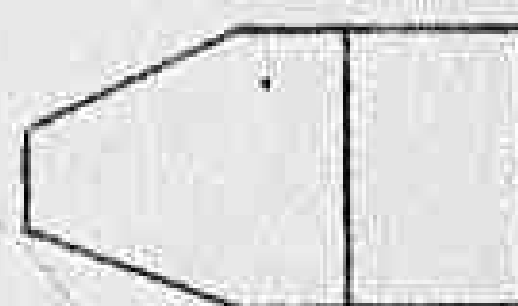
Scala 1:1000

300



Aeroporto Ugo Niutta

300



Locali fortemente
danneggiati

200

300

FROM - Air Forces Sub Commission,
Allied Control Commission, R.A.M.S.

TO - Headquarters, No. 214 Group, R.A.F., C.I.F.,
(attention S/Ldr. Facello)

DATE - 24th July, 1944

REF - ASC/I

MACHINERY.

Reference your 1143/3381/2/MS dated
14th July, 1944.

It is regretted that at the Aircraft
Factories controlled by this Sub-Commission in this area
all the workshop machinery is now being fully utilized.
The factories concerned, viz. the Alfa Romeo, Magnaghi,
and Zanussi are all working for either the R.A.F., Royal
Navy or I.A.F. and cannot spare a single machine tool.

It is presumed that a certain amount
of machinery should not be available in the Rome area and/
or further North, and efforts are being made to get some
reliable information in this connection.

The delay in replying to your com-
munication is due to the fact that your letter went first
to Bari and then had to be re-forwarded from there to this
Office. In order to avoid a recurrence of this in future
will you please address all communications for this Office
as follows:-

Air Forces Sub-Commission,
Allied Control Commission,
Banca del Lavoro,
123, Via Roma,
RAVENNA.

73

It is regretted that at the present time the factories controlled by this Sub-Commission in this area all the workshop machinery is now being fully utilized. The factories concerned, viz. the Alfa Romeo, Magneti, and Semite are all working for either the U.S.A.F., Royal Navy or I.A.F. and cannot spare a single machine tool.

It is presumed that a certain amount of machinery should now be available in the Rome area and/or further North, and efforts are being made to get some reliable information in this connection.

The delay in replying to your communication is due to the fact that your letter went first to Bari and then had to be re-forwarded from there to this Office. In order to avoid a recurrence of this in future will you please address all communications for this Office as follows :-

Air Forces Sub-Commission.

Allied Control Commission.

Banco del Lavoro.

125, Via Roma.

NAPLES.

73

(A.L. Inter)

Wing Commander.

Air Vice-Marshal.

Air Officers Commanding.

Copy to -

Col. G. Brenta.

I.A.F.

From:- Headquarters, No. 214 Group, R.A.F., C.M.F. 17

To:- Air Forces Sub Commission, Allied Control Commission,
NAPLES. (Attention W/Cdr. Minter).

Copy to:- 214G/3899/3/Eng.

Date:- 14th July, 1944.

Ref:- 214G/3381/2/E5. See 19

MACHINERY.

This Headquarters has considerable requirements of workshop machinery for use in Unit Workshops. The requirement has been submitted to Local Resources Section but no result has been obtained to date.

2. It is considered possible that assistance could be obtained from the Air Forces Sub Commission, either by advice of availability, or by information on possible sources of supply. It has been suggested that a number of machines may still be available at Benevento.

3. It would be appreciated if you would advise this Headquarters of any information which would lead to the obtaining of supply.


E.A. PACELLO, S/LDR.
for Air Commodore,
Air Officer Commanding,
No. 214 Group, R.A.F., C.M.F.

17A

M A C H I N E R Y

- 1) Reference to your letter - 2140/3381/2/E5 - dated July 14th
- 2) At the factories controlled by this Sub Commission there is not available machinery. ALFA ROMEO as well as MAGNAGHI & SANNITA in Benevento are fully engaged either by the I.A.F. or by the Royal Navy or by the R.A.F.- and consequently, can not spare a single machine tool.
- 3) It is presumed that available machinery can be found in the Rome area or further North. We will contact on the matter the authorities concerned and will let you know every information we will receive.-

Original Letter to HQ 15/7/44
Copy sent Rome to 15/7/44

To :- Italian Air Ministry.
Office of Aeronautical Construction.
Air Staff Technical Office. (for attention of Air Vice-
Marshal Bowen-Buscarlet)
BARI.
Naples. 14th July. 1944

Ref :- No. 2/03653/3

SUBJECT - C.N.A. Overhauling of Allison and P.39

1) This Ministry has decided on principle to give the overhauling of engines and framework of the above-mentioned Firm (see letter 3/396 of the 6th inst.) and this decision has evidently been taken following inspection made and information gathered on the possibilities of the C.N.A.

As far as I know the Ministry relies on C.N.A. to carry out the work in question because the Firm is in a position to make use of

- (a) approximately 200 machine tools of which half are in perfect working condition.
- (b) a workshop in good condition and of sufficient capacity. Information which I have received and which I think is sufficiently reliable, would, instead, point to the fact
- (c) that the C.N.A. can actually dispose of only 80 machine tools in Rome, which have to be repaired.
- (d) that the C.N.A. counts on the possibility of finding about a hundred new machine tools in Foggia which had not been used at the projectile factory which the Caproni Group was organising at the time of the Armistice. Mr Recupito, the engineer, left for Foggia yesterday and if he can locate these machine tools, so much the better. I have my doubts however and must also take into consideration the actual transport difficulty.

-2-

(e) that the engineer is relying on some 50 machine tools in fairly good condition which he has been authorized to withdraw from the Military Arsenal in Via Gianturco, Naples.

(f) that the premises mentioned under letter B could be ceded to the C.E.A. only when and if our application is accepted by the Ministry of War.

2) The aforementioned proves a remarkable contrast in the information of which the Ministry is in possession and that which is passed on to me. I hasten to report this matter in order to avoid that a definite agreement be reached before we are thoroughly conversant with the real and actual possibilities of this Firm, not forgetting some deception which recently underwent due possibly to the ~~exaggerated~~ credit we gave another Firm in excess of what the actual circumstances permitted.

According to information it appears that the electrical power in Rome can only be obtained with difficulty and this should be borne in mind.

3) The engineer ~~has~~ mentioned under letter E of Para I of this letter ~~xxxixing~~ has been authorized to withdraw about 50 machine tools belonging to the Italian Army from the Military Arsenal in Via Gianturco, Naples, and there is not the slightest doubt that he has been authorized to do so, because the transport of these machine tools should have commenced to-day. It is also clear that only some Italian Army authority and Allied authority which is at present occupying the Arsenal could have sanctioned this release.

This establishes a precedent which should help to solve to our advantage the question of the machine tools salvaged from the fuse workshops at Capua which has been such a burden to us for months.

Sgd (Col Brenta)

69

FROM - Air Force Sub-Commission.
 H. J. Allied Control Commission. AFO 394

TO - 10th Service Command.
 S.A.F.

DATE - 2nd July, 1944

REF - AFO/I

STATE POWER

Attached please find letter from
 General [Name] [Rank] [Service] in
 charge of [Title] construction in
 this area. Ref. [Number] dated 3rd July, 1944.
 Top secret [Classification] continued in each letter.

It will be appreciated if you can
 accede to the requests of the [Company], or
 if this is not possible, you give
 us any indication as to what you say to
 do so.

(a.i. inter)

King Commander.

Air Vice-Marshal.

AIR OFFICE [Location]

FROM HEADQUARTERS

" Ufficio Industrie e Costruzioni Aeronautiche "

223 - Via Posillipo - tel. 14153 -

TO HEADQUARTERS

" Air Forces Sub Commission - A.C.C.

Naples

N° 2/03435/3

Date: July 6 th 1944

BREDA WORKS

1) We enclose:

- a) 2 copies of the letter n° 215 - dated July 5th - we just received from the firm in question.
- b) 2 copies of the plan concerning the assembling plant at Capodichino
- c) 2 copies of the plan showing the works shop located in Corso Malta.

2) The firm asks that the assembling plant at Capodichino and the part marked " A " in the plan showing the works in Corso Malta, be given back to them.

3) We should be very gratefull if you would contact the A.A.F. 12th Service Command (the premises in question being occupied by the 38th A.A.F. Air Depot Group) and see if the requests of our firm can be granted now or in the near future.-

Col.A.A.r.n.Giacomo BRENTA..

67

Breda

SOCIETÀ ITALIANA ERNESTO BERDA E C. COSTRUZIONI

MECCANICHE

STABILIMENTO AERONAUTICO DI NAPOLI

N° Dir. 215

Napoli li 5 Luglio 1944

Via Ravaschieri, 43 - VOMERO

ALL'UFFICIO INDUSTRIE E COSTRUZIONI

AERONAUTICHE DI

N A P O L I

O G G E T T O : Ricostruzione industriale -

all'attenzione del Sig. Col. BRENTA

Confermiamo che, a seguito dell'autorizzazione ottenuta dalla Sub-Commissione Alleata di Controllo, abbiamo effettuato il trasporto della quasi totalità del nostro macchinario da Milano alle officine della Bufala della nostra consocietà "Industrie Meccaniche Meridionali".-

T presso quelle Officine abbiamo iniziato, nei limiti consentiti dallo spazio a nostra disposizione, la selezione delle varie macchine e parti di macchine allo scopo di predisporre e procedere alla riparazione delle macchine stesse.-

A questo punto ritorna viva in noi una aspirazione che, se era logicamente di difficile realizzazione nei mesi scorsi, quando la linea del fronte era ad appena 70 Km. da Napoli, ci sembra attuabile o, per lo meno, più comprensibile adesso, dopo la vittoriosa avanzata delle Forze Alleate verso il Nord della Penisola.- Intendiamo parlare della derequisizione del nostro Stabilimento di Capodichino o, di almeno una parte dello Stabilimento del Vasto.-

Tale derequisizione metterebbe a nostra disposizione un'area **66** efficiente per poter organizzare e svolgere razionalmente, in tempo relativamente breve, il non lieve lavoro di rimessa in efficienza del nostro macchinario e ci permetterebbe di iniziare la riattivazione industriale delle nostre officine in quella che fù e dovrà essere la propria sede.-

L'importanza di una tale attuazione, che ha come conseguenza immediata l'assorbimento in misura crescente di lavoratori che già fecero parte della nostra Azienda, non sfuggirà alle Autorità competenti, particolarmente oggi che, con l'allontanamento da Napoli di numerosi reparti Alleati, una massa cospicua di lavoratori, di cui molti operai meccanici di provata capacità, andrà incontro alla disoccupazione.-

Per agevolare la pratica che codesto Ufficio vorrà intraprendere per aderire alla nostra richiesta, ricordiamo che i nostri Stabilimenti sono occupati da reparti del 38° Air Depot Group.-

2

./././.

L'attività che, in seguito alla richiesta derequisizione, svolgeremmo nello Stabilimento di Capodichino, non intralocerebbe in alcun modo l'attività dei reparti Alleati nell'aeroporto di Capodichino, in quanto il nostro Stabilimento ha l'ingresso assolutamente indipendente ed occupa un'area nettamente staccata dall'aeroporto.-

Per quanto riguarda lo Stabilimento del Vasto, di cui alleghiamo la pianta noi chiediamo la derequisizione dell'area tratteggiata e contrassegnata con la lettera A di immediato impiego per lo sviluppo del nostro programma di ricostruzione, e la derequisizione, in un tempo successivo, dall'area, con tratteggio diverso dal primo e contrassegnata con la lettera B.-

Anche per lo Stabilimento del Vasto, la nostra attività non arrecherebbe disturbo al reparto occupante la restante area perchè, essendo l'area A adiacente al Corso Malta, noi praticheremmo un ingresso indipendente su detta strada, com'è indicato nella pianta allegata e chiuderemmo, magari con muratura, le comunicazioni attualmente esistenti fra l'area da noi occupata e la restante.-

Infine, facciamo presente che il nostro programma di produzione si ripromette una collaborazione, qualora accettata, con le Forze Armate Alleate ed Italiane, e l'orientamento ad opere di utilità civili in quanto la varietà del macchinario disponibile e l'impiego di maestranze specializzate, da noi addestrate negli anni scorsi, offrono la possibilità di esecuzione di lavori di meccanica più varia dall'aeronautica alla automobilistica, dalla meccanica per lavori agricoli alla meccanica di precisione.-

Ci teniamo a disposizione di codesto Ufficio per ogni eventuale chiarimento.-

P.P. Società Italiana Ernesto Breda
per costruzioni meccaniche
STABILIMENTO AERONAUTICO DI NAPOLI
Due Procuratori

F/to:
Ill/le

F/to:
Ill/le

Allegato:

2 Piante in 3 copie.

65

AIRCRAFT FACTORIES AND DEPTS IN AND AROUND OF ROME
NOT IN OUR HANDS.

FOLINIO	-	MAGCHI 202 AND 205 FACTORY.
PERUGIA	-	CASE 2 1167 DE-OT.
CASIGLIONE DI LUGO	-	SEALANES.
ORVISO	-	SAVOIA MARCHETTI, SA. 82 } DE-OT.
	-	PLAT 3. 12
ANCONA (GESI)	-	SAVOIA MARCHETTI, SA. 82 FACTORY.
BARINA DI PISA	-	PLAT FACTORY, RS. 14 AND 3.12.
MONTADARA	-	PIAGIO FACTORY, PIAGIO R. 106 F
AGNA SARTA	-	AND PIAGIO XI DIE ENGINE
	-	AMMUNITION DE-OT.

DEPTS AND FACTORIES IN ROMA.

OME	-	INSTRUMENTS.
TIVOLI	-	RUBER FACTORY.
CONTER	-	MECHANICAL WORKS.
ROMOLA	-	WIRELESS FACTORY.
BREDA	-	CUES AND MECHANICAL WORK.
REGIA AERONAUTICA.	-	
DE-OT.	-	INSTRUMENTS AND COMPASSERS.
GIUDICIA	-	ITALIAS (FARMBOROUGH) TEST DOCUMENT.
STACCHINE FACTORY	-	AMMUNITION.
COLLE GARRO FACTORY	-	AMMUNITION.

AERODROMES.

FURBARA	-	TEST AERODROME & ARMAINT FIELD.
CERVETERI	-	ARMY OBSERVERS SCHOOL.
VIGNA DI VALLE	-	SEALANES.
BRACCIANO	-	SEALANES.
GIUDONIA	-	GENERAL RESEARCH.
GIUDOCCELLE	-	AERODROME FOR TRANSPORT (PROP)

DEPOTS AND FACTORIES IN ROMANIA

OME	-	INSTRUMENTS.
TIVOLI	-	ROBBER FACTORY.
COMTER	-	MECHANICAL WORKS.
ROMOLA	-	WIRELESS FACTORY.
BREDA	-	CHMS AND MECHANICAL WORK.
REGIA AERONAUTICA.	-	
REPO.	-	INSTRUMENTS AND COMPASSES.
GIUDONIA	-	ITALIAN (FARMHOUSE) TEST EQUIPMENT.
SEACONINE FACTORY	-	AMMUNITION.
COLLE GARRO FACTORY	-	AMMUNITION.

AERODROMES.

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PURBANA	-	TEST AERODROME & AIRCRAFT FIELD.
CERVETTERI	-	ARMY OBSERVERS SCHOOL.
VIGNA DI VALLE	-	SEAPLANES.
BRACCIANO	-	SEAPLANES.
GIUDONIA	-	GENERAL RESEARCH.
CENTOCELLE	-	AERODROME FOR TRANSPORT AIRCRAFT.
	-	SM.82 & G.12.
CLAPINO	-	MAGCHI 202 & 205 AIRCRAFT.
PARJUNIA	-	PARACHUTE TROOPS.

SOCIETÀ ITALIANA
ERNESTO BREDA

PER COSTRUZIONI MECCANICHE
Anonima - Sede in MILANO

N Dir. 202

OGGETTO:

Trasferimento macchinario
e materiale da Cupa Dormi-
glione in Marano allo Sta-
bilimento Bufola della
I.M.M.-

STABILIMENTO AERONAUTICO DI NAPOLI
Via A. Ravaschieri, 43-VOMERO
Data 3 giugno 1944

Off. 1° UFFICIO INDUSTRIE E COSTRUZIONI
AERONAUTICHE
Via Posillipo, 223

NAPOLI

All'attenzione del Sig. Col. BRENTA-

Vi confermiamo che in data 1° giugno abbiamo ricevuto la lettera con la quale l'A.C.C. Subcommissione Aeronautica autorizzava la rimozione dalle grotte in Marano di tutto il macchinario e materiale per il loro trasferimento allo Stabilimento di proprietà I.M.M. alla Bufola.

Vi ringraziamo sentitamente per il sollecito interessamento Vostro presso detta Subcommissione e che ha portato alla definizione della pratica.

Vi segnaliamo che già ieri è stato possibile, con mezzi messi a disposizione del Comando Americano che controlla lo Stabilimento I.M.M., trasferire un primo gruppo di macchine - una decina - e pezzi staccati.

PRELIEVI IRREGOLARI-

Ancora una volta dobbiamo segnalarVi che a Marano alcuni materiali sono stati requisiti senza regolare permesso dell'A.C.C..

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Trattasi questa volta di Ufficiali della Royal Navy che presentatisi ieri al nostro Stabilimento in Marano non hanno voluto prendere in considerazione i documenti presentati dal nostro incaricato al quale è stato vietato di assistere alla visita delle grotte, ed alle operazioni di carico su camioncino del materiale requisito.

Il nostro incaricato, Ing. Fiore, afferma di aver potuto notare, fra l'altro, prelevate:

- 1 testa a dividere
- 1 mandrino autocentrante
- 1 morsa per macchina utensile
- 1 conduttore elettrico gommato

Società Italiana Ernesto Breda

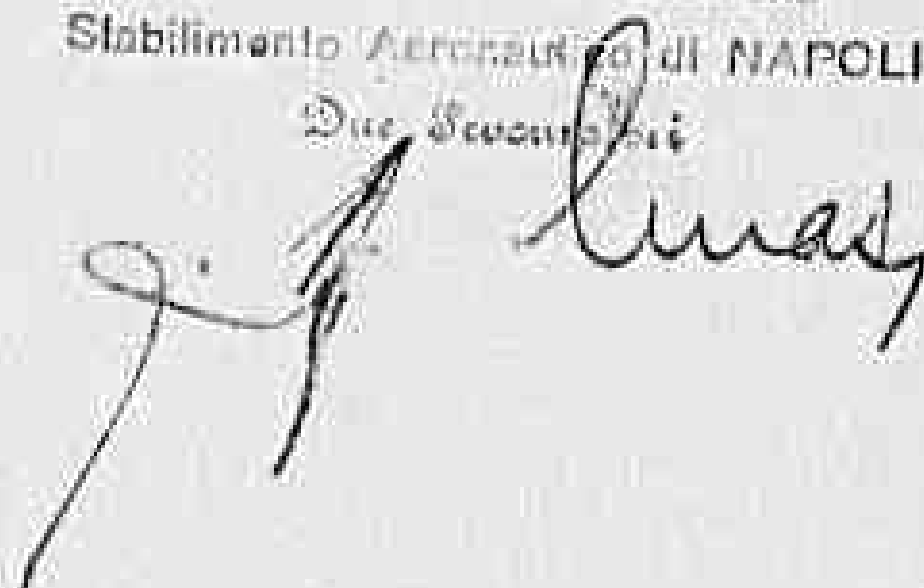
*Foglio N° 2 in continuazione alla
lettera N° 2 del 3 giugno 1944*

- stringenti per falegname
- un pezzo della testa fissa di un tornio

In seguito a insistenze, è stato rilasciato il foglio di requisizione provvisorio che Vi trasmettiamo in originale, con preghiera di volerlo ritornare dopo aver fatta la segnalazione all'A.C.C.-

Ringraziandovi, Vi salutiamo distintamente.

p.p. SOCIETÀ ITALIANA ERNESTO BREDA
per Costruzioni Meccaniche
Stabilimento Aeronautico di NAPOLI
Due Segretari



Allegato: 1 foglio di requisizione.

FROM : Air Forces Sub Commission,
Allied Control Commission, Naples.

TO : Officer Commanding,
S.A.F., CASANUOVO.

DATE : 9th June, 1944

REF : ASC/I

BATTERY REPAIR WORKSHOP

The Italian Air Force, working with the Allies and under the control of this Sub Commission, is contemplating setting up a workshop on the East Coast of Italy for the repair of batteries.

2. It will be much appreciated therefore if you will allow the undermentioned Italian Officers to visit your factory and make a list of the necessary machine tools which would be required.

The Officers making the visit are-

Lieut. Col.	Gastone VENTURINI
Major	Isauro BRINI
Major	Giovanni RIGORBI
Lieut.	Emile SOLIMA.

(A.L. Winter)
Flag Commander,
Air Vice-Marshal,
AIR OFFICER COMMANDING.

Pomigliano, 20.5.44

A SUA ECCELLENZA SELVAGGIO

P R E F E T T O

- N A P O L I -

La questione della requisizione delle Case Famiglia Alfa Romeo di Pomigliano d'Arco assume ogni giorno un carattere di vera violazione dei diritti civili ed una forma di stillicidio contro gli abitanti civili ivi dimoranti. Se l'ordine di requisizione totale degli abitanti era ritenuto un diritto delle truppe Alleate, tale soluzione avrebbe dovuto mantenere il carattere totale intransigente.

I susseguenti ripieghi adottati per ottenere lo scopo prefisso hanno provocato un'ondata di delazioni, calunnie tra famiglie e famiglie.

Il lavoro nello stabilimento ha subito gravi danni per riflesso di tale situazione. Gli impianti nelle case sono stati deteriorati, asportati, distrutti. Molte famiglie dovettero cambiare nel giro di pochi mesi ben 5 volte di casa. Il mobilio, che è ancora l'unica ricchezza a ricodo di queste disgraziate famiglie, viene deteriorato nel susseguirsi di tali spostamenti per il modo che si carica e scarica. La pace familiare è scossa.

Ora, l'ultima soluzione che pare sia stata adottata dal Comando Alleato, di accantonare tutti i civili ad un lato dei caserugiati provoca un'altra ondata di sdegno. Le famiglie lasciano alloggi cui la cura delle donne avevano mantenuto in uno stato di decenza, e devono occuparne altri già abitati dalle truppe e ridotti in condizioni tali di inabitabilità.

Da notarsi che tale soluzione era già stata, dalla Commissione di consulenza sfratti, proposta al Sig. Col. Warren circa 2 mesi fa. Se ciò fosse stato adottato, molte famiglie avrebbero risparmiato spese ed altri danni morali e materiali.

Non va dimenticato che lo stato d'animo della popolazione si è profondamente modificato nei confronti degli Eserciti Alleati e della causa di giustizia e di libertà cui tutti si anelava dopo il criminoso gioco fascista durato oltre 20 anni.

Rendendomi interprete di tale sentimento

La questione della requisizione delle Case Famiglia Alfa Romeo di Pomigliano d'Arco assume ogni giorno un carattere di vera violazione dei diritti civili ed una forma di stillicidio contro gli abitanti civili ivi dimoranti. Se l'ordine di requisizione totale degli appartamenti era ritenuto un diritto delle truppe Alleate, tale soluzione avrebbe dovuto mantenere il carattere totale intransigente.

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Rendendomi interprete di tale situazione la espongo alla Ecc. Vostra affinché intervenga presso il Comando Alleato e si ponga termine definitivamente alla requisizione degli alloggi e se ciò non è possibile, si abbia il senso di responsabilità di dire chiaramente la verità.

Con la più alta considerazione ossequio.

Proprietà

Prof. Warren. 57 Ave. East. 32. A.D.M.C.

Copy sent to Reg 9/6/44

URGENT

RAF Financial Adviser,
Headquarters,
M.A.A.F.,
C.E.F.

1/1/53

6th June, 1944.

Dear Colonel Evans,

I called on you yesterday and mentioned that I had come from a meeting at which the question had been discussed of the M.A.F. making use of certain manufacturing and repair capacity now available at the Alfa-Romeo works at Pomigliano. The meeting had been called by Group Captain Britton, 214 Group Headquarters, M.A.F. and was attended by

Col. Brunta, Head of Construction, I.A.F.
Mr. Iritis, Commissioner appointed by the Prefect.
Mr. Gardini, Technical Administrator, Alfa-Romeo.

2. It was made clear that the capacity exists and the M.A.F. are anxious to make use of it as soon as possible. It would be used as an adjunct of a M.A.F. engine repair unit and the jobs handed out would, I gathered, be the manufacture (or conversion) of spare parts, petrol tanks, etc. It was tentatively agreed that the procedure would take the form of an M.A.F. request for a quotation for each job. The quotation would be based on the estimated hours of skilled labour required for the job multiplied by 'A' (average wage of skilled workmen) plus 'B' (agreed percentage for overheads) plus 'C' (agreed rate of profit). The M.A.F. would check the quotation and agree or discuss. It was understood that the M.A.F. would have to provide most of the raw materials.

3. My main concern is with the factors A, B and C, and it is with them that this letter deals. The Italians stated

Col. W.P. Evans,
Industry and Commerce Sub-Commission,
Allied Control Commission.

/s/ Chat

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X See also file
X Acc/2, Enc. No. 22

that their work for the Italian Air Force was charged on the basis of:

- A - 15 lire an hour
- B - 250%
- C - 12%

4. With regard to 'A' the only guide I have to reasonableness is the table of wage rates applicable to civilian employees of the British forces in Italy. There we have lire daily rates for grinders, precision, 88-120; machinist 82-120; tool-maker 80-110; machine minder 70-80. On this basis it looks as though the true average should be between 13 and 15 lire an hour. I should be glad of your opinion on the proposed figure of 15 lire an hour as the average for skilled workmen.

5. The figure of 250% for overheads seems much too high. At a comparable firm in North Africa the overheads were 180% of skilled workers' wages. There the unskilled workers' wages were included in overheads as here, and in addition there was a substantial figure for depreciation which I assume is not payable in the Italian case. I suggest that overheads should be limited to ~~actual~~ working expenses, and that a figure of 150% is probably about right. May I have your advice?

6. The figure of 12% profit (i.e. on turnover) is outrageous. In a Parliamentary report of 13.10.43 the profit on turnover of the British aircraft firms investigated (capital £32 million) was 4.4% and on capital 12.8%. I believe that profit on war contracts is limited in the U.S.A. to 5%. I suggest that no more than 5% should be allowed in Italy.

7. I should be grateful for the advice of the A.C.C. on the above points and for whatever support and assistance they can give us in ensuring that we do not pay more than is necessary for the services of this firm.

8. As the matter is one of pressing urgency, may I ask for a very early reply.

Yours sincerely,

P.S.: The true figure was lower as all overheads were loaded on to the 250-300 civilians and none on to the 50 or more R.A.F. mechanics employed there productively.

(Sgt) A. BAZZARDEN

1 giugno 1944

FROM HEADQUARTERS

" Ufficio Industrie e Costruzioni Aeronautiche "

Naples - 123 - Via Posillipo Tel. 14153

TO HEADQUARTERS

Air Forces Sub Commission - A.C.C. -

Naples

2/02587/3

SUPPLY OF ALLIED MATERIAL TO I.A.F.

Referring to our preliminary contacts on the subject
I think ^{it} would be necessary to come as soon as possible to a
decision on the following items:

- 1) - OVERHAULING OF ENGINES & FRAMES
 - a) Should the materials not be new, we should be allowed to rely upon your A.U. for a period of at least four months to give us the time to organise ourselves.
 - b) The ALLISONS engines should go through a general overhaul every 200 hours - and the CYCLONES every 300 h. Supposing that the AIR COBRAS will fly an average of 30 hours p. month - and the BALTIMORES an average of 20 h - we should provide the overhauling of about 10 of the previous engine, and of about 20 of the latter every month. The last two figures should include the overhaulings due to enemy action. The organisation of this, given the actual circumstances, can not be achieved before four months - and under the condition that there will be no delay in the supply to us of the different and necessary instructions, hand books, drawing, data, equipment, instruments etc - and of the different materials such as roofing, cement, metals etc which we might need to prepare the shops.
 - c) We should be given, to start with and as spare engines, not less than 10 ALLISONS and 28 CYCLONES (about 20% of the engines installed on the planes).
 - d) Before everything else we should be allowed to send two small parties

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././.

(2)

of one technical officer and four fitters to two of your M.U. where the overhauling of the two engines is carried out.

- e) I think it very difficult, if not almost impossible, to face, in this part of the country, the problem of major repairs of boths AIRCOBRAS & BALTIMORES.

II WORKS SHOPS

- a) The overhauling will probably be carried out by ALFA ROMEO but in this case it is essential:
- that the building n° 14 in Pomigliano (see my letter n° 2/02114/3 of may 12 th) be given back to this firm.
 - that the overhauling of the radial engines ALFA 126 & 128 be given to some other firm or unit.
- b) Another solution could be found in the organisation of a new S.R.A.M. - either in this or in another part of the country - for the overhauling of the two engines in question.

" ALFA " is far from being now a perfect organisation but it is the only one we have under hand in Naples, and that means that we have very little choice. This second solution could eventually offer more guaranties than the one previously mentioned, but involves the solution of various problems of very difficult approaches.

These problems are:

- grave shortage of technical officers
- shortage of specialised and reliable foreman and workman
- slowness of State Administration. Free hand, the necessary funds, and all available means and assistance, should be given to the people concerned without too many bureaucratic formalities or delays.
- lack of available covered spaces in this area if we could not be given the hangar n° 14 in Pomigliano.
- lack of various materials.

The people of this new S.R.A.M. should be given the same facilities which are given to the people belonging to similar, existing organisations(" A " rations and leaving accomodations when required).

././.

(3)

It must however be said that most of the questions above mentioned should be faced both by a I.A.F. organisation and a private concern.

III R.A.F. PERSONEL

Though not directly concerned on this matter I venture to express my opinion on it being sure that, without a minimum of wellplanned assistance by R.A.F. personel very serious inconveniences will arise. This personel should also be assisted by reliable and efficient interpreters.

I think that for no reasons we should have less than:

- 2 technical officers at H.Q. of "Unità Aerea"
- 1 armament " " " " "
- 1 sergeant " " " " "
- 2 technical officers at the wings (one p. each wing)
- 2 sergeants at the two R.S.U. (one p. each R.S.U.)
- 2 corporals " " " " " "
- 10 fitters (two for each Squadron - one for engines and one for frames)
- 2 " 2 E " sergeants at " ALFA " or at the new S.R.A.M. -

Col A.A.R.N. G. BRENTA

Brenta

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*Original handed to Mr. L. G. 1/6/64 to take
to Ban with him 2/6/64.*

ML

FROM: AIR FORCES SUB COMMISSION,
ALLIED CONTROL COMMISSION, NAPLES.
TO: HEADQUARTERS,
UFFICIO INDUSTRIE COSTRUZIONI AERONAUTICHE.
(Attention Col. Breda)
DATE: 31st MAY, 1944.
REF: ASC/I

BREDA.

120 PART I

Reference your 2/02460/3 dated 27th
May, authority is hereby given for the Breda
Company to remove from the Baraso Gaves any
machine tools and/or materials still remain-
ing there which belong to them.

ML
(S.L. Inter)
Chief Commander,
Air Vice-Marshal,
AIR OFFICER COMMANDING.

0180