

ACC

10000/135/67

SALE OF ITALIAN
NOV. 1943 - DEC. 1944

10000/135/67

SALE OF ITALIAN AIRCRAFT IN SPAIN
NOV. 1943 - DEC. 1944

75A

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

TO: THE ITALIAN AIR MINISTRY.
COPY: ALLIED FORCE HEADQUARTERS, G.5 SECTION.
COPY: POLITICAL SECTION, ALLIED COMMISSION, ROME.

DATE: 6TH DECEMBER, 1944.

REF: AFSC/B/6/ATP.

With reference to your letter No. 12335/AG/8.28. 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.B. Bower-Bucarlet

W.A.B. BOWER-BUCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.



4050

74A

AIR FROM THE COMMISSION, ARMED COMMISSION,
1944.

1943/11/6/1944.

16th November, 1944.

SUBJECT: Sale of Italian Aircraft in Spain.

TO: A.P.M.C. G.5 COMMISSION, APO.512.

With reference to your letter G.5/584 of the 13th November 1944, I have discussed the matter with the Italian Air Ministry and they are ready to sell the four Italian G.79 Torpedo Bombers and three G.82's on the following basis :-

At new value of G.82	=	2,583,000 Pesetas.
" " G.79	=	2,361,000 " "

Subject to a reduction of 30% if the aircraft is second-hand and is in good condition, 30% if it is in fair condition, and 80% if it is only fit for scrap.

2. The Acting Air Attaché in Madrid is to discuss the matter with the Spanish Government and to fix the price on the basis of the condition of the aircraft.

3. They agree that the money received in the first place is to refund the sums advanced by the Allies, and any balance should be devoted to the maintenance of the Italian Embassy.



W.B.
S.A.R. MONTESQUOY,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Copy:
British Resident Minister.
U.S. Political Adviser.

4049

COPY

Office of the British Resident
Minister, Mediterranean,
CASERTA.

2nd. August, 1914.

Dear Aubrey,

Roger Watkins 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. 915 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 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 advised of developments.

Young (1988) found

4047

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.

4047

Yours (sgl) Tony

(A. Bombold)

A. S. Maltman Esq.

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

Your telegrams nos. 236, 232 and 239.

M.A.T.S. now say that they have no use for any repeat for 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.

HEADQUARTERS
MEDITERRANEAN AIR TRANSPORT SERVICE
APO 512

C/FOS/acp

66A

4th. August, 1944.

SUBJECT : ITALIAN AIRLINE PERSONNEL AND EQUIPMENT IN
SPAIN AND PORTUGAL.

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

58A

1. Reference your Signal P.799, dated 27th. July, 1944, when the matter of disposition of Italian personnel and equipment in Spain and Portugal was raised initially, it was referred to M.A.T.S. as the activity interested in having this personnel and equipment returned to the Italian airlines with the idea of partially relieving the air transport burden on Allied Carriers in this theatre.
2. With the creation of the Air Forces Sub-Commission, Allied Control Commission, to handle Italian Air Force problems, this matter was referred to your Headquarters for appropriate action as M.A.T.S. is not in a position to directly employ either the personnel or handle the equipment.
3. In consideration of the foregoing, it is again requested that you arrange for disposition of this personnel and equipment and inform the British Resident Minister, Mediterranean, and this Headquarters accordingly.
4. The British Resident Minister's Office is now situated with A.F.H.Q., C.M.F., at Caserta.
5. Your above mentioned signal has apparently not reached the Resident Minister's Office.

For the Commanding General.

4045

See 60A sent on 5/8.
Whilst this letter was in mail.

F.O. Soden
(F.O. SODEN)

Group Captain,
Deputy Commanding General.



64A.

38/150/1.

Prev. Ref. _____

Next Ref. _____

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

From: British Resident Minister's Office,
Mediterranean.

Subject: Italian Air Line equipment in
Spain and Portugal.



52B

I understand that our memorandum of the 3rd July addressed to Headquarters, M.A.T.S. has been referred to you.

2. We should be glad to know as soon as possible your views on the possibility of the equipment and personnel being of use in Italy.

3. I enclose an inventory of the equipment in Spain together with a list of personnel.

4. I assume that you already have details of the air line established in Portugal; they were forwarded to the Allied Control Commission by the Office of the U.S. Political Adviser on May 24th. It is now understood that of the personnel in Portugal only Notari, the manager who is not a technician, would be willing to return to Italy.

5. M.A.A.F. asked on February 6th that negotiations should be started to get the equipment and personnel, but on July 7th we were informed by M.A.T.S. that it had not after all been found possible to use either.

6. H.M. Ambassador at Madrid has telegraphed that not to employ the personnel, or to accept the equipment, in Spain, would have an undesirable effect on the Italian authorities concerned after the steps which have already been taken; he informs us that the United States Embassy agree with this view.

We/

7. We take it that you are considering the use of this equipment for military purposes only.

FR

4th August, 1944.

Copy to: U.S. Political Adviser.
Mr. Halford, ~~Name~~ Office of the British High Commission, Rome.
G-5.

File

63A

OUTSIDE MESSAGE.

TO : BRITISH CONSUL GENERAL, A.F.H.Q. (R) H.Q. M.A.T.S. (FOR INFORMATION).

FROM : AIR FORCES SUB-COMMISSION, R.A.M.I.

SECRET O.840642 AUG. 1944. (.) REF. BY O.829 DATED 5th AUG. (.)

ITALIAN AIR HEADQUARTERS ADVISORY BASE OF I.A.T.I. - ALA ITALIANA

MATERIALS IN SPAIN FOR USE OF I.A.T.-ALA ITALIANA OFFICE IN MADRID =

→ → -----

TO BE RECYCLED IF SENT BY V/T.

Henry

ds P.M. DENT, C/GEN.
AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

T.O.C.....
PRIORITY...*ROUTINE*.....

4042

TRANSLATION

SECRET

MINISTERO DELL' AERONAUTICA - CABINETTO DEL MINISTRO

Prot. N° 1350

AIR FORCES SUB COMMISSION

2 for attention
Foreign Affairs Ministry

52B

53A

With Reference to the letter N° 38/150/1 of the
British Resident Office in Madrid, enclosed to memorandum
AIRC/6/Air Forces Sub Commission, we notify that U.E. the
Minister authorizes the sale of the L.A.T.I.-ALIA ITALIANA
materials lying in Spain, and to use the sum obtained for
the maintenance of a LATI-ALIA ITALIANA Office in Madrid.

IL CAPO DI CABINETTO
(Generale - U. Capra)

Prot. 75

Cap. Marini

See Encls. 52A, 53A, 54A, 58A, 59A & 60A.

404A



COPY

COPY

COPY

52B

Office of the British Resident Minister
at Allied Force Headquarters
5, rue Professeur Curtillet
Algiers.

38/150/1.

To : M.A.T.S.
From : British Resident Minister's Office.
Subject: Italian Air Line Equipment in Spain.
Ref : Our memorandum of June 13th.

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 M.A.T.S. should be sold in Spain and the proceeds employed to pay for the maintenance of a token office in Madrid.

2. If you agree with this suggestion, which seems reasonable enough please let us know. We will undertake to inform the Political Section of the Control Commission 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 possible. Upon hearing from you what items you will need in it we can inform the Embassy in Madrid for them to arrange for the items to be sent to Gibraltar.

3. As regards personnel the Ambassador reports that according to his information volunteers for service with M.A.T.S. so far number 15. He will telegraph their names as soon as he obtains them. The Italian Air Attache fears however that since their salaries ceased on June 30th they may prefer to seek employment in Spain unless arrangements are made to retain them meanwhile. The Ambassador therefore recommends that he should be authorised either (a) to give further instructions on your behalf that the salaries of volunteers will be made retroactive to June 30th or preferably (b) to pay one month's wages as a retainer. Will you please let us know which of these courses you prefer, to enable us to let the Ambassador know which offer he is to make on your behalf?

See
70A
56A

/initialed/ A.R.
3rd July 1944

Copy to : G-5
Political Section, (Control Commission)
U.S. Political Adviser.
M.A.A.F.

377-134 15/2 712 40A

Air Command Post,

Mediterranean Allied Air Forces.

Reference:-
MAAF(ACF)/S. 73/5/AIR.

25th January, 1944.

Dear Sir,

ITALIAN COMMERCIAL AIRLINES.

With reference to your letter RMF/252, dated 6th December, 1943, A.F.H.Q. cabled to the United States State Department for information on the serviceability of the three S-75 aircraft reported to be in Brazil and the Italian Civil Airline Depot on Sale Island. Paraphrase reply from the U.S. State Department to the cable is as follows:-

"Subject of serviceability of planes discussed with appropriate officials in U.S. War Department. Summary of their remarks as follows: 'At present, there are no Italian S. 75's in BRAZIL. Defense Supplies Corporation purchased during July 1942 in BRAZIL and shipped to United States 6 Italian S. 75's, 80 boxes of spare parts and equipment, and 8 Alfa-Romeo 126-RC-34 engines. At time of purchase, only 2 planes were in condition to fly. Now, one of these 2 is dismantled partially and the other would cost about \$20,000 to be rendered fit for service. Deterioration of certain plywood construction on all 6 S. 75's has made them useless. Italian crews are no longer in BRAZIL, according to Military Intelligence.'

With regard to desire of Italian Minister to retain ground organization of LAFF (see paragraph 3 of RMF/252 letter dated Dec. 6, 1943), the U.S. State Department stresses that (a) the companies premises both in the towns and on the airfields should be vacated, (b) the Italian staff repatriated, and (c) no equipment should be left abroad".

3. With regard to condition of Italian Civil airline depot on SALE ISLAND, A.F.H.Q. has received the following telegram from the U.S. Legation in LISBON (given in paraphrase):

"According to information, during November 1943, Italian air depot on SALE ISLAND was in good condition, and the field seemed usable. The buildings on the field were occupied by Portuguese troops. Unfortunately, we have no information regarding condition of field."

Yours faithfully,

4038

"Subject of serviceability of planes. Summary of appropriate officials in U.S. War Department. Summary of their remarks as follows: 'At present, there are no Italian S. 75's in BRAZIL. Defense Supplies Corporation purchased during July 1942 in BRAZIL and shipped to United States 6 Italian S. 75's. 80 boxes of spare parts and equipment, only and 8 Alfa-Romeo 126-RC-34 engines. At time of purchase, only 2 planes were in condition to fly. Now, one of these 2 is dismantled partially and the other would cost about \$40,000 to be rendered fit for service. Deterioration of certain plywood construction on all 6 S. 75's has made them useless. Italian crews are no longer in BRAZIL, according to Military Intelligence."

"With regard to desire of Italian Minister to retain ground organization of LAFF (see paragraph 3 of RLV/252 letter dated Dec. 6, 1943), the U.S. State Department stresses that (a) the companies premises both in the towns and on the airfields should be vacated, (b) the Italian staff repatriated, and (c) no equipment should be left abroad."

3. With regard to condition of Italian Civil airline depot on SALE ISLAND, A.F.H.Q. has received the following telegram from the U.S. Legation in LISBON (given in paraphrase):

"According to our information, during November 1943, Italian air depot on SALE ISLAND was in good condition, and the field seemed usable. The buildings on the field were occupied by Portuguese troops. Unfortunately, we have no information regarding condition of field."

4038

Yours

Air Commodore Foster,

Air Section,
Allied Control Commission to Italian Government,

39A

FROM : Air Division,
Allied Control Commission,
BALE.

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

DATE : 22nd February 1944.

RFP. : 6/AIR.

Italian Air Line Equipment

Reference your 774,592 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 LAMI 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 stores 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 LAMI and ALA LAMONTA 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.

A. H. POWER,
AIR COMMISSIONER

4037

of 13th February 1944 from the Italian Ministry of Foreign Affairs contains some inaccuracies which require correction.

2. The Italian Air Minister has 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 LART 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 stores 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 Mr. Mediterranean Allied Air Forces.
4. The Italian authorities are naturally anxious that none of the LART and ALA LINTONIA 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. FODDER,
AIR COMMISSIONER

4037

6/ASK

HEADQUARTERS
ALLIED CONTROL COMMISSION

APO 394

U.S. Army

516 20/2 38A
ABW.

Reference: 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

4036

37A

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."

4035

3. A

-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
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

4034

U. S. SECRET
Equals British SECRET

R. MINISTERO
DEGLI
AFFARI ESTERI

No. 59

36A

MEMORANDUM FOR THE ALLIED CONTROL COMMISSION

With their Memorandum No. 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 "Latì" 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 no. 584 of January 1, 1944) that the "Ala Littoria" and "Latì" 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 "Latì" 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, suggested by the Royal Ministry of Aeronautics in their Memo-

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 no. 584 of January 1, 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. Although 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. ⁴⁸⁹³ suggested by the Royal Ministry of Aeronautics in their Memorandum of December 1, 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

-2-

Portugal. The Royal Ministry of Foreign Affairs would be very grateful if the matter could be given priority attention by the Allied Control Commission.

signed: R.P.

SALERNO, February 12, 1944.

Allied Control Commission.

signed: R.P.

SALERNO, February 12, 1944.

4032

HEADQUARTERS
ALLIED CONTROL COMMISSION

35A

APO 394

U.S. Army

February 15, 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.

Simultaneous 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 Commodore 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

4031

C O T.

32A

January 7, 1944.

TO : Mediterranean Air Command

SUBJECT: Italian Airline Equipment on Iberian Peninsula.

(1) Reference is made to Civil Affairs Memorandum dated November 18, 1943, addressed to SAC, AFHQ, and Mediterranean Air Command, on the subject of Italian commercial airlines (copy of memorandum is attached).

(2) The question of the return of the last plane mentioned in the above-referred-to memorandum has been settled happily.

(3) However, there still remains the question of disposing -- or shall we say securing -- the Italian airline equipment in Madrid, Lisbon, Barcelona and Seville.

(4) It is felt that the Mediterranean Air Command could use this equipment to great advantage, especially for the subsidiary Mediterranean Air Transport Service.

(5) In view of the above, Civil Affairs would appreciate being informed whether the Mediterranean Air Command is taking or considering the taking of steps to secure the Italian airline equipment on the Iberian Peninsula.

(Signed) H. J. L'HEUREUX.

H. J. L'Heureux,
Acting Chief Civil Administrator.

Enclosure of memorandum as Stated.

JIG/jgh

4030

COPY.

31A.

November 18, 1943.

MEMORANDUM TO : Secretary General Staff, Allied Force Headquarters
and
Mediterranean Air Command
FROM : Civil Affairs Office.

Reference is made to a memorandum from the Civil Affairs Section dated November 11 on the subject of opening of Italian Commercial airlines, in which it is stated that the American Legation at Lisbon expects to submit in the near future additional information with respect to the Italian plane grounded in Portugal.

This additional information has now been received in a telegram dated November 15, which reads in paraphrase as follows :

The Italian Legation has sent us today an urgent communication stating that the Itali aircraft which is now at Lisbon is a three engine commercial Savoia Marchetti's 1-75 Bis, equipped with 1150-horse engines 125-RC-18, requiring a normal crew of four, accommodating eighteen passengers, capable of long distance flights and carrying a load of 6800 liters of gasoline. The machine is one and one-half years old and its engines which have recently been replaced have flown only one hundred hours. Exclusive of crew and fuel, its total carrying capacity is 6800 kilos.

There is at present no shelter for the plane at Lisbon due to inadequate facilities and its transfer to Seville is urgently desired for engine overhaul, hydraulic plant overhaul and repainting.

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 Lisbon -- a town office, a director and employee, tools for servicing planes, some spare parts and two mechanics for airplane and engine.

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 airplane, 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.

In a telegram dated November 17 to the Commander-in-Chief and the Chief Civil Administrator, the Department of State refers to correspondence between the Civil Affairs Section of AFM and the American Legation at Lisbon, with respect to utilization of the Italian air services and states as follows:

4024
It has been made clear by the President that he does not desire at the present time to re-establish or preserve in any form Italian Commercial airline services. Any use of Italian air facilities would consequently have to be confined solely to military purposes in connection with and as a part of the armed forces. The proposed service from Italy, Barcelona, Madrid, Seville and Lisbon is out of the question and under the circumstances it may be deemed desirable to reconsider the possibility of administering any Italian air units for purposes other than combat by

COPY.

31A.

November 18, 1943.

MEMORANDUM TO : Secretary General Staff, Allied Force Headquarters
and
Mediterranean Air Command
FROM : Civil Affairs Office.

Reference is made to a memorandum from the Civil Affairs Section dated November 11 on the subject of opening of Italian Commercial airlines, in which it is stated that the American Legation at Lisbon expects to submit in the near future additional information with respect to the Italian plane grounded in Portugal.

This additional information has now been received in a telegram dated November 15, which reads in paraphrase as follows :

The Italian Legation has sent us today an urgent communication stating that the Lati aircraft which is now at Lisbon is a three engine commercial Savoia Marchetti's M-75 Bis, equipped with Alfa Romeo engines 124-RC-18, requiring a normal crew of four, accommodating eighteen passengers, capable of long distance flights and carrying a load of 6800 liters of gasoline. The machine is one and one-half years old and its engines which have recently been replaced have flown only one hundred hours. Exclusive of crew and fuel, its total carrying capacity is 6800 kilos.

There is at present no shelter for the plane at Lisbon due to inadequate facilities and its transfer to Seville is urgently desired for engine overhaul, hydraulic plant overhaul and repainting.

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 planes, engine and radio, and stock of aviation gasoline and spare parts.

At Lisbon -- a town office, a director and employee, tools for servicing planes, some spare parts and two mechanics for airplanes and engine.

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 airplane, 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.

In a telegram dated November 17 to the Commander-in-Chief and the Chief Civil Administrator, the Department of State refers to correspondence between the Civil Affairs Section of AFHQ and the American Legation at Lisbon, with respect to utilization of the Italian air services and states as follows:

It has been made clear by the President that he does not desire at the present time to re-establish or preserve in any form Italian Commercial airline services. Any use of Italian air facilities would consequently have to be confined solely to military purposes in connection with and as a part of the armed forces. The proposed service from Italy, Barcelona, Madrid, Seville and Lisbon is out of the question and under the circumstances it may be deemed desirable to reconsider the possibility of administering any Italian air units for purposes other than combat by

4024

the Italian Government at Brindisi. Assistant Secretary of War for Air, Mr. Lovett, is in accord with these views.

(Signed): SEYMOUR CHAPIN

Executive Officer.

SECRET CYPHER MESSAGE

FROM : Patima (Air Division)
TO : M.A.A.F. Rear.

Secret (.) A.259 (.) 1st February 1944 (.)

For Air Commodore Woolley (.)

Am informed that there are two Italian S.82's at Palma di
Majorca and one S.79 at Prat Lobregat near Barcelona flown
there by Italian crews at time of Armistice (.) It is believed
that there are also other Italian aircraft in Spain (.)
I send you this information in case there are any prospects
of obtaining release of these aircraft (.)

Reference my letter RMP/252 of 6/12/43 can you give me any
news of 3 LATI aircraft being returned from Brazil (.)

THE ABOVE MESSAGE TO BE
SENT IN CYPHER.

T.O.O.

PRIORITY

R.M. FOSTER,
Air Commodore

4028

27A

8/1/44

Majorca and one S.79 at Prat Lobregat near Barcelona flown there by Italian crews at time of Armistice (.) If is believed that there are also other Italian aircraft in Spain (.) I send you this information in case there are any prospects of obtaining release of these aircraft (.) Reference my letter RMP/252 of 6/12/43 can you give me any news of 3 LATI aircraft being returned from Brazil (.)

THE ABOVE MESSAGE TO BE
SENT IN CIPHER.

T.O.O.

PRIORITY

R.M. FOSTER,
Air Commodore

4028

8 / AIR

From: Super Aesa.
 To: "I" Office , HQ, Supreme Command. 26 A
 Date: 4th November 1943.
 Ref: 6I9 /OP.6.
 Subject AIR SERVICES.

We hereby inform you of the following, on behalf of Air Commodore FOSTER, R.M., in reply to the pro-memoria dated 30.10.43 from this Supreme Command.

- I. The thrice-weekly air service for SARDINIA will be run as a courier service. A limited number passengers will, in very exceptional cases, be allowed to travel by this service.
2. The BRINDISI-TUNIS-ALGIERS air service will be run exclusively on behalf of the BRITISH and AMERICAN Air Forces and will transport supplies for the "LIGHTNING" Wing at LECCE. No passengers are allowed to travel by this service-only mail for the ITALIAN MISSION(MILITARY), C/O ALLIED H Q, ALGIERS will be carried.
3. The courier service CATANIA-NAPLES will, for the moment, be used for ~~the~~ transporting Military mail. Passengers and Civilian mail will not be carried.

signed Gen SANDALLI
CHIEF OF HQ STAFF.

4027

U. S. CONFIDENTIAL
 Equals British CONFIDENTIAL

A. C. C. *W*

A/C Foster
 - INCOMING

IMPORTANT

986
 25A

File

CONFIDENTIAL

ROUTINE

FREEDOM FROM G-2 SIGNED CINO SITE DUGBY

FATIMA FOR JOYCE

11/31

21182

DEC 301303A

DEC 310640A

Ambassador of Italy at Madrid has sent following message to Italian Ministry of Foreign Affairs, #1265 of 20 December.

1. Colonel Parvopassu, representative of ALA Italiana and LATI in Spain has been summoned to Rome to confer. He agreed with me as he is perfectly loyal to the Royal Government to reply that state of his health prevented him from travelling. I have instructed him to take orders only from the Royal Air Attache at Madrid.
2. I understand that Roman managers of these companies are attempting to restart Italian air services with Spain. 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 contraction 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).
3. LAI company should be formed in liberated territory and its activities should start, pending the liberation of Rome, from S. Italy as soon as possible.
4. Colonel Parvopassu should in any submission be appointed representative in Spain of the new company.
5. Report I am sending.

U. S. CONFIDENTIAL
 Equals British CONFIDENTIAL

4026
 957 82
 21.1+4

Copy for Ambassador R. M. Felt

HAC/dnd

20 A

In reply refer to:
584

1 January 1944

His Excellency don Renato Prunas
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 1265 dated 20 December: The representative of ALA Italiana and LATI 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 service 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 contraction.

"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 submission 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

8/AIR

694 82 4025
4/1/44

COPY.

19A

INCOMING.

SECRET

25/24

ROUTINE

16157

FREEDOM SIGNED CINC CIT CECIV

Dec 231404A

FATIMA

Dec 241510A

D'Ajeta's Number 42 December 18 in paraphrase for Badoglio:

"As result of interest by American and British Missions here authorisation has been obtained for Lati Plane, presently detained Lisbon, to proceed via Gibraltar and to remain at disposal of Government of His Majesty.

Reference my TAMHE 7. Plane being overhauled and should be able to leave here during next 7 days. Because impossible arrange other transportation stenotypists Tare Dufter Istone and Mardi will travel this plane. For reasons of health Ferrariz, 3rd stenotypist, unable to leave. Madrid embassy notified of this. Reporting separately on Rennati and Palmizano who refuse to leave (refer my telegram 108). Perhaps possible to accommodate in this airplane another persons to be repatriated from Madrid or Lisbon. Air Attache, Colonel Bianchi, entrusted with organisation of journey, conditioning of machine and discipline of crew. When decided will cable departure.

4024

DISTRIBUTION:

- 2 - AG
1 - Diary.
1 - Gen Taylor INFO.
1 - Mr Caccia ACTION.

8 / AIR

INCOMING.

18A

SECRET

27/24

ROUTINE

18156

FREEDOM SIGNED CING CITE FHCIV

Dec 231405A

FATIMA

Dec 241628A

D'Ajeta's Number 41 dated 17 December for Royal Ministry Foreign Affairs follows:

"American and British Missions inform me that Republican Government is planning to approach Portuguese authorities for purpose of reopening Ala Littoria and Lati Airlines between Portugal, Spain and Northern Italy. Personally called this matter to attention of Portuguese Foreign Affairs Minister stating our firm belief that should such 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. Should the Portuguese Government be approached indirectly with such request I have received confirmation that it would act in accordance with correct attitude it has always observed towards Royal Italian Government. Specifically I have received full assurances that a definite refusal would be the answer should Ala Littoris and Lati make any such request.

4022

DISTRIBUTION:

- 2 - AG
- 1 - Diary
- 1 - Gen Taylor INFO
- 1 - Mr Caccia ACTION

8/AIR

SECRET

FROM : Air Section,
Allied Control Commission to Italian
Government, G.M.F.

TO : Mediterranean Air Command Post.

DATE : 6th December 1943.

REF. : RME/252.

Italian Commercial Air Lines.

1. Reference your MAC/573/3/Ops. of 28th November. I have explained to the Italian Air Minister that the opening of any Italian Civil Air Lines at the present time is quite impracticable.

2. As regards the disposal of LAFI airline equipment. The return of one S. 75 aircraft now in Portugal has already been requested and I hope this can be expedited. There remain a further three S. 75 in Brazil. It is not known here what is the state of serviceability of these aircraft but they are reported to be intact and with experienced crews to man them. It is requested that instructions be passed through the appropriate channels for these aircraft to be rendered fit for service and for the Italian crews now in Brazil to fly them back to Italy via North Africa.

3. The Italian Air Minister is anxious to retain, if possible, the ground organisation of the LAFI Civil Aviation Company in being. He points out that a large amount of Italian public money was invested in this concern; and he is hopeful that the Company may be able to reopen business after the war. The proposal therefore, is that the company's business premises both in the towns and on the airfields, should be retained with a skeleton staff to look after them; radio stations, the air line reopened. Machines, engines, spare parts, and aerodrome equipment will be returned to Italy where good use can be made of the personnel and the materials.

4. A further aviation asset in Portuguese territory is the Italian civil airline depot on the Island of Sale in the Cape Verde Group off the West coast of Africa. This contains important machinery, air equipment and buildings, of which the Italian Government would like news. If not already in use by our coastal forces, it might possibly be of some value to our Atlantic patrols, at whose disposal these facilities

1. Reference your MAC/573/3/Ops. of 28th November. I have explained to the Italian Air Minister that the opening of any Italian Civil Air Lines at the present time is quite impracticable.
2. As regards the disposal of Lati airline equipment. The return of one S.75 aircraft now in Portugal has already been requested and I hope this can be expedited. There remain a further three S.75 in Brazil. It is not known here what is the state of serviceability of these aircraft but they are reported to be intact and with experienced crews to man them. It is requested that instructions be passed through the appropriate channels for these aircraft to be rendered fit for service and for the Italian crews now in Brazil to fly them back to Italy via North Africa.
3. The Italian Air Minister is anxious to retain, if possible, the ground organisation of the Lati Civil Aviation Company in being. He points out that a large amount of Italian public money was invested in this concern; and he is hopeful that the Company may be able to reopen business after the war. The proposal therefore, is that the company's business premises both in the towns and on the airfields, should be retained with a skeleton staff to look after them; radio stations, etc. would be retained with their equipment inoperative until the air line reopened. Machines, engines, spare parts, and aerodrome equipment will be returned to Italy where good use can be made of the personnel and the materials.
4. A further aviation asset in Portuguese territory is the Italian civil airline depot on the Island of Sale in the Cape Verde Group off the West coast of Africa. This contains important machinery, air equipment and buildings, of which the Italian Government would like news. If not already in use by our coastal forces, it might possibly be of some value to our Atlantic patrols, at whose disposal these facilities could readily be put.
5. If I can get the three S.75 aircraft from Brazil and one from Lisbon, these aircraft could be used on a subsidiary M.A.T.S. service similar to that being undertaken by the Italian S.79's. These aircraft can carry 18 passengers and mail a considerable distance; and with 4 aircraft a tri-weekly Naples - Cairo or Naples - Algiers - West Africa Coast service could be maintained. The base for such a service must be in Italy owing to maintenance and supply needs which are not to be found elsewhere.

/Continued.....2.

- 2 -

6. An early reply as to whether the three aircraft in Brazil can be returned at an early date is requested.

R. N. Foster
R. N. FOSTER,
Air Commodore.

Copy to: - (1) M.A.T.S.

(2) H.Q. ALLIED CONTROLLER COMMISSION

4029

13A