

ACC

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AIR SUB-COMM
MAR. - OCT. 194

10000/135/91

AIR SUB-COMMISSION, ACC, ALFA ROMEO
MAR. - OCT. 1944

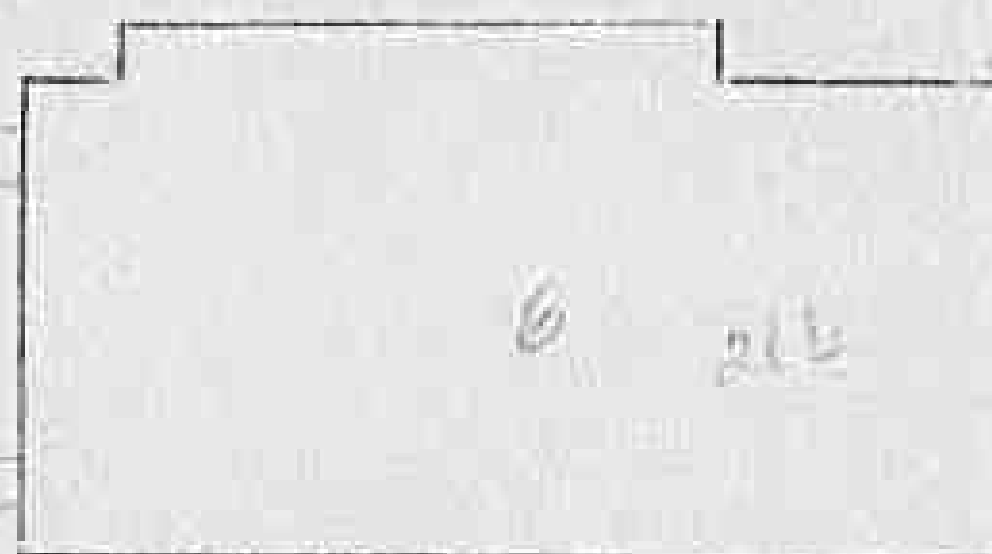
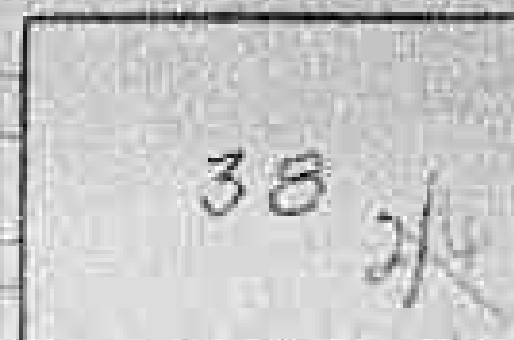
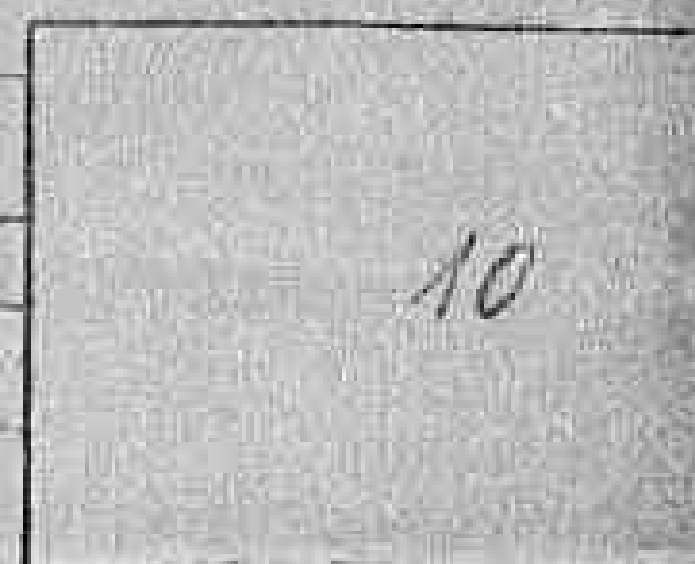
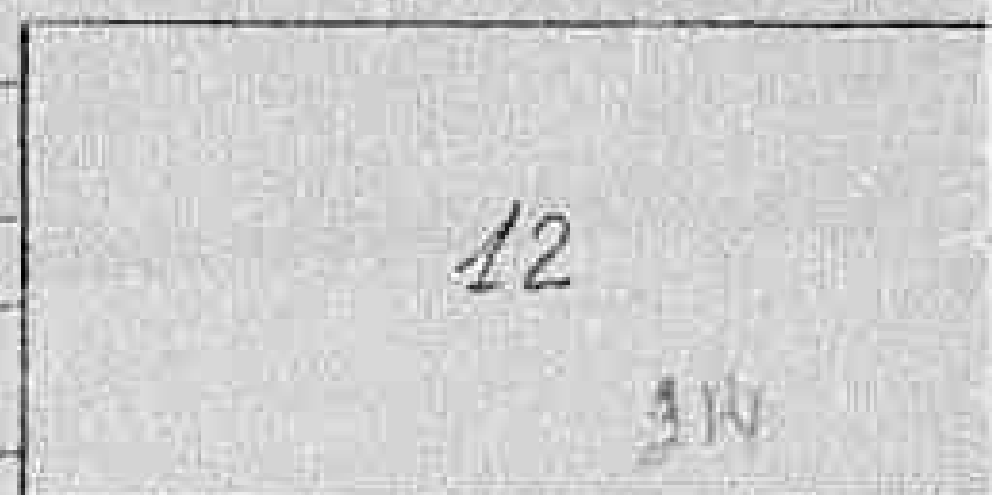
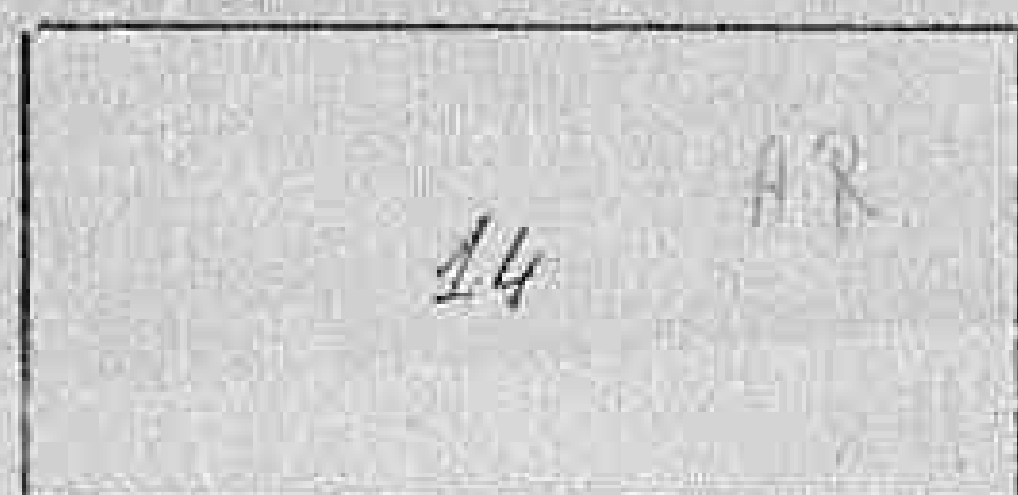
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Declassified E.O. 12356 Section 3.3/NND No.

785017

ALFA ROMEO
PLAN

6899



AREAS OCCUPIED BY 332ND SERV. GR. UNITS

11.15.74 KRE



ALFA ROMEO PLANT DEFENSE

OCCUPIED BY



NEW ROADS

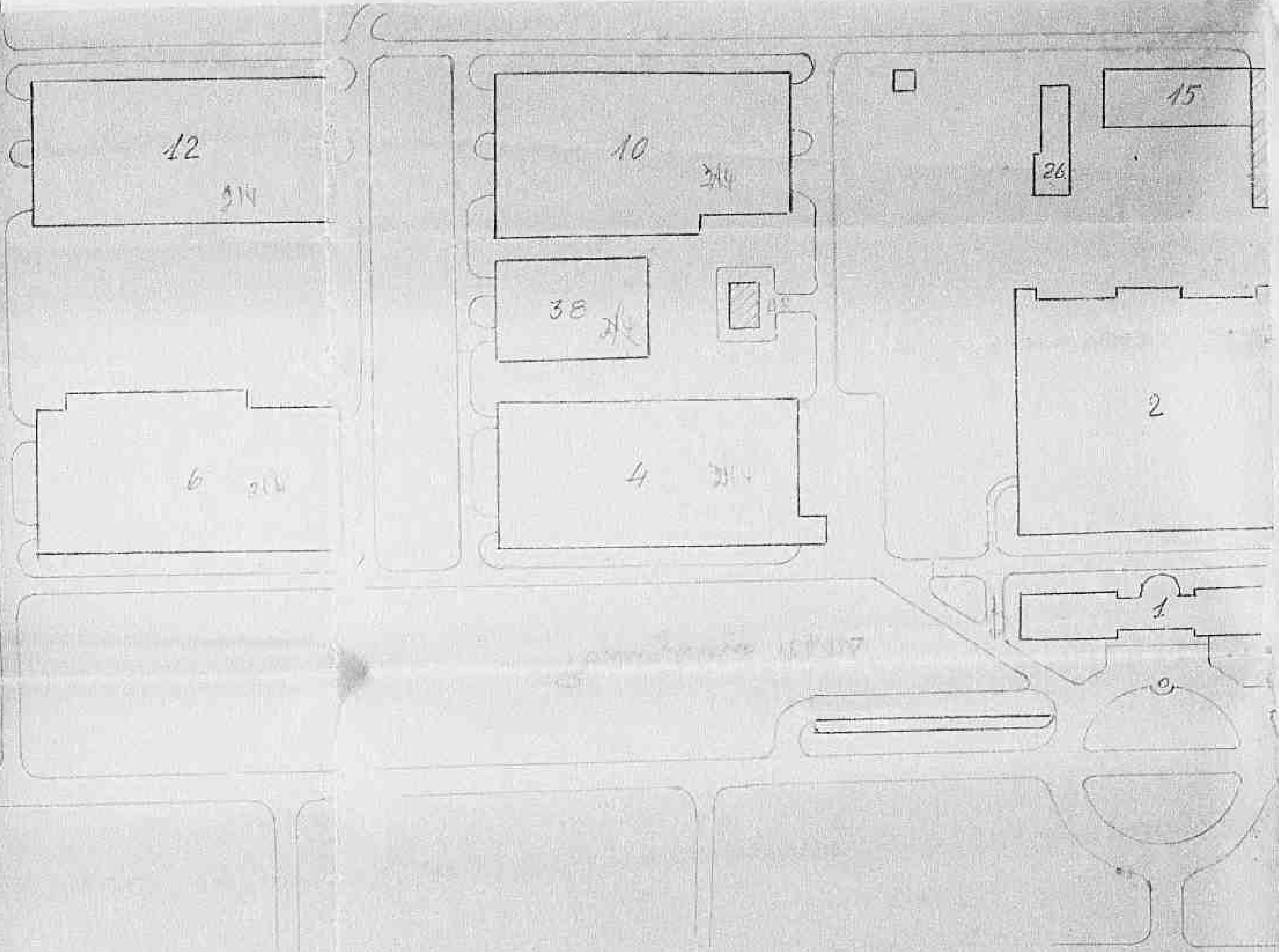
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ALFA ROMEO PLANT ENTRANCE

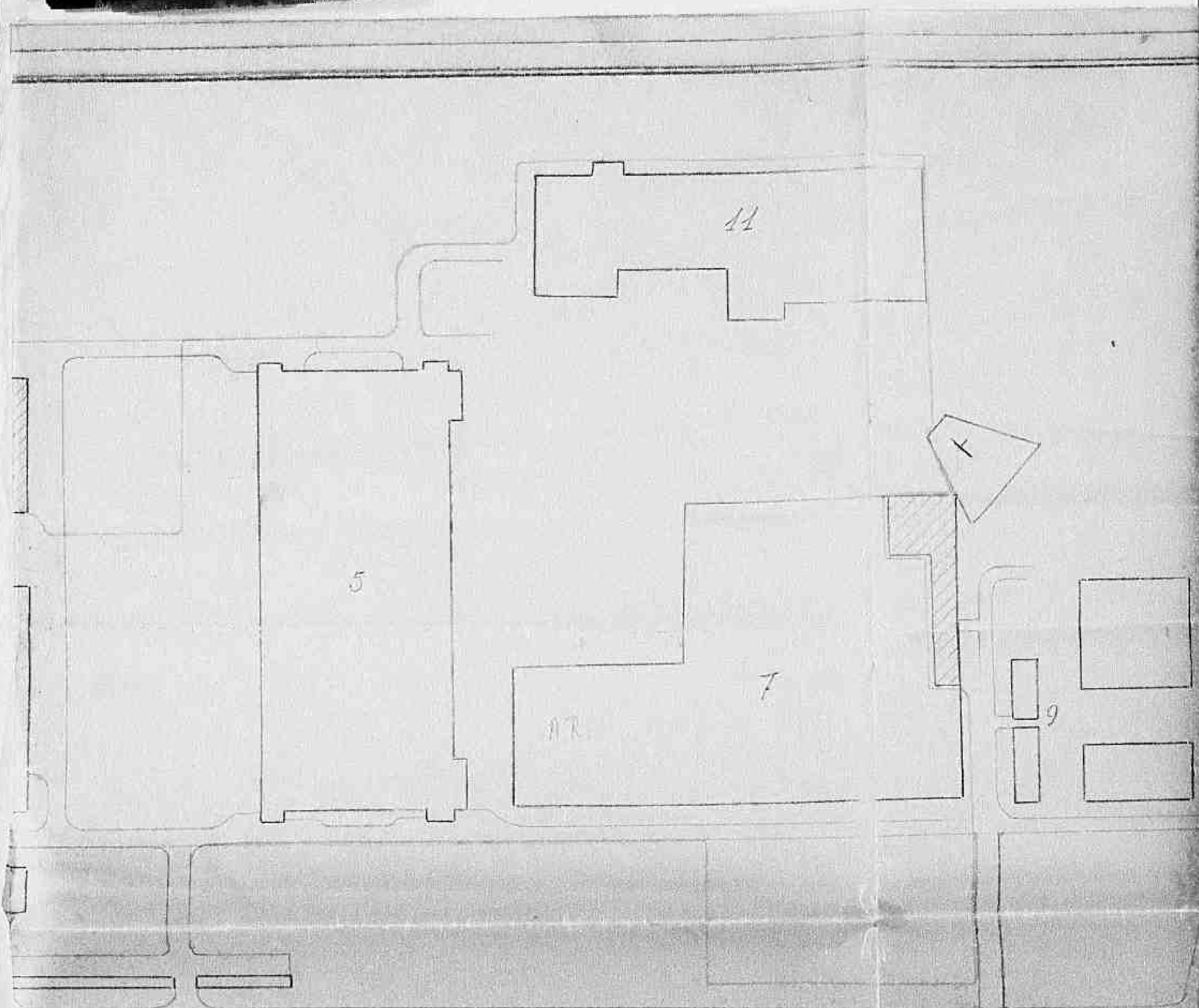
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Declassified E.O. 12356 Section 3.3/NND No. 785017



OCCUPIED BY 332nd SERV. CR. UNITS
 PLANT DEFENSE
 PLANT ENTRANCE

N. 15 & 7 ARE AT THE PRESENT
 OCCUPIED BY HAF 4. INCLUDING THE GARDENS
 MARKED IN REG. 7.10.44-10



LEGENDA

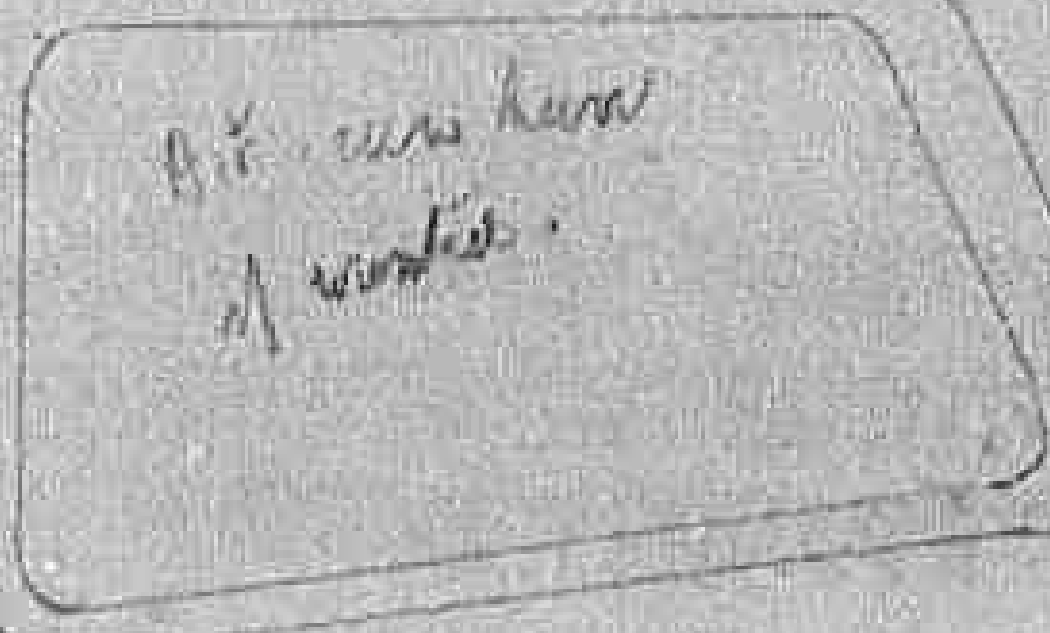
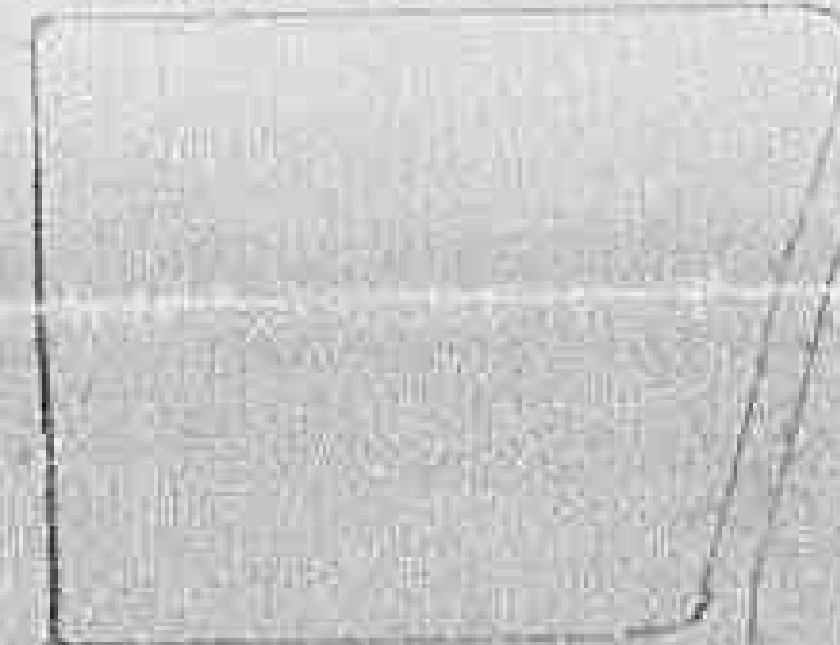
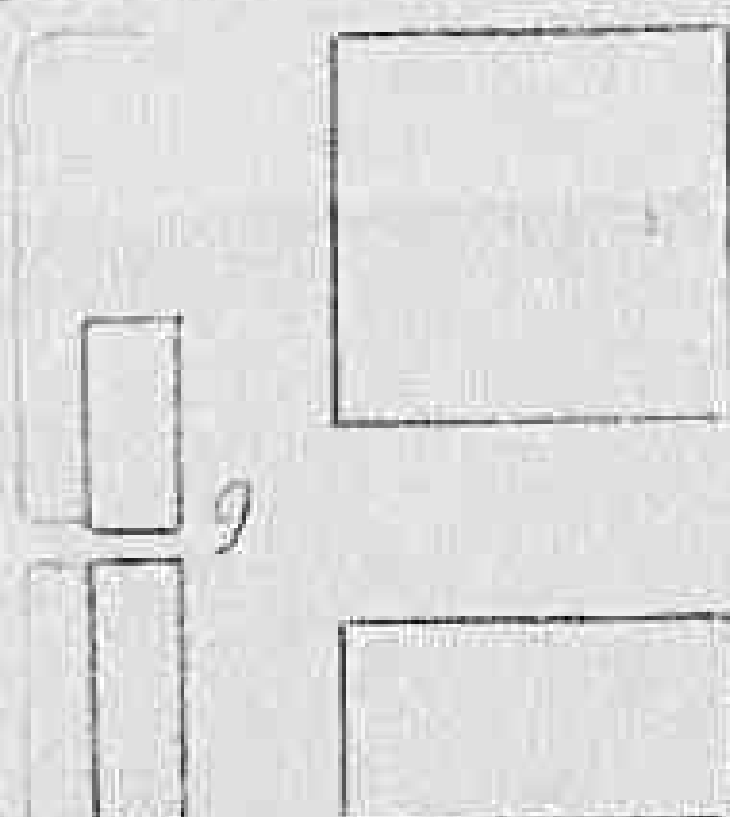
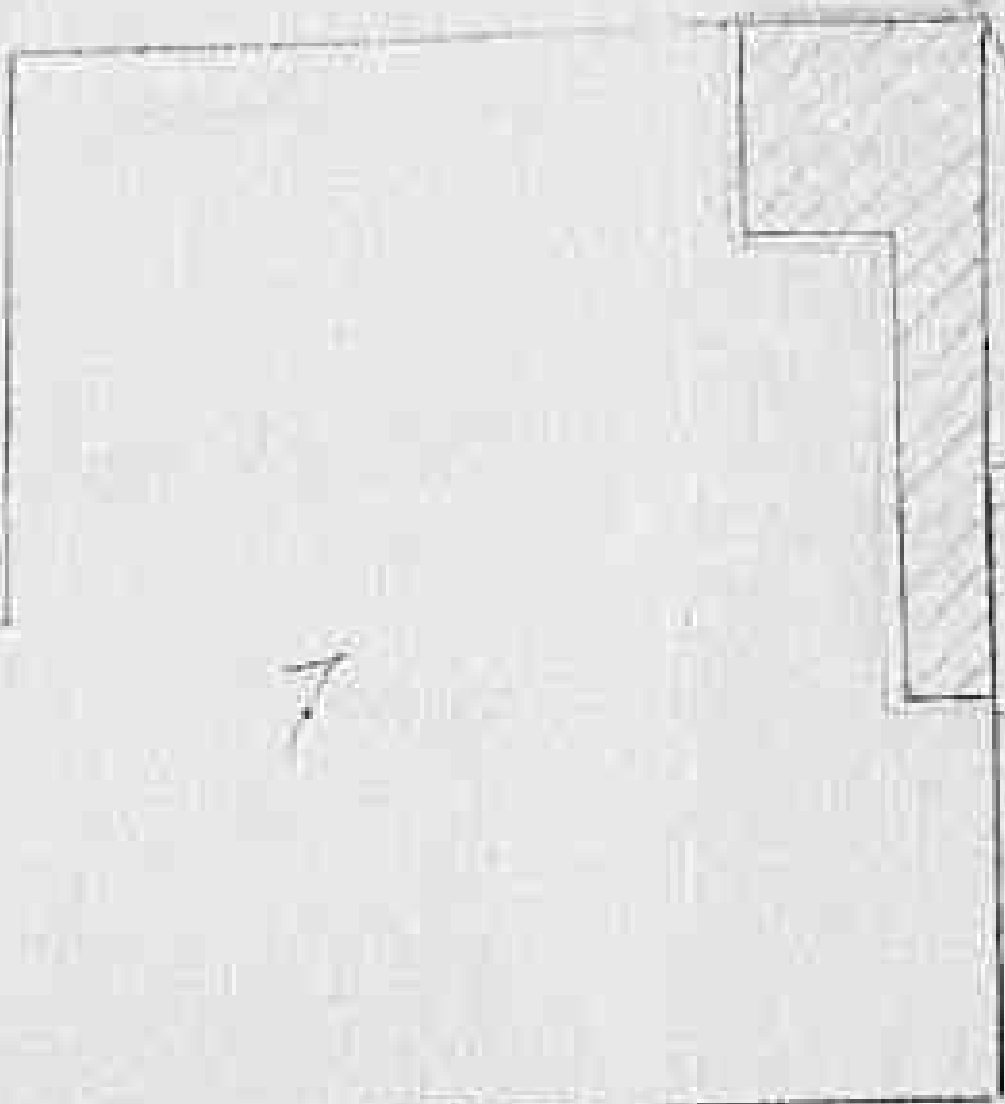
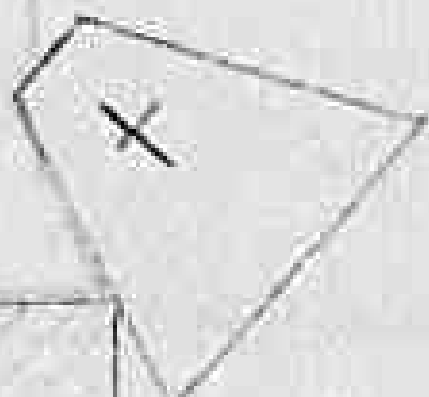
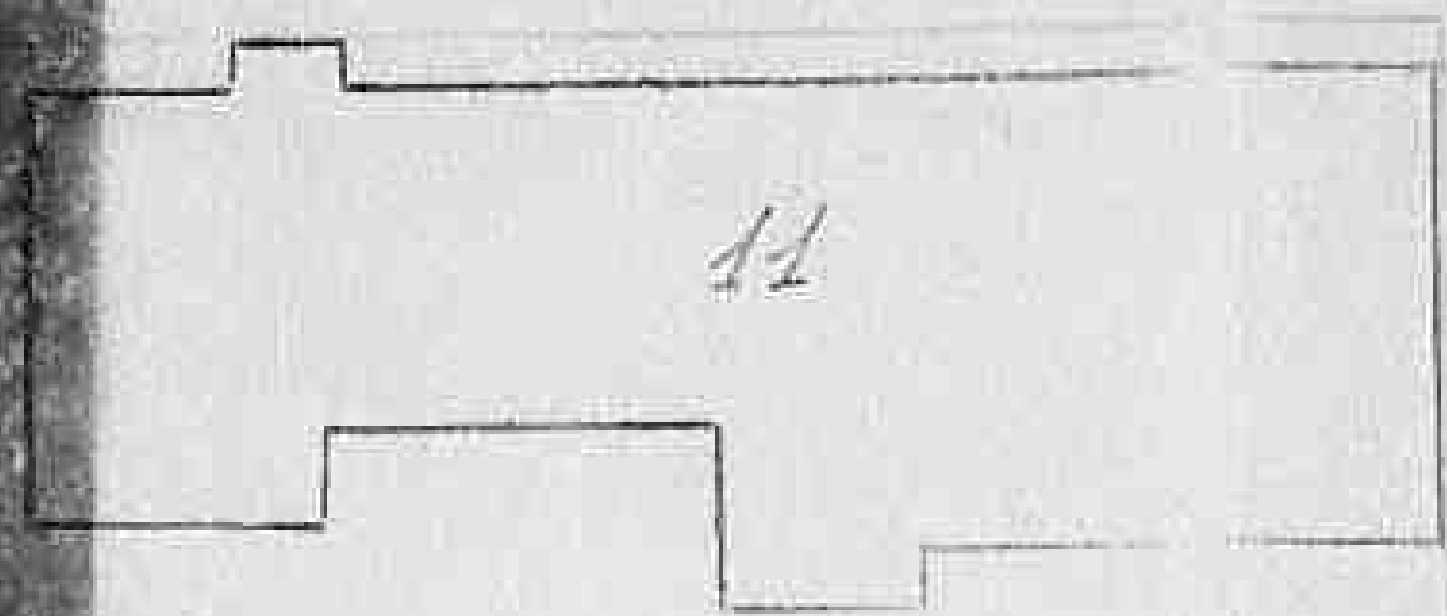
- 1 PALAZZO UFFICI
- 2 LAVORAZIONE AUSILIARIO
- 4 MAGAZZINO GENERALE
- 5 OFFICINA MOTORI
- 6 LAVORAZIONE LAMIERE
- 7 FONDERIA
- 9 DEPOSITO TRUCIOLI
- 10 LAVORAZIONE LEGHE LEGGERE
- 11 COLLEZIONE D'ARTI

A.R. can have
of water.

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

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LEGENDA —

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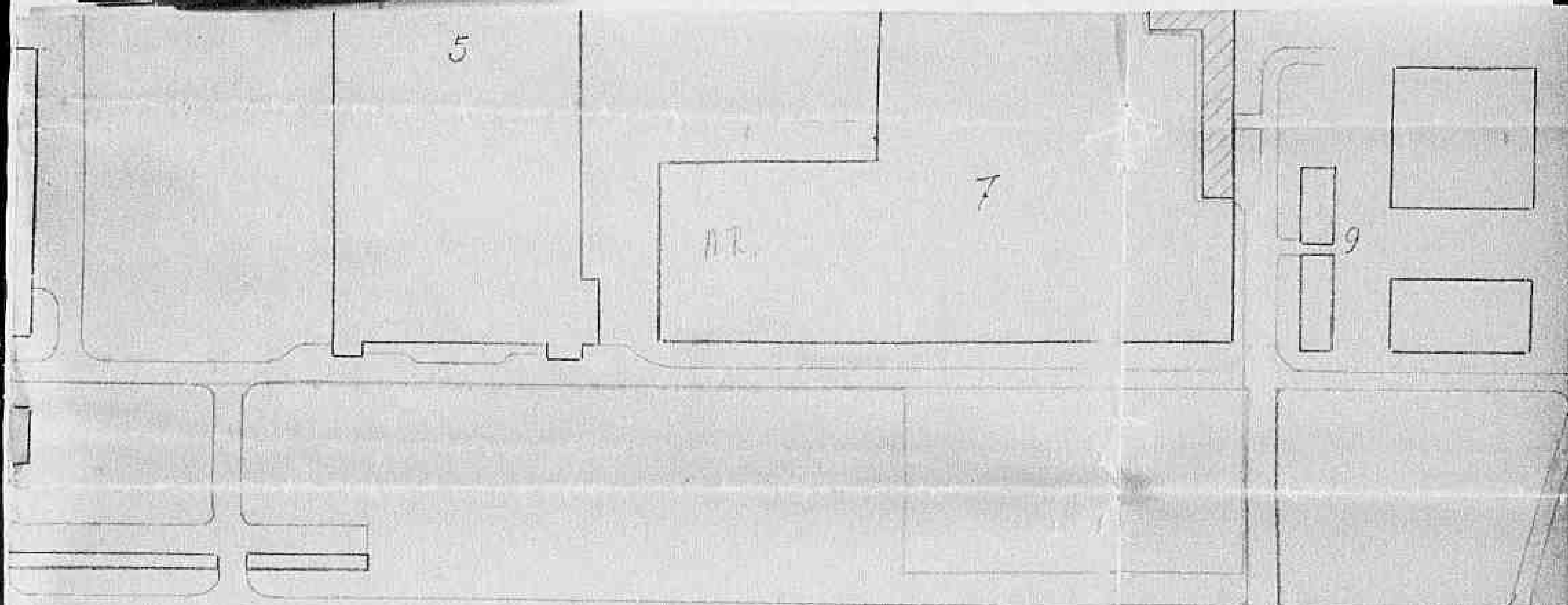
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LEGENDA

- 1 POLIZIA UFFICI
- 2 LAVORAZIONE AUSILIARIA
- 4 MAGAZZINO GENERALE
- 5 OFFICINA MOTORI
- 6 LAVORAZIONE LAMIERE
- 7 FONDERIA
- 9 DEPOSITO TRUCIOLI
- 10 LAVORAZIONE LEGHE LEGGERE
- 11 SALE PROVE AVID
- 12 MONTAGGIO ALI
- 14 MONTAGGIO FUSOLIERE
- 15 AUTORIMESSA

AT corso Italia
di sinistra.

S.D. ALF. L. 20
S. M. P. 1910

D E M O N I A

DIS. 0/1/70

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DIS. ME	PER NUOVE STADE DI COMUNICAZIONE	DATA 4-2-44
DIS. ME		

MEMORANDUM FOR COLONEL AGENTA

ALFA ROMEO WORKS. FOMIGLIANO D'ARCO

Last June we requested that the following buildings should be given back to the Alfa Romeo:

- (a) No 14 To be used for overhauling of Allison engines.
- (b) No 7 To be used for overhauling of either Wright and Alfa Radials, or only Alfa Radials.
- (c) No 15 To be used as a store.
- (d) A.A. Hanger Administrative Offices.

On 12th July, under authority of M.A.A.F. it was agreed that all the a/m buildings should be returned to M.A.A.F. RLEP

It would transpire however, that the authority for the return of these buildings was not vested in M.A.A.F. but in AAFSC/MTO, who hold the original requisition orders.

AAFSC/MTO agree to let the Alfa Romeo retain possession of buildings Nos 7 & 15, which actually in any case are situated within the Alfa Romeo perimeter. They do not, however, agree to Alfa Romeo having buildings No 14 and A.A. Hanger.

The Alfa are already using building No 7 for the overhauling of DB 601 Engines, having transferred the works from Mariellano.

Building No 14 has never been used by the Alfa Romeo, and it is feared that it would now be difficult, if not impossible, to secure this building for them. This is of course the overhauling of Allison

Portini advised 11/10/44.

(b) No. 15 To be used as a store.

(c) No. 15 To be used as a store.

(d) A.A. Hangar Administrative Offices.

On 12th July, under authority of M.A.A.F. it was agreed that all the a/m buildings should be returned to M.A.A.T. M.A.F.

It would transpire however, that the authority for the return of these buildings was not vested in M.A.A.F. but in AAFSC/MTO, who hold the original requisition orders.

AAFSC/MTO agree to let the Alfa Romeo retain possession of buildings Nos 7 & 15, which actually in any case are situated within the Alfa Romeo perimeter. They do not, however, agree to Alfa Romeo having buildings No 14 and A.A. Hangar.

The Alfa are already using building No 7 for the overhauling of DB 601 Engines, having transferred the works from Marigliano.

Building No 14 has never been used by the Alfa Romeo, and it is feared that it would now be difficult, if not impossible, to secure this building for them. This is of course the building which was intended for the overhauling of Allison engines.

W.D. Minder 5398

W.D. MINDER,

WING COMMANDER

It is suggested that you report to the Army for the return of the buildings. It is suggested that you report to the Army for the return of the buildings. It is suggested that you report to the Army for the return of the buildings.

RAFSC/MTO

RAFSC/MTO

Perkins advised 11/10/44.

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

To : Air Force Sub Commission,
Allied Control Commission, Naples.

Date : 6th October, 1944.

Tel. No.

ABBEY 25 & 29

Ref : 244G/3539/B.

AUTO 15721

ITALIAN MADE GYPSY AERO-ENGINE
SPARES

It is understood that a number of Italian made Gypsy Aero-Engine spares are held in NAPLES, where they have been produced by Alfa Romeo Company under licence.

2. The attached list of spares are required and it is requested that should the spares be available a sample of each item be forwarded to 114 M.U. for checking as to suitability.

3. Advise this Headquarters of action taken to forward the sample items to 114 M.U. and whether sufficient stocks are held to meet the requirements detailed in the attached list.

4. Request 114 M.U. advise this Headquarters immediately samples are received and disposal instructions will be given.

for (K.W. JEMMETT F/Lt.),
Group Captain, Commanding,
No. 214 Group,
R.A.F. C.M.F.

Copy to: No. 114 Maintenance Unit.

5397

39

COPY

SPARES REQUIRED FOR GIPSY ENGINES.FOR GIPSY QUEEN SERIES II.

<u>Ref? No.</u>	<u>Part. No.</u>	<u>Description.</u>	<u>Qty Required.</u>
36/FF/17348	2310-5B	Cylinder Head, group	60 off

FOR GIPSY MAJOR I - AUSTER III.

36FF/3062	MR.1901-33-20	Main Bearing, Intermediate	"
	MR.1901-34-20	Bearing cap half.	48
		Bearing crankcase half	48
36FF/3074	1901-33	Bearing cap half	48
	1901-34	Bearing crankcase half	48
		Main bearing intermediate	"
/3366	MR.1900-49-5	Bearing connecting rod (.005"u/s)	48
/3424	1902-1/1	Cylinder	48
/23566	1902-210/4	Cylinder Head group	20
/22614	1302-87/3	Valves, exhaust	80
/	1901-15D	Top cover	3
/3165	1304-13B	Camshaft	3
/3030	1900-34	Body, airscrew hub	10
/3040	1900-38	Nut airscrew hub	20
/6500	A10-11A/16	Fuel pump, D.H.A.C. (Complete)?	30
/6525	A10-59	Filter for fuel pump	40
37C /11419	CH.28696	Needle for carburettor float.	40

FOR GIPSY SIX SERIES II.

2102-1/3	Cylinder head group.	40	"
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IGNITION EQUIPMENT.

37A/2013	CX70987 R.H.	Magneto B.T.H.AG.4.5 R.H. 6.	"
/2015	CX70987 L.H.	Magneto B.T.H. AG4-5 L.H. 6.	"
		or alternative type.	

36/FF/17348 2310-5B Cylinder Head, group 60 off

FOR GIPSY MAJOR I - AUSTER III.

36FF/3062	MR.1901-33-20	Main Bearing, Intermediate	"
	MR.1901-34-20	Bearing cap half.	48
		Bearing crankcase half	48
36FF/3074	1901-33	Bearing cap half	48
	1901-34	Bearing crankcase half	48
		Main bearing intermediate	"
/3366	MR.1900-49-5	Bearing connecting rod	48
		(.005"u/s)	"
/3424	1902-1/1	Cylinder	48
/23566	1902-21C/4	Cylinder Head group	20
/22614	1302-87/3	Valves, exhaust	80
/	1901-15D	Top cover	3
/3165	1304-13B	Camshaft	3
/3030	1900-34	Body, airscrew hub	10
/3040	1900-38	Nut airscrew hub	20
/6500	A10-1A/16	Fuel pump, D.H.A.C.	30
/6525	A10-59	(Complete)?	"
37C /11419	GH.28696	Filter for fuel pump	40
		Needle for carburettor float.	40

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2102-1/3	Cylinder head group.	40	"
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37A/2013	CX70987 R.H.	Magneto B.T.H.AG.4.5 R.H.	6.	"
/2015	CX70987 L.H.	Magneto B.T.H. AG4-5 L.H.	6.	"
		or alternative type .		

SECRET

HEADQUARTERS
INTERNATIONAL ALLIED AIR FORCES
APO GSO

18 July, 1944.

625.

SUBJECT: Responsibility for Airfields.

TO: All Commands.

1. Airfields originally acquired by lease or requisition by either the United States or British Governments, and occupied either singly by their respective forces or jointly with other allied forces, will remain continuously the responsibility of the acquiring Government until the lease is terminated or the area is deracinated.

2. An officer of the interested Government will be designated, who will be responsible for the maintenance of the airfield and the operation and preservation of existing fixtures, facilities, and installations. Command responsibility in these matters is vested in this officer. When the airfield is under United States control, the officer so designated will be the Station Commander, (U.S.). When the airfield is under British control, the officer so designated will be the Airfield Executive Officer, (Brit.).

3. When tactical units are assigned to the airfield, the senior Commanding Officer, or AGO, of these units will exercise all command responsibilities pertaining to discipline and tactical operations of troops under their control. They will not issue orders which infringe upon responsibilities herein charged to the Station Commander (normally the senior tactical unit commander), or Airfield Executive Officer. They will not undertake modification of airfield facilities, fixtures or installations without coordination with the Station Commander or Airfield Executive Officer. When changes or modifications have been approved by proper authority, changes will be accomplished under the supervision of the Station Commander or Airfield Executive Officer.

By command of Lieutenant General ZAHNER:

REMARKS:
"2"

/s/ C. C. Chauncey,
/t/ C. C. CHAUNCEY,
Major General, USA,
Chief of Staff.

D R A F T

FROM - AIR FORCES SUB COMMISSION,
ALLIED CONTROL COMMISSION, NAPLES.

TO - HEADQUARTERS,
M.A.A.F., C.M.F.

DATE -

REF - ASC/39

ALFA ROMEO WORKS - ROMIGLIANO D'ARCO.

Reference is made to -

- (a) Directive issued by H.Q., A.A.I., ref. ALH/mf dated 17th March 1944, under the caption of "Requisitioning Facilities essential to Operation Italian Air Force."
- (b) Letter ASC/39 dated 14th June addressed to your HQ by Air Vice-Marshal Bowen-Buscarlet, requesting the return of certain buildings to the Alfa Romeo.
- (c) Directive issued by H.Q., A.A.I. ref. 2030/12/Q2 d/d 1st July, 1944.
- (d) Letter from your H.Q. addressed to Air Forces Sub Commission, Naples, ref. MAAN/1647/Org dated 6th July.
- (e) Letter from A.F.S.O. Naples addressed to your H.Q. ref. ASC/39 dated 12th July.
- (f) Directive issued by your H.Q. ref. 686 dated 18th July, 1944, under the caption of "Responsibility for Airfields".
- (g) Letter from H.Q. 2I4 Group, R.A.F., addressed to Air Forces Sub-Commission, Naples, ref. 2I4G/509/2I/Org dated 12th Aug. 1944.
Under "b", "d" and "e", buildings No.s 7, 14, 15 and "A.A.Hangar" were given back to the Alfa Romeo. Under "g", 2I4 Group claimed buildings 4, 6, 10, 12 and 38.

2) It now transpires, however, that A.A.F.S.O./M.F.O. claim that none of these buildings could have been allocated to anybody without their authority because -

*Not sent. See H.O.C's records
Aug 2.*

(47)

Aug 2.

ALFA ROMEO WORKS - POMIGLIANO D'ARCO.

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- (a) Directive issued by H.Q., A.A.I., ref ALH/mr dated 17th March 1944, under the caption of "Requisitioning facilities essential to Operation Italian Air Force."
- (b) Letter ASC/39 dated 14th June addressed to your HQ by Air Vice-Marshal Bowen-Buscarlet, requesting the return of certain buildings to the Alfa Romeo.
- (c) Directive issued by H.Q., A.A.I. ref 2030/12/Q2 d/a 1st July, 1944.
- (d) Letter from your H.Q. addressed to Air Forces Sub-Commission, Naples, ref. MAAB/1647/Org dated 6th July.
- (e) Letter from A.F.S.C. Naples addressed to your H.Q. ref. ASC/39 dated 12th July.
- (f) Directive issued by your H.Q. ref. 686 dated 18th July, 1944, under the caption of "Responsibility for Airfields".
- (g) Letter from H.Q. 214 Group, R.A.F., addressed to Air Forces Sub-Commission, Naples, ref. 214G/909/21/Org dated 12th Aug. 1944.
- Under "b", "a" and "e", buildings Nos 7, 14, 15 and "A.A. Hangar" were given back to the Alfa Romeo. Under "g", 214 Group claimed buildings 4, 6, 10, 12 and 38.
- It now transpires, however, that A.A.F.S.C./M.T.O. claim that none of these buildings could have been allocated to anybody without their authority because -
- (i) They held the original requisition forms for all the buildings of the Alfa Romeo except those originally allotted to the Alfa Romeo and enclosed by a fenced perimeter - and -
- (ii) The subsequent Directive "f" issued by **5099**, H.Q. (para I).
- The Directive "f" however, refers to "Airfields".
- AAFSC/MTO contend that the Alfa Romeo works, being situated on the Pomigliano Airfield come within the scope of such Directive. Is this correct?

DRAFT - CONT. (2)

67A

If so, then it would seem that AAPSC/MTC are correct in their assertion that they are the final authority for allocation of the buildings, and not your H.Q. as set forth in Directive "a".

It should be noted that not only do AAPSC/MTC require many of the buildings in dispute, but also the R.A.F. Station Commander has need of some of them.

It is requested that a ruling may be given as to the final authority over the Alfa Romeo Buildings in the light of this letter.

As the contending parties are already commencing to occupy some of the buildings in dispute it will be appreciated if the matter may be treated as very urgent.

Jimmy will see Tolino & say our view is that we do not need Alfa's for radical overhauls.

We cannot support any claim by Alfa for buildings nor being used strictly in support of the Allied War Effort.

0 8 5

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We cannot support any claim by Alfa for building nor being used strictly in support of the Allied War Effort.

5392

From :- C.A.F. Station, Pomigliano, C.N.F.

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

Date :- September, 1944.

Ref :- POM/761/Org.

Requisitioning of Property - Alfa Romeo Works.

It is requested that authority be given for the requisitioning of the Undermentioned from the Alfa Romeo Works, Pomigliano, for use in this Station's living quarters situated in the Alfa Romeo Flats.

(a) One electric extractor fan. This is required to ventilate the Airman's Dining Room which is situated in a basement.

(b) Fittings, lead pipes etc., in accordance with the attached diagram. These are required to complete repairs to the water system in the flats.

G. Woodworth

for Group Captain, Commanding,
C.A.F. Station, Pomigliano.

From: Air Forces Sub Commission,
Allied Control Commission,
Bari.

To : Il Ministero. (attention of Col. MOLINO)

Date: 19th September, 1944.

Ref.: AFSC/S. 823/ENG.

ALFA ROMEO - POMPIANO D'ARCO

According to the August monthly report from Air Forces Sub-Commission, Naples the second test bed at the above works is still not in operation.

2. When these test beds were inspected by W/Cdr GLANSTONE of this Headquarters over a month ago, all that was needed was the installation of eight thermometers, a revolution counter and a boost gauge. At that time all the instruments were available and the delay is not understood. The excuse given that Oxygen and Acetylene were not available for the welding of the tubes seems fantastic in view of the small amount of work necessary. 51

The second test bed could have been in operation weeks ago if Alfa Romeo had shown the least initiative and it is requested that instructions be given that the work of completing the second test bed be completed without further delay.

L. J. H. Glanstone
J. H. GLANSTONE W/Cdr,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

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J. H. Gladstone
J. H. GLADSTONE W/CDR,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Copy to:

Air Forces Sub Commission,
Allied Control Commission,
Naples.

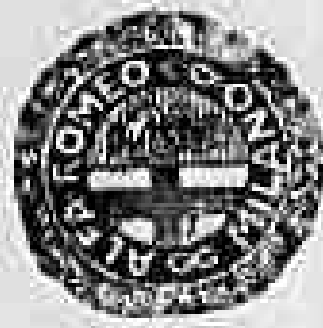
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Will be listed 26/9/44

Alfa Romeo

MILANO - NAPOLI

SOC. AN. - CAP. L. 240.000.000 - VERS. L. 93.000.000



STABILIMENTO AERONAUTICO S. MARTINO
POMIGLIANO D'ARCO

ALSIG.

COLONNELLO GIACOMO BRENTA

Ufficio Industrie e Costruzioni A
Aeronautiche

N A P O L I

TELEF. 5 (Pomigliano)

34

VS. RIFERIMENTO	NS. RIFERIMENTO (da citare nella risposta)	DATA
	Ing. Bar/mf	8.9/1944

OGGETTO:

Egregio Colonnello

Le accludo un promemoria relativo ad una visita effettuata a Pomigliano da un Ufficiale inglese dell'A.C.C. allo scopo di accelerare i motivi del mancato conferimento agli ammassi di 210 q.li di patate prodotte del ns/ Stabilimento.

Poichè, come forse le è noto, tutte le patate raccolte nei ns/ terreni sono state distribuite tra gli operai, prima delle recenti disposizioni sul blocco, ci troviamo nella impossibilità di aderire a tale richiesta.

Le sarei veramente grato se volesse interporre i Suoi buoni uffici presso l'A.C.C. allo scopo di appianare la faccenda, tenendo presente che, in ultima analisi, sarei anche disposto ad acquistare, naturalmente sul mercato nero, le patate da conferire all'ammasso.

La ringrazio di quanto potrà fare per noi e molto cordialmente La saluto.

dm

De Rita

(ING. RUGGIERO DE RITIS)

Alsig.

COLONNELLO GIACOMO BRENTA

Ufficio Industrie e Costruzioni e
Aeronautiche

N A P O L I

VS. RIFERIMENTO	NS. RIFERIMENTO (da citare nella risposta) Ing. Far/mf	DATA 8.9/1944
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OGGETTO:

Egregio Colonnello

Le acclude un promemoria relativo ad una visita effettuata a Pomigliano da un Ufficiale inglese dell'A.C.C. allo scopo di accertare i motivi del mancato conferimento agli ammassi di 210 q.li di patate prodotte nel ns/ Stabilimento.

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La ringrazio di quanto potrà fare per noi e molto cordialmente La saluto.

de Ritis

(Ing. RUGGIERO DE RITIS)

5389

Mod. 28 - Coop. A-Z - Napoli - 25/000

PRONEMORIA PER IL SIG.COLONNELLO BRENTA

342

Il giorno 6 corr. si presentava presso lo Stabilimento Alfa Romeo di Pomigliano un Tenente inglese con alcuni Carabinieri e Guardie di Finanza chiedendo di conoscere motivi per i quali non erano state versate all'ammasso le patate raccolte nei terreni coltivati dello Stabilimento. A tale richiesta l'Ing. Bardini faceva presente che le patate in questione erano state distribuite tra gli operai e utilizzate nella Mensa Aziendale, come appariva dalla documentazione esibita all'Ufficiale; tale distribuzione era stata effettuata antecedentemente alle recenti ordinanze sul blocco.

L'Ufficiale prendeva nota di quanto sopra, ma faceva rilevare che essendo state usate per la semina 70 q.li di patate inglesi, sarebbe stato necessario versare agli ammassi, all'epoca del raccolto, 210 q.li di patate; questo secondo gli accordi che sarebbero a suo tempo intercorsi tra la Ditta e l'A.C.C.=

L'Ing. Bardini gli faceva notare che l'attuale Direzione non era a conoscenza di tali accordi probabilmente avvenuti quando era in carica la precedente Direzione dello Stabilimento; inoltre nessun elemento risultava tra il carteggio dell'Alfa Romeo.

L'Ufficiale concludeva la sua visita comunicando che pur essendosi reso conto che il raccolto non aveva formato l'oggetto di speculazione, si vedeva costretto a riferire il caso all'A.C.C. per gli eventuali provvedimenti.=

Napoli, 7.9.1944

From:- R.A.F. Financial Adviser, Headquarters, M.A.A.F., G. I. P.
 To:- The Director, Industry and Commerce Sub-Commission, Allied Control
 Commission, WISE.

(Copy to) Allied Force Local Resources (Italian) Board,
 Air Forces Sub-Commission, A.C.C.,
 HQ, No. 21d Group, R.A.F., G.I.P.
 British Army Financial Adviser, A.F.M.Q).

31

Date:- 17th August, 1944.

Ref:- SA/1/11

Engineering work performed for the A.A.F. by Italian firms -
 basis of payment.

The R.A.F. are at present making use of the ^{engineering} productive capacity of Alfa Romeo at Pombalano and hope shortly to make use of Avio (Caproni) at Centellaro. This letter concerns the rate of payment to be made to those firms.

2. On the 7th June I wrote to you on the subject of Alfa Romeo, asking the advice of the A.C.C. on the Company's proposal that payment should be on the basis of the firm's arrangement with the Italian Air Force, i.e. on (A) the time spent by productive labour charged at the average hourly rate for such labour, loaded by (B) a percentage for overheads and (C) a percentage for profit. The figures quoted by the firm were:-

- A - 15 lire per hour.
- B - 280 %
- C - 12% of A plus B.

I had no objection to the proposed basis (which worked reasonably well in North Africa, with R.A.F. supervision in the workshops), but I suggested that 'A', 'B' and 'C' were too high - 'A' because it is practically as high as the highest rate paid by the R.A.F., and the latter includes a substantial element for social insurance which with Alfa Romeo is included in overheads; 'B' because it is very much higher than the overheads in a comparable firm in North Africa where full commercial overheads were charged; 'C' because by British and American standards 12% profit on turnover is much too high for war contracts. On the 22nd June, ref: SAC/5012/3/10 you agreed generally with my attitude towards the firm's proposal.

3. I have since received a more detailed estimate from Alfa Romeo (copy at Appendix 'A') of monthly costs of productive labour and of overheads, giving (a) an average hourly wage rate of 13 lire for productive labour and (b) a figure for overheads, 234% of (a). On that basis the charge would be 49.9 lire per hour plus profit. The detailed figures produced are incapable of check for they are only estimates. I had been informed by A.C.C. (Major Babcock ?) that the wage schedule of Alfa Romeo was under examination; we could therefore only treat their wages figures as provisional. From my experience of similar overhead costs elsewhere I am satisfied that 234% is too high. Alfa Romeo have therefore been offered a firm rate of 50 lire an hour for past and future work until such time as the allowable rates of wages, overheads and profit are settled and actual

/figures

- 2 -

* figures of costs are available. Detailed figures of actual costs will be called for later. I consider that the rate is a fair one. The firm have accepted this, with some protestation that it does not allow any margin of profit.

4. As regards Avis (Caproni), they also have submitted a detailed estimate of working costs (Appendix 'B') which gives (a) an average wage for productive labour of 18.91 lire and (b) overheads, 185% of (a). They also ask for 12% profit. This would give an hourly rate of 55.96 lire without any allowance for profit. It will be seen on comparing the figures of the two firms that there are differences in the method of calculation and in the figures used in the calculations.

5. Differences are to be expected, but there is one point which especially calls for mention. It is the addition of 50% of wages (for "piece-work profit") to the wages calculated at hourly rates. It is the R.A.F. intention to use both Alin Romee and Avis (Caproni) as far as possible for repetition engineering work for which a firm price can be quoted, based on the normal time taken to do the job multiplied by the loaded costs of productive labour in the factory, 8-5. 50 lire per hour. If the workers are on piece-work the time charged up against us will obviously be the standard time for which the firm pays under the piece-work schedule. It will obviously not be the time which the workmen actually take. We will assume that a workman works half as hard again when on piece-work as on time-work, and his "time" rate of wage is 120 lire a day for an 8 hour day. He shall obviously be charged up with 12 hours work for ^{one} day and the firm will draw 120 lire for 8 hours work. But the rate which the firm charges us should only be 15 lire an hour plus overheads and profit, not 23 1/2 lire an hour plus overheads and profit.

6. Assuming that all the work done for the R.A.F. were piece-work, (and that all the other figures quoted by Avis (Caproni) were correct), I consider that the "piece-work profit" of 50% should be cut out entirely and the resulting price would be:-

(A) average hourly rate for productive labour	18.91 lire
(B) overheads, 185% of (A)	36.04 lire

41.95 lire plus
profit.

If profit of 10% were allowed that would give a total of 45 lire an hour.

7. All the work for the R.A.F. will not be piecework and therefore the overheads on time-work would be greater than 185%. If they were 250%, the resulting price would be 47.5 lire an hour plus profit. A price of 50 lire an hour would thus give 5% profit to the firm for time-work and 20% for piece-work. I may add, applying the costs of a similar firm in North Africa (Sudron-Renault), with whom we had a contract up to the time the French Government took it over under Mutual Aid (January 1946), the price to be paid on the base of an average productive labour wage rate of 16 lire an hour would be 45.5 lire an hour - that included depreciation and a profit of between 9 and 10%. 530

8. At an interview with representatives of Avis (Caproni) on the 18th instant, I offered them 50 lire an hour as in the case of Alin Romee, until such time as they could produce actual figures of costs. They demurred, and I said that I

/would

PAGE(S) MISSING

- 3 -

would consult A.C.B. who were as interested as I in preventing excessive prices under various contracts. The position is that the S.A.F. is in occupation of the Avis (Caproni) works at Castellammare and working it, but not to full capacity. The firm is anxious to take back part of the works and plant and work for the S.A.F. The S.A.F. are equally anxious to make use of this civilian capacity.

9. I do not ask that A.C.B. should do into detailed investigation of the costs of these firms - they are in any case only estimates, even though based on past experience. The two firms have asked for prices calculated as follows:-

	<u>A.L.F. BOMEO.</u>	<u>AVIS (CAPRONI).</u>
(A) Average wage of productive labour -	18. lire	18.9 lire
(B) Overheads (200% of A)	36.92	(185% of A) 34.95
	40.92	53.85
(C) Profit at 12% on (A) plus (B) -	5.99	6.46
	<u>56.91</u>	<u>60.31</u>

Alfa Romeo have accepted 50 lire, with the promise that it will be reviewed as soon as actual figures of costs are available. Avis (Caproni) have demurred over the figure of 50 lire. I have endeavoured to show in paras 5, 6 and 7 above that the firm's figure of 18.9 lire an hour for productive labour is unjustifiably inflated and that the price offered them of 50 lire an hour is reasonable and provides sufficient incentive to the firm. I should be very grateful to have the backing of A.C.B. in insisting that the price is to be 50 lire until we have had an opportunity of examining actual figures of costs. May I ask for a very early reply, as the S.A.F. is anxious that the firm should start production as soon as possible.

10. There is a general question arising out of all this, which closely concerns both A.C.B. and the Local Resources Board (L.R.B.). Is it not possible to establish some co-ordination between the Allied Forces which will ensure a reasonably uniform attitude towards the important matters of principle which are involved in settling prices under Italian contracts? I should like to ask that A.C.B. and L.R.B. would give it their consideration.

Sigs. A. BOWDEN

Group Captain,
Financial Adviser, (S.A.F.).

5384

PROSPETTO PREVISIONE SPESE GENERALI CON STABILIMENTO IN
NORMALE REGIME DI FUNZIONAMENTO.

Atta. A.

a) Mano d'opera produttiva:

C.Sq. 5 - OS.100 - OQ.175 -
M.S.100 - Appr. 45 - Rag.25 - Tot. 450

Importo medio mensile paghe£. 1.216.000.-

b) Mano d'opera improduttiva:

1) Dirigenti e impiegati n. 100

Importo mensile stipenda£. 436.558.-

2) Servizi ausiliari:

C.Sq.1 - C.U. 3 - OS.21 - OQ.26
M.S.24 - M.C.62 - Rag. 3 - D.6 - Tot.150

Vigilanza: C.V. 3 - C.P. 4 -
Vig. 43 - " 50

Importo medio mensile paghe....." 520.530.-

3) Mantenzione:

C.Sq. 3 - OS.23 - OQ.21 - MS.18
ME. 13 - Rag. 11 - Tot. 89.

Importo medio mensile paghe£. 237.000.-

TOTALE M.O. IMPRODUTTIVA£. 1.190.883.-

c) Oneri a carico Ditta su stipendi e paghe

su stipendi£. 141.000.-

su paghe opera⁶£. 641.000.- " 782.000.-

d) Spese postali e telegrafiche..... " 10.000.-

e) Spese assistenziali (mensa etc.)
(2 lire al giorno per operaio)....." 40.000.-

f) Assicurazione macchinario ed immobili..... " 10.000.-

g) Interessi passivi (acoperto su Bache: media mensile
£. 15.000.000.-)....." 100.000.-

h) Ammortamento macchine e impianti (Valore £. 150.000.000.-
da ammortizzarsi in 12 anni o $\frac{1}{12}$)....." 1.000.000.-

i) Materiali di consumo (acetilene, ossigeno, carburanti,
lubrificanti, utensileria etc.)....." 200.000.-

5382

l) <u>Imposte e tasse</u>	£.	40.000.-
m) <u>Energia elettrica, acqua</u>	"	30.000.-
<u>TOTALE MANO D'OPERA IMPRODUTTIVA E SPESE GESTIONALI</u>		£. 3.452.883.-

Totale mensile mano d'opera produttiva	£.	1.216.000.-
" " spese generali	"	3.452.883.-
Percentuale spese generali		284%

S.A. " ALFA ROMEO "

Appx. B.

Extract from covering letter from Avis, dated 12.8.1944.

".....In these proposals we have taken into consideration your desire to increase production and have therefore planned an increase in the number of machines and in the number of workmen, bringing the figure for the latter to a total of approximately two thousand.

- Our proposals are based on the following items:
- A) average hourly pay for productive labour - L. 18.90
 - b) overhead: 185% of the productive labour rate.
 - c) profit: 12% "

TABLE OF WORKMEN'S RATES.

TABLE I.

Average Pay per hour (according to classification of workmen).

Basic rate per hour
70% regional increase

Piece-work profit (50% on the basic pay rate and increase)
Fixed indemnity for presence
Allowance for cost of living

Rates brought to nearest lire
or nearest twentieth

	Foreman.	Specialised Workmen	Skilled Workmen.
	8.50	6.90	5.60
	5.95	4.35	3.90
	14.45	11.75	9.50
	7.25	5.87	4.75
	1.25	1.25	1.25
	2. -	2. -	2. -
	24.95	20.87	17.50
	25.00	20.85	17.50

TABLE II.

MONTHLY PRODUCTIVE LABOUR EXPENSES.
(On a basis of 200 hours of work per month)

50	Foreman at 25 lire/hour	L. 250.000
500	Specialised workmen at 20.85 lire/hour	L. 2.085.000
900	Skilled workmen at 17.50 lire/hour	L. 3.150.000
1450	Workmen for a total monthly expense of	L. 5.485.000

Average hourly rate L. 18.91.

5380

TABLE III.

PERCENTAGES OVER AND ABOVE EMPLOYEES' WAGES PAID OUT
BY THE COMPANY.

	<u>WORKMEN.</u>	<u>OFFICE STAFF.</u>
Dismissal indemnity, Regional Collective Contract, 30 July 1936.....	1.00	3.00
Accidents and civil responsibility, Decrees dated 17 August 1935, 15 December 1936, 25 January 1937, 25 Nov. 1940.....	5.00	5.00
Annual holidays, Contract - 15 August 1936.....	1.80	4.00
Workmen's paid national holidays, Contract 21 April 1936..	1.53	1.35
Contribution for family burden. Decree 17 June 1937, Law 10 June 1940, Law 6 August 1940, Decree 20 March 1941.....	20.40	20.40
Contribution imposed on wages paid. Contract 13 June 1941, 1 March 1943, 1 April 1943.....	5.00	-----
Contribution for men called to military service. Law 10th June 1940, Contract 15 April 1940.....	1.00	5.00
Contribution for invalidism, old age, tuberculosis, marriage, childbirth etc. etc. Decrees 4 October 1935, 14 April 1939.....	9.00	2.00
Contribution to workmen's sick fund. Statute 1 July 1936, Contract 3 January 1939.....	2.25	2.50
Contribution for hours of work between 40 and 48 weekly. Contract 10 October 1934.....	1.60	-----
Contribution towards the gift of a week's salary per annum. Contract 14 October 1938. (Employees receive a gift of approximately one month's salary per annum).....	2.20	8.35
Integration of piece work benefits. Contract 19 January 1938	2.00	-----
	52.58	51.36

12 August 1944.

From: Headquarters No. 214 Group RAF. C.M.F.

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

Date: 15th August 1944. *Rev 25/8/44*

Ref: 214G/3106/Accts.



Payments of R.A.F. to Italian Industries.

Attached hereto is a copy of the RAF Financial Adviser's letter FA/1/33 dated 31st July 1944. This would appear to have considerable bearing on H.Q. Ufficio Industrie e Costruzioni Aeronautiche's letter 2/05334/3 dated 11th August 1944, of which a copy was forwarded under cover of your letter ASC/39 dated 11th August 1944.

2. From the contents of the letter, it is not clear whether Alfa Romeo are expressing dissatisfaction at the old rate of 30 Lire, or that of 50 Lire, suggested by the Financial Adviser.

3. The Chief Accountant Officer of this Headquarters, is attempting to contact the Alfa Romeo representatives as early as possible, in order to ascertain if the rate of 50 Lire is acceptable, or alternatively to obtain their proposals.

E.T. Pratt
(E.T. PRATT)

Wing Commander,
for Air Officer Commanding,
No. 214 Group RAF. C.M.F.

5378

Prev. Ref.

Next Ref.

From:- RAF Financial Advisor, Headquarters, MAAR, C.M.F.

To:- Headquarters, NO 214 Group, R.A.M. C.M.F.
(Copy to Command 40 sent at).

Date:- 31st July, 1944.

Ref:- PA/I/33.

Alfa Romeo - Poelchiano.

With reference to the meeting held at your Headquarters on 5th June last to consider the terms of a contract with the above firm, and to your letter 21.7.44/3304/Mag. of 23rd June, I have been pursuing the question with the firm, with A.O.C., and with the Army Financial Advisor.

2. The firm have produced figures of estimated costs relating to working when the present stage of re-habilitation is passed.

The cost of these figures I find average wage of productive workmen is shown as 13 Lire an hour and overheads is 28.44. The actual figure for overheads is now much above 28.44 but it includes a large element for re-habilitation.

3. I find that A.O.C. are making an attempt to enforce legal wage rates and are naturally looking to the Forces to ensure that rates beyond the legal are not admitted in the costs under Forces contracts. They are examining the wages schedules of Alfa Romeo but have not finished the task. We must therefore treat the wages figures of the firm as subject to revision.

4. When I consulted the Army Financial Advisor in order to agree with him a joint attitude towards de-recognition, social insurance, the rate of profit, etc. I found that although the Army are including a costing of use in their contracts they have not in fact done any costings yet and have not given serious consideration to the point I enquired about.

5. If the figures of Alfa Romeo were accepted, and we have no means of checking them as they are only estimates, it would give an average hourly rate to be charged for productive labour of 49.9 lire, plus profit. As it appears desirable to fix an interim rate, I am prepared to pass bills based on a rate of 50 lire an hour. I am satisfied that this is a reasonable rate and provides sufficient incentive to the firm. It should be made clear to the that figures is a firm one so far as stated current R.A.M. work is concerned, but it is subject to revision at any time. Detailed figures of actual costs will be called for later.

3014

5th June last to consider the terms of a contract with the above firm, and to your letter 21/6/30/4/Sug. of 23rd June, I have been pursuing the question with the firm, with A.C.C., and with the Army Financial Adviser.

2. The firm have produced figures of estimated costs relating to working when the present stage of re-habilitation is passed. The one of those figures is that average wage of productive workmen is shown as 13 lire an hour and overheads as 284/4. The actual figure for overheads is now much above 284/4 but it includes a large element for re-habilitation.

3. I find that A.C.C. are making an attempt to enforce legal wage rates and are naturally looking to the Forces to ensure that rates beyond the legal are not admitted in the costs under Forces contract. They are examining the wages schedules of Alfa Romeo but have not finished the task. We must therefore treat the wages figures of the firm as subject to revision.

4. When I consulted the Army Financial Adviser in order to agree with him a joint attitude towards depreciation, social insurance, the rate of profit, etc. I found that although the Army are including a costing of some in their contracts they have not in fact done any costings yet and have not given serious consideration to the point I enquired about.

5. If the figures of Alfa Romeo were accepted, and we have no cause of checking them as they are only estimates, it would give an average hourly rate to be charged for productive labour of 19.9 lire, plus profit. As it appears desirable to fix an interim rate, I am prepared to pass bills based on a rate of 50 lire an hour. I am satisfied that this is a reasonable rate and provides sufficient incentive to the firm. It should be made a clause in the contract that figures of actual costs for as stated current R.A.F. work is concerned, but it is subject to revision at any time. Detailed figures of actual costs will be called for later.

5377

6. The method of charging for R.A.F. work was discussed at the meeting held at your Headquarters on the 5th June and some "Notes" of the meeting were later sent to you. It is considered that the method then agreed should be adopted and the procedure of para. 2(b) of these Notes applied to future work. Presumably this has not been done in the past and it will be necessary for the firm to submit bills on the basis of hours of productive work multiplied by 50 lire. This should be done by job, and the accuracy of the charge duly certified by a responsible R.A.F. Officer. It is requested that the bills may be referred to his office prior to payment.

Group Captain
Financial Adviser.

FROM - AIR FORCE SUB COMMISSION,
ALLIED SPECIAL COMMISSION, WAGERS. (51625 - 27)

TO - HADDOHARTER, 214 GROVE, R.A.F., C.M.P.
(Attention P/Lt Bullock)

DATE - 22ND AUGUST, 1944

REF - ABC/59

ASSOCIATING ALFA ROMEO JONES - BULLOCK

Reference your 1140/509/21/088 dated 12th Aug. it has only to-day been possible for the undersigned and Col. Brenta to inspect the buildings indicated in your above-mentioned letter and to go into matters with the Alfa Romeo Managers.

No objection is made to your Mr. taking over the buildings marked Nos. 3, 4 and 5 on your sketch for the Cased Vehicle Erection Section and R.T.U., but there is just a little difficulty to be overcome in connection with building No. 1. This, as you know, contains the Press Plant installation, which must be protected at all costs. It would therefore be necessary to have this part walled in before putting the rest of the building to general use. It is presumed that you would not have any objection to carrying out this work, and it is suggested that it should be put in hand by you as soon as possible.

Engineer Hardini states that up to the present only bulldozers have been sent up for effecting a clearance. These are of course excellent for the rubble and masonry, but levellers will be required to remove the various materials from one building to another, as originally agreed between P/Lt Bullock and Engineer Hardini.

Any arrangements be made to send up lorries for this work, please.

5376

12th

RECOMMENDATION: ALFA ROMEO VEHICLES - 1911-1914.

Reference your 1140/509/21/CMS dated 12th Aug. it has only to-day been possible for the undersigned and Col. Brumby to inspect the buildings indicated in your above-mentioned letter and to go into matters with the Alfa Romeo managers.

No objection is made to your SOA taking over the buildings marked Nos. 2, 3, 4 and 5 on your sketch for the Cased Vehicle Inspection Section and A.I.C.U., but there is just a little difficulty to be overcome in connection with building No. 3. This, as you know, contains the press plant installation, which must be protected at all costs. It would therefore be necessary to have this part walled in before putting the rest of the building to general use. It is presumed that you would not have any objection to carrying out this work, and it is suggested that it should be put in hand by you as soon as possible.

Engineer Hardini states that up to the present only bulldozers have been sent up for effecting a clearance. These are of course excellent for the rubble and masonry, but lorries will be required to remove the various materials from one building to another, as originally agreed between Mr. Lieut Bullock and Engineer Hardini.

Any arrangements be made to send up lorries for this work, please.

5373

(A.L. Hunter)

King Commander.

W. Air Vice-Marshal.

AIR OFFICER COMMANDING.

28

FROM - Air Forces Sub-Commission.
Allied Control Commission, MARSIS.
TO - Officer Commanding.
325 Wing, R.A.F.
DATE - 15/6/44
REF - 400/39

REQUISITIONING OF ALFA ROMEO EQUIPMENT.

Authority is given for the under-mentioned equipment to be requisitioned from the Alfa Romeo works by 325 Wing, R.A.F.

- One 70 Line Switchboard.
- One Electric Extractor Fan.
- Six (6) Electric Water Immersion Heaters.



See
23.24.25
WMA

(i.e. inter)
Wing Commander.
Air Vice-Marshal.
AIR OFFICER COMMANDING.

537

From: Headquarters No.214 Group, R.A.F., C.M.F.
 To : Air Force Sub-Commission A.C.C., Naples.
~~Works Service, Pomigliano.~~

Date : 12th August 1944.

Ref : 214G/908/21/ORG.

*Workshop Work
 Sydon*

ACCOMODATION POMIGLIANO.

Under arrangement with the Station Commander, R.A.F. Station Pomigliano, this Headquarters is taking over five badly damaged workshops at Pomigliano Airfield, as per attached sketch.

The space is needed for Cased Vehicle Erection Section, and M.T.S.U.

There appears to be some small stacks of material in Shed No.1 which may belong to Alfa Romeo. This material will be moved to suit the convenience of Alfa Romeo.

Captain Delaney, 2081 Engineer will provide certain assistance with heavy equipment to clear heavy masonry and rubble. Other clearing up will be carried out by the Unit with its own transport and local labor.

for

J. H. Bulloch

J.H.BULLOCH F/Lt.

Air Commodore

Air Officer Commanding,

No.214 Group, R.A.F., C.M.F.

Copy to : ~~Alfa Romeo~~

" : ~~R.C. 2081 Engineers.~~

Come d'accordo con la Stazione Comando R.A.F., Stazione Pomigliano, questo Comando occuperà cinque capannoni molto danneggiati all'aeroporto di Pomigliano. Lo spazio e' necessario per la Sezione trasporti e M.T. SU. Nel capannone N°1 vi sono alcuni residui di materiale che potrebbero appartenere all'Alfa. Questo materiale sarà rimosso per venire incontro alle convenienze dell'Alfa. Il capitano Delaney del 2081 Ingegneri provvederà assistenza di equipaggiamento pesante per sgombrare questo materiale. Altri lavori saranno eseguiti dall'Unità concernente con suoi propri trasporti e mano d'opera locale.

Press that must be valued as

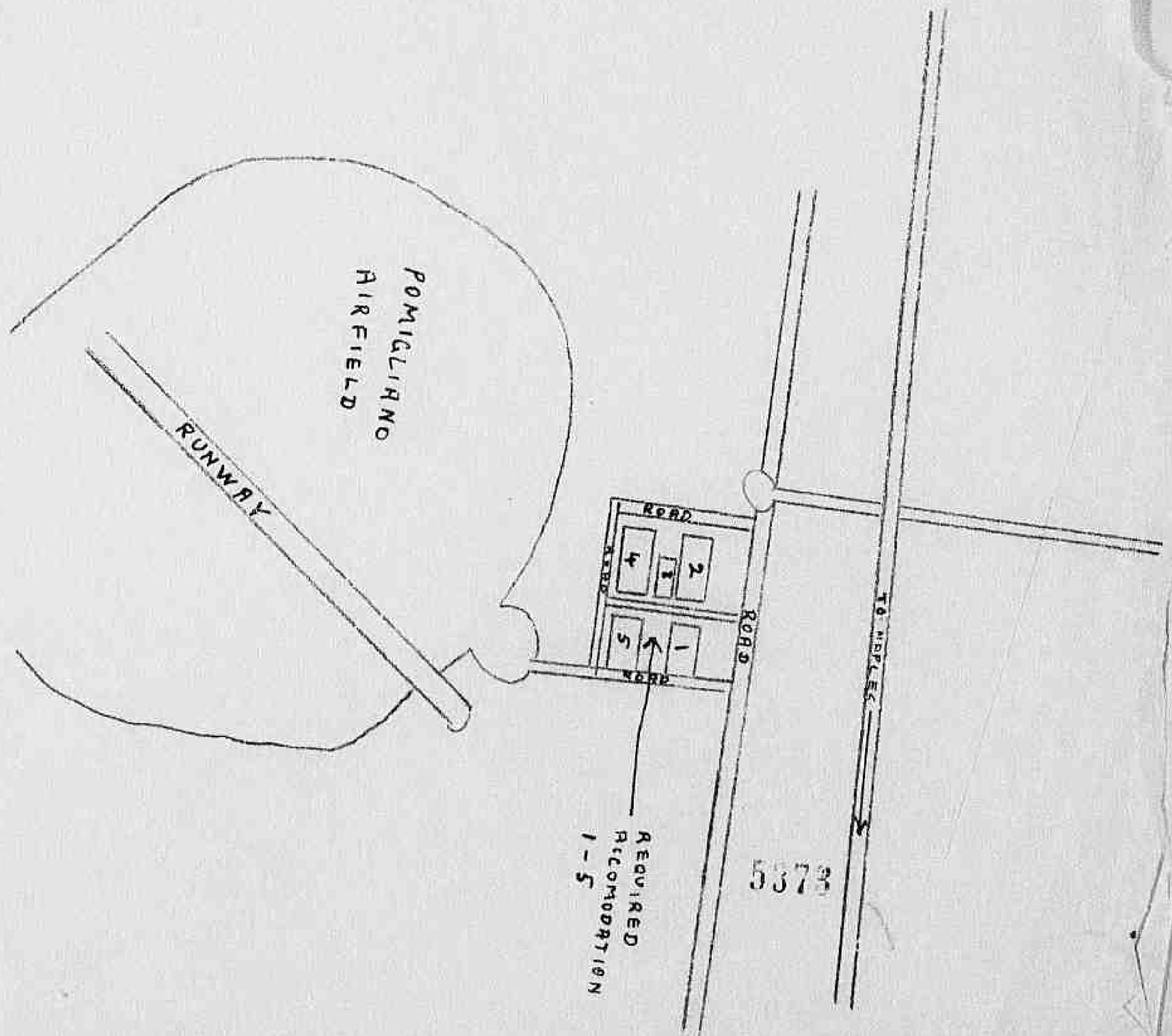
guarded.

of materials
Cleaning must be done by truck & not.

ball: - dozen

0 5 8 4

27th



SEZIONE COSTRUZIONI AERONAUTICHE
DI NAPOLI - Via Posillipo n° 223

.....=.

Prot. n° 105657/3
Pratica Alfa 3 -

Napoli 11 17 Agosto 1944

ALLA COMMISSIONE ALLEATA DI CONTROLLO
SOTTOCOMMISSIONE AERONAUTICA

N A P O L I

ARGOMENTO: Richiesta gomme per trattori Ditta Alfa Romeo.-

La Ditta Alfa Romeo di Pomigliano d'Arco ha urgente bisogno di:

n° 4 copertoni gomma 6 x 16
n° 4 camere d'aria 6 x 16

necessari per le ruote anteriori di due suoi trattori "La Motomeccanica tipo 3 M" e Fordson.

Detti trattori sono indispensabili per il trasporto dei vari materiali nell'interno dello stabilimento.

La Ditta Alfa Romeo ha effettuato le più diligenti ricerche sul mercato, ma non le è stato possibile trovare le gomme del tipo sopra detto.-

Poichè tali tipi di gomme sono in uso nelle Forze Armate Alleate, si prega codesta Commissione di voler intervenire presso le competenti Autorità Alleate affinchè vengano cedute a pagamento alla Ditta Alfa Romeo le gomme sopra indicate, anche se non nuove, purchè in buone condizioni. =

IL COMANDANTE
(Gen. A.A.R. N.G. BRENTA)

Gen. Brenta

N A P O L I

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IL COMANDANTE
(Cap. A.A.R.N.G. BRENTA)
Cap. M. Brenta

5372

FROM - Air Forces Sub-Commission,
Allied Control Commission, NAPLES. Tele. 53625 - 27

TO - R.A.F. Financial Adviser,
Headquarters, R.A.F., C.M.F.

COPY to :- R.Q. 214 Group, R.A.F., C.M.F.
(Attention C/Capt. Britton)

DATE - 17th August, 1944

REF - ASC/59

STATEMENTS OF R.A.F. TO ITALIAN INDUSTRIES.

Attached please find letter from Col. Brenta reference C/05534/3 dated 11th August, 1944, regarding payment to the Alfa Romeo for work being carried out by them for 214 Group.

1. As regards para. 3 of Col. Brenta's letter, this sub-Commission is of the opinion that if the R.A.F. place themselves in an inferior position to the Royal Navy, so far as concerns prices to be paid for orders given, then the work for the R.A.F. is bound to suffer, and the Royal Navy will always get the preference in one way or another.

2. It is understood that the orders given by No. 214 Group to the Alfa Romeo are of importance to the general war effort and it is submitted therefore that this should constitute the over-riding consideration in estimating the value of the work being carried out.

3. In early decision will be greatly appreciated as the situation at the Alfa Romeo in regard to R.A.F. orders is becoming rather embarrassing.

(M.L. Winter)

King Commander.

Adm Air Vice-Marshal.

AIR OFFICER COMMANDING.

PAYMENTS OF R.A.F. TO ITALIAN INDUSTRIES.

Attached please find letter from Col. Brenta reference 2/05554/3 dated 11th August, 1944, regarding payment to the Alfa Romeo for work being carried out by them for 214 Group.

1. As regards para. 3 of Col. Brenta's letter, this sub-Commission is of the opinion that if the R.A.F. place themselves in an inferior position to the Royal Navy, so far as concerns prices to be paid for orders given, then the work for the R.A.F. is bound to suffer, and the Royal Navy will always get the preference in one way or another.

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3. An early decision will be greatly appreciated as the situation at the Alfa Romeo in regard to R.A.F. orders is becoming rather embarrassing.

W.L.
(W.L. Winter)

King's Commander.

Adm Air Vice-Marshal.

IN OFFICIAL CAPACITY.

5377

Seen & agreed by A.O.C. 12/8/44.

FROM HEADQUARTERS
"Ufficio Industrie e Costruzioni Aeronautiche"

Naples 223 Via Posillipo Tel. 14153

TO HEADQUARTERS

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

11th August, 1944

Naples

2/05334/3

PAYMENTS OF R.A.F. TO ITALIAN INDUSTRIES

1)

I am referring to our previous conversations on the subject and to the meeting we had last June at 214 Group with the financial expert of the A.C.C. (G/C/BOWDEN) and the representatives of ALFA ROMEO.

2)

As a decision on the prices that the R.A.F. is willing to recognise has so far not yet been taken, though rather important orders have already been placed to the ALFA works by the 214 Group. I suggest that you contact G/C/BOWDEN and ask him to give as soon as possible, definite instructions. It seems clear that a firm can not work when only knowing the cost of its production, and without knowing the prices it will get for it.

3)

After having produced the documentation concerning the payments of the I.A.F. to ALFA there is very little I can do but I wish to remember that our firms never had the smallest trouble with the Royal Navy which always and very promptly payed at presentation of documents, obviously considering that their prices were reasonable and convenient.

Col. A.A.R.n. Giacomo BRENTA.

5374

Subject:- Civilian Labour - Discharges.

Air Forces Sub Commission,
HC, Allied Control Commission, APO 394.

air S E
Headquarters, *V-6334*
6,3 Base Mnfg Wksp.
R.E.M.E. C.M.F. *19*

Tele:- Vancouver Ext 30

693/714

21 July 1944

7
Arturo CONSTANTINO - Technical Engineer

1. Reference ACC/39 of 8 July 44 in respect of the
above named employee.
2. This man was released by this unit w.e.f. 1st July.

/SJ

23 JUL 1944

A.O. Ballantyne
A.O. BALLANTYNE

Lt - Col.
C.E.M.E.

Copy to:- C i/c Coordination (your 693Coord/714 of 18 July 44 refers)

5364

TRANSLATION.

FROM - Aeronautical Industry and Construction Section, Naples.

TO - Italian Air Ministry of Construction, Bari.
 Technical Secretary, Italian Air Ministry, Bari.

DATE - 24th July, 1944

REF - 2/03942/3

CONFIDENTIAL.

SUBJECT: ALFA ROMEO.

1) The enquiry into matters referred to in statement dated 20 July has proved that of the five rotors returned to the firm-

- One has damages which with little doubt must be imputed to defects of assembling and consequently due to neglect on the part of the firm.

- One has suffered a break (small shaft 24,000 revolutions) after 22 hours of normal running, which cannot for this reason in any way be imputed to faults of assembly or control.

It is true the firm has not yet found means to put in to working order the apparatus for the control of the super-charger rotors, but I am certain that the breaking of this shaft cannot have been caused by faulty balance of the rotor. I understand in fact that in the past to appreciate the influence which a faulty balance of the rotor could have on the resistance of the rotating gear, the following test was applied:-

- a) Research of the maximum unbalancing (r) which was obtained by coupling any rotor of production with any joint. There resulted maximum unbalancing 8 grams C.N.
- b) Test of 60 hours with an unbalancing artificially provoked and of superior entity than the one above mentioned. The test did not reveal any inconvenience.

The tests above-mentioned were carried out at the time when orders were given to change all the rotors at the Units which did not have means of control, and to have sufficient guarantee that this order could be executed without inconvenience.

- On the remaining engines no defects of any description

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The tests above-mentioned were carried out at the time when orders were given to change all the rotors at the Units which did not have means of control, and to have sufficient guarantee that this order could be executed without inconveniences.

- On the remaining engines no defects of any description were found.

- Apart from the above-mentioned engines two further engines (8452 and 8575) were sent back to the firm. These two have been examined under the control of two fitters, in regard to whom I refer later in this report. No preoccupying defects were found in these two engines as set forth in the relative report.

Cont.....P 2

2. From the above it results that there was too great a hurry to send back to the Alfa the seven engines in question, and perhaps the same may be said with regard to approving an alarm which the facts have proved unjustified, as also to decide that the production of this firm was so poor as to render them unworthy of consideration. All of this has involved expenses and loss of time which should not be overlooked in the future.

3. The Commission - Celli, Toscano, Invernizzi was preceded by that of two fitters (Giovannucci and Ghinelli) belonging to the Fighter Unit who from the 10 July and onwards made an inspection at Marigliano.

The result of this inspection is set forth in the attached report which is all to the credit of the firm, but that is of little importance. What is important is the fact that two fitters, both ex-Alfa Romeo employees, should have been sent to control the work of a firm which is under the control of one of our Technical Control Officers.

Had I known in time of the arrival and mission of these two fitters I should have forbidden their entry into the workshops.

4. The report No. 5 dated 11th June, 1944, in regard to engine B.B. 601 No 5423 states that the reason of its unserviceability is "erroneous coupling of the triple crank with the 10,000 revolution small shaft and with the pinion of the hydraulic joint". Now on this particular engine there does not exist such a coupling, and without wishing to stress the importance of this small matter I think the author of the report should be asked to be a little more accurate in future.

5. In conclusion, I wish to take the opportunity of clearing up some other points. That the Alfa can be criticized is admitted but it should equally be admitted that it is not difficult to find some weak points when working under conditions which are anything but normal.

The Alfa has not yet got working the control equipment, yet with a little more initiative this should have been possible by now - even if not in a perfect condition - and this certainly cannot be put to the firm's credit.

properly

The Alfa has not yet succeeded in organizing a spare parts stores at Marigliano, this however cannot be justifiably criticized to the same extent as the point raised in the preceding paragraph, even if the stores at Pomigliano is in order.

3. The Commission - Celli, Mesiano, Invernizzi was preceded by that of two fitters (Giovrenzani and Ghinelli) belonging to the Fighter Unit who from the 10 July and onwards made an inspection at Mariellano.

The result of this inspection is set forth in the attached report which is all to the credit of the firm, but that is of little importance. What is important is the fact that two fitters, both ex-Alfa Romeo employees, should have been sent to control the work of a firm which is under the control of one of our Technical Control Officers.

Had I known in time of the arrival and mission of these two fitters I should have forbidden them entry into the workshops.

4. The report No. 5 dated 11th June, 1944, in regard to engine S.R. 601 no 6423 states that the reason of its unserviceability is Veronesius coupling of the triple crown with the 10,000 revolution small shaft and with the pinion of the hydraulic joint". Now on this particular engine there does not exist such a coupling, and without wishing to stress the importance of this small matter I think the author of the report should be asked to be a little more accurate in future.

5. In conclusion, I wish to take the opportunity of clearing up some other points. That the Alfa can be criticized is admitted but it should equally be admitted that it is not difficult to find some weak spots when working under conditions which are anything but normal.

The Alfa has not yet got working the control equipment. yet with a little more initiative this should have been possible by now - even if not in a perfect condition - and this certainly cannot be put to the firm's credit.

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5367

The output of the Alfa, however, must not be judged to be worse than it really is. If at some of the S.R.A.s things are better, it must not be overlooked that the S.R.A.s have behind them all the organization of the Regia Aeronautica - they do not have to worry about the financial aspect of things: they do not have to handle a mass of workmen not always too well disciplined, and who are always badly paid in relation to the present actual living conditions.

Cont.....23

When one judges the Alfa or any other firm in similar circumstances, one must not forget what has been accomplished in a few months after the most complete destruction, and then for months and months having to defend itself against re-education, thefts and removals, without any means, except for the relative support of our administration, which incidentally, up to the present is, too, a long way from meeting its obligations.

It is necessary to avoid spreading information which cannot be fully proved and which can only sow the seeds of unjustified mistrust. I am under the impression that in this case the conclusion has been reached far too quickly that the work of the Alfa must be judged "so unreliable that it is absolutely not the case" as stated in report No. 4033 dated 17th July of the Technical Secretary.

I have never sustained that the Alfa is a perfect organization and all that I have written hitherto goes to prove so. I have, however, used my utmost efforts to get it going again in accordance with the precise instructions which were given me - having in mind our needs - and knowing also that in any case there was very little left for us to choose from. The Ministry, which is the sole judge of the situation, must, in the final analysis, decide whether out of necessity to support military organization or whether to rehabilitate industrial organizations. Both solutions have their weak points and the former implies leaving abandoned to their destiny organizations which are indispensable to the national reconstruction.

The officer in charge

(Col. G. Grenta)

TRANSLATION.

FROM - Aeronautical Industry and Construction Section, Naples.

TO - Italian Air Ministry of Construction, Bari.
 Technical Secretary, Italian Air Ministry, Bari.

DATE - 24th July, 1944

REF - 2/03942/3

CONFIDENTIAL.

SUBJECT: ALFA ROMEO.

1) The enquiry into matters referred to in statement dated 20 July has proved that of the five motors returned to the firm--

- One has damages which with little doubt must be imputed to defects of assembling and consequently due to neglect on the part of the firm.

- One has suffered a break (small shaft 24,000 revolutions) after 22 hours of normal running, which cannot for this reason in any way be imputed to faults of assembly or control.

It is true the firm has not yet found means to put in to working order the apparatus for the control of the super-charger rotors, but I am certain that the breaking of this shaft cannot have been caused by faulty balance of the rotor. I understand in fact that in the past to appreciate the influence which a faulty balance of the rotor could have on the resistance of the rotating gear, the following test was applied:-

- a) Research of the maximum unbalancing (?) which was obtained by coupling any rotor of production with any joint. There resulted maximum unbalancing 8 grams C.M.
- b) Test of 60 hours with an unbalancing artificially provoked and of superior entity than the one above mentioned. The test did not reveal any inconveniences.

The tests above-mentioned were carried out at the time when orders were given to change all the rotors at the Units which did not have means of control, and to have sufficient guarantee that this order could be executed without inconveniences.

- On the remaining engines no defects of any description were found.

3385

SUBJECT: ALPA ROMIO.

1) The enquiry into matters referred to in statement dated 20 July has proved that of the five motors returned to the firm--

- One has damages which with little doubt must be imputed to defects of assembling and consequently due to neglect on the part of the firm.

- One has suffered a break (small shaft 24,000 revolutions) after 22 hours of normal running, which cannot for this reason in any way be imputed to faults of assembly or control.

It is true the firm has not yet found means to put in to working order the apparatus for the control of the super-charger rotors, but I am certain that the breaking of this shaft cannot have been caused by faulty balance of the rotor. I understand in fact that in the past to appreciate the influence which a faulty balance of the rotor could have on the resistance of the rotating gear, the following test was applied :-

a) Research of the maximum unbalancing (") which was obtained by coupling any rotor of production with any joint. There resulted maximum unbalancing 8 grams 0.2.

b) Test of 50 hours with an unbalancing artificially provoked and of superior entity than the one above mentioned. The test did not reveal any inconveniences.

The tests above-mentioned were carried out at the time when orders were given to change all the rotors at the Unite which did not have means of control, and to have sufficient guarantees that this order could be executed without inconveniences.

- On the remaining engines no defects of any description were found. 3369

- Apart from the above-mentioned engines two further engines (8452 and 8573) were sent back to the firm. These two have been examined under the control of two fitters, in regard to whom I refer later in this report. No preoccupying defects were found in these two engines as set forth in the relative report.

Cont.....P.2

- 2 -

2. From the above it results that there was too great a hurry to send back to the Alfa the seven engines in question, and perhaps the same may be said with regard to spreading an alarm which the facts have proved unjustified, as also to decide that the production of this firm was so poor as to render them unworthy of consideration. All of this has involved expenses and loss of time which should not be overlooked in the future.

3. The Commission - Celli, Toscano, Invernizzi was preceded by that of two fitters (Giovannanti and Ghinelli) belonging to the Fighter Unit who from the 10 July and onwards made an inspection at Marigliano.

The result of this inspection is set forth in the attached report which is all to the credit of the firm, but that is of little importance. What is important is the fact that the fitters, both ex-Alfa Romeo employees, should have been sent to control the work of a firm which is under the control of one of our Technical Control Officers.

Had I known in time of the arrival and mission of these two fitters I should have forbidden their entry into the workshops.

4. The report SC. 5 dated 11th June, 1944, in regard to engine D.B. 601 No 8425 states that the reason of its unserviceability is "erroneous coupling of the triple crown with the 10,000 revolution small shaft and with the piston of the hydraulic joint". Now on this particular engine there does not exist such a coupling, and without wishing to stress the importance of this small matter I think the authors of the report should be asked to be a little more accurate in future.

5. In conclusion, I wish to take the opportunity of clearing up some other points. That the Alfa can be criticised is admitted but it should equally be admitted that it is not difficult to find some weak spots when working under conditions which are anything but normal.

The Alfa has not yet got working the control equipment, yet with a little more initiative this should have been possible by now - even if not in a perfect condition - and this certainly cannot be put to the firm's credit.

Properly

The Alfa has not yet succeeded in organising a spare parts stores at Marigliano, this however cannot be justifiably criticised to the same extent as the point raised in the preceding paragraph, even if the stores at Marigliano is in order. 5364

3. The Commission - Gili, Messeri, Zaccarelli saw several new procedures by that of two fitters (Giovannetti and Ghinelli) belonging to the fighter unit who from the 10 July and onwards are in possession of a notification at Mariellano.

The result of this inspection is set forth in the attached report which is all to the credit of the firm, but that of little importance. What is important is the fact that the two fitters, both ex-Alfa Romeo employees, should have been sent to control the work of a firm which is under the control of one of our technical control officers.

Had I known in time of the arrival and mission of these two fitters I should have forbidden them entry into the workshops.

4. The report No. 5 dated 11th June, 1944, in regard to engine D.M. 601 No 3423 states that the reason of its unreliability is "erroneous coupling of the triple crown with the 10,000 revolution small shaft and with the pinion of the hydraulic joint". Now on this particular engine there does not exist a coupling, and without wishing to stress the importance of this small matter I think the author of the report should be asked to be a little more accurate in future.

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Cent.....23

- 3 -

When one judges the Alfa or any other firm in similar circumstances, one must not forget what has been accomplished in a few months after the most complete destruction, and then for months and months having to defend itself against requisitioning, thefts and removals, without any means, except for the relative support of our administration, which incidentally, up to the present is, too, a long way from meeting its obligations.

It is necessary to avoid spreading information which cannot be fully proved and which can only sow the seeds of unjustified mistrust. I am under the impression that in this case the conclusion has been reached far too quickly that the work of the Alfa must be judged "so unreliable that it is absolutely not the case" as stated in report No. 4033 dated 11th July of the Technical Secretary.

I have never maintained that the Alfa is a perfect organisation and all that I have written hitherto goes to prove so. I have, however, used my utmost efforts to get it going again in accordance with the precise instructions which were given me - having in mind our needs - and knowing also that in any case there was very little left for us to choose from. The Ministry, which is the sole judge of the situation, must, in the final analysis, decide whether out of necessity to support military organisation or whether to rehabilitate industrial organisations. Both solutions have their weak points and the former implies leaving room - downed to their destiny organisations which are indispensable to the national reconstruction.

The Officer in Charge

(Col. G. Branta)

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The Officer in Charge

(Col. A. Branta)

5363

UFFICIO INDUSTRIE E SEZIONE DELLE
COSTRUZIONI AERONAUTICHE DI
NAPOLI

24 LUG. 1944
11

Prot. n° 2/02942/3

R I S E R V A T O

AL MINISTERO DELL'AERONAUTICA
DIREZIONE DELLE COSTRUZIONI

D A R I

AL MINISTERO DELL'AERONAUTICA
GRUPPO NAZIONALE R.A. - SEGRETERIA
TECNICA

D A R I

OGGETTO: Alfa Romeo.

1)- L'inchiesta di cui al verbale in data 20 c. ha provato che
di cinque motori restituiti alla Ditta:

- uno ha sofferto rotture imputabili con ben poche possibilità
di equivoci a difetto di montaggio e quindi a negligenza da parte dell'
l'Alfa.

- uno ha sofferto rotture (alberino 24.000 giri) dopo 22 ore
circa di regolare funzionamento che non possono, per questa ragione,
venire in alcun modo attribuite a difetti di montaggio o di controllo.
La Ditta, è vero, non ha ancora trovato modo di rimettere in efficienza
la bilancia per l'equilibratura delle ventole ma ritengo si possa
escludere che la rottura dell'alberino sia stata provocata da difetto
di bilanciamento della ventola. Mi si dice infatti che in passato e
per valutare l'influenza che poteva avere un difettoso bilanciamento
della ventola sulla resistenza del complesso rotante erano state fatte
le seguenti prove:

a)- ricerca dello sbilanciamento massimo che si otteneva accop-
piando una qualsiasi ventola di produzione con un qualsiasi giunto. Ne
erano risultati degli sbilanciamenti massimi dell'ordine di 8 gr. cm.

b)- prova di 60 h. con uno sbilanciamento, artificialmente provo-

(16A)

cato, e di entità superiore, a quello di cui sopra. La prova non ha dato luogo ad inconvenienti.

Le prove di cui sopra erano state fatte quando, dovendosi sostituire in seguito a modifiche le ventole presso le unità che non disponevano di mezzi di controllo, ci si era preoccupati di avere la certezza di fare la cosa con sufficienti garanzie.

- sui rimanenti motori non si sono riscontrate irregolarità.

A parte i motori di cui sopra erano stati rinviati in Ditta i N.N. 8452 e 8573 che, riesaminati alla presenza di due operai motoristi di cui dirò in seguito, non hanno rilevato deficienze preoccupanti - come risulta dai verbali relativi.

2)- Da quanto sopra risulterebbe che vi sia stata troppa fretta nel rimandare all'Alfa i sette motori di cui sopra e, forse, altrettanto fretta nel lanciare un allarme che la prova dei fatti non ha completamente giustificato - come nel decidere che la produzione di questa Ditta fosse scadente al di là di ogni limite tollerabile. Tutto ciò ha anche portato a spese e perdite di tempo che dovrebbero far riflettere prima di ricominciare da capo.

3)- La commissione Celi - Toscano - Iacovazzi è stata poi preceduta da due operai motoristi (Sigg. Giovanzanti e Ghinelli) del raggruppamento caccia che, nei giorni 10 e seguenti hanno fatto un sopralluogo a Marigliano.

Il risultato di questo sopralluogo è quello che risulta dal verbale allegato che mi sembra abbastanza lusinghiero per la Ditta, ma questo conta poco. Quello che conta è il fatto di aver mandato due operai, se non erro entrambi ex ALFA, a controllare l'operato della Ditta che lavora sotto il controllo di un nostro U.S.T. E su questo dico che se del

1615

loro arrivo e della loro missione mi si fosse data notizia avrei vietato loro l'ingresso in officina.

4)- Il verbale n. 5 - in data 11-6-44 - relativo al motore D.B. 601 - 8423 - riporta come causa della inefficienza "l'errato accoppiamento della corona tripla coll'alberino 10.000 giri e col pignone del giunto idraulico". Ora non risulterebbe esistere sul motore in questione un accoppiamento del genere - e, senza voler dare alla cosa una importanza maggiore di quella che merita, ritengo opportuno proporre che il compilatore del verbale sia pregato di essere più esatto in avvenire.

5)- Per concludere stimo opportuno fissare il più chiaramente possibile qualche altro punto. Che l'ALFA possa essere criticata è pacifico, quando però si sia anche ammesso che sia difficile non avere punti deboli quando si lavora in condizioni che sono ben lontane dall'essere comode.

L'ALFA non ha fino ad ora saputo rimettere in efficienza le apparecchiature di controllo dei gruppi mentre avrebbe potuto farlo con un po' di iniziativa - anche se in modo non perfetto - e questo non può essere portato a suo credito.

L'ALFA non ha ancora saputo convenientemente organizzare un magazzino parti a Marigliano - e questo può giustamente essere criticato come quello che precede - anche se il magazzino di Ponigliano è a posto.

La lavorazione dell'ALFA però non deve essere giudicata più scadente di quanto effettivamente non sia. E se presso qualche S.R.A.M. le cose vanno meglio, non va dimenticato che le S.R.A.M. hanno dietro di loro tutta la organizzazione R.A. - non sono confrontate da questioni finanziarie - non debbono amministrare una massa di lavoratori non sempre disciplinati, ma sempre molto mal pagati in relazione alle attuali circostanze.

16C

Quando si giudica l'ALFA o qualsiasi altra Ditta nelle sue condizioni bisogna non dimenticare quello che ha fatto in pochi mesi dovendo riprendersi dalla più integrale delle distruzioni, dovendo per mesi e mesi difendersi da requisizioni furti ed asportazioni, senza mezzi di nessun genere, e con aiuto relativo da parte della ns. amministrazione che, tra l'altro, è per ora ben lontana dall'aver fatto fronte ai suoi impegni.

Quello che bisogna evitare è il diffondersi di notizie che non siano ampiamente provate e che possono generare sfiducia non giustificata. Ho l'impressione che in questo caso si sia stabilito un po' troppo in fretta che la produzione dell'ALFA debba essere giudicata "talmente scadente che assolutamente non è il caso di" -- come detto nel foglio 4033 in data 11 c. della Segreteria Tecnica.

Non ho mai inteso sostenere l'ALFA come una perfetta organizzazione e tutto quanto ho scritto in precedenza sta a provarlo. Ho però fatto quanto in me per aiutarla la ripresa in conseguenza del preciso incarico che mi era stato dato -- perchè a conoscenza delle nostre necessità -- e sapendo anche come avessimo ben poche possibilità di scelta a nostra disposizione. Codesto On. Ministero che è l'arbitro della situazione dovrà in ultima analisi decidere se appoggiarsi per le sue necessità ad organizzazioni militari o a delle rinascenti organizzazioni industriali. Le due soluzioni hanno entrambe i loro lati deboli e la prima porta come conseguenza il completo abbandono al loro destino di organizzazioni che sono indispensabili alla ricostruzione nazionale.

IL CAPO UFFICIO
IND. E SEZIONE COSTR. AERON.
(Col. A.A.R.N. G. BRENTA)

Branta

Allegati 1

COPIA

MISSIONE DELLA VISITA EFFETTUATA PRESSO L'OFFICINA REVISIONE MOTORI DI
BOLOGNA DELLA DITTA ALFA ROMEO, NEL GIORNO 10.7.44 E SUCCESSIVI.

Sono state verificate tutte le varie fasi di lavorazione e montaggio del motore A.4.1000 e B.4.601 e si è potuto osservare che l'accoppiamento dei vari organi e gruppi componenti il motore viene normalmente seguito con l'osservanza scrupolosa delle intenzioni e giochi prescritti.

Anche il montaggio d'assieme del motore è stato constatato che viene effettuato a perfetta regola d'arte.

Nella da osservare circa la capacità dei tecnici e capi preposti alla revisione, nonché, degli addetti ai controlli i quali hanno dimostrato di seguire con assidua vigilanza le lavorazioni.

La ditta generalmente è ben provvista di attrezzature di controllo, soltanto si nota la mancanza di un metalloscopio. Ciò già era stato fatto rilevare dal locale U.S.T. A parte però il fatto che non si è verificato finora alcun inconveniente che possa attribuirsi a tale deficienza, la ditta ha solo da poco recuperato due metalloscopi inefficienti da cui sono stati distrutti durante i noti avvenimenti.

Pertanto i vari inconvenienti verificatisi presso i reparti di impiego sui motori, che durante le prime ore hanno funzionato regolarmente, non possono essere attribuiti a particolari e sistematiche deficienze addebitabili singolarmente alla ditta. Occorre perciò con l'esame dei singoli motori difettosi determinare le cause specifiche. È noto fatto che si ritiene accertato la causa del compressore "turboni" che i sottocritici attivano a gioco eccessivo assiale dell'ingranaggio a 10000 giri del compressore, che si forma per usura del distanziale di innamento. Sulla causa di tale usura che si stanno facendo accertamenti, non sembra per ora possa escludersi in linea di massima una deficienza di montaggio.

A parte ciò i sottocritici non possono del tutto escludere che, specialmente durante il montaggio dei primi motori, non si siano verificati anche delle inesattezze di montaggio che abbiano potuto causare le note irregolarità.

Altro inconveniente sistematico riscontrato dalla ditta ed U.S.T. è stato quello dell'inizio di grippamento del cuscinetto di banco n°4, sul quale fenomeni sono state già fatte varie indagini e verifiche dall'U.S.T. e altri esperti sono tuttora in corso.

Si è notato infine una certa difficoltà nella lavorazione dovuta alla farsi delle parti di ricambio (per es. alberi e gomiti e cuscinetti e steli del compressore). A tale deficienza la ditta cerca, d'accordo col locale U.S.T. di utilizzare al massimo i materiali che hanno già lavorato, purché rientrano sempre nelle tolleranze, e intensificare i recuperi dei vari motori f.a. esistenti in ditta.

Per: O.M. GIOVANNETTI Giuseppe
 CHINELLI Domenico

Bologna 14.7.1944

5358

OFFICE OF AERONAUTICAL CONSTRUCTION

NAPLES

COPY

Naples 16 July, 44

TO A.C.C.
AIR FORCES SUB COMMISSION
(for the attention of W/Cmdr Winter)
NAPLES.

Ref n° 2/03723/IV

SUBJECT : Clearing the Alfa Romeo Machinery from the R. Rocco Caves.

The work of clearing away the machinery proceeded regularly with our heavy lorry and the personnel of the Alfa Romeo up to 7th July.

It was suspended on that date because the Alfa Romeo needed some days to dismantle the heavy machinery and prepare it for loading.

On the 10th July our lorry was sent to R. Rocco first thing in the morning, but it could not commence loading until 1600 hours as there was no portable crane available until that hour.

Actually we are up against the following difficulties in clearing the machinery from the caves :-

- (a) We have no portable crane, which is indispensable for the loading of the machinery.
- (b) In order to make use of our fixed crane the machinery has to be taken to pre-determined points where it blocks the road. Other improvised methods of using the lorries to tow the machinery to alongside the crane produce damage to the lorries, as has already occurred.

Therefore, in order to effect the clearing away of the machinery it is essential that :-

(a) We are given the use of a portable crane

or

(b) The machinery is taken out into some large open space, accessible to the lorries, where it can be loaded on to the lorries by means of our fixed crane.

5357

SUBJECT : Clearing the Alfa Romeo Machinery from the S. Rocco caves.

The work of clearing away the machinery proceeded regularly with our heavy lorry and the personnel of the Alfa Romeo up to 7th July.

It was suspended on that date because the Alfa Romeo needed some days to dismantle the heavy machinery and prepare it for loading.

On the 10th July our lorry was sent to S. Rocco first thing in the morning, but it could not commence loading until 1600 hours as there was no portable crane available until that hour.

Actually we are up against the following difficulties in clearing the machinery from the caves :-

- (a) We have no portable crane, which is indispensable for the loading of the machinery.
- (b) In order to make use of our fixed crane the machinery has to be taken to pre-determined points where it blocks the road. Other improvised methods of using the lorries to tow the machinery to alongside the crane produce damage to the lorries, as has already occurred.

Therefore, in order to effect the clearing away of the machinery it is essential that :-

- (a) We are given the use of a portable crane

or

- (b) The machinery is taken out into some large open space, accessible to the lorries, where it can be loaded on to the lorries by means of our ⁵³⁵⁷ cranes.

(Sgnd) Col. G. Bronta.

*Arrange for removal to new town & see just what has to be done.
When 114 MV will see what left is needed & what they can do.*

0709

Capoli, 16 LUG. 1944

141A

SEZIONE COSTRUZIONI AERONAUTICHE
NAPOLI

ALL'A.C.C.

SOTTOCOMMISSIONE AERONAUTICA

(all'attenzione del H/Csr Minter)
NAPOLI

Prot.n°.....2103793/7

ARGOMENTO: Sgombero del macchinario Alfa Romeo delle Cave di S.Rocco.-

Il lavoro di sgombero é proseguito ininterrotto con nostro autocarro pesante e col personale della Ditta Alfa Romeo fino al giorno 7 Luglio.

In tale data fu sospeso perché la Ditta Alfa Romeo aveva bisogno di alcuni giorni per smontare le macchine pesanti e prepararle per il carico.

In data 10 Luglio il nostro camion, recatosi in mattinata alle Cave di S.Rocco, non poté effettuare il carico prima delle quattro pomeridiane per indisponibilità di una gru autotrasportata che fu cessato in tale ora del 114° M.U.

Attualmente ci troviamo in queste difficoltà per proseguire lo sgombero delle cave:

- 1) non abbiamo una gru su autocarro indispensabile per effettuare il carico;
- 2) la gru fissa a nostra disposizione richiede che il macchinario sia portato in punti prestabiliti dove ingombra il traffico. Né altri mezzi di fortuna come quello di trascinare le macchine tirandole col camion sotto-paranco possono esser applicati senza produrre danni al camion stesso, come già avvenuto.

E' pertanto indispensabile per poter procedere al richiesto sgombero che il 114° M.U. R.A.F.:

- 1) o ci mette a disposizione una gru su autocarro che purtroppo non abbiamo;
- 2) o provveda a trasportare le macchine negli all'aperto in una zona

5356

0710

Il lavoro di sgombero é proseguito ininterrotto con nostro autocarro pesante e col personale della Ditta Alfa Romeo fino al giorno 7 Luglio.

In tale data fu sospeso perché la Ditta Alfa Romeo aveva bisogno di alcuni giorni per smontare le macchine pesanti e prepararle per il carico.

In data 10 Luglio il nostro camion, recatosi in latinate alle Cave di S. Rocco, non poté effettuare il carico prima delle quattro pomeridiane per indisponibilità di una gru autotrasportata che fu cessato in tale ora del 1140 M.U.

Attualmente ci troviamo in queste difficoltà per proseguire lo sgombero delle cave:

- 1) non abbiamo una gru su automezzo indispensabile per effettuare il carico;
- 2) la gru fissa a nostra disposizione richiede che il macchinario sia portato in punti prestabiliti dove ingombra il traffico. Né altri mezzi di fortuna come quello di trascinare le macchine tirandole col camion sotto-paranco possono esser applicati senza produrre danni al camion stesso, come già avvenuto.

E' pertanto indispensabile per poter procedere al richiesto sgombero che il 1140 M.U. R.A.F.:

5356

- 1) o ci mette a disposizione una gru su autocarro che purtroppo non abbiamo;
- 2) o provveda a trasportare le macchine negari all'aperto in una zona spaziosa ed accessibile al camion dove possiamo montare una gru fissa per caricarle direttamente e rapidamente sul nostro automezzo.

20.-

IL COMANDANTE
(Col. A.A.R.N. Fil. G. BRENTA)

Brascati

FROM:- No. 114 Maintenance Unit, R.A.F., C.M.F.

TO:- Allied Control Commission,
Air Forces Sub Commission,
(for the attention of W/Cmdr. Minter). //

DATE:- 20th JULY, 1944.

REF:- 114MU/1022/ORG.

CLEARANCE OF MACHINERY FROM SAN ROCCO
CAVES.

Reference your letter 2/03723/17 of the
16th instant, could a representative of the firm meet
Wing Commander Scorgie here, when arrangements can be made
for the clearance of the machinery.

C. S. Thompson
WING COMMANDER, Commanding,
NO. 114 MAINTENANCE UNIT,
ROYAL AIR FORCE, C.M.F.

5355

FROM - Air Forces Sub-Commission,
Allied Control Commission, (Main). C.M.F.

TO - Headquarters,
Mediterranean Allied Air Forces.

DATE - 12th July, 1944

REF - ASG/39

ALFA ROMEO WORKS, POMIGLIANO D'ARCO.

Reference your MAAP/1647/ORG dated 6th July, 1944. attached please find copy of letter dated 12th July from the Commanding Officer of No. 325 Wing agreeing that the Alfa Romeo should be allocated :-

No. 7 and 15 - immediate possession.

No. 14 - when vacated by M.P. Section, probably in about one month's time.

A.A. Hangar - (situated just outside the present Alfa Romeo perimeter) - when vacated in a few days.

2. In accordance therefore with your authority and the subsequent above-mentioned agreement with C.O. No. 325 Wing, we are authorising the Alfa Romeo Works to take possession of the buildings in question as set forth above.

5354

(W.L. Winter)

Wing Commander.

Air Vice-Marshal.

AIR OFFICER COMMANDING.

1

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

TO - Colonel G. Brenta,
H.Q., I.A.P. Unit, NAPLES.

DATE - 12th July, 1944

REF - ABC/39

ALFA ROMEO WORKS, POMIGLIANO D'ARCO.

Authority is hereby given for the Alfa Romeo works to take possession of the following further buildings :-

- Eos. 7 and 15 - immediately
- A.A. Hangar - when vacated in a day or two.
- No. 14 - when vacated - probably in about one month's time.

R.L.M.
(R.L.Minter)

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

5353

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

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

DATE :- 12th July, 1944

REF :- ASC/39

AREA ROMEO WORKS, FOMIGLIANO D'ARCO.

Reference previous correspondence exchanged and particularly to the A.O.C's letter ASC/39 dated 14th June, 1944, addressed to Headquarters, M.A.A.F., attached please find --

Copy of letter from H.A.A.F. dated 6/7/44
Copy of letter from C.O. No 325 Wing, R.A.F.
Copy of letter from A.F.S.C. Naples to Col.
Brenta dated 12th July.

2. From the above correspondence it will be noted that this matter has now been brought to a satisfactory conclusion.

W.L. Minter
(W.L. Minter)

Wing Commander.

W.L. Minter Air Vice-Marshal 5352
AIR OFFICER COMMANDING.

From : Officer Commanding.
No. 325 Wing. R.A.F.

To : Wing Commander Winter.
Air Forces Sub Commission,
Allied Control Commission.

Date : 12th. July 1944.

Ref : 325W/1051/1/W.

Hanger Accommodation.

After the completion of our inspection of the airfield at Pomigliano, I agree that the Alfa Romeo repair section should be allocated the following buildings on the attached plan.

No. 7 and 15. (both marked in red)

No. 14. (when vacated by R.T. Section)

A.A. Hanger.

W. H. Maydwell. (Maydwell)

Group Captain, Commanding.
Headquarters. No. 325 Wing.
Royal Air Force. C. M. F.

SECRET.

J-5427

Air Forces S.C.

From:- Headquarters, Mediterranean Allied Air Forces.
To:- Air Forces Sub Commission,
Allied Control Commission, Naples. *MA*
Date:- 6th July, 1944.
Ref:- MAAF/1647/ORG.

ALFA ROMEO WORKS - POMIGLIANO D'ARCO.

Reference is made to your letter ASC/39 dated 14th June, 1944, regarding premises at the Alfa Romeo Works to be vacated by 332nd A.S.G.

2. As these buildings are situated on the Pomigliano airfield which is assigned to Mediterranean Allied Coastal Air Force, the matter has been referred to that Headquarters with the request that the accommodation be made available, and a plan showing the buildings required by the Alfa Romeo Works has been sent to No. 325 Wing located at Pomigliano.

C. M. Stock(C.M. STOCK) *Sh*

Air Vice-Marshal,
Air Officer i/c Administration.

5339

850-
39

(COPY)

SECRET.

From:- Headquarters,
Mediterranean Allied Air Forces.

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

Date:- 6th July, 1944.

Ref :- MAP/3547/CRI.

AIR FORCE CAMP - MONTELEONE D'ARBE.

Reference is made to your letter ASO/35 dated 14th June, 1944, regarding premises at the Air Force camp to be vacated by 30th A.S.G.

2. As these buildings are situated on Romigliano Airfield which is assigned to Mediterranean Allied Coastal Air Forces, the matter has been referred to that Headquarters with the request that the accommodation be made available, and a plan showing the buildings required by the Air Force works has been sent to No. 325 Wing located at Romigliano.

(Signed) G.M. Steel.

(S.M. Steel)

Air Vice-Marshal,

AIR OFFICER I/C AIRBARRACKS.

5349

FROM: - Air Force and Commission.
Headquarters, Allied Control Commission, ACG 594.

TO: - R.L.M.M., 16th Edition.
(Attention of Major Morgan)

DATE: - 8th July, 1944.

PAGE: - 10/35

AIRBORO CASUALTY - Technical Engineer.

Attached please find copy of letter from the Office of Administrative Transfer and Construction of the Italian Air Force, asking for the release of the above-mentioned Engineer, ref 2/0326/3, dated 1st May, 1944.

In view of the facts that the Air Force works have been given orders through this and can-
dication for the overhaul of certain Allied engines. It
will be much appreciated if you can see your way to
release Mr. Constantino.

(W.L. Winter)
Wing Commander,
Air Vice Marshal,
AIR COMRADE COMMANDER.

Copy to:

Col. Grant,
Regia Aeronautica.

MUDT V LVEZ 4

ACC NAPLES

FROM HQ RAF NE 051005B

TO HAAF ALGIERS

INFO ALLIED FORCES SUB COMMISSION, ALLIED CONTROL COMMISSION BARI,
ALLIED CONTROL COMMISSION NAPLES

BR --- BT

Q.500 4 JULY CONFIDENTIAL.

YOUR Q.814 JUNE 30 QUANTITY 10 ALFA ROMEO ENGINES ALREADY
DESPATCHED UNDER ARRANGEMENTS MADE BY WING COMMANDER CLAY

BT 057005B

SENT NR1 05/1805B HAF AR K

RECD FOR QVR 4 051805B JTF AR

39

Air Forces SC

2982

N97/56



ACC MAIN Dist

INFO ACTION - AIR FORCES SC

INFO - D5847.c.

" - FILE

" - FLOAT (2)

0720

CONFIDENTIAL

2982

ML

REAR AIRFIELD INFO ALLIED FORCES INTERCOM ACC BASE AND HAPES

REAR AIR ME

197/5

Q-300 4 JUL

CONFIDENTIAL

8 JUL 1944

NOTE

YOUR Q-314 JUNE 30 QUANTITY IN ALTA CORRECTION ALREADY DISPATCHED
UNDER AGREEMENTS MADE BY WIN COMMANDER CLAY

HEADQUARTERS
8 JUL 1944
A.C.C.

FOR SAIR DIST

Info - Station Air Force 3000

Info - Jap CC

File

Float (2)

5346

CONFIDENTIAL

8 JUL 1944

DERLY ROOM
6-1UG 1944
AIR FORCE SUB COM
ALLIED CONTROL COMMISSION

BEST COPY POSSIBLE
FILMED AS FOUND
IN COLLECTION

Record Copy to Replace Unstable Original
Property of the National Archives

CONFIDENTIAL

2982

ML

MAAP ALGERS INFO ARMED FORCES SUEZCAN ACC BARI AND HAPLES

HQ MAP MES

Q.500 4 JUL

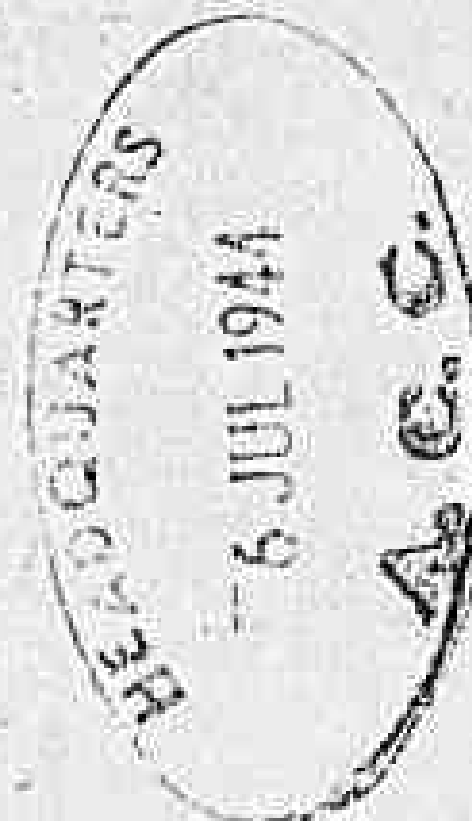
JUL051005D

R97/5

CONFIDENTIAL

NOHB

YOUR Q.514 JUNE 30 QUANTITY 10 ALFA HOMES EXCHANGED ALREADY DISPATCHED
UNDER ARRANGEMENTS MADE BY WING COMMANDER CLAY



AND MAPS DIST

Info - Action The Forces SC(2)

Info - Jap CC

File

Float (2)

5346

DERLY ROOM

Q-500 4 JUL
JUL051005B

NOTE

YOUR Q-814 JUNE 30 QUANTITY 18 ALFA ROMEO ENGINE ALREADY REBUILT
UNDER ARRANGEMENTS MADE BY KING COMMISSIONER CLAY



AND MAIN DIST
Info - Henry He Jones 500
Info - JACCC
File
Float (2)

5346

CONFIDENTIAL

JUL 051030B

AIR FORCE SUB COMMISSION	
ALLIED CONTROL COMMISSION	
6 JUL 1944	
DERLY ROOM	

CONFIDENTIAL *AIR FORCES SC 5*
 ALLIED CONTROL COMMISSION

INCOMING MESSAGE *2762*
5-6107

TO: HQ RAF ME(R) ALLIED FORCES SUB COMMISSION ACC BARI (R) ALLIED
 FORCES SUB COMM ACC NAPLES SIGNAL MESSAGE CENTER No: 2762
 FROM: MAAF REAR CLASSIFICATION: CONFIDENTIAL
 REFERENCE No: Q814 30/6 PRECEDENCE: NONE
 DATE AND TIME OF ORIGIN: JUN301751B OFFICE OF ORIGIN: CITE/NONE

REF LETTER S65236/1/E4 R? JUNE 1 TO THIS HQ ONLY. REQUEST
 ALLOTMENT FOR QTY 9 (R) 9 SERVICEABLE ALFA ROMEO 126 RC34 (R)
 126 RC34 AERO ENGINES FOR SHIPMENT TO ALFA ROMEO WORKS
 POMIGLIANO C/O HQ AIR FORCES SUB COMMISSION ALLIED CONTROL
 COMMISSION NAPLES. SECOND ADDRESSEES AFSC/S655/EQ 26/6
 NOT TO MIDDLE EAST REFERS DISPOSAL FOR REMAINDER OF ENEMY
 ENGINES WILL BE GIVEN LATER

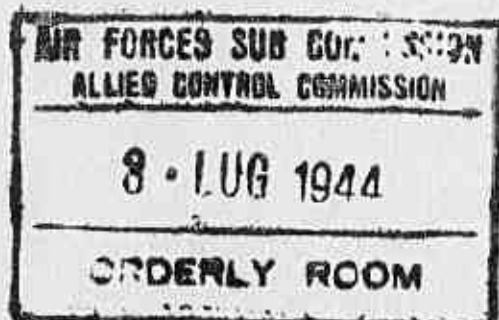
ACC MAIN DIST

INFO/ AIR FORCES SC 2

DCC

FILE

FLOAT 2



DATE and Time of RECEIPT JUL 3

Distribution:

DR-ADD

2762

6 Copy

SECRET CYPHER MESSAGE 72/1

TO HQ RAF ME CRD ALLIED FORCES SUB COMMISSION ALLIED CONTROL
 COMMISSION BARI CRD ALLIED FORCES SUB COMMISSION ALLIED CONTROL
 COMMISSION NAPLES

FROM MAAF REAR

0814 26/6 CONF.

REF LETTER 865236/1/EA R?

JUNE 1 TO THIS HQ ONLY. REQUEST ALLOTMENT FOR QTY 9 CRD 9

SERVICEABLE ALFA ROMEO 126 RC34 CCRD 126 RC34 AERO ENGINES

FOR SHIPMENT TO ALFA ROMEO WORKS POROGLIANO C/O HQ AIR FORCES
 SUB COMMISSION ALLIED CONTROL COMMISSION NAPLES . SECOND ADDRESSEES

AFSC/8655/EA 26/6 NOT TO MIDDLE EAST REFUSED

DISPOSAL FOR REMAINDER OF EMPTY ENGINES WILL BE GIVEN LATER

TOD 3017510 TH1 TOD 2040/3 B

F.S.C.A.C.C. NAPLES

SGT. WALKER. 0658093.



ACS. MAIN DIST

INFO - AIR FORCES SC (2)

" - 5344C

" - FILE

" - FRONT (2)

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

To: - Headquarters, M.A.A.F. (Rear) B.N.A.F.
(For attention of G/Capt. J.E.R. Sowman).

Date: - June, 1944.

Ref: - AFSC/S.655/EQ.

CAPTURED ENEMY - AERO ENGINES.

With reference to Headquarters, M.A.A.F.
(Rear) letter, MAAF/S/7152/E4. of the 16th. April, 1944,
shipment of 9 (Nine) only, serviceable Alfa Romeo 126
RC.34 Engines would be appreciated. No other Types
listed are required.

2. If shipment can be effected, the 9 Engines
should be consigned to:-

Alfa Romeo Works, Pomigliano,
c/o. H.Q. Air Forces Sub-Commission,
Allied Control Commission,
Naples.

R.A. Clay
R.A. CLAY. W/CDE.
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Copy to:-
Air Forces Sub-Commission,
Allied Control Commission, Naples.

Circulation File

1 copy sent to Bari 5/6/44
 FROM HEADQUARTERS

n. 1)

" UFFICIO INDUSTRIE E COSTRUZIONI AERONAUTICHE "

N A P L E S - 223 Via Poellipo - Tel. 14153 -

TO HEADQUARTERS

214 - *GROUP* - M.G. - R.A.F.

N A P L E S

Date: June 25 th

N. *2/21/55/5*FINANCIAL SITUATION OF A L F A R O M E O

Following your request on the subject we give herewith the principal data concerning the financial situation - on december 31 th. 943 - of the firm in question.-

Since then no important changes have taken place with the exception of a payment to the A L F A of 15.000.000 liras which was recently made by the I.A.F. - This payment has been the only one made by the I.A.F. since the armistice and must, of course, be deducted from the credits of the firm.- and added to the amount of ready cash.-

The superior control of the state administration should start functioning again from the first of next month - and this should mean that the I.A.F. will soon be able to resume its payments following the legal ordinary routine.-

In the following situation no mention is made of the damages caused by the war and suffered by the ALFA WORKS, properties and installations.-

ASSETS

n. 2)

3A

(a)

1/. cash in hand	Liras 1.897.246,=
2/. ground for cultivation	" 70.000.000,=
3/. undamaged buildings at Pavigliano	" 70.000.000,=
4/. estimated value of installations and damaged buildings (including value of ground)	" 80.000.000,=
5/. 97 machine tools in working conditions (this figure is up to date)	" 18.000.000,=
6/. 292 machine tools which are under salvage & repair	" 86.000.000,=
7/. estimated value of remaining machine tools which can not be repaired	" 1.700.000,=
8/. estimated value of other properties	" 5.000.000,=
9/. estimated value of salvaged materials	" 63.000.000,=
10/. estimated value of materials under salvage	" 25.000.000,=
	Liras 425.597.246,=

(b)

1/. outstanding credits I.A.F.	Liras 196.038.999,=
2/. " " German Air Force	" 67.184.706,=
3/. " " other customers	" 1.110.899,=
	Liras 264.334.600,=

(c)

1/. shares	Liras 459.525,=
2/. caution deposits	27.156,=
	Liras 486.681,=

GLOBAL AMOUNT OF CREDITS LIRAS 670.418.527,=

5341

n. 3)

3B

LIABILITIES

(a)

1/. Banca Commerciale Italiana	Liras 22.763.194,=
2/. " Nazionale del Lavoro	" 2.132.791,=
3/. Banco di Napoli	" 19.380.265,=
	<u>Liras 44.276.250,=</u>

(b)

Suppliers & others	Liras 293.684.705,=
--------------------	---------------------

<u>GLOBAL AMOUNT OF LIABILITIES</u>	<u>LIRAS 337.960.955,=</u>
-------------------------------------	----------------------------

SUMMARY

ASSETS	LIRAS 690.418.527,=
LIABILITIES	<u>LIRAS 337.960.955,=</u>
EXCESS OF ASSETS	LIRAS 352.457.572,=

In the financial situation above quoted no mention has been made:

- a)- of liability figuring in the firm balance sheet of Liras 651.316.916 due to the Central ALFA - MILANO. This figure has not been included in the effective financial situation because it represents engagements as betwin the Pomigliano Works and the general direction of Milano - and whilst therefore it must figure in the firm's normal balance sheet we do not think it should be taken into account when considering the patrimonial situation of a particular branch of the firm.
- b)- of a mortgage for 216.000.000 issued on the properties of ALFA in Milano-Pomigliano-Acerra-and Castello di Cisterna. This mortgage has to be taken up in 24 instalments payable every six months.

5549

B. 4)

3C

It should be noted that I L F A belongs to the I.R.I.- Group
(Istituto Ricostruzione Industriale) and is therefore under a certain
financial control of the government.-

COL. A.A.R.M. G. BRENTA

[Signature]

5339

From: Air Forces Sub Commission,
Allied Control Commission, HAFES.

To : Headquarters,

M.A.A.F. C.M.F.

Date: 14th June, 1944

Ref 1- ASD/39

ALFA ROMEO WORKS - POMIGLIANO D'ARCO.

1. As you are doubtless aware the 332nd A.S.G. is vacating the Alfa Romeo premises at Pomigliano hitherto occupied by them.

2. It is understood from their Commanding Officer that another Unit will be moving in, viz. Transport for Airborne Troops, which should however require less covered space than 332 A.S.G.

3. It is requested that, before this movement takes place the undermentioned buildings, as shown on the attached plan, should be definitely allocated to the Alfa Romeo works to enable them to carry out the overhauling of Allison, and Alfa Romeo Engines (and possibly Wright Cyclone Engines). The first type of engine is that installed in the Airacobras which is now to be issued to the Italian Air Force.

4. The buildings required are :-

- (a) No. 14 on the plan. To be used for overhauling of Allison engines.
- (b) No. 7 on the plan. To be used for overhauling of either Wright and Alfa Radial, or only Alfa Radials.
- (c) Building marked "Garage" on the plan. To be used as a store for spare parts of above-mentioned engines.
- (d) Building marked "U.O." on the plan. These are offices and are badly needed because at present the administration offices of the Alfa Romeo have to be housed in Naples, viz. 69, Corso Margherita, which is of course most inconvenient.

5. If it is not possible to allocate all the above

1. As you are doubtless aware the 33rd A.S.G. is vacating the Alfa Romeo premises at Romigliano hitherto occupied by them.

2. It is understood from their Commanding Officer that another Unit will be moving in, viz. Transport for Airborne Troops, which should however require less covered space than 332 A.S.G.

3. It is requested that, before this movement takes place the undermentioned buildings, as shown on the attached plan, should be definitely allocated to the Alfa Romeo works to enable them to carry out the overhauling of Allison, and Alfa Romeo Engines (and possibly Wright Cyclone Engines). The first type of engine is that installed in the Alpacobra which is now to be issued to the Italian Air Force.

4. The buildings required are :-

- (a) No. 14 on the plan. To be used for overhauling of Allison engines.
- (b) No. 7 on the plan. To be used for overhauling of either Wright and Alfa Radial, or only Alfa Radials.
- (c) Building marked "Garage" on the plan. To be ^{Fig 88} as a store for spare parts of above-mentioned engines.
- (d) Building marked "C.O." on the plan. These are offices and are badly needed because at present the administration offices of the Alfa Romeo have to be housed in Naples, viz. 62, Corso Margherita, which is of course most inconvenient.

5. If it is not possible to allocate all the above mentioned buildings to the Alfa Romeo, then the alternative would be to cede them No. 7, the Garage, and the Offices marked C.O. The buildings No. 7 and the Garage are the absolute minimum necessary to enable the Alfa Romeo to carry out the programme of work I have laid down for them. Incidentally too these buildings are situated almost within the limits of the present area reserved for the Alfa Romeo.

6. I trust, however, that it will be possible to re-allocate to the Alfa Romeo all the buildings mentioned in Para. No. 4.

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7. This matter is of great urgency and therefore I should appreciate a quick decision.

W.B. Bown-Buscarlet

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

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