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

ACC

10000/135/93

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

10000/135/93

CIVIL AIR LINES
SEPT. 1943;
JAN. 1945 - FEB. 1946
(1 OF 2)

0786

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

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: FX 25720
Date/Time of Origin: FEB 13/0230

Message Centre No: D/ 1684
Date Time Rec'd: FEB 13/0845
Precedence: ROUTINE

FROM: AFHQ SIGNED SACMED CITE FHAIR

TO : ACTION: ALCOM INFO: HQ EAF

SECRET

SECRET.

On receipt of any enquiries from Italian Officers you should inform them that it is not possible to authorize any development of Italian Civil air transports during the war. Reference your AFSC/R/S1/ AIR January 19. You should explain that it would be impossible to find resources either in equipment or in suitably trained personnel without detriment to the war effort, and that until further notice they should confine their air transport activities to the use of such aircraft of the Italian Air Force as may be approved for this purpose by the AIR FORCES Sub Commission.

In this connection it is known that the Italian Government has a genuine requirement for the Air transport of officers or government officials in furtherance of their war effort or to meet essential administrative needs for which they are responsible. Some aircraft of the Italian Air Force are already engaged on such courier services, and if the requirement increases and sufficient Italian aircraft are available, there is no objection to a reasonable extension of these services

5716

ACDIST

Action: Air Forces S/S

Info: A/President
Chief Commissioner
Political Sect
File (2)
Float

SECRET

0787

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

8 1230

From:- Air Forces Sub-Commission, Allied Commission, Rome.

To:- WHOM IT MAY CONCERN.

Date:- 18th February, 1946.

Ref:- AFSC/30/Air.

OFFICIAL VISITS TO U.K. - ITALIAN OFFICERS.

It is hereby certified that the undermentioned Italian Air Force Officers have been selected to attend various displays etc. to be given in the United Kingdom on the invitation of His Majesty's Government and it is therefore requested that every assistance be given to these officers.

Col. Aristocle DE VINCENTI
Cpl. Fabio MAGNI.

WAB

W 4 8/4

W.M.HYDER, W/C.,
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB COMMISSION.

5715

0788

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

1227A

OUTGOING MESSAGE

FROM : AIR FORCES SUB COMMISSION, A.C. ROME.

TO : M.A.A.C. SECRETARIAT.

1221A

UNCLASSIFIED O.266/./ T.O.O. 161230 FEBRUARY 1946 /./
YOUR U 902 FEBRUARY 13 REFERS/./ ITALIAN FOREIGN MINISTRY NOMINATED LT. COL
DE VINCENTI MAJOR PIL. MAGINI PUBLIO FOREIGN OFFICE AND BRITISH EMBASSY
APPROVAL GRANTED BRITISH EMBASSY MAKING ARE ARRANGEMENTS OFFICERS WEARING
CIVILIAN CLOTHES.

W493/4

L. CARTNER F/O
AIR VICE MARSHAL
DIRECTOR
AIR FORCES SUB COMMISSION

PRIORITY : IMPORTANT.

5713

0784

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

Out 15/2

AIR. 121A

LA[illegible] V LAEE NR 32 R/R
QVR
FROM MEDITERRANEAN ALLIED AIR COMMITTEE SECRETAT/ SECRETARIAT
TO AFSC AC RONE
BT
U 902 • FEB 13 • UNCLASSIFIED •
YOUR AFSC/39/AIR FEBRUARY 5TH REFERS • CANNOT SEE FROM ATTACHMENT TO ABOVE QUOTED LETTER THAT ANY RAF OFFICERS ARE REQUIRED FOR THIS CONVENTION • PROPOSE THEREFORE TO FORGET IT • APPRECIATE YOU INFORM THIS SECRETAT/ SECRETARIAT WHICH OFFICES ITALIAN FOREIGN MINISTRY INTEND SENDING
BT 131645A
SENT NR 32 ILB AR TKS K
WA WHCI/ WHC// WHICH LAST LINE OFFICERS IMI OFFICERS
RECD CB 2051 AR TNX

116 A

C590 12-2-46

39/Rec

Org

Pl inform

10B 14/2

0790

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

120 A
(t)

From : Ministero Areonautica Rome

To : Maj. Boring (Liason Military Office at the British Embassy)

Date : I2 February I946

Ref : 40I9/63I Coll

CONFERENCE ON THE RADIONAVIGATION

We notify you that the undermentioned Officers which will effect the Mission to partecipate at the Conference mentioned in subject which will take place in London from the I8 to the 28 February I946, have full authority from the Italian Government.

Ten. Col.	DE VINCENTI	Aristide
Maj. Pil.	MAGINI	Publio

5711

CAPO DI GABINETTO
Capt. Pil. DI LUDOVICO

Translated by Sgt. Albertini.M.

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

120 A

ED

MINISTERO AERONAUTICA
GABINETTO DEL MINISTRO
Segreteria

Roma, 12 FEB 1946 1946

Prot. N. 4019/631 Gab

AL MAGG. BORING
Ufficio di Collegamento Militare
dell'Ambasciata Inglese
R O M A

e p.c.
ALLA SOTTOCOMMISSIONE AERONAUTICA
A.C. -tramite Uff.Collegamento
R O M A

OGGETTO: Conferenza sulla Radionavigazione.

Si dichiara che la missione che verrà effettuata dai sottonotati ufficiali:

Ten.Col.Pilota DE VINCENTI Aristide
Magg. Pilota MAGINI Publio

per partecipare alla Conferenza in oggetto, che sarà tenuta in Londra dal 18 al 28 febbraio 1946, è a completo carico del Governo Italiano.=

d'ordine
IL CAPO DI GABINETTO
(Col.Pil. DE LUDOVICO)

5719

0792

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

(419 A)

From : Air Forces Sub-Commission, A.C. ROME.

To : I.A.F. "Stato Maggiore.

Date : 11th February, 1946.

Ref. : AF3C/39/AIR.

CONFERENCE ON RADIO NAVIGATION (G.B.)

117 A

Reference your 100443op4/493/Coll, dated 5th February, 1946.

2. Lt. Col. Pil. DE VINCENTI Aristide and Maj. Pil. Magini Fublio names have been forwarded to the British Embassy and further instructions will be issued in due course.

3. In the meantime all arrangements should be made between the Italian Government and the Italian Embassy in London to enable the above mentioned Officers to be ready to proceed to London at short notice.

4. Contact should be made with Major Baring, Military Liaison Officer British Embassy with regard to method of transport and times of departure.

WAR 13/2

A. G. SALTER, S/LDR.,
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

5708

Original letter
transmitted to War Ministry
for Italian Air Ministry.

118A

From : Air Forces Sub Commission, A.C., Rome.

To : Direttore Aviazione Civile
e del traffico Aereo.
Ministero dell'Aeronautica.

Date ; 7th February 1946.

Ref : AFSC/39/AIR.

PREWAR ITALIAN CIVIL AIRWAYS.

This Headquarters is desirous of gaining information on the types of training adopted by pre-war civilian airlines.

2. It would be appreciated if you can supply us with the following details regarding Civil aviation in Italy before the war.

(i) Syllabus of training for pilots, navigators, and radio operators.

(ii) Examinations required both air and ground.

(iii) Types of aircraft used for training.

(iv) Length of time required to qualify as first pilot.

(v) Issue of licences.
e.g. Were they issued by Military or civilian authorities? What authority did they give to the pilots and other aircrew?

(vi) Were the airline a purely civilian commercial concern, or did they operate under a government or military control?

5706

A. Hart F/LT.
for Air Vice Marshal,
Director
Air Forces Sub Commission.

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

Ref : AFSC/39/AIR.

PREWAR ITALIAN CIVIL AIRWAYS.

This Headquarters is desirous of gaining information on the types of training adopted by pre-war civilian airlines.

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(iii) Types of aircraft used for training.

(iv) Length of time required to qualify as first pilot.

(v) Issue of licences.
e.g. Were they issued by Military or civilian authorities? What authority did they give to the pilots and other aircrew?

(vi) Were the airline a purely civilian commercial concern, or did they operate under a government or military control?

5706

A. Hart F/Lt.

A. HART F/LT.
for Air Vice Marshal,
Director
Air Forces Sub Commission.

Su 5A in Pt 2.

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

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

117A
(c)

From : I.A.F. Stato Maggiore.
To : A.F.S.C., Rome.
Date : 5th February, 1946.
Ref : 100443op4/493/Coll.

CONFERENCE ON RADIO NAVIGATION (GREAT BRITAIN)

~~117A~~

With reference to your letter AFSC/39/Air dated 2nd Feb.

2. The names of officers choosen as Italian representatives to the London ~~Meteprological~~ Conference are the following:

Lt;Col.Pil. De Vincenti Aristide.
Maj.Pil. Magini Publio.

3. We are awaiting to know your approval, and the details relative to the departure and transport.

The Chief of Staff.

translated by J. Bevacqua.

Orig 1

Nominations approved. Will you please undertake getting them to London. It may merely involve telling them to notify the Embassy. Should contact whoever deals with Avn/2/ub at the Embassy in the first place Tel 41951. ext 57 Mr Macadam

Suggest you put French Touch with British Embassy pending reply from Embassy. Avn 8.2.46

WMB 7/2

5704

Major Bowring

0746

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

STATO MAGGIORE R AERONAUTICA
1° REPARTO
1ª Sezione Operaz. e Addestramento

Roma lì 5 FEB. 1946

//17A

ALL'AIR## FORCES SUB COMMISSION
ALLIED COMMISSION = R O M A =

e p.c. AL MINISTERO DELL'AERONAUTICA
GABINETTO DEL MINISTRO
= S E D E =

Prot.n° 100442 Sott 4 /483 bis.

OGGETTO: Conferenza sulla Radio-Navigazione (Gran Bretagna)=

1.- Riferimento foglio n°AFSC/39/Air dei 2 febbraio c.a.

2.- I= nominativi degli ufficiali prescelti quali rappresentanti italiani per partecipare alle riunioni di Londra sono i seguenti:

T.Col.Pilota DE VINCENTI Aristide
Magg. Pilota MAGINI Publio

3.- Si resta in attesa dell'approvazione di codesta Sottocommissione e di conoscere i particolari relativi alla partenza ed al trasporto.=

STATO MAGGIORE R. AERONAUTICA

IL CAPO DI STATO MAGGIORE

5702

0747

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

115 A
(c)

From : SIAI. Marchetti

To : Air Forces Sub Commission A.C. Rome

Date : 28, January 1946

Ref : 1597

B

For general information, we bring to your notice attached copies of some of our letters forwarded to the H.A. Ministry and to the Direction of Civil Aviation (Col. Gallo) requesting that our firm should also be consulted regarding the pattecipation at the negotiations and eventual agreements for the creation of one or more National or mixed firms for the functioning of Italian air lines.

Your sincerely

n81 1/2 SH.
39/Av.

SIAI MARCHETTI SOC.P.AZ.
Counseller General Thecnical Direct.
(Ing. A. Marchetti)

Translated by Sgt. Albertini.M.

5709

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

115B
(t)

From : SIAI Marchetti

To : The Minister of the Italian Air Force Rome

Date : 28, January 1946

Ref : 1595

With reference to the conversation which our Counsiler General Thecnical Director Ing. Marchetti, had recently with your Excellency,we take the liberty to conferm the proposal by our Thecnical Counseller,so that our firm be keept in mind togheter with the others,given facilities to the possibility to partecipate at the negotiations and eventual agreements of one or more National or mixed firms for the functioning of Italian air lines.

We are sure that our request,which we tink justified owing to the fact that our firm is the biggest Industry stricly areonautical firm in Italy and suppliers of most part of A/C employed on Italian Air Lines,will find favorable welcome,we are thankful and your sincerely.

WW4/2

SIAI. Marchetti SOC. P. AZ.
Counseller General Thecnical Direct.
(Ing; A. Marchetti)

5698

Translated by Sgt. Albertini.M.

115A

SIAI - MARCHETTI

SOCIETA PER AZIONI

SEDE IN MILANO - CAPITALE L. 14.000.000

DIREZIONE GENERALE ED OFFICINE CENTRALI - SESTO CALENDE
U. P. C. MILANO N. 55137 - U. P. C. VARESE N. 14424

DA CITARE NELLA RISPOSTA

159

UFFICIO DI ROMA
VIA G. PUCCINI N. 10 TELEF. N. 81306
TELEG: SIAIMARCHETTI - ROMA

Riservata

Roma, li, 28 gennaio 1946

On. COMMISSIONE ALLEATA
Sotto-commissione Aeronautica
R o m a

Per doverosa informazione ci permettiamo allegare copia di nostre lettere odierne al Ministro dell'Aeronautica e al Direttore Aeronautica Civile (col.Gallo) richiedenti che anche la nostra Società venga interpellata per partecipare alle trattative ed agli eventuali accordi per la costituzione di una o più società nazionali o miste per l'esercizio delle linee aeree italiane.

Con ossequio :

SIAI MARCHETTI SOC.P.AZ.
Il Consigliere Del.Dirett.T.Gen.

(Ing.A.Marchetti)

5698

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

SIAI - MARCHETTI
SOC. PER AZIONI
UFFICIO DI ROMA

Riservata

28 gennaio 1946

1596

On. MINISTERO DELL'AERONAUTICA
Direzione Aeronautica Civile e
Traffico Aereo - Pza del Popolo
R o m a

Con riferimento al colloquio che il nostro Consigliere Delegato Direttore Tecnico Generale, ing. Marchetti, ha avuto nei giorni scorsi con S.E. il Ministro dell'Aeronautica, abbiamo l'onore di confermare la richiesta che la nostra Azienda sia tenuta opportunamente in evidenza e che anche ad essa, analogamente ad altre, venga dato modo di esaminare la possibilità e la convenienza di compartecipare alle trattative ed agli eventuali accordi per la costituzione di una o più società nazionali o miste per l'esercizio delle linee aeree italiane.

Siamo certi che la ns/ domanda, che riteniamo giustificata per il fatto che la nostra Azienda è la più grande industria prettamente aeronautica in Italia e fornitrice da anni della maggior parte degli apparecchi impiegati sulle linee aeree italiane, troverà piena comprensione e riconoscimento e, ringraziando fin d'ora, porgiamo l'espressione del nostro ossequio :

SIAI MARCHETTI SOC.P.AZ.
Il Consigliere Del.Dirett.T.Generale

(Ing.A.Marchetti)

5694

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

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

114A

From : Air Forces Sub-Commission, Rome.
To : Italian Air Ministry.
Date : 2nd February, 1946.
Ref : AFSC/39/Air.

110B

RADIO-NAVIGATION DISPLAY - U.K.

1. Herewith copy of Note Verbale from the British Embassy to the Italian Ministry of Foreign Affairs. It is requested that the names of any representatives that the Italian Government wish to send be submitted to this Sub-Commission for approval before being notified to the British Embassy.

2. It is suggested that Col. De Vincenti should attend together with one of your keener and more experienced navigators (Maj. Ciacomelli?).

W.A. BIDDER, W/Cdr,
Air Vice-Marshal,
Director,
Air Forces Sub-Commission.

5692

0802

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

113A

From : Air Forces Sub Commission, Rome.
To : Italian Air Ministry.
Date : 1st February, 1946.
Ref : AFSC/39/Air.

AIR LINE AMSTERDAM - BATAVIA

Reference is made to your letter 373/Coll. dated 28/1/46.

2. The reply requested in the above mentioned letter is contained in our AFSC/36/Air, dated 29th January, 1946, subject : - "Dutch Air Line in Italy", addressed to : Netherlands Military Mission, copies to : Italian Air Ministry, and Italian Foreign Affairs Ministry.

W.H. KITSON, W/Cdr,
Air Vice-Marshal,
Director,
Air Forces Sub Commission.

5699

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

1124

PREWAR ITALIAN CIVIL AIRWAYS.

PILOT LICENCES AND TRAINING.

Full military and pilot training was given to all pilot peronnel by the Air Force. All civil airways pilots were drawn from the I...F.

Upon graduation, or termination of service, pilots desirous of entering civil aviation were accepted as second pilots.

No further training was given by the civilian authorities. Personnel remained as second pilots until proficiency was gained, when a "third degree licanse" was issued, by the Air Ministry. This carried full qualifications for first pilot duties.

A. Hart F/LT.
A. HART F/LT.
Flight Training Instructor

AIR FORCES SUB COMMISSION
ALLIED COMMISSION, ROME.

DATE:- 30th JANUARY 1946.
REF /AFSC/39/AIR.

5688

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

III A
(t)

From : Italian Foreign Office
D.G.A.E.

To : Air Ministry (Attn.Air Lines and Liaison Office)
ITALIAN AIR FORCE

Date : 25/1/46

Ref. : Tele/Signal 02227

AIR LINES AMSTERDAM-BATAVIA

In answer to the above mentioned subject of which a copy of the verbal demand is herewith attached, it is requested that information be forwarded to this office in order to give a satisfactory reply to the Dutch Legation.

Sgd. By order of the MINISTER

From : Liaison Office
ITALIAN AIR FORCE

To : Air Forces Sub Commission
ALLIED COMMISSION, ROME.

Date : 28/1/46

Ref. : 373.COLL.

L. 996
29/1 f. 6.
39/air

It is requested to let this office know whether the Allied Authorities have anything contrary to a satisfactory settlement of this matter.

5086

Sgd. Col. WALTER

0805

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

4527

The Du tch Legation, acting on behalf of its Governement, has the honour to inform the Minister of Foreign Affairs, that the Air Line Between AMSTERDAM and BATAVIA will shortly be reopened.

Contrary to the Air Line existing prior to this war and exploited by the K.L.M. (Koninklijke Luchvaart Maatschappij) Society, this Line will present an entirely different aspedt and will be run strictly for Government purposes.

The Royal Governement is particularly desirous of stressing the fact of how anxious it is of establishing contact with its Kingdom in the Far East.

That is why this service will be carried out under the name of "Dutch Government Air Transport" employing the same personnel as "K.L.M." and making use of aircraft type "Douglas" C.54.

The routes will be as follows :
Amsterdam, Istres (near Marseilles), Naples, Cairo, Shaibah, Karachi temporarely Colombo, the Coco islands, Batavia and return.

Within a short delay the following change might take place after the departure from Karachi :
Calcutta, Ranggon, B angkok, Penang, Singapore, Batavia.

It is within the intentions of the Royal Government to establish this line on a daily basis as soon as possible.

The above mentioned points stress the fact that Italian territory will have to be overflown and that landings of a purely technical nature will have to take place at Naples.
For this same reason our Leagation has the honour to seek the intercession of the Minister of Foreign Affairs, in order to grant us on behalf of its Governemnt the necessary authority we need to carry out our program.

To the Minister of Foreign Affairs, ROME.

5684

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

N°41

TELESPRESSO N° 02227 III A

MINISTERO AFFARI ESTERI
D.G.A.E. UFF I°

Indirizzato a
MINISTERO AERONAUTICA - D.G.Aviazione Civile e traffico aereo
e per conoscenza:
MINISTERO AERONAUTICA-Ufficio Collegamen

Posizione:Olanda 42/2

Oggetto:Linea aerea Amsterdam Batavia
suo 95 del 14 gennaio u.s.

25 GEN. 1945

In risposta alla nota citata in riferimento si allega copia della nota verbale della Legazione d'Olanda,con preghiera di fornire con cortese urgenza gli elementi per una risposta alla predetta rappresentanza estera.

D'ORDINE DEL MINISTRO
F/to Illegibile

UFFICIO COLLEGAMENTO
PROT.. 273. 10 ff.

Roma, lì 28 / 1 / 1946

A.F.S.C./A.C. R O M A

Con preghiera di comunicare se le Autorità Alleate hanno nulla in contrario al soddisfacimento della allegata richiesta della R.Legazione dei Paesi Bassi.

MINISTERO DELL'AERONAUTICA - COLLEGAMENTO CON L'A.C. - UFFICIO DEL MINISTRO

CAPO UFFICIO

3062

0807

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

4527

N o t e.

La Légation Royale des Pays-Bas a l'honneur, d'ordre de son gouvernment, de porte à la connaissance du Ministère Royal des Affaires Etrangères que sous peu un service aérien régulier entre Amsterdam et Batavia sera repris.

Contrairement à la ligne aérienne existant avant la guerre, qui était de nature commerciale et exploitée par la Société "K.L.M." (Koninklijke Luchtvaart Maatschappij), le service actuel présente un caractèere gouvernmental.

Gouvernment Royal Désire souligner par là le prix qu'il attache à établir au plus vite le contract nécessaire avec le territoires d'outre mer du Royaume en Extrême Orient.

C'est pourquoi le service sera exécuté sous le nom de "Netherlands Government Air Transport" par le personnel de la Société "K.L.M." et sera assuré par des avions "Douglas", du type C.54.

D'itinéraire envisagé sera le suivant:
Amsterdam, Istres (près Marseilles), Naples, le Caire, Shaibah, Karachi, et provisoirement Colombo, Iles des Cocos, Batavia et vice-versa.

Toutefois dans un bref délai le changement suivant est à prévoir au départ de Karachi:
Calcutta, Rangoon, Bangkok, Penang, Singapore, Batavia.

Il entre dans le intentions du Gouvernment Royal d'établir aussitôt que possible un service quotidien.

5587

Il ressort de ce qui précède que le territoire Italien devra être survolé et qu'un atterrissage technique sera à effectuer à Naples.

Puur cette raison la Légation a l'honneur de recourir au bienveillant intermédiaire du Ministèere des Affaires Etrangères en Le priant de bien vouloir donner l'autorisation du Government Italien à cet effet. -

Au Ministère Royal des Affaires Etrangèeres, R o m e

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

1917

204/2/46

75th January, 1946.

B

With the compliments of

His Majesty's Ambassador at Rome.

FOREIGN OFFICE
1979
28/1
39/air

5689

Air Forces Sub-Commission,
Allied Commission,
Rome.

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

10B

No.22.

20A/2/46

NOTE VERBALE.

The British Embassy presents its compliments to the Ministry of Foreign Affairs and has the honour to inform the Ministry that in response to requests from member governments of the International Committee on Air Navigation and the Provisional International Civil Aviation Organisation, His Majesty's Government in the United Kingdom have arranged to give a series of demonstrations to illustrate the present stage of development of zone ground and airborne radio and radar aids to civil aviation.

2. The demonstrations will begin on February 18th and will last ten days. The British Embassy has pleasure in conveying an invitation to the Italian Government to send one or two technical representatives of the Italian civil air administration to attend both the demonstrations and the subsequent informal discussions, at which it is desired to explore the extent to which the recommendations of the Provisional International Civil Aviation Organisation for the international standardisation of radio aids to civil aviation are suitable for adoption on a regional basis by European nations.

3. The British Embassy would be grateful to learn as soon as possible the names of the Italian representatives selected and the appointments which they hold, so that their reception and accommodation in the United Kingdom can be arranged.

Su Nr-13

Rome,
25th January, 1946.

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

0810

1994/A.

From : Air Forces Sub Commission, Rome.
To : Ministry of Foreign Affairs.
Date : 24th January, 1946.
Ref : AFSC/39/Air.

AIR SERVICE : ITALY - SWITZERLAND

With reference to paragraph 3 of your Memorandum for the Allied Commission dated 12th January, 1946 on the above subject, your attention is drawn to paragraph 2 of our letter to you under reference AFSC/39/Air dated 5th November 1945.

2. It would appear that no arrangements negotiated within the framework of a reciprocity right are likely to be approved by Allied higher authority.

W99 4/2

WNB

W.M. DIGBY, W/Cdr,
Air Vice-Marshal,
Air Officer Commanding.

Copy to : Liaison Branch A.C.

5678

From:- Air Forces Sub-Commission,
c/oH.Q.,A.M.G.,Region XII, PADOVA.

To:- Air Forces Sub-Commission,
H.Q.,Allied Commission, ROME.

Date:- 9th January,1946.

Ref:- AFSC/7/INT.

Transadriatica - Società di Navigazione Aerea - Venèzia

A request has been made to this office by the company known as "Transadriatica" of Venice that permission be given to inaugurate a civil airline between Venice, Verona and Milan for the purpose of transporting medical supplies. The company has already been informed that it has been decided by the Combined Chiefs of Staff that, " There shall be no Italian civil aviation pending the statement of policy to be laid down by the Peace Treaty."

2. A visit was made to the office of the Transadriatica in Venice on the 8th January, 1946, It was learnt that the company was formed in 1925 and they used to have about 15 aircraft. In 1934 the company was forced by the Italian Government to be absorbed into the State controlled Ala Littoria Airlines. The company reformed in October, 1945 and is now composed of only 6 persons of whom 4 were in the old company. Letters have been sent bythe company to Imperial Airways, Western Airways (American), K.L.M., and also Air France. A copy of the letter to Imperial Airways is enclosed. Letters to the other addressees are similar.

3. Copies of relative correspondence are attached.

AFSC 7/2

ALLIED FORCES SUB-COMMISSION - COMMISSIONE SUB-ALLEATA FORZE
PADOVA

L.G.79 1411 / 5677

R. L. James 29/1/46

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

Transadriatica - Società di Navigazione Aerea - Venezia

A request has been made to this office by the company known as "Transadriatica" of Venice that permission be given to inaugurate a civil airline between Venice, Verona and Milan for the purpose of transporting medical supplies. The company has already been informed that it has been decided by the Combined Chiefs of Staff that, " There shall be no Italian civil aviation pending the statement of policy to be laid down by the Peace Treaty."

2. A visit was made to the office of the Transadriatica in Venice on the 8th January, 1946. It was learnt that the company was formed in 1925 and they used to have about 15 aircraft. In 1934 the company was forced by the Italian Government to be absorbed into the State controlled Ala Littoria Airlines. The company reformed in October, 1945 and is now composed of only 6 persons of whom 4 were in the old company. Letters have been sent bythe company to Imperial Airways, Western Airways (American), K.L.M., and also Air France. A copy of the letter to Imperial Airways is enclosed. Letters to the other addressees are similar.

3. Copies of relative correspondence are attached.

AIR FORCES SUB-COMMISSION - ALLIED SUB-COMMISSION PADOVA

for F/Lt.L.W.L.Underwood, F/O
Liaison Officer,
Padova Detachment.

Copy to A.F.S.C. Milan.

S.10 — Pass copy to I.A.17 for information & note that to this 'Company' nothing doing yet.

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

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

102 B

COPY

BG/et

28 Dicembre 1945

Imperial Airways Limited,
Buckingham Palace Road,
LONDON.

We have the pleasure to communicate to that Society that a number of pilots, navigators, technicans of the Italian Civilian Airway that count at their active a great expetience in all activity camp of aerial transports has been established in Venice the old Airway Society "Transadriatica".

We are sure that you will be pleased to know the revival of this organisation who was obliged to stop every activity fo the unrighteous oppression infert from the State beings, created for political and military purpose from the Fascist Government, we take the permission to offer you our sincere collaboration for anithing will be of some utility in the work of the Airway traffic Our Society could accomplish the connection of your great lines with smaller centres and still impottants for the aerial traffic could take care of your italian representation, could assure you the necessary assistance in the italian aerport that you xx will think advisable to use.

We are at your disposal for every further explanation on our ability and possibility on the matter that you think necessary to know.

We ope to have the possibility to establish a brotherhood collaboration that will be of sure improvement for the Civilian Aviation.

Yours Very Truly,

5674

?.??????????????

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

1082

HEADQUARTERS
VENEZIE REGION
Allied Military Government
APO 394

18 December 1945

TO : Amministratore Soc. Transadriatica
Com. I. Schiona.

SUBJECT : Linea Aerea per Trasporto Merci.

VTLE No. : RXII/

Ho ricevuto la sua lettera del 17 Dic. 45 relativa alla linea aerea a scopi sanitari. Non posso dare l'autorizzazione ed il nulla osta richiesti senza consultare il Superiore Ufficio di Roma. Non appena avrò una risposta in merito gliela comunicherò.

Regional Commissioner .

5674

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

1085

COPIA

T R A N S A D R I A T I C A
SOCIETA' DI NAVIGAZIONE AEREA - VENEZIA

San Marco 1130
A/D n 007

Venezia, 17 Dic. 1945

AL LUOGOTENENTE GENERALE H.K. DUNLOP
Commissario Regionale dell'A.M.G. per il Veneto

PADOVA

Il sottoscritto Com.te SCHIONA Leonida, Amministratore Unico della Società per la Navigazione Aerea "Transadriatica", porge domanda affinché venga concessa alla propria Società l'autorizzazione ad esercire la linea aerea VENEZIA VERONA MILANO e ritorno per trasporto merci, senza alcuna sovvenzione.

Fa presente che la Transadriatica é una Società legalmente costituita da cittadini Italiani allo scopo di esercitare il traffico aereo e dichiara che l'esperienza del proprio personale dà la massima garanzia di sicurezza e regolarità nell'esercizio dei trasporti aerei.

Detta linea, oltre che contribuire alla ricostruzione nel campo commerciale della nostra regione, consentirebbe un rapido collegamento dei due maggiori centri veneti con il capoluogo lombardo.

Dichiara sotto la propria responsabilità che la Società, costituita da elementi provenienti dalla già cessata aviazione civile Italiana, ha scopi puramente commerciali escludendo qualsiasi fine politico e militare.

Nella speranza di vedere benevolmente accolta la presente domanda, ringrazia con ossequi.

TRANSADRIATICA SOC.
Amministratore
(Comendante I. Schiona)
firmato

5672

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

COPIA

LOG E.

T R A N S A D R I A T I C A
SOCIETA' DI NAVIGAZIONE AEREA - VENEZIA

San Marco 1130
A/D n 006

Venezia, 17 Dicembre 45

Al BRIGADIERE GENERALE U.K. DUNLOP
Commissario Regionale dell'A.M.C. per il Veneto

PADOVA

A seguito delle domande inoltrate da questa Società, tendente ad ottenere l'autorizzazione ad esercire una linea aerea per trasporto merci, si chiede a codesto Comando Alleato il nulla osta per adibire un velivolo a scopi esclusivamente sanitari, per la cura e la profilassi della "pertosse" e per trasporti urgenti di medici e medicinali.
La Società si impegna di far svolgere al proprio personale adibito a tale attività la loro opera completamente gratuita.
Potrà presentare, se richieste, documentazioni di clinici che ritengono utile e necessaria tale attività.
In attesa, con ossequi.

TRANSADRIATICA SOC.
Amministratore
(Comandante L. Schiona)
firmato

5671

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

110A

FROM : AIR FORCES SUB COMMISSION A.C. ROME

TO : ITALIAN AIR MINISTRY

copy to AFSC c/o HQ. ANG REGION XII PADUA

DATE : 12TH JAN. 1945

REF. : AFSC/39/AIR

ITALIAN CIVIL AIR LINES.

The attached correspondence sent to us under cover of AFSC/7/INT dated 9 Jan.1945 from our Padua Office is forwarded to you for information.

2. It is requested that you inform TRANSADRIATICA - SOCIETA' DI NAVIGAZIONE AEREA - VENEZIA, that at present it is impossible to grant authority for civilian aviation enterprises to operate.

D.C.H. SMITH F/LT
AIR VICE MARSHAL
AIR OFFICER COMMANDING.

Encl. No.

5669

0818

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

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

10

Air Forces

Originator's Reference: NTCLG 350

Date/Time of Origin 281145

Message Centre No: G/6333

Date Time Rec'd DEC 28 1700

Precedence: ROUTINE

FROM: RAAL FROM CFLC

TO : DSFET FOR OFLG AGWAR FOR OTLC

INFO COMTOUSA G-4 NAFWD ALLIED COMMISSION

CONFIDENTIAL

CONFIDENTIAL:

OFFERED PLANS TO ITALIAN GOVERNMENT. SALE POSSIBLE PROVIDED CIVIL AVIATION PROGRAM APPROVED FOR ITALY. PRESENT ALLIED REGULATION PROHIBIT. UNLESS YOU CAN OBTAIN REMOVAL OF RESTRICTION ALL SALES WORK ON PLANES SHOULD BE DONE IN PARIS AND WASHINGTON.

AC DIST

INFO/ACTION: AIR FORCES S/C

INFO : CHIEF COMMISSIONER

EXEC COMMISSIONER

ECON SEC

FILE (2)

FLOAT

EGAF 27 DEC

A. C.

ALLIED FORCES SUB-COMMISSION C.308 29/12 ORDERLY ROOM 39/12

CONFIDENTIAL

5567

1090.
62 AIR

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

10
Air Force

Originator's Reference: NTOLC 350

Date/Time of Origin 281145

Message Centre No: G/6333

Date Time Rec'd DEC 28 1700

Precedence: ROUTINE

FROM: RAAF FROM CFLC

TO : DSFET FOR CFLC AFWAR FOR CFLC

INFO CCRTOUSA G-4 NAFRO ALLIED COMMISSION

CONFIDENTIAL

CONFIDENTIAL:

OFFERED PLANS TO ITALIAN GOVERNMENT. SALE POSSIBLE PROVIDED CIVIL AVIATION PROGRAM APPROVED FOR ITALY. PRESENT ALLIED REGULATION PROHIBIT. UNLESS YOU CAN OBTAIN REMOVAL OF RESTRICTION ALL SALES WORK ON PLANES SHOULD BE DONE IN PARIS AND WASHINGTON.

AC DIST

INFO/ACTION: AIR FORCES S/C

INFO : CHIEF COMMISSIONER

EXEC COMMISSIONER

ECON SEC

FILE (2)

FLOAT

ALLIED COMMISSION HEADQUARTERS 29 DEC 1945 A. C.

AIR FORCES SUB-COMMISSION ALLIED C.308 29/12 ORDERLY ROOM 39/Air

CONFIDENTIAL

5587

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

FROM: RAAC FROM CFLC

Precedence: ROUTINE

TO : USFET FOR OFLG AGWAR FOR CTLC

INFO CINCUSA G-4 NAFAG ALLIED COMMISSION

CONFIDENTIAL

CONFIDENTIAL:

OFFERED PLANS TO ITALIAN GOVERNMENT. SALE POSSIBLE PROVIDED CIVIL AVIATION PROGRAM APPROVED FOR ITALY. PRESENT ALLIED REGULATION PROHIBIT. UNLESS YOU CAN OBTAIN REMOVAL OF RESTRICTION ALL SALES WORK ON PLANES SHOULD BE DONE IN PARIS AND WASHINGTON.

AC DIST

INFO/ACTION: AIR FORCES S/C

INFO : CHIEF COMMISSIONER

EXEC COMMISSIONER

ECON SEC

FILE (2)

FLOAT

29 DEC
A. C.

AIR FORCES SUB-COMMISSION ALLIED
C 3088
29/12
ORDERLY ROOM
39/Air

CONFIDENTIAL

5667

1090.
62 AIR

0820

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

39/2-1

106A

Extract from ITALIA NUOVA, 11TH.DECEMBER, 1945.

A Seaplane Base and an Airport will be made at Magliana.
(a region just outside of Rome on the way to Ostia)

The news has been spread that the U.S.A. is equipping the airport of Ciampino for its own use; and it is said that this will be used as the Rome base for the future Trans-Continental American Air Lines. Although that airport has been much modernized on account of military requirements the attention of the civilian American organisations which urge the creation of an air base at Rome, has been attracted by the Magliana region. Infact here it is possible to resume again the projected utilisation of the basin of the Tiber for the construction of a seaplane base with an adjacent aerodrome; joined by roads and railways to Rome, the Vatican City and Fiumicino the future commercial port of the capital.

Between the aerodrome which would have the form of a star with the runways for landing and taking-off placed in the directions of the prevailing winds, and the elliptical mirror of the seaplane base formed by the partial deviation of the course of the Tiber, there will be the buildings and installations for the passengers, and for the crew; the air and sea-planes, the goods and the aids for their sorting, The actuation of the original project begun inconsideration of the 1942 Esposizione Universare, for the construction of an artificial basin,was stopped because of the war.

A very expansive & grandiose project, typical of Mussolini. In turn, it may come into being when Democracy has the 'sildi'

Un idroscalo e un aeroporto sorgeranno alla Magliana

E' stata diffusa la notizia che l'aviazione statunitense sta attrezzando per proprio uso l'aeroporto di Ciampino, e che questo verrebbe a costituire la base di Roma delle future linee aeree intercontinentali americane. Quantunque in tale aeroporto siano stati effettuati per esigenze militari grandi lavori di rimodernamento, l'attenzione degli organismi civili americani cui preme la creazione di una base aerea a Roma è stata attratta dalla zona della Magliana. Qui infatti è possibile riprendere il progetto di utilizzazione dell'ansa del Tevere per la creazione di un idroscalo ed un aeroporto adiacenti, collegati da autostrade e ferrovie a Roma, alla Città del Vaticano e a Fiumicino, futuro porto commerciale della capitale.

Tra l'aeroporto, cui darebbero forma di stella le piste di decollo e atterraggio disposte nella di-

Eyes are larger than their pocket books.

5666

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

Air Lines. Although that airport has been much modernized on account of military requirements the attention of the civilian American organisations which urge the creation of an air base at Rome, has been attracted by the Magliana region. Infact here it is possible to resume again the projected utilisation of the basin of the Tiber for the construction of a seaplane base with an adjacent aerodrome; joined by roads and railways to Rome, the Vatican City and Fiumicino the future commercial port of the capital.

Between the aerodrome which would have the form of a star with the runways for landing and taking-off placed in the directions of the prevailing winds, and the elliptical mirror of the seaplane base formed by the partial deviation of the course of the Tiber, there will be the buildings and installations for the passengers, and for the crew; the air and sea-planes, the goods and the aids for their sorting. The actuation of the original project begun iniconsideration of the 1942 Esposizione Universare, for the construction of an artificial basin, was stopped because of the war.

11

A very extensive & gracious project, typical of Mussolini. In turn, it may come into being when conditions have the 'soldi'.

FOR 21/12

Un idroscalo e un aeroporto sorgeranno alla Magliana

E' stata diffusa la notizia che l'aviazione statunitense sta attrezzando per proprio uso l'aeroporto di Ciampino, e che questo verrebbe a costituire la base di Roma delle future linee aeree intercontinentali americane. Quantunque in tale aeroporto siano stati effettuati per esigenze militari grandi lavori di rimodernamento, l'attenzione degli organismi civili americani cui preme la creazione di una base aerea a Roma è stata attratta dalla zona della Magliana. Qui infatti è possibile riprendere il progetto di utilizzazione dell'ansa del Tevere per la creazione di un idroscalo ed un aeroporto adiacenti, collegati da autostrade e ferrovie a Roma, alla Città del Vaticano e a Fiumicino, futuro porto commerciale della capitale.

Tra l'aeroporto, cui darebbero forma di stella le piste di decollo e atterraggio disposte nella direzione dei venti dominanti, e lo specchio ellittico dell'idroscalo, formato con la parziale deviazione del corso del Tevere, troverebbero posto gli edifici e gli impianti per i passeggeri e il personale, gli aeroplani e gli idrovolanti, le merci ed i vagoni e i rimorchi necessari al loro smistamento. L'attuazione dell'originale progetto, iniziata in vista della Esposizione Universare del '42, si è fermata causa la guerra ai lavori per la creazione del bacino artificiale.

Eyes are larger than their pocket books.

5666

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

0825

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

104A

3 F/Air Air Intelligence Section 4/12/45.

Extract from the "GLOBO" dated 25.11.45.

CIAMPINO THE AIRPORT OF A NEW TRANSCONTINENTAL AIR LINE.

Ciampino airport, it is said in well-informed circles, has been chosen as an intermediary airport for an important transcontinental air line, directed by an important American company.

It seems that at Ciampino construction is about to be begun on an hotel which will house pilots and passengers during the night stop.

GLOBO-25/11

Ciampino scalo d' un' aviolinea transcontinentale

L'aeroporto di Ciampino, si dice negli ambienti bene informati, sarebbe stato scelto come scalo di tappa per una importante linea aerea transcontinentale, esercita da una importante Compagnia ameri-cana.

Sembra che a Ciampino si per iniziare la costruzio un albergo, che dovrebbe o piloti e passeggeri la sosta notturna.

A.O.C. 6/12.

D.I. 6/12

S.S.O. 6/12

Org SB 7/12

5665

0824

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

file
102 A

From:- Air Forces Sub-Commission, Allied Commission, Rome.

To:- Mediterranean Allied Air Committee Secretariat.

Date:- 12th December, 1945.

Ref:- AFSC/39/Air

Use of Rome/ Ciampino Airport by A.B. Aerotransport.

Reference is made to your MEDME/4204/AIS dated 1st. December, 1945.

2. The A.B. Aerotransport Airline between Stockholm-Rome as mentioned in your above referred letter has not been instituted as authority for the establishment of this airline is being awaited from your Headquarters. The application for authority was forwarded to your Headquarters in our letter AFSC/36/Air dated 5th October and 7th December, 1945.

3. Preliminary arrangements have been completed between the C.O. Ciampino Airfield and Mr. Fagreaus, Attache of the Swedish Legation in Italy, for servicing aircraft and furnishing required petroleum.

F.E.M.
Frank E. Marek,
Lt. Col. Air Corps,
Air Vice Marshal,
Air Officer Commanding.

Copy to File AFSC/36/Air

1030m
12/AIR

5663

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

10A

From :- Mediterranean Allied Air Committee.

To :- Allied Force Sub-Commission, Allied Commission, ROME.

Date :- 1st. December, 1945.

Ref :- MEDME/4204/ALS.

Use of Rome/Ciampino Airport by A.F. Aerotransport.

Reference LURD letter 6AB/mje of the 3rd November 1945. subject as above, copy to General Lee. Can we be advised whether action has been taken on paragraph 4, and if in fact this airline has already started operating.

Maxwell Fisher.

(MAXWELL FISHER)
Wing Commander,
Secretary to The
Mediterranean Allied Air Committee.

Copy to : G5, A.F.H.Q. attention Major C.O.Benson.

ALLIED AIR FORCES SUB-COMMISSION, N.A.F. I826 3/12/45 ORDERLY ROOM 22/Air

Accomplished. F.L.M. 12/12

AIRF/

Where is this letter that is referred to? Please send it down and I will write an appropriate answer.

WGH DD

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

99A

From : Ministero Areonautica Rome.

To : Air Forces Sub Commission A.C. Rome.

Date : 8 th November I945

Ref : 33III/6044. coll.

Air Service Line Stkholm- Rome

With telegramme 252II date the 5/II/I945, the Foreign Office,have informed us following verbal agreements, that the Swedish Legation (See attached copy) have comunicated that the Aviation Company - AKTIBOLAGET- Aero Transpor are planning to organise a second flight from Stokholm to Athens landing in Rome about the I7 of November I945, and onother flight, Stokholm to Rome about on the middle of December ,to transport families of Swedish Diplomatic Corp personnel to Rome and Athens.

2 We inform the Sub Commission in order that they may take the necessary action with the competent Allied Authorities.

(For the CAPO DI STATO MAGGIORE)

(Colonello A.A.- P. ANTONINI)

Translated by Sgt; Albertini.M.

I 381 10/11 5559 39/Dec.

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

MINISTERO AERONAUTICA
GABINETTO DEL MINISTRO

Segreteria

Prot. N. 33111/6044 Coll.

Roma, 8 NOV. 1945 1945

ALLA SOTTOCOMMISSIONE ALLEATA
PER L'AERONAUTICA - A.C.
(tramite Ufficio Collegamento)

= R O M A =

Oggetto: Servizio aereo Stoccolma - Roma.-

Il Ministero degli Affari Esteri con telespresso n.25211 del 5/11/1945 comunica che la Legazione di Svezia con nota verbale di cui si rimette copia in allegato, ha comunicato che la Compagnia di Aviazione Svedese Aktiebolaget - Aero-Transport, intenderebbe organizzare un secondo viaggio da Stoccolma ad Atene con scalo a Roma verso il 17 novembre p.v., ed un successivo viaggio Stoccolma - Roma verso la metà di Dicembre, per il trasporto delle famiglie del personale diplomatico svedese a Roma e ad Atene.

2. Quanto sopra si segnala a codesta Sottocommissione perché voglia far conoscere il parere in merito delle competenti autorità alleate.-

d'ordine
p. IL CAPO DI GABINETTO t.a.
(Colonnello A.A.-F.ANTONINI)

5657

LEGATIO N OF SWEDEN

COPY

VERBAL NOTE

The Swedish Legation presents its regards to the Royal Ministry of Foreign Affairs and has the honour to bring to his knowledge that the Swedish Aviation Company AKTIEBOLAGET Aero-Transport intends to organize a second flight from Stokholm to Athenes with stop at Rome about the I7 of November I945, for the purpose of transporting the families of members of Swedish Diplomatic Personnel in Romeand Athens. As there isn't sufficient seats available in one A/C to transport all these personnel, the Company foresees that they will have make a 3 d. flight in the middle of December, to Rome only.

These flights undertaken for the benefit of the Swedish State hsve not any commercial aim and would lighten, if they could take place, by a considerable weight, the escisting Air traffic.
Beside it was prowed during the first flight of the Company from Stokholm to Athens that the Swedish a/c cerried sufficient personnel so as not to request much help from the servicing personnel of the airdrome.

The Royal Legation would be grateful to the Royal Ministry to apply to the competent authorities in order to obtain the necessary authorizations to fly over Italian territory and for the landing at Rome for the two protected flights.

The Royal Legation thanks by anticipation the Royal Ministry for what it will do in this matter and takes the occasion for renewing the assurance of his high consideration.

Translated by Sgt. Martora.

Rome 27 October I945.

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

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The Royal Legation thanks by anticipation the Royal Ministry for what it will do in this matter and takes the occasion for renewing the assurance of his high consideration.

Translated by Sgt. Martore.

Rome 27 October I945.

5656

To the Royal Ministry of Foreign Affairs.

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

COPIA

LEGATION DE SUEDE

NOTE VERBALE

La Légation Royale de Suède présente ses compliments empressés au Ministère Royal des Affaires Etrangères et a l'honneur de porter à sa connaissance que la Compagnie d'aviation suédoise Aktiebolaget Aero_ transport aurait l'intention d'organiser un second voyage de Stockholm à Athènes avec escale à Rome environ le 17 novembre prochain, pour tran_ sporter les familles des membrese du personnal diplomatique suédois à Rome et à Athènes. Comme il n'y a pas un nombre suffisant de sièges disponibles en un seul avion pour transporter toutes ces personnes, la Compagnie prévoit qu'elle devra effectuer un troisième voyage au milieu du mois de décembre, jusqu'à Rome seulement.

Ces voyages entrepris pour le compte de l'Etat suédois n'ont aucun but commercial et représenteraient, s'ils pouvaient avoir lieu, une décharge considérable pour le trafic aérien existant. Il s'est d'ailleu démontré au cours du premier vol de la Compagnie de Stokholm à Athènes, que l'avion suédois emportait un personnel suffisant pour lui permettre de ne faire appel que dans une faible mesure, à l'aide du personnel du champ d'aviation.

La Légation Royale saurait gré au Ministère Royal de bien vouloir s'entremettre auprès des autorités compétentes afin d'obtenir les autorisations nécessaires au survol du territoire italien et d'at terrissage à Rome pour les deux voyages projetés.

La Légation Royale remercie d'avance le Ministère Royal po ce qu'il voudra bien faire en cette affaire et saisit l'occasion pou Lui renouveler les assurances de sa haute considération.

5554

0830

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

N O T E V E R B A L E

La Légation Royale de Suède présente ses compliments empressés au Ministère Royal des Affaires Etrangères et a l'honneur de porter à sa connaissance que la Compagnie d'aviation suédoise Aktiebolaget Aero_ transport aurait l'intention d'organiser un second voyage de Stockholm à Athènes avec escale à Rome environ le 17 novembre prochain, pour tran_ sporter les familles des membres du personnel diplomatique suédois à Rome et à Athènes. Comme il n'y a pas un nombre suffisant de sièges disponibles en un seul avion pour transporter toutes ces personnes, la Compagnie prévoit qu'elle devra effectuer un troisième voyage au milieu du mois de décembre, jusqu'à Rome seulement.

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La Légation Royale remercie d'avance le Ministère Royal po ce qu'il voudra bien faire en cette affaire et saisit l'occasion pou Lui renouveler les assurances de sa haute considération.

5554

Rome, le 27 Octobre 1945.

AU Ministère Royal des Affaires Etrangères,

R o m e

p. o. g.

Tarlucci

0831

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

98A

There is no Lorentz Beacon system at Ciampino airfield but a Radio Range.

Following are details :-

Identification "CM"

Frequency 236 Kcs

Magnetic Courses towards station : 069-"A", 159-"N", 249-"A", 339-"N" -

Distance to airfield 3 miles.

Magnetic course to field 156°.

Z Marker Beacons.

Radio Beacon at Ciampino.

Call sign "CM"

Frequency 290 Kcs

Continuous operation

HF/DF Station Ciampino.

Call sign "WURK"

Frequency 4595 Kcs

Latitude 41° 47' 25 "N

Longitude 12° 34' 00 "E

Continucus operation. QDMs and QUJs only.

Radio aids to navigation are available from the following station :-

Direction Finding on Medium Frequency, and Air to Ground communication for meteorological reports, arrival messages etc.

Torino	"IMM"	333 Kcs
Milano	"87J"	333 Kcs

5652

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

Z Marker Beacons.

Radio Beacon at Ciampino.

Call sign "CM"

Frequency 290 Kcs

Continuous operation

HF/DF Station Ciampino.

Call sign "WURK"

Frequency 4595 Kcs

Latitude 41° 47' 25 "N

Longitude 12° 34' 00 "E

Continuous operation. QDMs and QUJs only.

Radio aids to navigation are available from the following station :-

Direction Finding on Medium Frequency, and Air to Ground communication for meteorological reports, arrival messages etc.

Torino	"IMM"	333 Kcs
Milano	"87J"	333 Kcs
Venezia	"ILS"	333 Kcs
Bologna	"ILA"	333 Kcs
Treviso	"93L"	333 Kcs
Roma (Centocelle)	"IKO"	333 Kcs

5552

./.

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

/continued

Radio Beacons are available as follows :-

Torino	"TN"	320 Kcs	45° 5' N 7° 37' E
Milano	"MI"	421 Kcs	
Venezia	"VE"	421 Kcs	
Bologna	"BN"	421 Kcs	
Treviso	"TV"	320 Kcs	
Roma	"RM"	320 Kcs	

High Frequency Direction Finding available at :-

Elmas (Corsica)	"78Y"	4781 Kcs
Bologna	"70P"	4781 Kcs
Milano	"06Q"	4781 Kcs
Roma (Centocelle)	"18B"	4781 kcs
Torino	"02X"	4781 Kcs
Venezia	"94A"	4781 Kcs

Radio navigation facilities at all above mentioned stations are permanent with the exception of Ciampino, which is at present operated by the U.S.A.A.F. and ~~will~~ terminate when Allied military aviation is withdrawn.

5559

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

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

96A

LÉGATION DE SUÈDE

Telegram from Stockholm dated 5th November 1945.

Re your telegram third november. General Webster European division ATC now in Stockholm has given us permission carry out Rome flights as scheduled. Next flight will be tenth/eleventh November. ATC will provide petrol Ciampino but cannot arange groundorganisation.

signed/ Aerotransport.

5518

LÉGATION DE SUÈDE

95 A

Rome, November 5th 1945.

Dear General,

Referring to our conversation I beg to submit to you, with these lines, the request, on behalf of my Government, which I had the honour to address to you this morning.

As you are aware, a permit to land at Ciampino airport on October 21st last was granted in favour of a Swedish aircraft belonging to the Aerotransport Company of Stockholm. The aim of that flight was to bring a great quantity of medicaments offered by the Swedish Government to the Italian Red Cross and to transport from Athens members of the Swedish Red Cross delegation which has been working during the war to give assistance to the Greek population.

In order to facilitate the travelling to Italy of persons belonging to the Swedish diplomatic service on post in Rome and other Swedish nationals on official business; in order to transport further medical supplies offered to Italy; in order finally to avoid, in this way, too often repeated applications for seats on American military aircrafts, the Swedish Government would be extremely thankful for two further exceptional landing permits at Ciampino in favour of Swedish aircraft of the same type as the one which arrived at Rome on October 21st.

The first of these flights is intended to occur on Saturday next, November 10th. If I venture to address myself to you with this requests, at such a short notice, it is because a ./.

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

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Brig. General W.L. L e e ,
Allied Commission H.Q.,
R o m e

5646

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

Swedish plane would be available on that date, the number of Swedish aircrafts and pilots being very limited.

With the November plane would travel the former military attaché of the Rome Legation, Colonel Wester, who on account of circumstances in connection with the war has been unable to return to Rome before, where he has left some of his belongings, and Mr. Bengt Helger, Red Cross delegate going to Athens on official business in connection with the winding up of the Swedish relief activity in Greece.

The second flight applied for is intended to take place in the middle of December under the same conditions, and would bring to Rome four members of my household (my wife, two children and a nurse) and six members of the family of the Counselor of the Legation, Mr. de Cronebors (wife, four children and a nurse).

Further accommodations might be offered for the Norwegian Minister to Greece with family, since long waiting for an opportunity to join his post, and for five members of the Italian Legation in Oslo to reach Norway via Sweden.

I cannot tell you how much I would appreciate if you could see your way clear to help us to get the necessary landing permit and the fuel already for the 10th of November.

It is not very "elegant" to speak of what we are happy to do in Stockholm for our American friends in this connection. But you certainly know better than I do that American aircrafts arrive daily at the Stockholm airport and that 90.000 litres of gasoline imported on Swedish ships are put at the disposal of the ATC every

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

[illegible] places being very limited.

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The quantity of petrol and oil needed for each of the two flights referred to would be the same as on October 21st.

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

The aircraft which we hope to greet at Ciampino on Saturday is marked Se-BAH or Se-BAM and is of the type Boeing B 17. The plane would start in the morning from Stockholm and arrive in Rome in the afternoon.

Would it be preposterous on my part to ask you to let me know already to-morrow if, thanks to your intervention, the permit will be granted ? Stockholm must needs be informed before the 7th of November.

Thanking you a thousand times in advance,

I am,

Sincerely yours

For Lagerbey

P.S. I beg to repeat what I told you this morning, namely that a regular application through the Italian Foreign Office was made by Note dated October 27th last.

5645

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

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

94A

6AB/mje

PARIS, FRANCE
3 November 1945

SUBJECT: Use of Rome/Ciampino Airport by A.B. Aerotransport.

TO : Commanding General, Mediterranean Theater of Operations,
APO 512, U. S. Army.

1. Advice has been received informally from the Swedish Legation at Rome that the A.B. Aerotransport proposed to operate a twice-monthly service between Stockholm and Rome beginning in November. This matter was taken up with the A.B. Aerotransport who verify the fact that such an operation is being planned.

2. The facilities controlled by ATC at Rome/Ciampino will be made available to ABA on the basis of twice-monthly service provided that such service can be maintained without use of United States military personnel and provided no cost accrues to the United States Government as a result of the operation.

3. Mr. Florman, the president of ABA, has been advised that while this headquarters could authorize the use of ATC facilities, under the conditions stated, he would have to secure authorization from APHQ to fly over Italian territory. It was further pointed out to him that this office considered it essential that he also secure the acquiescence of the Italian Government through diplomatic channels.

4. It is requested that this office be advised of any action taken on the application of A.B. Aerotransport in order that appropriate instructions can be issued to the Commanding Officer of the 1419th AAF Base Unit at Ciampino.

FOR THE COMMANDING GENERAL:

HAL H. MCCORD
Colonel, GSC
Acting Chief of Staff

56 14

cc: American Embassy, Rome, Italy.
CO, 1419th AAF BU, MMAB-ATC, Rome, Italy.
Brig. General Lee, USA, Allied Commission
Hq, Rome, Italy.

Orig 2

0842

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

93 D

COPY

RESTRICTED

PRIORITY

SIGMED WEBSTER EURD ZERO FOUR THREE FIVE - PARIS

TO : ATC ROME

GRANTED IS AUTHORITY FOR SWEDISH ABLE BAKER AERO TRANSPORT TO USE CIAMPINO AIRPORT FOR TWICE MONTHLY COURIER FLIGHT BETWEEN STOCKHOLM AND ROME. YOU ARE AUTHORIZED TO FURNISH FUEL AND OIL FOR AIRCRAFT PD ALL TRANSPONTATION CMA MESSING AND GROUND HANDLING OF PASSENGERS WILL BE ACCOMPLISHED BY SWEDISH REPRESENTATIVES FROM LEGATION AT ROME PD GASOLINE AND OIL IN ACCORDANCE WITH INSTRUCTIONS OF ABLE TARE CHARLIE MEMORANDUM SIX FIVE DASH ONE THREE AND EURD RADIO ZERO NINE TWO ZERO WILL BE ISSUED

FILED...061138Z

RECD....070120Z

AACS....#2028-D

5643

0843

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

89A

From: Air Forces Sub Commission, H.Q. Allied Commission.

To: Mr. Malcom,
British Embassy,
Rome.

Ref: AFSC/39/AIR

B

Enclosed herewith is a report received from the Italian Air Ministry concerning a new airport at Santander which may be of interest.

D.H.C. SMITH F/LT
Air Vice Marshal
Air Officer Commanding

90 91 & 92A
on 62/Misc

5642

5641

0 8 4 4

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

89B

The New Airport at Santander.

Santander will soon have the best airport in Spain and one of the largest in Europe. It will be constructed by erecting among other things a sustaining dam from the Sierra di Parayas as far as the Maliano dock. The dam is cut at a certain point in order to allow access to the dock which is destined to become the seaplane base. The length of the dam is 2839 metres and the are of the dock under cover is 500 metres by 300. By means of this work an area will be made available of 5.200.000 square metres, that is equal to about that occupied by the urban area of Santander.

The alighting areas will be three with an over all depth of the port of six metres. Landing area number 2 faces in the direction of the clearest approaches which are those of the bay. Its length will be 2.200 metres and will be used for flights in when visibility is zero. Landing area number 1 corresponds to the winds from north west with an expanse of 2.000 metres. And finally there is the third one, 1.200 metres, for winds from the south west.

The quantity of earth to be used in the dam amounts to 410.119.734 cubic metres and the stone of the rocks used for reinforcement reaches 109.659.855 tons. A total of 26.997.736 tons of various qualities of cement and quicklime will be employed apart from the 3.548.780 cubic metres of eucalyptus wood for piles.

The total cost is estimated to be 80.530.342 pesetas which will be distributed in the following manner: dam - 13.996.932 pesetas; filling in of runways and drainage - 62.312.295 pesetas; dock - 2.711.616 pesetas; work on the Raos canal - 1.189.598 pesetas waterproofing Maliano dock - 350.000 pesetas.

Work will also be carried out to facilitate circulation and accommodation and two large buildings, one for the civil airport and one for the military airport will be erected.

5640

0855

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

REF H1098

SECRET

Air Force S/C M

87A

ALLIED FORCE HEADQUARTERS
Supreme Allied Commander's Secretariat

19 September 1945

MEMORANDUM FOR: Chief of Staff.

Subject: Italian Civil Aviation.

I. DISCUSSION

1. As a result of the communication at TAB A from the Chief Commissioner, Allied Commission, regarding future of Italian Civil Aviation, the matter was discussed at SAC (45) 4th Meeting on 23 August.

2. The cable at TAB B, requesting guidance from the Combined Chiefs of Staff was dispatched as a result of the discussion at that meeting. The reply from the Combined Chiefs of Staff (TAB C), stated that inasmuch as Italian Civil Aviation would likely be discussed at the Peace Treaty Negotiations now taking place in LONDON, no interim policy was considered necessary.

II. RECOMMENDATION

It is recommended that the Chief of Staff sign the letter to the Chief Commissioner (TAB D) informing him of the decision of the Combined Chiefs of Staff.

Signed

III. CONCURRENCE

The Secretaries, Mediterranean Allied Air Committee.

Kenney Sqn. Ldr.
for Wing Commander RAF
J H Alston
Lt Col AC

Robert T. Hanley

ROBERT T. HANLEY,
Major, G.S.C.,
Asst. Secretary to SAC.

5633

SECRET

150

0845

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

SECRET

19 September 1945

MEMORANDUM FOR: Chief of Staff.

Subject: Italian Civil Aviation.

I. DISCUSSION

1. As a result of the communication at TAB A from the Chief Commissioner, Allied Commission, regarding future of Italian Civil Aviation, the matter was discussed at SAC (45) 4th Meeting on 23 August.

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It is recommended that the Chief of Staff sign the letter to the Chief Commissioner (TAB D) informing him of the decision of the Combined Chiefs of Staff.

III. CONCURRENCE

The Secretaries, Mediterranean Allied Air Committee.

ROBERT T. HANLEY,
Major, G.S.C.,
Asst. Secretary to SAC.

5631

SECRET

0847

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

HEADQUARTERS ALLIED COMMISSION
Office of the Chief Commissioner
APO 394

SECRET

COPY

871

AFSC/39/AIR

25 July 1945

SUBJECT: Italian Civil Aviation.

TO : Supreme Allied Commander, Mediterranean Theater,
APO 512, U.S. Army.

A

1. Now that the war in Europe is over it is requested that consideration be given to amending the directive issued by you in your FX 25720 of 13 February 1945, copy to MAAF. That directive stated that Civil Aviation was not to be discussed with the Italians on the grounds that it would be impossible to find resources either in equipment or in suitably trained personnel without detriment to the war effort; and that until further notice the Italians should confine their air transport activities to the use of such aircraft of the Italian Air Force as may be approved for this purpose by the Air Forces Sub-Commission.

2. Under the direction of the Air Forces Sub-Commission, the Italian Air Force is now operating an Air Courier Service throughout Italy and to Sicily and Sardinia for the purpose of transporting Allied Commission, Allied, and Italian Government personnel on official business. Each Ministry of the Italian Government reimburses the Italian Air Ministry on an interdepartmental basis for passage furnished.

3. The future of Civil Aviation in Italy is, of course, not known at present, but several groups of individuals and firms, at least one of which operated pre-war air transport, are extremely interested in making plans providing a policy is laid down by the Allies. I have recommended in my memorandum "Future Policy Toward Italy", CC 1001 of 23 June 1945, that civil aviation domestically and in the Mediterranean should be encouraged.

4. A number of aircraft factories and considerable materials are available in Northern Italy at the present time. An attempt has been made to keep these factories busy by authorizing completion of unfinished transport/bomber aircraft, modified for use by the Italian Air Force Courier Services, and by the modification and repair of the similar aircraft based in southern and central Italy. Facilities remain for considerable increase in the output of these factories. A policy regarding civil aviation, if at all favorable, will surely result in reduction of unemployment in the aircraft industry and provide Italy with improved transport facilities when the Allies depart.

5534

SECRET

9859

0843

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

SECRET COPY

AFSC/39/AIR 25 July 1945.
Subject: Italian Civil Aviation.

5. An Allied Interim Policy without prejudice to anything the Peace Terms may lay down is recommended, and it is suggested that a letter substantially as follows be sent to the Italian Government:

"(a) If it is the desire of the Italian Government to prepare for future Italian Civil Aviation, the following interim policy which is published without prejudice to the provisions of the peace treaty, is for your information. This policy does not imply in any way, however, that action may be taken to commence operation of Civil Air Transport until further specific approval is obtained.

"(b) Your preparations should include the following provisions:

(1) For the present, at least, Civil Air Transport routes are to be restricted to the Mainland of Italy, to Sardinia and Sicily, and the water routes thereto, using only those airfields approved by the Allies.

(2) Governmental control of the air transport operation insofar as safety and economic stability are concerned is essential.

(3) The designs and specifications of the civil aircraft to be used must be approved, for the present, by the Allies. Military types, or those quickly convertible to military types are not considered suitable.

"(c) If desired, a limited amount of factory space and material can probably be allotted to the manufacture of civil type aircraft in Italy. Decision upon this question depends upon the availability of facilities over and above that required for the overall rehabilitation of Italy or for Allied military purposes."

/s/ ELLERY W. STONE
/t/ ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

5632

SECRET

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

87c

TOP SECRET
AFHQ MESSAGE CENTER

OUTGOING MESSAGE

TOP SECRET

B

NAF 1063

563

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

0850

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

W-64984

C

TOP SECRET

AFHQ MESSAGE CENTER

FILED: 151901Z TOP SECRET AFBC N 1654/15

PRIORITY

INCOMING MESSAGE

FROM: AGWAR FROM COMBINED CHIEFS OF STAFF (TOP SECRET MESSAGE)

TO : AFHQ TO ALEXANDER : INFO AMSSO TO BRITISH CHIEFS OF STAFF :

REF NO THIS MESSAGE: W 64984 15 September 1945

TOP SECRET

This message is FAN 617.

This answers your NAF 1063.

Matter of Italian Civil Aviation will probably be discussed in connection with Peace Treaty Negotiations which are NOW in progress. In view of imminence of conclusion of those negotiations, NO interim policy is considered necessary.

C

NOTE: NAF 1063 REF NO FX 38561 MC OUT 7281 26/8/45 SACS

ACTION: SACS

INFORMATION: G-3 G-5 RAF AAF/MTO CINC MED USN C/S MTO RESMIN CAO USPOLAD

MC IN 8349 15 SEPTEMBER 45 2300B REF NO W 64984 em/X

5628

TOP SECRET COPY NO.

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

0851

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

SECRET

87E

19 September 1945

SUBJECT: Italian Civil Aviation.

TO : Chief Commissioner, Allied Commission.

1. Reference is made to your letter to the Supreme Allied Commander dated 25 July 1945, on the subject of Italian Civil Aviation.

2. You will recollect that this matter was discussed at the Supreme Allied Commander's Conference on 23 August - SAC (45) 4th Meeting, minute 7 refers. As a result a signal was dispatched to the Combined Chiefs of Staff asking for guidance on certain factors which, having a direct bearing on the terms of the Peace Treaty, must be taken into account in determining any interim policy for Italian Civil Aviation.

3. A reply has now been received that the matter of Italian Civil Aviation will probably be discussed in connection with the Peace Treaty negotiations now in progress. In view of the imminence of the conclusion of these negotiations, the Combined Chiefs of Staff do not consider any interim policy to be necessary on this subject.

4. You can, at your discretion, inform the Italian authorities as to the gist of the above.

By Command of Field Marshal ALEXANDER:

W. D. MORGAN,
Lieutenant General,
Chief of Staff.

5624

SECRET

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

869

From: [illegible]

To: [illegible]

Date: 15th October 1945.

Ref: 3240/Ops/AUS.

56A

REPATRIATION OF PRISONERS OF WAR AND INTERNEES.

Reference to your letter No. 3240/Ops/AUS dated 5th October 1945.

2. [illegible] the Japanese have been informed about the Potsdam proclamations after which [illegible] and use of their armed forces organised. However, should this decision be reversed Japanese [illegible] communications would be made [illegible] and would [illegible] of such decision would be informed.

3. It is proposed that responsibility for [illegible] of the aircraft to be used with the Japanese [illegible] which the evacuation of the internees would be wholly in accordance with U.S.A. and U.K. procedure.

H 904
22/10

39/Air

for: [illegible]
Major General,
for Chief Secretary,
Allied Land Forces.

5624

0853

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

Air s/c

85A

RESTRICTED

FM II/FI/475
OCT AFT

G/1178
OCT 16 1830A
ROUTINE

H. VANCIX RED INFO MCAK RSO FIN OFFICE
H. SECOM SOE AFIN

CAT to wire

19A

RESTRICTED

Ref your 6991 and 6852. Funds of ILA LIT 5 IA were ordered unblocked 4 October and action has been taken. Relax.

ALLIED FORCES SUB-COMMISSION
G 2 Sec
OCT 17 1945
SECRET CODE
3 Pages

HEADQUARTERS
17 OCT 1945
A

Distr

Action - Finance Sc
Info - Chief Commissioner
Econ Sec 2
Air SC
File 2 Floor

RESTRICTED

Note: Finance S/c Secret Wire 6991 to Vienna at own request as the Prefect complained to the Italian Ministry of Finance 5822 no action had been taken up to 5th October. In view of the Secret word of this signal I take it that there has also been a flap in the north. Air s/c to see

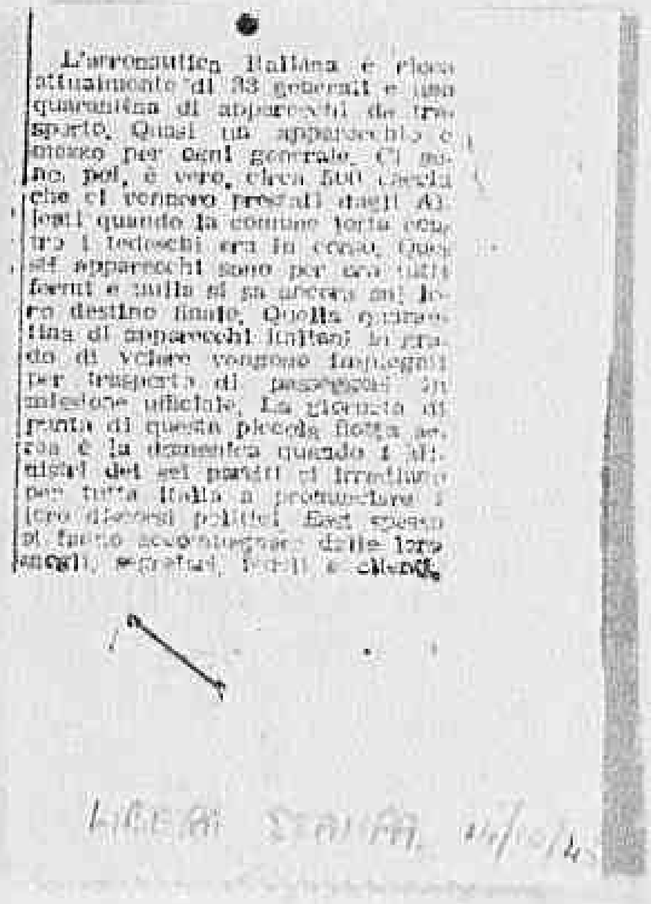
0854

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

8L/A

"LIBERA STAMPA": extract of 14/10/45

The Italian Air Force has at present as many as 33 Generals and 40 Transport aircraft - Almost 1¼ aircraft to each General. There are also, it is true, about 500 fighters which were lent to us by the Allies when the common strife against the Germans was in progress. These aircraft are at present all being held up, and it is not yet known what the outcome will be. The 40 Italian aircraft which are fit for flying are used for the transportation of passengers on official business. The heyday for this little air-fleet is on Sunday when the Ministers of all 6 Parties spread themselves all over Italy in order to hold their political discourses. They often take with them their wives, secretaries, followers and clients.



LIBERA STAMPA 14/10/45

File 39/Air

Another irresponsible comment, make no
a grain of truth in the last sentence if what we
are aware including the Chief Commissioner.
No action.

19/10

5627

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

83A

HEADQUARTERS ALLIED COMMISSION
Office of the Chief Commissioner
APO 394

CONFIDENTIAL

Ref: 8506/EC.

9 October 1945.

Dear Dr. Cevolotto,

The problem of Civil Aviation in Italy has recently been considered at Allied Force Headquarters and the Combined Chiefs of Staff.

A reply has now been received that the matter of Italian Civil Aviation will probably be discussed in connection with the Peace Treaty negotiations now in progress. The Combined Chiefs of Staff, therefore, do not consider any interim policy to be necessary on this subject.

Very truly yours,

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

Doctor M. Cevolotto,
Ministry for Air,
Italian Government,
Rome.

10/10 H 610

39/Air 5514

Copy to: Air Forces Sub-Commission.

12/10 W.C.

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

829

To:- Mediterranean Allied Air Commands Secretariat.

From:- Air Force Sub-Commission, Allied Commission, Rome.

Dated:- 6th October, 1945.

Ref:- MAAC/A.245/AIR.

76A

PURCHASE OF ITALIAN CIVILIAN AIRCRAFT.

Reference is made to your AC/S/39/AIR dated 2nd October, 1945.

2. This matter is still under consideration by the Supreme Allied Commanders' Committee, who were pressed for an answer by the Combined Chiefs of Staff. A reply can be given to you very shortly.

Maxwell Fisher.

(MAXWELL FISHER)
Wing Commander,
for The Commission,
Mediterranean Allied Air Commands.

DD It might be best to hold up enquiry
KEIAD (Kitzmiller interested parties) until
the principle matter is settled, provided the
delay is not too long.
11/10.

H.623
11/10
SUB-COMMISSION
CASERTA
CONTROL COMMISSION

5615

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

9/K/27m

81 A

From :- Air Forces Sub Commission,
c/o A.M.G. Venezia Region, PADOVA.

To :- Air Forces Sub Commission,
Headquarters, Allied Commission, ROME

Date :- 6th October 1945

Ref. :- AFSC/12/INT

CIVIL AVIATION

Herewith a copy of letter from the Comitato di Liberazione Nazionale addressed to the Regional Commissioner, A.M.G., Venezia Region, Brig. Dunlop requesting the possibility of obtaining Allied aircraft for commercial use.

2. It has been pointed out to the Regional Commissioner that, for the time being at least, the possibilities are virtually nil, as civil aviation in Italy no longer exists.

R T James

F/O R.T.JAMES
for LIAISON OFFICER
AIR VICE MARSHAL
AIR OFFICER COMMANDING

Copy to AFSC Milan

AIR FORCES - COMMISSION - ROYAL - SUB - PADOVA

H.552
8/10 and
39/Air/5..1:

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

PROVINCE OF PADOVA
COMMITTEE OF NATIONAL LIBERATION
Via S. Francesco 9 - Tel. 23.751 - 24.424

Ref. No. 1912/SP Padova 25/9/1945

General Dunlop
Regional Governor
Padova

As a result of our telephone conversations, I permit myself to write you the following:

Industrial and commercial interests in Padova are desireous of contributing for the establishment of an airport and relative air services so as to increment commercial and industrial activites of the province of Padova.

Funds necessary for the purchase and activation of the airport, already chosen in a location very close to Padova, are on hand.

However, before putting the plan regarding the airport into execution, it is necessary to be sure that we can have at least four (4) aircraft.

Therefore, we request your intervention to enable the industrial and commercial interests of Padova to obtain at least four (4) two-engine Allied bombardment aircraft.

Certain that your intervention will obtain tangible results, we thank and salute you.

The President of the Provincial Committee

Dr. Mario Saggin

561

0859

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

8/B

PROV CIA DI PADOVA
COMITATO DI LIBERAZIONE NAZIONALE
Via S. Francesco 9 - Tel. 23.751 - 24.424

Prot. N° 1912/SF Padova 25/9/1945

Signor
Generale Dunlop
Governatore Regionale
Padova

A seguito dei nostri colloqui telefonici mi permetto per iscritto dirle quanto segue

Il ceto industriale e commerciale di Padova è disposto a concorrere per la fondazione di un campo di aviazione e quindi dei relativi servizi aerei onde incrementare l'attività commerciale e industriale della provincia di Padova.

I fondi necessari per l'aquisto e per l'attivazione del campo d'aviazione, gia scelto in località vicinissima a Padova, sono gia a disposizione.

Va da sè che prima di mettere in esecuzione il piano riguardante il campo d'aviazione, occorrerà essere sicuri di poter avere almeno 4 mezzi di trasporto aereo.

E' perciò che si chiede l'intervento della S.V. ill ma per far ottenere al ceto industriale e commerciale di Padova, almeno 4 bimotori Alleati di bombardamento.

Sicuri che l'intervento della S.V. otterrà risultati tangibili ,si porgono vivi ringraziamenti e distinti saluti

Il Presidente del Comitato Provinciale
Dott.Mario Saggin

5610

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

801

CASERTA

October 5, 1945

384

Clear, Tel.

October 5, 4 pm

56A

To Air Force Sub-Commission, Allied Commission.

Reference your Communication to MAAC, September 5, 1945, (AFSC-39-Air) concerning purchase of suitable aircraft for Archbishop Antony Riberi, U. S. Embassy, Rome, has now informed us that the matter can be dropped since the Vatican no longer considers it expedient at this time. You may wish to communicate this view to AFHQ.

(No Signauture)

fg

CC - AC

H 517
6/16/51
39/Mi.

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

FIA

Air Forces Sec

SECRET REGIDO

6452 2 October 1945 RESTRD.

UNCLASSIFIED TO
CODA CES PD AIR FACTS SUA COMPLEGED ACELS TEXT INCORRECT TOLMET
RADIO COMUNICATIONS ALA LETTONIA USA WRITES PD
PAGE TO ARE VERBATIM RECORD NOT DAY MEN NO ALSOS OTH ACHTS PAPER
PAGE TWO PD TOO AMOUNT TRANSCRIBE TELEGRAM ALS AIRWAYS OFF ALA LETTONIA
ES PAPER OF VOLUME

File - 39/A.R
5607

RTDARCE S/C
L73603

C.J. ZIGLER
Capt., USA, Asst. Adjutant.

Record Copy to Replace Unstable Original
Property of the National Archives

MAP

Air Forces

VENEZIA REGION

6452 2 October 1945 ROUTINE

UNCLASSIFIED PD

PARA ONE PD AIR FORCES SUB COMMISSION ADVISE THAT INGEGNERE TOLOMEI MANDATO COMMISSIONER ALA LITTORIA CMA VENICE PD

PARA TWO PD YOU SHOULD THEREFORE UNBLOCK ALL ACCOUNTS OF ALA LITTORIA IN FAVOR OF TOLOMEI

File - 39/AHR

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

VENEZIA REGION

6452 2 October 1945 ROUTINE

UNCLASSIFIED FD

PARA ONE FD AIR FORCE SUB COMMISSION ADVISE THAT INGEGNERE TOLOMEI

NAMED COMMISSIONER ALA LITTORIA QMA VENICE FD

PARER TO ADD VENEZIA REGION FOR REG FROM HQ ALIED CITE ACFIN PARER

PARA TWO FD YOU SHOULD THEREFORE UNBLOCK ALL ACCOUNTS OF ALA LITTORIA

IN FAVOR OF TOLOMEI

File - 38/AHR
5607

FINANCE S/C

478604

G.J. LOOMIS
CWO, USA, Asst. Adjutant.

4/12

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

0864

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

78A

From: Air Forces Sub Commission, A.C.

To : Civil Affairs Section, A.C.

Date: 5th October, 1945.

Ref : AFSC/33/Air.

728

CIVIL AVIATION IN ITALY.

1. Reference is made to your memorandum under reference AC/14057/P3 dated Sept 1945 and to para 4 of the letter attached to this memorandum.

2. It is generally known that Civil Aviation has not been allowed in Italy since the armistice, but in view of the fact that your representative at Vercelli has not received any specific instructions on the subject, may the regulations be notified to all your representatives in Italy.

3. It is of course the responsibility of the Italian Government through the Air Ministry and police to see that this term of the armistice is complied with, but it is also essential that all Allied officers concerned with the administration of Italy are aware of the regulations.

WNB

W/Cdr.
AIR.I.

5605

0865

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

77A

FROM : AIR FORCES SUB COMMISSION A.C. ROME
TO : ITALIAN AIR MINISTRY
DATE : 4TH OCTOBER 1945
REF. : AFSC/827/ENG
39/Air

TRIALS OF ORTHOPTER.

See 837/5

Reference is made to your letter 3/706/Cost dated 18th September 1945 on the s/m subject. This Sub Commission has no objection to the proposed trials of the Orthopter and would be interested in sending a representative to observe the trials when they begin. This should not be construed however as implying that the Allies take any responsibility for sponsoring the project.

W.M. Bisdee W/C.

W.M.BISDEE W/C
AIR VICE MARSHAL
AIR OFFICER COMMANDING

837/5

5603

0866

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

767

FROM : AIR FORCE SUB COMMISSION, ALLIED COMMISSION, ROME.

TO : MEDITERRANEAN ALLIED AIR HEADQUARTERS HEADQUARTERS.

DATE : 2ND OCTOBER 1945.

REF. : AF.S/59/AIR.

56 A

PURCHASE OF ITALIAN CIVILIAN AIRCRAFT

Information is desired as to what action has been taken on letter, this headquarters, same file and subject as above, dated 6th September 1945, in which request was made by Prohibition Military Mission, Head of Welfare Section of the Apostolic Nunciature for the Victims of War, to purchase and fly Italian civilian Aircraft in Italy.

WILLIAM L. LEE
Brigadier General, USA
Deputy Director

5602

0867

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

751

OUTGOING MESSAGE

From AIR FORCES SUB COMMISSION HEADQUARTERS ALLIED COMMISSION
TO AIR FORCES SUB COMMISSION C/O AMG VENEZIA REGION
REPEATED AIR FORCES SUB COMM C/O AC LOMBARDIA REGION

AFSC/ CONFIDENTIAL 030920 OCTOBER JAMES FROM PEARCE
YOUR AFSC 19 DATED 20/9 . PERMISSION HAS NOW BEEN OBTAINED FOR ALA LITTORIA FUNDS TO BE UNBLOCKED IN FAVOUR OF DOTTORE TOLOMEI AND FINANCE SUB COMMISSION AT THIS HEADQUARTERS ARE SIGNALLING NECESSARY AUTHORISATION TO THEIR OFFICE AT AMG XII REGION . HENCEFORTH YOU SHOULD NOT (R) NOT INTEREST YOURSELF FURTHER IN THIS MATTER AS IT HAS NOW PASSED OUT OF THE HANDS OF THIS SUB COMMISSION.

T.G.N. PEARCE W/CDR
AIR VICE MARSHAL
AIR OFFICER COMMANDING

PRIORITY IMPORTANT

5601

0268

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

7447

From: Air Forces Sub Commission, H.Q. Allied Commission.

To: Italian Air Ministry.
Copy to: Ministero delle Finanze,
Divisione VI De/Mob.

Date: 3rd October 1945.

Ref: AFSC/39/AIR

Liquidation of the Ala Littoria Company.

1. Reference is made to the following letters from the Air Minister: 27896/5117Coll. dated 15th September; 28732/52000oll. dated 22nd September; and 28710 dated 24th September regarding the unblocking of the ex- "Ala Littoria" funds.

2. As a result of the agreements reached between the Ministry of Finance, the Prefect of Venice and the R. Aeronautica whereby the appointment of Ing. Dott. TOLOMEI as Liquidating Commissioner for the ex Ala Littoria Company is unanimously approved, authorisation for the unblocking of the aforementioned funds in favour of Dott. Tolomei has this day been signalled to the Regional Finance Officer at Venice by the Finance Sub Commission of the Allied Commission.

3. So far as the Air Forces Sub Commission is concerned, the matter would now appear to be satisfactorily concluded.

T.C.N. PEARCE W/CDR
AIR VICE MARSHAL
AIR OFFICER COMMANDING

Copy to: Finance Sub Commission

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

T3A
(c)

FROM : ITALIAN AIR MINISTRY, MINISTER'S CABINET.
TO : A.F.S.C. A.C. ROME.
DATE : 22. Sept. 45.
REF. : 28732/5200 Coll.

650

SETTLING UP OF "ALA LITTORIA" COMPANY.

Further to our letter ref. No 27396 dated 15.9.45.

The Prefect of Venice has informed this Ministry of the nomination of Eng. TOLOMEI as a directing liquidator of the "Ala Littoria" Company, and has explained that, contrary to the assurances received, the Regional Finance Office in Venice opposes the release of the funds necessary for the liquidation of the personnel of the above mentioned Company. This release cannot be made if it is not authorized by your Sub Commission.

You are earnestly asked to kindly request the Regional Finance Office for the authorization of the release and facilitate as much as possible the work of the above mentioned Commissioner.

(s) THE MINISTER.

A12
34/1

5599

73A

Roma, 22 SET. 1945 19

Ministero dell'Aeronautica

GABINETTO DEL MINISTRO
SEGRETERIA

Prot. N.° 26132 / 5200 Coll. Allegati

All'SOTTOCOMMISSIONE AERONAUTICA
A.C.
(tramite Uff.Collegamento)
ROMA

Risposta al f. del
Div. Sez. N.°

OGGETTO Sistemazione Società " ALA LITTORIA ".=

Si fa seguito al foglio dello scrivente n.27396 del 15.9.1945.

2. Il Prefetto di Venezia ha notificato a questo Ministero la nomina dell'Ing.TOLOMEI a Commissario liquidatore della Società " ALA LITTORIA ",ed ha fatto presente che, contrariamente alle assicurazioni ricevute, la Regional Finance Office di Venezia si oppone allo sblocco dei fondi occorrenti per la nota liquidazione del personale già appartenente alla predetta Società, sblocco che non può avvenire se non autorizzato da codesta A.F.S.C.=

3.= Per quanto sopra, si prega vivamente di intervenire con cortese sollecitudine presso la citata Regional Finance Office, affinché sia autorizzato il suddetto sblocco di fondi e sia agevolata nel miglior modo possibile l'opera nel sunnominato Commissario.=

IL MINISTRO

5398

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

GABINETTO DEL MINISTRO
SEGRETERIA

A.C.
(tramite Uff.Collegamento)
ROMA

Prot N.° 25733 / 5200 Coll. Allegati

Risposta al f° del
Div. Sez. N.°

OGGETTO Sistemazione Società " ALA LITTORIA ".=

Si fa seguito al foglio dello scrivente n.27396 del 15.9.1945.

2. Il Prefetto di Venezia ha notificato a questo Ministero la nomina dell'Ing.TOLOMEI a Commissario liquidatore della Società " ALA LITTORIA ",ed ha fatto presente che, contrariamente alle assicurazioni ricevute, la Regional Finance Office di Venezia si oppone allo sblocco dei fondi occorrenti per la nota liquidazione del personale già appartenente alla predetta Società, sblocco che non può avvenire se non autorizzato da codesta A.F.S.C.=

3.= Per quanto sopra, si prega vivamente di intervenire con cortese sollecitudine presso la citata Regional Finance Office, affinché sia autorizzato il suddetto sblocco di fondi e sia agevolata nel miglior modo possibile l'opera del sunnominato Commissario.=

IL MINISTRO

5398

ISTITUTO POLIGRAFICO DELLO STATO

0871

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

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

72A

HEADQUARTERS ALLIED COMMISSION
Civil Affairs Section
APO 394

AC/14057/PS. September, 1945

SUBJECT : Illegal use of aircraft

TO : Air Force Sub-Commission

REF. : 14057/PS your AFSC/39/Air. 27-8-45.

72B

1. Attached copy of statement from AMG official who authorized illegal flight is presented as requested.

M. CARR,
Brigadier,
VP CA Section.

5597

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

HEADQUARTERS ALLIED COMMISSION
Civil Affairs Section
APO 394

AC/14057/PS. September, 1945

SUBJECT : Illegal use of aircraft

TO : Air Force Sub-Commission

REF. : 14057/PS your AFSC/39/Air. 27-8-45.

1. Attached copy of statement from A G official who authorized illegal flight is presented as requested.

M. Carr Brigadier

M. CARR,
Brigadier,
VP CA Section.

559

0874

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

728

COPY

VE/PS/P 8

19 Sept.

To Regional Police Officer; AMG, Piemonte.
for Public Safety Sub-Commission, AC.HQ.

Subject Illegal use of aircraft

1. Reference attached copy letter AC/14057/PS dated 3rd Sept. 45 it is admitted that a permit was given to the Prefect of Vercelli to use a civilian aircraft for the journey Vercellu to Rome, after consulting with my Provincial Commissioner as to the advisability of allowing this form of travel and in view of the necessity of allowing the Prefect a speedy means of returning to his duties, and further in view of the applicants infirmity.

2. This journey is the only flight that has been authorised by this Office and the aircraft kept at Vercelli have so far as is known, not been used by any other AMG officer or civilian. It is known that these planes were used by the British Mission Officers prior to the arrival of AMG in this Province, and later they were used by observation pilots of the USArmy 1st Armoured Division.. Since these units left the firm operating these craft have been unable to obtain petrol even for test flights.

3. In the case of the Prefect the Petrol used was from the allocation made to the Prefettura and by the rate of consumption was more economical than if the Prefect had used his car.

4. Pending receipt of specific orders on civilian flying instructions have been given to the aircraft firm that no flights will be made without prior authority of this office, but it is known that this firm have no petrol and are not included in any allocation from the local Chamber of Commerce.

5597

F. Scaife Capt
PPSO VERCELLI

0875

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

COPY

VE/PS/P 8 19 Sept.

To Regional Police Officer; AMG, Piemonte.
for Public Safety Sub-Commission, AC.HQ.

Subject Illegal use of aircraft

1. Reference attached copy letter AC/14057/P3 dated 3rd Sept. 45 it is admitted that a permit was given to the Prefect of Vercelli to use a civilian aircraft for the journey Vercelli to Rome, after consulting with my Provincial Commissioner as to the advisability of allowing this form of travel and in view of the necessity of allowing the Prefect a speedy means of returning to his duties, and further in view of the applicants infirmity.

2. This journey is the only flight that has been authorised by this Office and the aircraft kept at Vercelli have so far as is known, not been used by any other AMG officer or civilian. It is known that these planes were used by the British Mission Officers prior to the arrival of AMG in this Province, and later they were used by observation pilots of the USArmy 1st Armoured Division.. Since these units left the firm operating these craft have been unable to obtain petrol even for test flights.

5991

3. In the case of the Prefect the Petrol used was from the allocation made to the Prefettura and by the rate of consumption was more economical than if the Prefect had used his car.

4. Pending receipt of specific orders on civilian flying instructions have been given to the aircraft firm that no flights will be made without prior authority of this office, but it is known that this firm have no petrol and are not included in any allocation from the local Chamber of Commerce.

F. Scaife Capt
PPSO VERCELLI

0815

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

file 71A

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

TO: ITALIAN AIR MINISTRY.

DATE: 25TH SEPTEMBER, 1945.

REF: AFSC/39/AIR.

Whilst in MILAN on the 14th September GENERAL BIFFI asked for permission for certain boys to form Glider Groups. On the grounds that glider flying, although not consuming petrol, is Civil Aviation, and because I could not give permission without reference to M.A.A.C, who would be unlikely to authorise Glider Groups, I had to refuse permission for the formation of these Glider Groups, especially in view of the more important matters before us.

2. However, if and when Civil Aviation is allowed to the Italians, you may consider it desirable to raise the matter again.

I.E. BRODIE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

D.D.
S.S.O.W.A.B.
S.I.O.

5384

0877

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

70 A (c)

TRANSLATION

Ministry of Finance

Divisione VI De.Mob. Rome. 1st October, 1945.

Ref: 101031

Replying to 26/9/45
from AFSC.

To: H.Q. Allied Commission,
AFSC. ROME.

Subject: Society for Az. Ala Littoria and Italian Transcontinental Air Lines (L.A.T.I.). Release of Society funds.

Referring to letter AFSC/39/AIR of 26th September from your Sub Commission, this Ministry agrees to the nomination of Ing.Dott. TOLOMEI as commissioner for the extraordinary administration of the "Ala Littoria" society with HQ at Venice, resulting from the amalgamation of Ala Littoria (formerly Ala Italiana) and L.A.T.I.

Therefore, with reference to our previous letter 100962 of 25th September, it is requested that the Regional Finance Officer in Venice be urgently advised to release the funds in question.

Signed: The Minister.

5384

0878

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

Ufficio 5 5787

PA

MINISTERO DELLE FINANZE

70A

Direzione Generale
del Demanio Pubblico del Demanio Mobiliare
~~Privato e Patrimoniale dello Stato~~

Risposta Divisione VI De.Mob.
Prot. N° 101031 *Allegati*
Risposta al foglio 26/9/1945
Div. A.F.S.C./39/A.I.R.
OGGETTO Soc.per Az. Ala Littoria e Linee Aeree Trascontinentali Italiane(L.A.T.I.)- Sblocco fondi sociali.-

Roma, 1 OTT 1945

Al L'H.Q.ALLIED COMMISSION
Air Forces Sub Commission
R O M A

In relazione alla lettera A.F.S.C./39/A.I.R. in data del 26 corrente di codesta Sub Commission, si significa che questo Ministero gradisce la nomina dell'Ing. Dott.Tolomei a Commissario per la straordinaria amministrazione della Società "Ala Littoria" con sede a Venezia, risultante dalla fusione dell'Ala Littoria (già Ala Italiana) e della L.A.T.I.

Pertanto, con riferimento alla precedente nota n°100962 del 25 c.m., si rinnova la preghiera di voler interessare, con cortese urgenza, il Regional Finance Officer in Venezia per lo sblocco dei fondi di che trattasi.

p. IL MINISTRO

538

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

69A (c)

IL MINISTRO DELL'AGRICOLTURA. ROMA.

24th September, 1945.

Dear AVR

N/T 69B

Further to my letter No.29732 dated 22nd September, I am again writing in order to enclose a copy of a telegram that I have received from the C.C. 2nd Z.A.T. in which the A.F.S.C. is asked to intervene in order that the ex "Ala Littoria" funds be released to the executor M. TOJETTI nominated by the Prefect of Venice.

I would be most grateful, if you could authorise this release, so that the present situation which has existed so long can be clarified.

Yours etc.

M. CEVOLOTTO.

5384

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

TEXT OF TELEGRAM. C I

6 7 B (E)

1504/C. Acrozona (.) Doctor Firenzi and Col. Di Robelan called at the Finance Office Padova but were unable to obtain release of Ala Littoria funds because A.F.H.C. Rome has not conceded up to now the necessary authorization and as a matter of fact Venice has recently confirmed the refusal of this release to the Allied Office Venice inspite of the executor having been nominated. Urgent that permission be obtained by telegram from A.F.H.C. Rome that the release take place in order that difficult Ala Littoria personnel situation is not aggravated and that the executor be not handicapped in carrying out his work. Col Porta.

IL MINISTRO DELL'AERONAUTICA

Roma, li 24 SET. 1945

69A

28710

Caro Maresciallo

Faccio seguito al foglio n.28732, in data 22 corrente, per trasmettere copia di un telegramma che ho ricevuto dal Comandante la 2ª Z.A.T., con il quale viene sollecitato l'intervento della A.F.S.C. per lo sblocco dei fondi della ex "Ala Littoria", a favore del Commissario nominato da Prefetto di Venezia nella persona dell'Ing. Telomei.

Le sarei molto grato, Sig. Maresciallo, se volesse impartire gli ordini per lo sblocco in questione, in modo da regolarizzare la situazione che si trascina da diverso tempo, e La ringrazio vivamente.

Con i miei saluti.

5382

AIR VICE MARSHAL
I.E. BRODIE - O.D.E.
Air Officer Commanding (Director)
Air Forces Sub Commission - A.C.
R O M A

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

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

Copia

T E L E G R A M M A

Padova 20 sett. 1945 698

GABAMREO - ROMA -

1504/S ABROGNA PUNTO DOTTOR PIROZZI RECATOSI CON COL. DI ROBILANT FINANZE UFFICIO PADOVA NON OTTENUTO SBLOCCO FONDI ALA LITTORIA PERCHE' AFSC ROMA NON HA CONCESSO FINORA NECESSARIA AUTORIZZAZIONE ET ANZI RECENTEMENTE CONFERMATO VENEZIA RECENTEMENTE CONFERMATO RIFIUTO SBLOCCO AL COMPETENTE UFFICIO ALLEATO VENEZIA LALGRADO NOMINA COMMISSARIO PUNTO URGE FAR PERVENIRE DA AFSC ROMA DISPOSIZIONE SBLOCCO SUDDETTO MEZZO TELEGRAFICO PER NON AGGRAVARE DIFFICILE SITUAZIONE PERSONALE ALA LITTORIA ET RENDERE POSSIBILE FUNZIONAMENTO GESTIONE COMMISSARIALE PUNTO COL. PORTA

C. C.

5581

0283

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

684

From: Air Forces Sub Commission, H.Q. Allied Commission.

To: Ministero delle Finanze, Direzione Generale.
Copy to: Italian Air Ministry.

Date: 26th September 1945.

Ref: AFSC/39/AIR

Release of Funds - Ala Italiana.

67A

1. We are in receipt of your letter from Divisione VI^a Do/Mob., reference 100962 dated 25th September 1945, requesting that this Sub Commission authorise the release of funds belonging to Ala Littoria and LATI which are at present held in blocked account in the north of Italy.

2. Upon receipt by us of confirmation from your Ministry that Ing. Dott. TOLOMEI is agreeable to you as Liquidating Commissioner for these firms, we shall be pleased to signal the Regional Finance Officer in Venice authorising him to unblock these funds in favour of the aforementioned Dott. TOLOMEI.

3. It is requested that this matter be treated as urgent.

T.G.N. PEARCE W/CDR
AIR VICE MARSHAL
AIR OFFICER COMMANDING

5538

TRANSLATION

67 A
(c)

Ministero Delle Finanze
Direzione Generale

Rome 25th September,
1945.

Divisione VI^ De/Mob.

Ref: 100962

To:
Allied Commission,
AFSC.

Subject: Soc. for Az.
Ala Litoria and Trans-
Continental Italian
Air Lines (L.A.T.I.)
Release of funds.

Copy to:
Air Ministry,
Direz.Gen.Civil Aviation
and T.A. ROME.

It is the object of this Ministry that the above-mentioned societies should have full control of their own funds which are in the Istituti Bancari dell'Alta Italia in order, among other requirements, to pay the wages which are still being withheld from their employees.

Your Sub-commission is requested, therefore, to send a communication (possibly by telegraph) to the Allied Finance offices of Venice (Financial officer: Capt.Sraser) authorising the release of the said funds, pointing out that the following representatives of the societies are those concerned with the various departments:

Comm. Alfonso PIROZZI	- President of L.A.T.I.
Rag. Luigi GAGLIARDI	- President of the Board of Trustees of L.A.T.I.
Dott. Gino STEFANINI	- Administrative Director of ALA ITALIANA (formerly Ala Litoria).

A note of confirmation would be appreciated.

5379

(Sgd) .....(illegible)

The Minister.

Declassified E.O. 12356 Section 3.3/NND No. 778017

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

GA

MINISTERO DELLE FINANZE

Direzione Generale
del Demanio ~~e Debito~~ ~~del Tesoro~~ ~~e Ragioneria~~
~~e Patrimonio dello Stato~~

Mod. 1 67A

Roma, 25 SET 1945

Divisione VI^a De/Mob.
Prot. N° 100962 Allegati
Risposta al foglio
Div. N° N°

OGGETTO: Soc.per Az.Ala Littoria e Linee Aeree Transcontinentali Italiane (L.A.T.I.) Sblocco fondi sociali.

All'ALLIED COMMISSION
Sub Commission Air Force
R O M A

e per conoscenza:
AL MINISTERO DELL'AERONAUTICA
Direz.Gen.le Aviazione Civile e T.A.
R O M A

Interessa a questo Ministero che le Società indicate in oggetto abbiano la piena disponibilità dei propri fondi sociali esistenti presso gli Istituti Bancari dell'Alta Italia al fine, tra l'altro, di pagare le spettanze anche arretrate al dipendente personale.

Si prega, pertanto, codesta competente Sottocommissione di voler impartire, possibilmente per via telegrafica, all'ufficio Finanziario Alleato di Venezia (Financial Officier :Cap. Sraser) le opportune istruzioni per lo sblocco dei fondi di che trattasi, facendo presente che sono stati interessati per il compimento delle relative operazioni i seguenti rappresentanti delle Società:

Comm. Alfonso Pirozzi - Presidente della L.A.T.I.;

Rag. Luigi Gagliardi - Presidente del Collegio Sindacale della L.A.T.I.

Dott. Gino Stefanini - Direttore Amministrativo dell'Ala Italiana (già Ala Littoria).

5578

./.

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

Sara gradito un cortese cenno di assicura-
zione.

IL MINISTRO

0887

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

RD NR 1 BECKWITH 0239 0000 RR

LRKB V METO NR 142 IMMEDIATE

QVR1

FROM AIR FORCES SUB COMMISSION C/O AMG VENEZIE REGION / 20/9

TO AIR FORCES SUB COMMISSION HEADQUARTERS ALLIED COMMISSION ROME

INFO ~~AFSS~~ AFSC ALLIED COMMISSION LOMBARDIA REGION MILAN

BT

AFSC/19 CONFIDENTIAL

FROM JAMES TO W/C B I S D E E (.) REFERENCE YOUR AFSC/39/AIR DATED 27TH AUGUST 1945 (.) ESSENTIAL THAT COLONAL H O W E L L REGIONAL FINANCE OFFICER AMG REGION XII BE INFORMED OFFICIALLY BY FINANCE COMMISSION ALLIED COMMISSION ROME OF NAME OF NEW COMMISSIONER NOMINATED TO LIQUIDATE THE ALA LITTORIA (.) NAME OF PERSON NOMINATED IS DOTTORE TOLOMEI BUT ESSENTIAL COLONEL HOWELL BE INFORMED BY HIS SECTION IN ROME (.) ESTIMATED BY SIGNOR ~~Colonel~~ PIROZZI OF AIR MINISTRY ROME THAT MONEY FOR LIQUIDATION WILL BE ABOUT TWENTY MILLIONS (.) LT. COLONEL ROBILANT I A F VENICE ESTIMATED TOTAL FUNDS OF ALA LITTORIA AS OVER ONE HUNDRED MILLIONS (.) IS THERE ANY LIMIT TO FUNDS TO BE USED BY COMMISSIONER QUERY (.) REQUEST IMMEDIATE REPLY TO COLONEL HOWELL AND THIS OFFICE

BT
SENT BECKWITH 0240
CCTN INFO AFSC IMI AFSC
HCD 220240A HRA B-1

U S A F

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

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(t)

FROM : ITALIAN AIR MINISTRY
TO : A.F.H.Q.
DATE : 13/9/45
REF. : 27396/5117 COLI

THE SETTLEMENT OF THE ALA LITTORIA COMPANY

116 C

Further to our 2333 dated 22nd August '45, you are informed that Dr. Alfredo FINOCCHI and Dor. Giuliot LUIGI have been respectively instructed by this Ministry and by the Ministry of Finance to which they belong to proceed to Venice in order to support the work of the Commissioner nominated by the Prefect of that City for the settlement of the Ala Littoria Company.

You Sub Commission is kindly requested to inform the "Provincial Finance Office" in Venice of the arrival of the above mentioned officials in order to facilitate their tasks.

(m) The Minister.

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Hill A

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Roma, 15 SET. 1945 19

Ministero dell'Aeronautica

GABINETTO DEL MINISTRO
SEGRETERIA

Prot. N. 27396/5117 Allegati 6 ff.

Risposta al f. del
Div. Sez. N.

Alla SOTTOCOMMISSIONE AERONAUTICA A.C. - tramite Uff. Colleg.
ROMA

OGGETTO Sistemazione Società Ala Littoria

A seguito del foglio n°23919, in data 22 Agosto u.s. si comunica che il Comm. dott. Alfonso PIROZZI e il Comm. dott. GAGLIARDI Luigi, sono stati incaricati rispettivamente da questo Ministero e da quello delle Finanze, dei quali sono funzionari, di recarsi a Venezia per coadiuvare l'opera dal Commissario nominato dal Prefetto di quella Città, per la sistemazione della Società Ala Littoria.

2. Si prega codesta A.F.S.C. di voler segnalare i due nominativi suddetti al Provincial Finance Office di Venezia, perchè agevoli l'opera dei due Funzionari.=

IL MINISTRO

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ISTITUTO POLIGRAFICO DELLO STATO

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DOTT. ALFONSO GALLO

TELEFONO: 83-669

ROMA
CORSO D'ITALIA 40 INT. 1

September 19th 1945

To the Air Forces Sub Commission
Allied Commission
Rome

39/Air

Re: Civil Aviation in Italy

51A

I beg to acknowledge the receipt of Your note dated the 31st August last, the contents of which I have duly noted.

In thanking You for bringing to my notice the official point of view of the Allied Governments in respect of Civil Aviation in Italy, I wish to inform You that, on behalf of an Italian Air Transport Company, I am carrying out negotiations with the Beech Aircraft Corporation of Wichita, Kansas, U.S.A. for the supply of a number of Airliners of their manufacture.

LOA

Unfortunately the present trade regulations with Allied Nations do not allow the importation of materials from U.S.A. and I have therefore submitted to You with my letters dated the 9th of June, 6th and 12th of July the proposal of purchasing from the Allied Air Forces in Italy a number of Transport type Aircraft to be coverted into civil use.
I beg to confirm herewith to You the above said proposals and I shall be grateful if You will forward them to such authority as may be empowered to deal with them, as soon as the Allied policy in respect of Civil Aviation in Italy will be amended.

Respectfully Yours
A. Gallo

63A
(t)

THE PROBLEM OF ITALIAN CIVIL AVIATION

We have already published an Air Force expert's opinion on the subject . We are publishing to day a Civil Aviation Technician's opinion in order to have all the useful information on the problem.

-:-:-:-:-

Let us examine the problem without any introduction.

Italy has been militarily defeated in a war heavily imposed on her. But she has shown the world what she can do, in the last 20 years of progress in universal civil aviation. Why should Italy, in spite of her favourable precedents, see all her initiatives suffocated in this field, while her participation can still be great, certainly not for her own national ambitions but only to help in the progress of humanity?

What is the present situation of our embryo of civil aviation, miserable stump of the one we had, and which should be the germ of future Italian civil air lines ?

It is still in military hands. In the hands of the service which places itself to include civilian services amongst its other tasks, little counts on the name, whether it is called "service" or Air Line when we know that it is, in fact, a civilian air transport service.

And they justify this fact, which is absurd technically, economically and socially, by saying that it is the inflexible will to the Allied Control Commission to keep the military control of our very modest civil Air Lines.

We should point out that no logical reasons have ever been given to explain this inflexible order. It is noted that no one out of the thousands of Italian Civil Aviation members, including the Directors, have ever been invited to discuss the problems regarding our Aviation, the future of which interests not only its own personnel but the whole nation.

It is evident that the defence of the people concerned is always more acutely heard from the militarists who are ready to grasp any pretext which would induce the Allies to help these militarists in the arbitrary jurisdiction and thus harming the country and the thousands of persons mentioned above.

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It is harmful to the country because any delay in meeting the practical problems connected with the reconstruction of a modest civil Aviation (although its proportions, compared to the formidable civil aviations are jeered by evil minded people), will make it harder still for the country to overcome these problems if delayed any further.

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The absurdity is evident when we realise that Civil Aviation in general, and in particular air transport navigation, is an industrial and commercial problem of an outstanding economical character rather than a technical problem.

Why, then, persist to defend such an absurd position?

Would it be advisable to reconsider the question by giving the organisation of our members duty to the Italian Royal Navy or the Railways to the Italian Royal Railways Engineers ?

It is also painful to the thousands of people who, for more than 20 years, have sacrified everything in their possession to create a basis of existence and future security for their families, by mitigating the necessities of their own lives for the satisfaction of their own ayir spirit, for the culture of their own intelligence and for the gratification of their own temperament.

These people, for whom the country called for help, gave their full and efficient collaboration in their hardest [illegible] when victory was [illegible] fatigue, as proved by the loss of 50 %.

Those same people are to day neglected and unemployed with the exception of the few pilots called up in peacetime probably with the illusion of reducing to silence the hopes of Civil Aviation employees and risking this way, to disperse even more the knowledge already acquired and indispensable for a renewal of activity which must not start from the beginning but from a certain degree of evolution and progress.

There are therefore two alternatives. Either they are in good faith when they say that the only obstacle to the just demands of Civil Aviation personnel are the Allied Authorities and we should in this case think that this control will not last eternally and that as soon as the Italian Government will regain its rights, Civil Aviation will be handed back to Civilians. The latter wish to see it come under the Transport Ministry so as to respond more efficiently to their own requirements. In such a case, no opposition will have to be made by Italian Military Authorities, or rather, this is what we shall see;

OR, they are not in good faith and it is easy to imagine what will happen as we already have an idea of the obstructionism of Italian Military Authorities. Example : The airports belong to Military Works and Buildings. Flying Control is organised and runned by military personnel for civilian use also (well we know), and other minor obstacles of this nature which after a rapid examination easily appears to be based on shifting sands.

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When the Government can exercise its authority, it must aim first of all to the collective interests of the citizens who, as such, represent the same interests of the Govern ment, and not those of a certain

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the mere effigy of their own lives for the satisfaction of their own ego-
ist spirit, for the whims of a few, for the detriment of the [illegible]

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557

When the Government can exercise its authority, it must aim first of all to the collective interests of the citizens who, as such, represent the same interests of the Govern ment, and not those of a certain category or "caste" contrasting with those of the majority. It is sufficient to exercise this authority to solve all problems in the easiest way by transferring airports from one Works and Buildings Section to another, from one Administration to the other.

Much can be done when there is good will especially when justice is the guide and when the aim is the communal utility with adequate and honest means.

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) Due to the above mentioned facts, the Italians who are influencial in Civil Aviation, must ask superior Authorities to put an end as soon as possible to the present obscurity and that the whole of the Civil Aviation, its personnel, its aircraft, its managements, be given to the Government Civil Departments which formed it.

Whatever are the difficulties to be overcomed for the resurrection and the development of Civil Aviation, the Civilians want to solve them and they feel they are in a position to do it with the generous and active help of the Government which should be the first to be interested in this rehabilitation and development.

They favour, therefore, the complete autonomy of Civil Aviation and want to rehabilitate it themselves.

C.G.

Very friendly visit of Sforza?

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ANNO XXV - N. 206 Roma - Giovedì 6 Settembre 1945

LA VOCE REPUBB

QUOTIDIANO DEL PARTITO REPUBBLICA

ABBONAMENTI: Un anno L. 750 - Un semestre L. 380 - Un trimestre L. 180
Le offerte per la Sottoscrizione PRO VOCE si ricevono all'Ufficio del Giornale
Un numero Lire 3 - Arretrato Lire 6

REDAZIONE E AMMINISTRAZIONE: Via dei Prefetti, 3 - Tel. 64.37

IL PRESTITO A NORD

Come prima peggio di prima

I prefetti si sono sbagliati: da quel Sottosegretario che, appena arrivato a Milano, all'inizio delle sottoscrizioni, annunciò almeno 100 miliardi; alle banche milanesi che ne aspettavano 70. Queste però hanno colto più vicino al segno.

La somma raccolta di 67 miliardi servirà a tirare avanti 3 o 4 mesi, ma, se il Governo continuerà ad accrescere le spese, diverrà difficile coprire anche questo breve periodo.

Occorreva certamente una somma maggiore per un più lungo respiro, per attuare con minore ansietà i piani finanziari, che si dicono pronti dalla primavera scorsa, per trovare nel prestito una specie di consenso alla politica del Governo. Invece, più che la stagione scelta e il periodo frapposto fra la liberazione e il prestito, il poco successo di questo dimostra una chiara divergenza fra cittadini e Governo. Il prestito era necessario per dare fondi allo Stato senza ricorrere ad un ulteriore aumento della circolazione e lo Stato da parte sua accresce, senza ragione e senza vantaggio nè per lo Stato nè per i cittadini, il suo campo d'azione e accresce le spese. Qui è il contrasto fra cittadini e Governo, qui è la ragione che ha impedito che il prestito raggiungesse una cifra più alta. La colpa pertanto

Questa è adesso la pratica italiana. Anche tutta la legislazione economica è ancora fascista. Eppure se mai c'è stato un momento, nel quale è necessario valersi di ogni capacità, di ogni esperienza, di ogni possibilità di individui e di organizzazioni, è questo. Se si vuole ricostruire bisogna dare libertà ad ogni iniziativa privata. Si vede, traversando l'Italia, che si ricostruisce nei centri minori dove non arriva lo Stato, dove non ci sono Prefetti, Intendenze, Genio Civile, Comitati, Commissari, ecc. Si costruisce e si ricostruisce nei paesi di Lombardia, ma non a Milano; nei piccoli centri delle Marche, ma non nelle città maggiori della costa. Tutto ciò si vede, ma non lo vede il Governo.

C'è la ripresa del commercio da preparare e da iniziare. A Milano, nel luglio scorso, quando si discusse alla Camera di commercio della ripresa dei traffici e si accennò all'Ice, fu un coro unanime di proteste. E si decise di recarsi in deputazione a Roma perchè l'Ice non venisse ricostituita. Non so se la deputazione sia partita nè se sia mai arrivata, ma frattanto un altro sotto ministro, tanto saputo quanto quello dei 100 miliardi, (quando in Italia si parlerà, si gesticolerà, si griderà di meno?) ha affermato la necessità del con-

rirel soltanto all'azienda personale, ma anche a quella cooperativistica, sindacale, operaia.

Occorre non confondere il problema economico col problema sociale. Inoltre, aggiungeva il sotto-ministro, l'intervento statale sarebbe stato necessario, perchè le merci italiane, che hanno prezzi molto alti per i mercati esteri, non potrebbero essere altrimenti vendute. E si doveva perciò pensare a ristabilire i premi d'esportazione, con i quali il fascismo aveva praticato non solo un sistema anticonomico, ma aveva dato alla burocrazia un potere delicato, senza leggi precise nè criteri precisi, arbitrario, immorale e spesso disonesto. Non è con i premi, ma con le compensazioni private di esportazioni e importazioni, debitamente permesse, che, se c'è perdita nelle esportazioni, questa si compensa con un profitto nelle importazioni, ma è sopra tutto con la restaurazione finanziaria che si eliminano questi malanni di una economia senza equilibrio e senza metro.

È qui è la seconda ragione del poco entusiasmo per il prestito a Nord. Non un provvedimento isolato occorre per uscire dal baratro finanziario, ma un piano completo, organico, chiaro, possibile. Della necessità di un piano finanziario questo giornale ha trattato fino da un anno fa.

Smontare l'organizzazione e la mentalità dominatrice dello Stato totalitario, chiedere sacrifici estremi alle classi abbienti per risolvere il problema finanziario, lasciare alla popolazione italiana di mettere nell'opera comune di ricostruzione, liberamente senza ostacoli di uffici e di leggi, tutto ciò che possiede tutto

Che cosa mesta Churchill?

Siamo stati lieti della visita estiva dell'ex primo ministro Churchill in Italia. Credevamo che volesse passare le vacanze sulle sponde del Lago di Como e del Lago Maggiore, ancora smaglianti e incontenti malgrado le distruzioni della guerra e la tristezza dei tempi. Gli italiani non dimenticano il tributo di riconoscenza che debbono al grande uomo di Stato e uomo di guerra, al grande uomo di guerra della nazione tradizionalmente amica.

Ci siamo trastulli e dargli il benvenuto ed, nonostante tutto, sorgeva spontaneo dal nostro cuore nel timore che Churchill non fosse un semplice turista. Abbiamo capito poco che egli fosse andato (curiosità mortale!) a visitare il luogo dove Mussolini fu impiccato e il luogo dove Mussolini e la sua amante (la sola nota umana nella vita di questo carnefice) furono sepolti. Irresistibilmente il nostro ricordo è andato alle manifestazioni di solidarietà e di simpatia di Churchill verso il dittatore italiano, manifestazioni personali che non si sono mai totalmente smentite nemmeno nel furore della guerra, anche quando Churchill attribuiva erroneamente le responsabilità della guerra "a un uomo e a un uomo solo".

Ora si dice che il Luogotenente abbia approfittato del soggiorno di Churchill per recarsi in incognito a Milano, e si parla di un incontro fra i due uomini (Churchill almeno è indubbiamente un uomo) che non può non avere, se vero, un significato politico.

Pensasi per la visita alla tomba di Vittorio Emanuele, Mussolini per fortuna, è sepolto.

Ma se il Luogotenente è qui e tiene a [illegible] e a mezza, per mantenersi al [illegible] contro i voleri della Nazione, [illegible] poco l'Assemblea Costituente giudicherà in sede politica e non è escluso che sia giudicato dal popolo in sede penale, quando il popolo italiano sarà libero di scegliere le responsabilità — nessuna esclusa — delle sue tragedie presenti.

E' proprio sgradevole che Churchill mantenga contatti in questo momento con la casa reale italiana?

Ma quando il primo ministro Churchill si battevo, come un cavaliere del medioevo, per difendere il re d'Italia — il fuggiasco abbandonato dalla stragrande maggioranza del suo popolo — molta acqua è passata sotto i ponti del Tamigi, molto sangue è scorso sotto i ponti del Naviglio. Il Luogotenente qui giunto a Milano vi colga di pietà avrebbe tutto l'interesse a sparire quanto quanto dove lo mantiene il governo dei sei partiti e a lasciare che il cittadino Churchill [illegible] leggi in pace sotto il bel sole [illegible].

L'Italia non sarà consultata sul trattato di pace che leve

LONDRA, 5 (*U. P.*). — **Il corrispondente diplomatico del *Daily Telegraph* scrive stamane che l'Italia non sarà rappresentata alla conferenza dei cinque ministri degli esteri che si inaugurerà a**

[illegible] i soldati jugoslavi hanno [illegible] secondato la cittadina iniziando una violenta fucileria intimidatoria. Con tutto ciò le firme raccolte sono appena l'8 per cento.

A Capodistria su 10.000 italiani hanno aderito solo tre persone ed

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Roma - Giovedì 6 Settembre 1945 — Spedizione in abbonamento postale — Tre Lire

REPUBBLICANA

DEL PARTITO REPUBBLICANO ITALIANO

REDAZIONE E AMMINISTRAZIONE: Via del Frecetti, 8 - Tel. 64.379 — PUBBLICITÀ: per mill. altezza, larghezza di una colonna: Commerciali - Spettacoli - Necrologio - Cronaca - Finanziaria Legale, L. 40 oltre Tasso governativo. Rivolgersi esclusivamente «SUGAP» - Via del Traforo N. 146 - TELEFONO 60.530 e 681.084

Che cosa mesta Churchill?

Stanno stati in Italia del capo della politica dell'ex primo ministro Churchill in Italia. Crediamo che volesse passare le vacanze sulle sponde del Lago di Como e del Lago Maggiore, ancora smaglianti e invitanti malgrado le distruzioni della guerra e la tristezza dei tempi. Gli italiani non dimenticano il tributo di riconoscenza che debbono al grande uomo di Stato e generale, al grande amico di quella che la Nazione tradizionalmente ama.

Ci sono tuttavia e corre il bisbiglio che, nonostante le sincere espressioni di gratitudine, nel cuore che Churchill conserva per la nostra Patria c'è un angolo triste. Spiace che egli [illegible] il lago dove Mussolini fu impiccato e il luogo dove Mussolini e la sua amante [illegible] sole note amare nella [illegible] che di quelle [illegible] [illegible] Evidentemente il medesimo ricordo è andato alle manifestazioni di solidarietà e di simpatia di Churchill verso il dittatore italiano, manifestazioni personali che non si sono mai totalmente smentite nemmeno nel furore della guerra, anche quando Churchill attribuiva erroneamente le responsabilità del[illegible]

[illegible] a non uomo e a un tempo [illegible].

Ora si dice che il Luogotenente [illegible] approfittato del soggiorno di [illegible] per recarsi in incognito a [illegible], e si parla di un incontro [illegible] due uomini (Churchill [illegible] indubbiamente un uomo) che [illegible] può non avere, se vero, un [illegible] politico.

[illegible] fece la visita alla tomba di [illegible] Mussolini per fortuna è [illegible].

[illegible] il Luogotenente è stato e [illegible] e annaspa, per mantenersi al [illegible] contro i poteri della Nazione [illegible] l'Assemblea Costituente giudicherà in sede politica e [illegible] escluso che sia giudicato anche in sede penale, quando il popolo italiano sarà libero di vagliare le responsabilità — restano esclusi dalle due tregue presenti.

E' proprio opportuno che Churchill mantenga contatti in questo momento con la casa reale italiana? E quando il primo ministro Churchill si batteva, come un cane del medioevo, per difendere [illegible] d'Italia — il pugnace alfiere della stragrande maggioranza del suo popolo — molta acqua è passata sotto i ponti del Tamigi [illegible] molto sangue e sterco sotto i ponti del Naviglio. Il Luogotenente [illegible] dopo a Milano ai colpi di [illegible] screbbe tutto l'interesse a [illegible] quatto quatto dove la mantiene il governo dei sei partiti e [illegible] che il cittadino Churchill [illegible] in pace sotto il bel sole [illegible].

Il lugubre bilancio di Hiroshima

LONDRA, 5 (*Reuter*). — Il corrispondente speciale della *Reuter*, Peter Burkett, telegrafa da Hiroshima che quanti sono ancora vivi in quella città dopo il lancio della bomba atomica odiano l'uomo bianco.

I morti accertati ammontano a 53.000, altri 30.000 sono scomparsi, il che significa sicuramente morti e 13.000 gravemente colpiti moriranno probabilmente tutti; di essi ne decedono in media un centinaio al giorno.

«Senza nessuna ragione apparente, la loro salute ha cominciato a declinare — spiega il corrispondente — Hanno perso l'appetito. I loro capelli sono caduti. Il loro corpo si è cosparso di macchie azzurrognole. Le orecchie, il naso e la bocca hanno cominciato a sanguinare. E poi sono morti».

Il corrispondente ha avvertito uno speciale odore come di zolfo proveniente dalle macerie, e ritiene che esso provenga da un gas velenoso che tuttora si sprigiona dalla terra sconvolta dalla radioattività della bomba. A quanto informa a sua volta il corrispondente del *Daily Herald*, la popolazione superstite si protegge contro tali esalazioni con bende di garza applicate sul naso e sulla bocca.

LA SITUAZIONE FINANZIARIA

IL CAMBIO DELLA MONETA

L'argomento è «attuale», come si dice oggi. E' attuale perchè sono di ieri le esperienze fatte in Grecia, nel Belgio ed in Francia, e perchè da anni il pubblico italiano ha temuto — ed oggi teme più che mai — che al cambio venga accoppiato il «taglio» di moneta, e cioè la sua svalutazione (o rivalutazione) per decreto-legge.

E' incredibile come la gente abbia paura di una tale svalutazione che, in fondo non rappresenterebbe nulla di grave, perchè crediti, debiti, valori e prezzi verrebbero ad essere svalutati in proporzione.

Eppure la gente teme, e trema. Se oggi, con un biglietto da mille si compra la ventesima o la trentesima parte di quello che si comprava sei anni fa, pazienza: ma se qualcuno viene a dire che sui mille lire presentate al cambio ne daranno cinquecento, la gente impallidisce, si preoccupa, e diventa nervosa.

E allora, visto che di nervosismo in giro ce n'è anche troppo, gli uomini responsabili pare abbiano rinunziato all'idea di un eventuale taglio. Niente taglio, stando alcune alle dichiarazioni non ufficiali di alcuni Ministri, ma cambio integrale. La gente respira; poi ci ripensa su, e ricomincia a preoccuparsi: e che faranno dei titoli, dei buoni fruttiferi, dei depositi bancari e postali, degli assegni, dei crediti? E il denaro lo cambieranno tutto, o ne tratterranno una parte? E che parte avrà il fisco nella faccenda? E quali e quante sottoscrizioni a «Prestiti di Ricostruzione» ci verranno eventualmente richieste?

L'operazione può assumere due forme:

1) *Cambio integrale*. — I biglietti vengono cambiati alla pari, ma occorre distinguere: 1°) se qualsiasi persona sia autorizzata a cambiare qualsiasi numero di biglietti; 2°) se il cambio di moneta è limitato, e si accompagni a denunzia di titoli, assegni, depositi, crediti, e valori in genere.

Se l'intera massa di biglietti viene ammessa al cambio, senza limitazioni, e se all'operazione non si accompagni denunzia di altre attività, tutto si riduce a un cambio di moneta puro e semplice, il quale avrebbe poche ripercussioni sul pubblico, ed apporterebbe allo Stato due soli vantaggi: la ricognizione del circolante, e la sua automatica contrazione a causa di espettazioni, distruzioni, dimenticanze e dispersioni.

Ma l'occasione è troppo bella — quando una nazione si trova nei guai economici e finanziari, ed una guerra ha creato rapide fortune — l'occasione è troppo bella per non accoppiare al cambio di moneta un accertamento generale dei patrimoni. Ed ecco che Belgio (e Francia in parte) attuano il sistema, e danno luogo, naturalmente, ad un'infinità di commenti e di critiche.

L'Italia non sarà consultata a Londra sul trattato di pace che le verrà imposto

LONDRA, 5 (*U. P.*) — Il corrispondente diplomatico del *Daily Telegraph* scrive stamane che l'Italia non sarà rappresentata alla conferenza dei cinque ministri degli esteri che si riunirà a [illegible] i soldati jugoslavi hanno [illegible] la cittadina iniziando una violenta fucileria intimidatoria. Con tutto ciò le firme raccolte [illegible] appena 1'8 per cento.

La polizia su 10.000 italiani ha [illegible] solo tre persone ed siamo oggi in città meno di 500 mila persone. Il radio cronista americano conclude affermando che i danni di guerra subiti da Hong Kong sono limitati ai quartieri del porto e a quelli industriali

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cresce, senza ragione e senza vantaggio nè per lo Stato né per i cittadini, il suo campo d'azione e accresce le spese. Qui è il contrasto fra cittadini e Governo, qui è la ragione che ha impedito che il prestito raggiungesse una cifra più alta. La colpa pertanto questa volta è quasi tutta da una parte sola. Predicare la restaurazione delle finanze e accrescere le spese è predicar bene e praticar male; gridare ogni giorno la democrazia ed allargare e rinserrare il controllo statale è enunciare un principio ed attuarne un altro: acclamare all'iniziativa privata e poi restringerla e eliminarla è giuocarsi del pubblico.

A Milano si chiedevano sottoscrizioni al prestito come primo passo della restaurazione finanziaria e si dava contemporaneamente spettacolo della più incurante ripresa del controllo economico dello Stato totalitario. Restano gli organismi economici del fascismo: l'Endirot, al quale il regime passato aveva affidato la distribuzione di rottami metallici e che, pur non avendo da distribuire che i rottami del regime che l'ha costituito, non solo vive ancora, ma cerca nuovi compiti. Resta anche qualcuna delle organizzazioni della Repubblica fascista: l'Ispettorato militare del lavoro. Si creano organismi economici statali nuovi, come l'Urait, costituito dall'Iri, il quale sta assumendo funzioni ed attività che neppure la legge e il programma fascista dell'Iri avevano contemplato. L'Iri doveva scomparire, doveva, a fine di sollevare lo Stato da compiti e rischi e responsabilità che non gli competono, restringere la sua azione. L'allarga, invece. E si diceva che l'Iri fosse in mani di liberali. Ma non c'è più proprio una idea, un principio, una pratica, alla quale si sia devoti in Italia? Non c'è proprio fra partiti ed uomini di partito e attività quotidiana e amministrazione quotidiana nessun legame di fede e di logica? Si torna allo Stato provveditore di tutto, che diffida dei cittadini, che scava un abisso fra se stesso e questi, che schiaccia l'iniziativa individuale, che, senza leggi, per il desiderio di alcuni impiegati e qualche ministro, si assume funzioni nuove, le più disparate e meno necessarie e le più pericolose alla forma a lo Stato totalitario, chiedere sacrifici estremi alle classi abbienti per risolvere il problema finanziario, lasciare alla popolazione italiana di mettere nell'opera comune di ricostruzione, liberamente senza ostacoli di uffici e di leggi, tutto ciò che possiede, tutto ciò che conosce, tutto ciò che può raccogliere. Liberamente. E far credito al popolo italiano: credito alla sua onestà ed alla sua capacità! Chi vuole il controllo? Tre o quattro ministri e il coro visibile o invisibile della burocrazia, che è negli uffici, di quella che aspetta alla porta degli uffici e della turba dei procacciatori, dei postulanti, dei privilegiati, che si moltiplicano e prosperano all'ombra del controllo statale. Come nei 24 anni passati.

F. G.

nisse ricostituita. Non so se la deputazione sia partita nè se sia mai arrivata, ma frattanto un altro sotto-ministro, tanto saputo quanto quello dei 100 miliardi, (quando in Italia si parlerà, si gesticolerà, si griderà di meno?) ha affermato la necessità del controllo statale del commercio estero anche perchè, secondo lui, gli Stati Uniti desidererebbero che gli scambi si svolgessero fra Governo e Governo, cio che certamente non è vero. Gli Stati Uniti hanno proclamato e continuano a proclamare in tutte le conferenze internazionali e nelle loro riunioni, nei loro piani, e nei loro giornali la necessità di allontanare lo Stato dall'attività economica e di rimettere in onore e in pratica l'iniziativa privata. E quando parliamo di iniziativa privata non intendiamo rife-

Il Governo americano per la formazione dei governi balcanici

Riserbo sul destino delle colonie italiane

WASHINGTON, 5 (UP) — All'atto della sua partenza per Londra il segretario di Stato americano James Byrnes, dopo aver dichiarato che gli Stati Uniti non si opporranno alle rivendicazioni russe sulla metà meridionale della Sakalin, ha aggiunto che nè Truman nè lui stesso hanno mai discusso programmi per la conseguna del segreto della bomba atomica all'organizzazione delle Nazioni Unite essendo tale problema, per il momento di esclusiva competenza del congresso americano.

A proposito della politica atlantica nei Balcani, Byrnes ha annunciato che la Russia ha respinto la proposta americana di consultarsi con le altre grandi potenze sulla formazione di un nuovo governo in Romania. Il Ministro degli Esteri americano ha aggiunto di aver chiesto al commissario sovietico Molotov di prepararsi per una consultazione in tale argomento durante il convegno londinese dei ministri degli esteri.

Byrnes ha inoltre rivelato di aver delegato esterno al Presidente Truman una grande enciclopedia del problema del ritorno all'Italia delle sue colonie. Su tale problema il Presidente e il suo ministro degli esteri si sono trovati sostanzialmente d'accordo. Byrnes non ha detto tuttavia quali siano stati i punti di vista suoi e quelli di Truman in proposito limitandosi a rivelare che in materia fu

mente politico hanno causato la morte di due persone. Si ritiene che istigatori dei disordini siano stati alcuni aderenti al partito agrario.

Il Consiglio dei Ministri bulgaro ha tenuto una riunione a Sofia nella mattinata di lunedì. Qualunque nuovo comunicato sia stato diramato al termine della riunione stessa si ha motivo di credere che siano stati discussi il rimpasto del gabinetto e i problemi relativi alle prossime elezioni.

Divieto ai militari greci
di esprimere pubblicamente idee politiche

LONDRA, 5 (*Reuter*). — Il ministro della guerra greco Merendis, a quanto informa l'agenzia di notizie greca, ha fatto divieto agli appartenenti all'esercito di prendere parte attiva alla vita politica, dichiarando che l'esercito deve restare fedele allo stato e lasciare al popolo la libertà di esprimere le proprie opinioni. Ufficiali e soldati possono avere opinioni politiche come individui, ma non possono dichiararle pubblicamente".

Non si scherza più

Franco vuol approfittare del

LONDRA, 5 (*U. P.*). — Il corrispondente diplomatico del *Daily Telegraph* scrive stamane che l'Italia non sarà rappresentata alla conferenza dei cinque ministri degli esteri che si inaugurerà a Londra lunedì prossimo 10 settembre e nella quale verrà discusso, come è noto, lo schema del trattato di pace italiano. Secondo lo stesso corrispondente l'Italia non verrà neppure richiesta del suo parere circa la formulazione di tale trattato.

Al Governo di Roma verrebbe soltanto domandato, nella conferenza di Londra, di fornire informazioni di carattere tecnico sui possedimenti coloniali italiani.

La sorte di tali possedimenti verrebbe esaminata separatamente e, secondo il *Daily Telegraph*, la Libia verrebbe sottoposta ad una specie di supervisione internazionale, mentre l'Eritrea verrebbe forse divisa fra l'Abissinia e il Sudan britannico. Incerto, secondo il giornale, l'avvenire della Somalia che potrebbe però venire incorporata ad altri territori.

Riesame della eventuale ammissione dell'Italia alla conferenza per Tangeri

LONDRA, 5 (*Reuter*). — Il corrispondente diplomatico della "Reuter" scrive che la eventuale partecipazione dell'Italia alla conferenza delle potenze firmatarie del trattato di Algeciras, partecipazione attualmente esclusa per il fatto che l'Italia è ancora giuridicamente un paese ex-nemico, verrà probabilmente di nuovo presa in considerazione dopo la conclusione del trattato di pace.

Quanto alla partecipazione della Spagna, essa è evidentemente esclusa, in base al principio espresso nella dichiarazione di Potsdam per cui la Spagna non può essere ammessa in alcun consiglio delle Nazioni Unite a meno che essa non si decida a restaurare le istituzioni democratiche.

Risultati sul referendum
di Tito in Istria

POLA, 5 (*Orbis*). — L'agenzia "Orbis" apprende che nell'Istria sottoposta al controllo jugoslavo si procede con ogni mezzo al così detto "referendum" per l'annessione alla Jugoslavia.

Tuttavia la resistenza delle popolazioni è molto forte come dimostrano le notizie che giungono dai maggiori centri.

A Pinguente, poichè la popola-

[illegible] pace [illegible]

[illegible] sede i soldati jugoslavi; hanno fondato la cittadina iniziano [illegible] violenta fucileria intimidat[illegible]. Con tutto ciò le firme raccol[illegible] appena il 3 per cento.

A Capodistria su 10.000 italia[illegible] hanno aderito solo tre persone [illegible] numero ugualmente esiguo [illegible] Isola e a Pirano.

Secondo i calcoli più attendibi[illegible] firme raccolte nei modi no[illegible] tra le popolazioni italiane, toccan[illegible] appena il 3 per cento.

L'agenzia "Orbis" apprend[illegible] che le notizie provenienti dalle zo[illegible] dell'Istria sotto il co[illegible] jugoslavo confermano un[illegible] grave e difficile situazione.

Anche ultimamente è stato lan[illegible] un appello al C. L. N. giu[illegible] perchè l'Italia e l'Europ[illegible] diano un segno di solidari[illegible] fratellanza a quelle popolazioni.

Emigranti provenienti da quel[illegible] zone hanno confermato concordemente che la regione si trova in bal[illegible] di se stessa e potrebbe venir [illegible] segno a qualunque violenza.

Bevin per il rispetto delle leggi internazionali

LONDRA, 5 (*Reuter*). — Il Ministro degli Esteri, Ernest Bevin, parlando ieri ad una riunione cui era presente, tra gli altri, l'ambasciatore russo, si è felicitato per il senso di fratellanza diffusesi fra i militari alleati e si è augurato che esso possa svilupparsi sul piano internazionale così da evitare il pericolo di nuove guerre. "Noi abbiamo creato le nostre leggi nazionali — il ministro ha proseguito — ed il popolo le osserva coscientemente tutti si comportano da buoni cittadini nei nostri rispettivi paesi; quello che ora resta da fare è che il rispetto e la comprensione delle leggi, finora limitati a quelle nazionali, si estenda anche alle leggi internazionali".

Squallore e miseria di Hong Kong dominata dai giapponesi

NEW YORK, 5 (UP) — Una radio emittente americana trasmette dalla radio di Hong Kong una impressionante descrizione dello stato di miseria e di abbandono in cui i giapponesi hanno ridotto la già fiorente metropoli. Hong Kong è attualmente una delle città più integralmente saccheggiate e immiserite di tutto il mondo. Folle di individui ridotti a scheletri, cenci rivestiti di cenci si avventano in preda alla disperazione davanti alle sedi delle truppe alleate in cerca di cibo. I maltrattamenti inflitti dai giapponesi alla popolazione di Hong Kong sono stati peggiori, nelle loro conseguenze, delle deportazioni. Della originaria popolazione di Hong

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LONDRA, 5 (*U. P.*). — **Il corrispondente diplomatico del *Daily Telegraph* scrive stamane che l'Italia non sarà rappresentata alla conferenza dei cinque ministri degli esteri che si inaugurerà a Londra lunedì prossimo 10 settembre e nella quale verrà discusso, com'è noto, lo schema del trattato di pace italiano. Secondo lo stesso corrispondente l'Italia non verrà neppure richiesta del suo parere circa la formulazione di tale trattato.**

Al Governo di Roma verrebbe soltanto domandato, nella conferenza di Londra, di fornire informazioni di carattere tecnico sui possedimenti coloniali italiani.

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Quanto alla partecipazione della Spagna, essa è evidentemente esclusa, in base al principio espresso nella dichiarazione di Potsdam per cui la Spagna non può essere ammessa in pieno consiglio delle Nazioni Unite a meno che essa non si decida a restaurare le istituzioni democratiche.

Risultati sul referendum di Tito in Istria

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Tuttavia la resistenza della popolazione è molto forte come dimostrano le notizie che giungono dai maggiori centri.

A Pinguente, povera la popolazione, si è rifiutata di votare. Nonostante i soldati jugoslavi hanno bombardato la cittadina iniziando una violenta fucileria intimidatoria. Con tutto ciò le firme raccolte ammontano appena al 18 per cento.

A Capodistria su 10,000 italiani hanno aderito solo tre persone ed il numero ugualmente esiguo ha aderito a Isola e a Pirano.

Secondo i calcoli più attendibili le sezioni raccolte nei modi noti alle popolazioni italiane, toccano appena il 3 per cento.

L'agenzia "Orbis" apprende da notizie provenienti dalle zone [illegible] che il governo jugoslavo conferma una [illegible] e difficile situazione.

Anche ultimamente è stato lanciato un appello al C. L. N. giuliano perchè l'Italia e l'Europa diano un segno di solidale [illegible] a quelle popolazioni.

Taluni arrivati provenienti da quelle zone hanno confermato concordemente che la regione si trova in balia di se stessa e potrebbe venir [illegible] a qualunque violenza.

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Truppe anglo-indiane sbarcano a Singapore

LONDRA, 5 (*U. P.*). — Truppe anglo-indiane sono sbarcate a Singapore. Le operazioni di sbarco si sono svolte normalmente e non hanno dato luogo ad incidenti di sorta. La radio è stata trovata intatta tanto è vero che ricominciera a funzionare.

Mac Arthur impartisce istruzioni per la occupazione del Giappone

YOKOHAMA, 5 (*U. P.*). — Il comandante in capo alleato Mac Arthur ha diramato il suo secondo ordine generale richiedendo al comando supremo imperiale nipponico di provvedere per l'acceleramento dell'occupazione del territorio giapponese da parte delle forze alleate fornendo mano d'opera, carburante, abitazioni, aerodromi, laboratori fotografici e informazioni sulle condizioni marittime. In base alla nuova ordinanza di Mac Arthur la prima e la seconda armata giapponese che si trovavano ammassate nel territorio metropolitano allo scopo di respingere l'invasione alleata dovranno essere concentrate e disarmate. La prima armata nipponica è stata posta sotto la giurisdizione del comandante dell'ottava armata americana, generale Robert Eichelberger, mentre la seconda sarà compresa nella giurisdizione della settima armata americana agli ordini del generale Walter Krueger.

L'ottava armata occuperà il distretto di Tokio mentre la settima attualmente stazionata a Kanoya e a Tachiarai, sull'isola di Kyusiu, e precisamente lungo le spiagge della baia di Kagoshima.

Il generale Mac Arthur ha anche ordinato [illegible] comandante giapponese [illegible] prigionieri e dei esempi di internati [illegible] il rispetto immediato dei [illegible] prigionieri di guerra e degli internati civili.

Altre istruzioni sono state impartite non [illegible] per il disarmo delle forze [illegible] armata nipponica ma anche per la [illegible] assunzione delle industrie, dei sequestri, degli assegni, dei crediti. E il denaro lo cambieranno tutto, o ne tratterranno una parte? E che parte avrà il fisco nella faccenda? E quali e quante sottoscrizioni a «Prestiti di Ricostruzione» ci verranno eventualmente richieste?

L'operazione può assumere due forme:

a) *Taglio di moneta.* — Come già si è detto, pare sia stato escluso, ma parliamone lo stesso. Può essere generale (Grecia) o parziale, ed in forma indiretta (Belgio). Quello generale è drastico, livellatore, spietato; non distingue fra piccoli risparmi e grandi bottini; fra vecchi pericoli e recenti arricchimenti. Riteniamo sia da sconsigliare, soprattutto per i notevoli effetti psicologici che produrrebbe sulle masse. Il taglio parziale è più umano, più abile e più intelligente. Rispetta i minimi, e cioè a dire assegna «alla pari» a ciascuna persona una determinata quantità di [illegible] economici o finanziari, ed una guerra ha creato rapide fortune — l'occasione è troppo bella per non accoppiare al cambio di moneta un accertamento generale dei patrimoni. Ed ecco che Belgio (e Francia *in parte*) attuano il sistema, e danno luogo, naturalmente, ad un'infinità di commenti e di critiche.

Il Belgio ammise dapprima al cambio (alla pari) duemila franchi a persona, e, successivamente, altri tremila. Nell'intervallo di tempo avvennero delle cose spiacevoli, in quanto i paurosi, pur di sbarazzarsi della eccedenza di biglietti, la svendettero agli scaltri, i quali poi realizzarono alla pari quanto avevano comprato a prezzi molto bassi.

Indipendentemente da questo errore, ci sembra che il Belgio abbia impostata abbastanza bene l'operazione di cambio ed accertamento.

Infatti esso bloccò — temporaneamente — conti bancari e postali, e richiese la denunzia di titoli d'ogni specie. In definitiva, lo Stato belga ammise al cambio integrale cinquemila franchi a persona, ed autorizzò la libera disponibilità di tutte le somme che esistevano nelle Banche e negli Uffici postali alla vigilia dell'invasione.

Tutto il resto venne bloccato, temporaneamente nella misura del 40 %, e... forse per sempre, nella misura del 60 %.

Non si esclude che, se pratica, il provvedimento possa essersi risolto in un bacco: ma, teoricamente, e visto da lontano, ci sembra molto ben fatto.

Infatti, il denaro dell'uomo qualunque (5.000) e quello di formazione anteriore al 1940 vennero rispettati: tutto il rimanente fu accertato e sarà «tagliato». In quanto ai terreni e fabbricati, essi, non potendo sfuggire, saranno probabilmente colpiti a parte.

In Francia, invece, si è trattato di un vero e proprio cambio integrale, limitato, per ora a 6.000 franchi per i capi famiglia e 3.000 per ciascun componente solo per mancanza materiale di biglietti e per facilitare il lavoro delle Banche. I titoli sono stati cambiati e stampigliati. Nulla pare sia avvenuto dei conti in Banca, dei conti postali e degli assegni, per cui ci sembra che lo scopo dell'accertamento sia stato in parte frustrato. Tuttavia l'operazione viene considerata un successo, perchè fra disgressioni, distrazioni ed esportazioni di moneta lo Stato francese ha *guadagnato* circa 110 miliardi di franchi. Da notare, incidentalmente, che sono stati stampati biglietti da 5.000 franchi (al cambio, sono 10.000 lire) mentre in Italia si è stati finora contrari alla stampa di biglietti da 5.000 lire, forse per non detronizzare... M. il biglietto da mille, e per tenere allegramente tutti i cassieri.

Ed ora, essa avverrà in Italia?

Cambio integrale pure e sempli-

Idee personali

L'on. Bruno Buozzi ci prega di precisare che l'articolo pubblicato domenica sotto la sua firma in merito alle sue idee personali e non è permesso riguardano quelle della Confederazione dell'Industria.

TUTT'ALTRO che incompatibile...

Il Consiglio Nazionale del Partito Democratico Italiano ha votato un o.d.g. nel quale, dopo di aver riaffermato la pregiudiziale monarchica, il predetto movimento dichiara di ritenere che l'attuale momento politico richieda una tutt'altra che incompatibile con il rinnovamento delle strutture sociali ed economiche della Nazione. Infatti, [illegible]

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presa del controllo economico dello Stato totalitario. Restano gli organismi economici del fascismo: l'Endirot, al quale il regime passato aveva affidato la distribuzione di rottami metallici e che, pur non avendo da distribuire che i rottami del regime che l'ha costituito, non solo vive ancora, ma cerca nuovi compiti. Resta anche qualcuna delle organizzazioni della Repubblica fascista: l'Ispettorato militare del lavoro. Si creano organismi economici statali nuovi, come l'Urmit, costituito dall'Iri, il quale sta assumendo funzioni ed attività che neppure la legge e il programma fascista dell'Iri avevano contemplato. L'Iri doveva scomparire, doveva, a fine di sollevare lo Stato da compiti e rischi e responsabilità che non gli competono, restringere la sua azione. L'allarga, invece. E si diceva che l'Iri fosse in mani di liberali. Ma non c'è più proprio una idea, un principio, una pratica, alla quale si sia devoti in Italia? Non c'è proprio fra partiti ed uomini di partito e attività quotidiana e amministrazione quotidiana nessun legame di fede e di logica? Si torna allo Stato provveditore di tutto, che diffida dei cittadini, che scava un abisso fra se stesso e questi, che schiaccia l'iniziativa individuale, che, senza legge, per il desiderio di alcuni impiegati e qualche ministro, si assume funzioni nuove, le più disparate e meno necessarie e le più pericolose, che torna a portare la concorrenza delle sue cattive organizzazioni e a farle valere contro le organizzazioni private buone, che restringe le possibilità, le attività dei cittadini con i suoi eserciti di dirigenti e di impiegati. Questo non è lo Stato democratico. L'Università di Chicago ha pubblicato recentemente un libro, che ha avuto una larga diffusione e consensi: «La via della schiavitù» di Friedrich A. Hayek. La schiavitù è il controllo statale, i piani nazionali, la potenza dello Stato sottratta ai cittadini. E' il principio sul quale si basava e dal quale attingevano i mezzi di pressione e di dominio gli Stati totalitari. ...

Il Governo americano per la formazione dei governi balcanici

Riserbo sul destino delle colonie italiane

WASHINGTON, 5 (UP) — All'atto della sua partenza per Londra il segretario di Stato americano James Byrnes, dopo aver dichiarato che gli Stati Uniti non si opporranno alle rivendicazioni russe sulla metà meridionale dell'isola di Sakalin, ha aggiunto che nè Truman nè lui stesso hanno mai discusso programmi per la consegna del segreto della bomba atomica all'organizzazione delle Nazioni Unite nonchè tale problema, per il momento di esclusiva competenza del congresso americano.

A proposito della politica alleata nei Balcani, Byrnes ha annunciato che la Russia ha respinto la proposta americana di consultarsi con le altre grandi potenze sulla formazione di un nuovo governo in Romania. Il Ministro degli Esteri americano ha aggiunto di aver chiesto al commissario sovietico Molotov di prepararsi per una consultazione su tale argomento durante il convegno londinese dei ministri degli esteri.

Byrnes ha inoltre rivelato di aver delegato assieme al Presidente Truman una grande cura allo studio del problema del ritorno all'Italia delle sue colonie. Su tale problema il Presidente e il suo ministro degli esteri si sono trovati sostanzialmente d'accordo. Byrnes non ha detto tuttavia quali siano stati i punti di vista suoi e quelli di Truman in proposito. Ha limitato così a rivelare che la materia fu discussa a lungo dall'investigatore Augusto durante il viaggio di ritorno in America dalla Conferenza di Potsdam e che l'argomento della colonia italiana è tale che ogni annuncio renderebbe fatto aumenterebbero le difficoltà per entrambi e per compromessi al momento in cui il problema verrà trattato con le altre potenze. Byrnes ha concluso affermando che per quanto riguarda il Dipartimento di Stato americano un gran numero di memorandum sono pervenuti in questo ultimo periodo.

Probabile rimpasto ministeriale in Bulgaria

ISTAMBUL, 5 (UP) — Incidenti di una certa gravità, secondo notizie da Sofia sono avvenuti in molti centri e Plovdiv. I disordini che avevano il carattere eminentemente politico hanno causato la morte di due persone. Si ritiene che fautori dei disordini siano stati alcuni aderenti al partito agrario.

Il Consiglio dei Ministri bulgaro ha tenuto una riunione a Sofia nella mattinata di lunedì. Quantunque nessun comunicato sia stato diramato al termine della riunione stessa si ha motivo di credere che siano stati discussi il rimpasto del gabinetto e i problemi relativi alle prossime elezioni.

Divieto ai militari greci di esprimere pubblicamente idee politiche

LONDRA, 5 (*Reuter*). — Il ministro della guerra greco Mercatis, a quanto informa l'agenzia di notizie greca, ha fatto divieto agli appartenenti all'esercito di prendere parte attiva alla vita politica, dichiarando che "l'esercito deve restare fedele allo stato e lasciare al popolo la libertà di esprimere le proprie opinioni. Ufficiali e soldati possono avere opinioni politiche come individui, ma non possono dichiararle pubblicamente".

Non si scherza più

Franco aveva approfittato del marasma della guerra per occupare Tangeri con le sue truppe.

Gli Alleati gli hanno intimato di sgombrare. Questo "passo" è giusto e indispensabile.

Non occorre dire che la Spagna e l'Italia democratiche vorrebbero escluse dall'amministrazione internazionale di Tangeri, finchè un regime di tal genere è necessario in quella zona del Mediterraneo. Ma è indiscutibile che Franco se ne debba andare e, se necessario, sia cacciato con la forza.

Il caudillo sta scherzando con la restaurazione monarchica al solo scopo di aver salva la pelle, mentre arresta gli antifascisti repubblicani che si risvegliano in tutta la Spagna. Ma non scherzerà più con le potenze democratiche vittoriose le quali stanno assestando colpi di maglio all'ultima dittatura in Europa.

E mai furono così brevi dati.

Riesame della eventuale ammissione dell'Italia alla conferenza per Tangeri

LONDRA, 5 (*Reuter*). — Il corrispondente diplomatico della "Reuter" scrive che la eventuale partecipazione dell'Italia alla conferenza delle potenze firmatarie del trattato di Algeciras, partecipazione attualmente esclusa per il fatto che l'Italia è ancora giuridicamente un paese ex-nemico, verrà probabilmente di nuovo presa in considerazione dopo la conclusione del trattato di pace.

Quanto alla partecipazione della Spagna, essa è evidentemente esclusa, in base al principio espresso nella dichiarazione di Potsdam per cui la Spagna non può essere ammessa in alcun consiglio delle Nazioni Unite a meno che essa non si decida a restaurare le istituzioni democratiche.

Risultati sul referendum di Tito in Istria

POLA, 5 (*Orbis*). — L'agenzia "Orbis" apprende che nell'Istria, sottoposta al controllo jugoslavo si procede con ogni mezzo al cosidetto "referendum" per l'annessione alla Jugoslavia.

Tuttavia la resistenza delle popolazioni è molto forte come dimostrano le notizie che giungono dai maggiori centri.

A Pinguente, poichè la popolazione si è rifiutata di votare le sperie di supervisione internazionale, mentre l'Eritrea verrebbe forse divisa fra l'Abissinia e il Sudan britannico. Incerto, secondo il giornale, l'avvenire della Somalia che potrebbe però venire incorporata ad altri territori.

Bevin per il rispetto delle leggi internazionali

LONDRA, 5 (*Reuter*). — Il Ministro degli Esteri, Ernest Bevin, parlando ieri ad una riunione cui era presente, tra gli altri, l'ambasciatore russo, si è felicitato per il senso di fratellanza diffusosi fra i militari alleati e si è augurato che esso possa svilupparsi sul piano internazionale così da evitare il pericolo di nuove guerre. "Noi abbiamo creato le nostre leggi nazionali — il ministro ha proseguito — ed il popolo le osserva cosicchè tutti si comportano da buoni vicini nei nostri rispettivi paesi; grande impresa sarà quella di fare sì che il rispetto e la comprensione delle leggi, sinora limitati a quelle nazionali, si estenda anche alle leggi internazionali".

Squallore e miseria di Hong Kong denunciata dai giapponesi

NEW YORK, 5 (UP) — Un radio cronista americano trasmette dalla radio di Hong Kong una impressionante descrizione dello stato di miseria e di abbandono in cui i giapponesi hanno ridotto la già fiorente metropoli. Hong Kong è attualmente una delle città più integralmente saccheggiate e immiserite di tutto il mondo. Folle di individui ridotti a scheletri ambulanti rivestiti di cenci si ammassano in preda alla disperazione davanti alle sedi delle truppe alleate in cerca di cibo. I maltrattamenti inflitti dai giapponesi alla popolazione di Hong Kong sono stati peggiori, nelle loro conseguenze, delle deportazioni. Della primitiva popolazione di Hong Kong di due milioni di cinesi re-

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4) Consulta.
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Tuttavia la resistenza delle popolazioni è molto forte come dimostrano le notizie che giungono dai maggiori centri.

A Pinguente, perfino la popolazione si è rifiutata di firmare le [illegible] a segno a qualunque violenza.

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Squallore e miseria di Hong Kong descritta dai giapponesi

NEW YORK, 5 (UP) — Un radio cronista americano trasmette dalla radio di Hong Kong una impressionante descrizione dello stato di miseria e di abbandono in cui i giapponesi hanno ridotto la già fiorente colonia. Hong Kong è attualmente una delle città più orribilmente saccheggiate e immiserite di tutto il mondo. Folle di individui ridotti a scheletri sparuti rivestiti di cenci si aggirano in preda alla disperazione davanti alle sedi delle truppe alleate in cerca di cibo. I maltrattamenti inflitti dai giapponesi alla popolazione di Hong Kong sono stati orribili, nelle loro conseguenze, delle deportazioni. Della originaria popolazione di Hong Kong di due milioni di cinesi re-

Mac Arthur impartisce istruzioni per la occupazione del Giappone

YOKOHAMA, 5 (*U. P.*). — Il comandante in capo alleato Mac Arthur ha diramato il suo secondo ordine generale richiedendo al comando supremo imperiale nipponico di provvedere per l'acceleramento dell'occupazione del territorio giapponese da parte delle forze alleate fornendo mano d'opera, carburante, abitazioni, aerodromi, laboratori fotografici e informazioni sulle condizioni sanitarie. In base alla nuova ordinanza di Mac Arthur la prima e la seconda armata giapponese che si trovavano ammassate nel territorio metropolitano allo scopo di respingere l'invasione alleata dovranno essere concentrate e disarmate. La prima armata nipponica è stata posta sotto la giurisdizione del comandante dell'ottava armata americana, generale Robert Eichelberger, mentre la seconda sarà compresa nella giurisdizione della nona armata americana agli ordini del generale Walter Krueggers.

L'ottava armata occuperà il distretto di Tokio mentre la sesta sta attualmente sbarcando a Kanoya e a Takazu, sull'isola di Kyushu, e precisamente lungo le spiagge della baia di Kagoshima.

Il generale Mac Arthur ha anche ordinato al comandante giapponese delle prigioni e dei campi di internamento il rilascio immediato dei prigionieri di guerra e degli internati civili.

Altre istruzioni sono state impartite non soltanto per il disarmo delle forze armate nipponiche ma anche per l'evacuazione delle industrie, dei porti, degli aerodromi, dei mezzi di navigazione e di tutte le altre risorse che saranno ritenute necessarie alle truppe di occupazione. Vali istruzioni riguardano oltre che il territorio metropolitano anche la penisola di Corea e l'arcipelago delle Ryukyu.

Per quanto riguarda l'occupazione di Tokio si ritiene che essa sia ormai imminente quantunque la data esatta sia ancora da stabilire nel corso delle conversazioni che avranno luogo oggi fra il comandante dell'ottava armata americana e il maresciallo giapponese Sugiyama.

Sabato prossimo Tokio sarà occupata da una divisione di cavalleria

NEW YORK, 5 (*U. P.*). — Una divisione di cavalleria appartenente alla ottava armata americana inizierà l'occupazione di Tokio sabato prossimo.

Dispacci dall'isola di Wake informano che dodicimila giapponesi dislocati sull'isola si sono arresi agli americani. La capitolazione è stata firmata a bordo della nave da guerra *Levy*, dal contrammiraglio nipponico Sakaibara. Le truppe alleate si preparano a sbarcare a Giava. Secondo una informazione trasmessa dalla radio di Nuova Delhi, Lord Mountbatten ha ieri ordinato all'ex comandante nipponico di Singapore, di fornire precise informazioni al Comando alleato, sugli aeroporti, sulle località minate e sui porti dell'isola, per facilitare le operazioni di sbarco delle truppe britanniche.

Idee personali

L'Ing. Frizzoni, ci prega di precisare che l'articolo pubblicato incompleto sulla Voce di ieri rispecchia le sue idee personali e non è pertanto espressione della Confederazione dell'Industria.

TUTT'ALTRO che incompatibile...

Il Consiglio Nazionale del Partito Democratico Italiano ha votato un o. d. g. nel quale, dopo di avere riaffermato la pregiudiziale monarchica, il predetto movimento dichiara di ritenere che l'istituto monarchico rinnovato "sia tutt'altro che incompatibile con il rinnovamento delle strutture sociali ed economiche della Nazione". Infatti, anche il Times, sotto la pressione americana, scende con tutto il tesoro d'era nell'ordine parlamentare e legge un messaggio, non inedito nella storia della dinastia giapponese. Che cosa non si fa con i cavi nel sederel Non ci aveva pensato prima ad evolversi, ma adesso ci pensa seriamente, perchè fra il perdere il trono e il conservarlo accettando tutte le condizioni, si preferisce sempre conservarlo a qualunque prezzo. Così anche la monarchia italiana pensa a convocare appena perduta la guerra. La razza del pesce non centa, ma cenia la perennità della dinastia, con l'impero, senza l'impero, senza libertà, con la libertà. Per giustificare il rovesciamento dei fronti è nella tradizione della casa...

Ma ci ha pensato un po' tardi a rinnovarsi... Il popolo italiano le concessioni le vuole fare tutte e subito, comandando dalla facciata.

integrale cinquemila franchi a persona, ed autorizzò la libera disponibilità di tutte le somme che esistevano nelle Banche e negli Uffici postali alla vigilia dell'invasione.

Tutto il resto venne bloccato, temporaneamente nella misura del 40 %, e... forse per sempre, nella misura del 60 %.

Non si esclude che, in pratica, il provvedimento possa ridursi risolto in un fiasco: ma, teoricamente, e visto da lontano, ci sembra molto ben fatto.

Infatti, il denaro dell'uomo qualunque (5.000) e quello di formazione anteriore al 1940 vennero rispettati: tutto il rimanente fu accertato e sarà «tagliato». In quanto ai terreni e fabbricati, essi, non potendo sfuggire, saranno probabilmente colpiti a parte.

In Francia, invece, si è trattato di un vero e proprio cambio integrale, limitato, per ora a 6.000 franchi per i capi famiglia e 3.000 per ciascun componente solo per mancanza materiale di biglietti e per facilitare il lavoro delle Banche. I titoli sono stati cambiati e stampigliati. Nulla pare sia avvenuto dei conti in Banca, dei conti postali e degli assegni, per cui ci sembra che lo scopo dell'accertamento sia stato in parte frustrato. Tuttavia l'operazione viene considerata un successo, perchè fra dispersioni, distruzioni ed espatriazioni di moneta lo Stato francese ha guadagnato circa 110 miliardi di franchi. Da notare, incidentalmente, che sono stati stampati biglietti da 5.000 franchi (al cambio, sono 10.000 lire) mentre in Italia si è stati finora contrari alla stampa di biglietti da 5.000 lire, forse per non demonizzare S. M. il biglietto da mille, a pertenere allcattivissimi tutti i cassieri.

Ed ora, cosa avverrà in Italia?

Cambio integrale puro e semplice, e contemporaneo accertamento? E, con quali metodi? E fino a quale estensione e profondità?

Diciamo lealmente che non vorremmo trovarci nei panni di coloro che dovranno studiare il provvedimento ed emanare le necessarie disposizioni. Comunque, se dei veri esperti si recassero nel Belgio ed in Francia, e cercassero di studiare la situazione un po' da vicino, e di capirci qualche cosa (possibilmente senza bisogno di interpreti) sarebbe tanto di guadagnato.

Se il provvedimento completo fosse ritenuto inattuabile, o di esito dubbio, è meglio rinunziarvi ed attenersi al cambio integrale della moneta, con l'unico vantaggio della ricognizione e dell'utile di previsione.

Ma sarebbe un peccato.

Se ci si lascia sfuggire questa magnifica occasione, come e quando si potranno colpire gli arricchiti del 1940-1945?

Corrado Orlando

Convocazione del Comitato Centrale e dei Segretari delle Federazioni Prov.li del P.R.I.

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Priority I.

63A

LA QUESTIONE DELL'AVIAZIONE CIVILE ITALIANA

Abbiamo già pubblicato il parere di un esperto dell'aviazione militare sull'argomento; pubblichiamo oggi il parere di un tecnico dell'aviazione civile per completare tutte le utili informazioni sul dibattuto problema:

Poniamo senza preamboli il quesito fondamentale. Perchè l'Italia, se pur vinta sotto la rettilissima sfinale delle operazioni militari bestialmente imperniate che pur costò al mondo, nel passato ventennio di sviluppo di tutte le Aviazioni civili, di che cosa essa è capace, pur nella carenza di tante premesse favorevoli, dovrebbe vedersi sbarrare ogni sua iniziativa di ripresa in questo campo in cui tanto grande può ancora essere il suo apporto non certo a fini nazionalistici, ma soltanto di civile umano progresso?

Quale è la situazione in atto dell'embrione di navigazione aerea civile, miserrimo troncone di quella che fu, la quale dovrebbe rappresentare il primo germoglio della rinascente Aviazione civile italiana?

Essa è completamente in mano militare, di quell'arma militare che ancora oggi si compiace di scrivere tra i suoi compiti quello dell'esercizio di servizi civili, poco conta che si chiamino aerolinee militari anzichè civili anche quando sostanzialmente si tratta di servizi civili.

E la giustificazione di questo fatto che è insieme un sopruso ed un assurdo tecnico, economico e sociale, viene data con l'esperta inflessibile volontà del Comando Alleato in Italia che i suddetti servizi aerei civili vengono gestiti proprio dai militari.

A parte il rilievo che nessuna logica motivazione si è mai saputa dare di detta inflessibile volontà, è da osservare che a nessuno delle varie migliaia di persone costituenti in blocco l'Aviazione civile italiana, ivi compreso gli esponenti della medesima, è stato mai concesso di liberamente e direttamente trattare i problemi interessanti detto personale ed il paese intero, nella loro esecuzione contingente e, quel che più importa, nella loro proiezione nel futuro.

È evidente che la difesa del suo tutore si acuisce sempre più da parte dei militari pronti a cogliere qualsiasi pretesto che possa far insorgere gli Alleati a sostegno del loro perdurante arbitrio e a danno del paese e delle molte migliaia di civili che vivono nell'orbita dell'Aviazione civile ai civili i quali, affinchè essa possa molto meglio rispondere alle proprie esigenze e finalità, ne auspicano il contemporaneo passaggio al Ministero dei Trasporti. Nessuna opposizione dovrà avvenire in tale caso, ed in tale senso, da parte dell'Autorità militare italiana, e questo è proprio ciò che vedremo.

O non si è in buona fede ed allora è facile immaginarsi quello che avverrà per aver già avuto sentore della somma di difficoltà a carattere ostruzionistico che verranno opposte dall'Autorità militare italiana. Esempio: gli aeroporti sono del Demanio militare. I servizi «assistenza al volo» erano organizzati e gestiti dal personale militare anche per i civili (purtroppo lo sappiamo) ed altri ostacoli minori di questa natura che, dal più rapido esame, appare subito su quale piedistallo di sabbia si reggano.

Lo Stato quando ha una autorità ed una capacità di esercitarla, deve avere di mira, innanzi tutto, gli interessi collettivi dei suoi cittadini che, come tali, rappresentano gli interessi stessi dello Stato e non quelli che sarebbero esclusivi di una ben definita categoria o addirittura in contrasto con quelli della collettività. Basta allora esercitare questa autorità e tutti i problemi si risolvono nella maniera più agevole trasferendo aeroporti dall'uno all'altro Demanio, trasferendo servizi dall'una all'altra Amministrazione e così via.

Molto si può di ciò che si vuole, principalmente quando è di guida la giustizia e quando si mira alla comune utilità con mezzi idonei ed onesti.

Quanto sopra premesso gli italiani che hanno voce in capitolo in questo campo chiedono alle superiori Autorità dello Stato che si ponga fine al più presto all'assurdo in atto e che tutta l'Aviazione civile nel suo complesso di personale, di mezzi, di impianti e di gestione sia consegnata agli organi civili statali, parastatali, privati che già la costituirono.

Qualunque siano le difficoltà rimaste da superare perchè l'Aviazione civile risorga e si sviluppi, sono i civili che desiderano accollarsele e che si sentono perfettamente in grado di superarle col concorso fattivo, operoso e generoso dello Stato che è il primo interessato a tale ripresa e a tale sviluppo.

Essi auspicano, pertanto, la com-

CRONACA

TELEFONO DEL CRONISTA DAL

Vasta operazione di polizia al Tiburtino III ed a Pietralata

Sequestro di mitragliatrici, mitra e dinamite

La notte scorsa una vasta operazione di polizia è stata eseguita al Tiburtino III e a Pietralata. Vi hanno partecipato il Battaglione mobile, reparti della Scuola tecnica di polizia, un reparto di carristi con otto carri, 4 autoblinde, la celere, i ciclisti, 40 autocarri dell'esercito e alcune centinaia di carabinieri e di agenti. Le colonne hanno sostato alle 3 nel Piazzale del Verano da dove hanno raggiunto le località prestabilite. Qui giunti si sono divisi in squadre agli ordini di sottufficiali, Funzionari e ufficiali comandavano i raggruppamenti delle squadre che hanno circondato le zone mentre numerose pattuglie, inoltrandosi nei due quartieri procedevano ad una minuziosa perquisizione di tutti gli stabili. Sono state visitate abitazioni e magazzini.

Le perquisizioni hanno portato al sequestro di armi, munizioni e materiale allerato tra cui due mitragliatrici pesanti, un centinaio di fucili mitragliatori, moschetti e pistole. Inoltre è stata sequestrata una cassa di dinamite. Il materiale allerato consisteva quasi esclusivamente in generi alimentari, specialmente biscotti, e in bidoni di benzina molti dei quali vuoti.

Tutta la merce e le armi sequestrate sono state, in un primo tempo, depositate nei due edifici scolastici delle zone. Stamane tutto è stato caricato su camions e trasportato alla Questura centrale in via Genova.

Polizia e carabinieri hanno proceduto ad una ventina di arresti e ad una trentina di "fermi".

Alcuni degli arrestati erano ricercati dai vari Commissariati di Roma.

L'operazione è terminata alle 10.

Pubblicazione della lista elettorale maschile

Si rende noto che da Sabato 8 a lunedì 17 settembre' compreso, rimarrà depositato ed esposto al pubblico nella Sala consiliare in Campidoglio un esemplare della lista elettorale, compilata a' termini del decreto 28 settembre 1944, n. 74 e del decreto 24 ottobre 1944, n. 249, relativamente ai titoli e documenti che si riferiscono a ciascun nominativo.

Ogni cittadino nel periodo suindicato, dalle 9 alle 12, e dalle 16 alle 18 dei giorni feriali e dalle 9 alle 12 dei festivi, potrà prendere visione della lista e dei documenti relativi.

Contro le iscrizioni e le omissioni nella lista ciascun cittadino può reclamare fino a tutto il 17 settembre con le modalità previste dall'articolo 24 del Testo Unico 2 settembre 1919, n. 1495.

Assemblea degli abbonati al telefono

Domani alle 17 nell'Aula Magna del Liceo Visconti, in piazza del Collegio Romano, è indetta una grande assemblea generale degli abbonati al telefono. L'argomento posto in discussione sarà costituito dal nuovo decreto, che secondo qualche anticipazione di carattere ufficioso, si riferirebbe soltanto al trimestre in corso, lasciando immodificate le bollette già emesse.

L'aumento degli affitti

Si è riunito nel pomeriggio di ieri, al Viminale, il Comitato dei Ministri incaricato di rielaborare lo schema di decreto sulle locazioni degli immobili. Lo schema di decreto, che sarà presentato all'approvazione del Consiglio dei Ministri in una delle prossime riunioni, tiene conto dei criteri esposti nel memoriale presentato tempo addietro dalla C.G.I.L. al Governo e degli interessi dei proprietari di stabili. Gli aumenti saranno applicati però sulla base della data di stipulazione del contratto, dell'ammontare del canone di affitto e sul numero della popolazione dei vari centri urbani.

Per gli immobili adibiti ad uso di abitazione le maggiorazioni saranno [illegible]: nelle città con popola-

Aumento dell'80 per cento di salario a favore dei poligrafici

L'assemblea straordinaria dell'Associazione esercenti industrie grafiche e affini riunitasi ieri nella sala della Confederazione dell'Industria ha deciso di accordare un aumento di salario pari all'80 per cento della paga base a favore dei lavoratori poligrafici. Tale decisione è stata presa dopo diversi giorni di trattative con la Federazione del Libro e in seguito dell'agitazione della categoria.

Trasporto merci con autoveicoli

Le Ferrovie dello Stato, entro la settimana, inaugureranno due nuove [illegible]

GIORNATA DI REPUBBLICA

L'8 settembre [illegible] pubblicano della Giovane [illegible] la campagna per [illegible] I cittadini sono [illegible] festazioni indette d[illegible]

Fed[illegible]
DE[illegible]
SO[illegible]

Il viaggio in [illegible] della Delegazione de[illegible]

Iersera alle 18, la Del[illegible] Confederazione Generale [illegible] ritorno dalla Russia, ha [illegible] relazione alla stampa su[illegible] pubblico che ha avuto caratte[illegible] te cinematografico.

Sulle condizioni della c[illegible] ce l'on. Di Vittorio ha [illegible] stano evidenti le tracce [illegible] compiuti dal popolo ru[illegible] guerra, abbiamo constatato [illegible] ro di vita della classe l[illegible] claimante di fronte a qu[illegible] Italia, è assai elevato.

L'on. Di Vittorio ha poi [illegible] l'opera di ricostruzione [illegible] Russia. A Leningrado, [illegible] ova ci attendevamo di [illegible] ta rovine e case diroccate [illegible] strata una città in pie[illegible] con le case ricostruite, [illegible] tutti i cittadini, operai [illegible] uomini e donne, offrono [illegible] mesoli per la ricostruz[illegible] Vi basti sapere che 75 [illegible] no ora qualificati con de[illegible] è raro veder l'impiegato [illegible] tra le mani.

Di Vittorio ha poi [illegible] alcuno Sovietica esiste l[illegible] berta di culto.

Quindi l'oratore ha [illegible] mento che sta al cuore [illegible] Russi: quello del prigio[illegible]

La delegazione ha av[illegible] sitare il campo di Kra[illegible] Mosca.

«Da questa visita — [illegible] torio — abbiamo ripo[illegible] soddisfazione. I campi [illegible] ordinati. I prigionieri [illegible] vecchie ben distanti da [illegible] di esse i nostri soldati [illegible] lato giardinetti fioriti [illegible] pavimento delle barac[illegible] to di circa mezzo metro [illegible] stono bagni, biblioteche [illegible] tivo e cucine pulite [illegible] nala di militari prigio[illegible] biamo trovato un solo [illegible] ti i prigionieri italiani [illegible] esportati nell'Asia cen[illegible] clima migliore esistono [illegible] Prigionieri presentano [illegible] hanno assicurato che [illegible] alla stessa stregua di [illegible] sfatti. Il vitto è ide[illegible]

0903

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

63A

CRONACA DI ROMA

TELEFONO DEL CRONISTA DALLE 10 ALLE 12: N. 64.817

...azione di polizia ...III ed a Pietralata

...eglialrici, mitra e dinamite

Polizia e carabinieri hanno proceduto ad una ventina di arresti e ad una trentina di "fermi".

Alcuni degli arrestati erano ricercati dai vari Commissariati di Roma.

L'operazione è terminata alle 0.

Pubblicazione della lista elettorale maschile

Si rende noto che da Sabato 8 a lunedì 17 settembre compreso rimarrà depositato ed esposto al pubblico nella Sala consiliare [illegible] Campidoglio un esemplare della lista elettorale, compilata a' termini del decreto 28 settembre 1944, n. 247, e del decreto 24 ottobre 1944, n. [illegible] limitatamente ai titoli e documenti [illegible] riferiscono a ciascun nominativo.

Ogni cittadino nel periodo [illegible] indicato, dalle 9 alle 12, e dalle 16 alle 18 dei giorni feriali e dalle 9 alle 12 dei festivi, potrà prendere visione della lista e dei documenti relativi.

Contro le iscrizioni e le cancellazioni nella lista ciascun cittadino può reclamare fino a tutto il 17 settembre con le modalità previste dall'articolo 21 del Testo Unico 2 settembre 1919, n. 1495.

Assemblea degli abbonati al telefono

Domani alle 17 nell'Aula Magna del Liceo Visconti, in piazza del Collegio Romano, è indetta una nuova assemblea generale degli abbonati al telefono. L'argomento principale in discussione sarà costituito dal nuovo decreto, che assicura qualche anticipazione di spesa ufficioso, al trimestre in corso, lasciando in sospeso le bollette già emesse.

Aumento dell'80 per cento di salario a favore dei poligrafici

L'assemblea straordinaria della Associazione esercenti industrie grafiche e affini riunitasi ieri nella sede della Confederazione dell'Industria, ha deciso di concedere un aumento di salario pari all'80 per cento della paga base a favore dei lavoratori poligrafici. Tale decisione è stata presa dopo diversi giorni di trattative con la Federazione dei lavoratori, a seguito dell'agitazione della categoria.

Trasporto merci con autocarri

Le Ferrovie dello Stato, entro la settimana, inaugureranno due nuove

GIORNATA DEL CONSIGLIO NAZIONALE REPUBBLICANO DELLA GIOVENTU'

L'8 settembre i giovani del Consiglio Nazionale Repubblicano della Gioventù inizieranno, con un grande comizio, la campagna per la Costituente.

I cittadini sono invitati ad intervenire alle varie manifestazioni indette dal Consiglio.

Federazioni Giovanili dei Partiti: D'AZIONE - DEMOCRATICO DEL LAVORO - CRISTIANO SOCIALE - REPUBBLICANO - SOCIALISTA.

Il viaggio in Russia della Delegazione della C. G. L.

Iersera alle 18, la Delegazione della Confederazione Generale del Lavoro, di ritorno dalla Russia, ha fatto un'ampia relazione alla stampa sul viaggio compiuto che ha avuto carattere prettamente sindacale.

Sulle condizioni della classe lavoratrice l'on. Di Vittorio ha detto: Benchè siano evidenti le tracce dei sacrifici compiuti dal popolo russo durante la guerra, abbiamo constatato che il tenore di vita della classe lavoratrice, specialmente di fronte a quello esistente in Italia, è assai elevato.

L'on. Di Vittorio ha quindi elogiato l'opera di ricostruzione già iniziata in Russia. A Leningrado, per esempio, ove ci attendevamo di trovare soltanto rovine e case diroccate abbiamo ammirata una città in piena efficienza e con le case ricostruite. A Leningrado tutti i cittadini, operai ed impiegati, uomini e donne, offrono 8 ore di lavoro mensili per la ricostruzione della città. Vi basti sapere che 75 mila persone sono ora qualificati con due mestieri. Non è raro vedere l'impiegato col piccone tra le mani.

Di Vittorio ha poi detto che nell'Unione Sovietica esiste la più ampia libertà di culto.

Quindi l'oratore ha toccato un argomento che sta al cuore di tutti gli italiani: quello dei prigionieri in Russia.

La delegazione ha avuto modo di visitare il campo di Krasnogorsk vicino a Mosca.

«Da questa visita — continua Di Vittorio — abbiamo riportata una grande soddisfazione. I campi sono puliti ed ordinati. I prigionieri dormono in baracche non distanti una dall'altra e tra di esse i nostri soldati hanno impiantato giardinetti fioriti ed orticelli. Il pavimento delle baracche è sopraelevato di circa mezzo metro. Nel campo esistono bagni, biblioteche, il campo sportivo e cucine pulite. Tra varie centinaia di militari prigionieri visitati, abbiamo trovato un solo malato. Quasi tutti i prigionieri italiani sono stati trasportati nell'Asia centrale e ciò per la clima migliore esistente in quelle zone. Prigionieri provenienti da quei campi ci hanno assicurato che essi sono trattati alla stessa stregua di quelli da noi visitati. Il vitto è identico a quello dei [illegible]

Un villino di 45 stanze per due generali

In via dell'Olmata c'è una caserma di guardie di Finanza il cui comando occupa un villino in piazza Galeno. Giorni or sono il colonnello comandante del reparto ricevette l'ordine dal Comando del Corpo di trasferire le sue guardie nell'ex-albergo Marsa, a Monte Sacro, poichè la caserma di via dell'Olmata doveva essere occupata dal Comando stesso.

Occorreva fare prestissimo, sgomberare nel più breve tempo possibile per procedere ai necessari lavori di restauro e di adattamento.

Qual'è il motivo urgente di tale trasferimento che — a conti fatti — verrà a costare allo Stato una diecina di milioni? Eccolo: due generali della Guardia di Finanza debbono occupare con le rispettive famiglie, non sappiamo in base a quale diritto, il villino di piazza Galeno che si compone di ben 45 vani. E siccome hanno fretta e sono impazienti di sistemarsi nella nuova abitazione è stato disposto che gli uffici del Comando si trasferiscano nella caserma di via dell'Olmata e che le Guardie di via dell'Olmata vadano a finire a Monte Sacro.

Tutto questo tramestio, più dieci milioni di spesa, per soddisfare alle esigenze di due generali i quali sentono l'assoluta necessità di essere in possesso del villino di piazza Galeno per poter comandare col necessario prestigio il Corpo delle Guardie di Finanza.

Così si spendono i denari dei contribuenti.

La contessa Adorni in Assise

P. R. I.

SOTTOSEZ. CASTRO PRETORIO - SALLUSTIANO - LUDOVISI. I Soci sono convocati in assemblea per il giorno 6 corrente, alle ore 18,30, nella Sede di via Montebello 89, per discutere lo schema del nuovo statuto e l'ordine del giorno dell'assemblea generale della Sezione.

* * *

I Giovani sono invitati ad intervenire all'assemblea che si terrà il giorno 10 Settembre, alle ore 18,30, nei locali della Sottosezione, per la costituzione del Circolo Giovanile.

SOTTOSEZ. PRENESTINO. Tutti gli iscritti sono vivamente invitati ad intervenire alla Assemblea straordinaria che si terrà sabato prossimo, 8, alle ore 17 nei locali di Via Bartolomeo d'Alviano n. 4 (Palazzo dei Tramvieri) per discutere lo schema del nuovo statuto della Sezione. Verrà anche commemorata la data dell'8 settembre 1943.

SOTTOSEZ. ESQUILINO. L'assemblea generale dei soci è convocata per venerdì 7 settembre alle ore 18 nei locali della Sottosezione in via già Pepe di Piemonte 148. Il segretario prega vivamente di non mancare perchè si discuteranno importanti questioni politiche ed amministrative. Nell'occasione l'avv. Leone Amato illustrerà la fuga da Pescara.

SOTTOSEZ. CAVE-TUSCOLANO. I Soci sono pregati d'intervenire all'assemblea generale che si terrà nei locali della Sottosezione Sabato 8 settembre alle ore 19 per discutere un'importantissimo ordine del giorno fra cui l'approvazione del nuovo Statuto della Sezione di Roma. Sarà inoltre ricordata agli amici «la fuga da Pescara».

SOTTOSEZ. TORPIGNATTARA-CENTOCELLE. Sabato 8 p. c. alle ore 19 è indetta l'assemblea generale dei soci con il seguente ordine del giorno: 1) relazione politico-amministrativa; 2) elezione del nuovo Comitato direttivo; 3) lettura e discussione del nuovo Statuto della Sezione di Roma; 4) varie. Inoltre per l'infausta ricorrenza del tradimento di Pescara l'amico D'Angelo Aurelio terrà una breve conversazione. Data l'importanza dell'assemblea è doverosa la presenza di tutti.

SOTTOSEZ. PRATI MAZZINI. Tutti gli iscritti sono invitati ad intervenire all'assemblea straordinaria che si terrà sabato prossimo 8 corr. alle 18,30 nei locali di Via Filippo Corridoni n. 21 per discutere un importante ordine del giorno.

SOTTOSEZ. APPIO LATINO PRENESTINO. Sabato 8 corrente alle ore 18 assemblea generale della Sottosezione per discutere il seguente ordine del giorno: Discussione del nuovo statuto della Sezione. Infine si rievocherà la fuga da Pescara.

SOTTOSEZ. CENTRO. Per sabato prossimo giorno 8 corrente nella sala di Via dei Prefetti n. 46 è convocata l'assemblea generale della Sottosezione. Dovranno essere discussi importanti argomenti.

SOTTOSEZ. TRASTEVERE PORTUENSE GIANICOLENSE. Sabato 8 settembre, alle 18.30 assemblea generale. Gli amici sono vivamente pregati di non mancare, dovendosi discutere importanti argomenti.

CONVOCAZIONE DI SEGRETARI DI CIRCOLI Tutti i segretari dei circoli sono convocati in seduta straordinaria domani giovedì alle ore 18 in via d'Ascanio 23.

CIRCOLO GIOVANILE REPUBBLICANO «N. BAURO». Si invitano tutti gli iscritti ad intervenire all'assemblea generale che si terrà giovedì 6, alle ore 18, nei locali di Via Bartolomeo d'Al-

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VENERDI' 7 SETTEMBRE
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con torpedone celerissimo Alfa Romeo posti numerati
ITAL EXPRESS

0904

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costituenti in blocco l'Aviazione civile italiana, ivi compreso gli esponenti della medesima, è stato ieri concesso di liberamente e direttamente trattare i problemi interessanti detto personale ed il paese intero, nella loro essenza contingente e, quel che più importa, nella loro proiezione nel futuro.»

È evidente che la difesa dei reali valori di ordine e di morale di parte dei militari pronti a recarsi in armi per protestare che possa far insorgere gli Alleati a sostegno del loro perdurante arbitrio e a danno del paese e delle molte migliaia di persone già menzionate.

A danno del paese perchè ogni ritardo all'affrontamento pratico dei problemi connessi con una risorgente e moderna Aviazione civile, se per di proporzioni tali da far sorridere chi volesse malevolmente insinuare aspirazioni e competizioni con coloro di questo branca vitale, apparecchia un aggravamento difficilmente rimediabile. Senza dire che tali problemi di vario ordine e complessa portata possono trovare pertinente sede di esame e di pratici che di essi hanno fatto oggetto la propria preparazione culturale e la propria attività durante oltre un ventennio e che, soltanto, possono essere qualificati per la trattazione dei medesimi nell'ambito nazionale ed in quello internazionale?

Si possono pertanto esponenti ed ufficiali delle Aviazioni civili di qualsiasi altro Stato che debbano trattare i problemi suddetti coi nostri esponenti militari in servizio militare di cui tutti ben conoscono la mentalità formatasi nel travaglio delle questioni e delle gestioni militari italiane? È evidente l'assurdo quando si riconosca che l'Aviazione civile in genere ed in particolare la navigazione aerea mercantile è un problema di natura industriale e commerciale a carattere eminentemente economico più ancora che tecnico. Perchè dunque armarci nella difesa di ciò ch'esula pertinente?»

Sarebbe condannabile una sovrapposizione del paese che contrasterebbe con la gestione della Marina mercantile per parte della Marina militare, o delle Ferrovie per parte del «Genio ferroviario?»

A danno altresì delle migliaia di persone che per oltre un ventennio tutto hanno dato e sacrificato per crearsi una base di esistenza e di sicurezza avvenire contemperando le necessità della vita propria e della propria famiglia alle soddisfazioni del proprio spirito, alla cultura del proprio intelletto, alle tendenze del proprio temperamento.

Perchè che quando il paese ha richiesto a raccolta per la sua difesa tutto hanno dato la più valida, intelligente ed efficace collaborazione ai colleghi militari, senza misura di riserbo o di fatica, come dimostra la percentuale dei caduti che è oltre il 50 per cento.

Oggi queste persone sono neglette, trascurate, inoperose se si eccettuano quei pochissimi casi di piloti richiamati in servizio militare in tempo di pace, forse nella illusione di tacitare le aspirazioni della categoria col previsione richiamo di una sempre più alta dispersione di valori già acquisiti ed indispensabili per una ripresa di attività che deve partire non dall'inizio, ma da un punto già alto

pongo anche al più presto un assurdo in atto e che tutta l'Aviazione civile nel suo complesso di personale, di mezzi, di impianti e di gestione sia consegnata agli organi civili statali, parastatali, privati che già la costituirono.

Qualunque siano le difficoltà rimaste da superare perchè l'Aviazione civile risorga e si sviluppi, sono i civili che desiderano accellerarle e che si sentono perfettamente in grado di superarle col concorso fattivo, operoso e generoso dello Stato che è il primo interessato a tale ripresa e a tale sviluppo.

Essi auspicano, pertanto, la completa autonomia dell'Aviazione civile e ne rivendicano l'attuazione.

C. G.

Non entriamo in merito al dibattito, ed abbiamo voluto lasciare alle due tesi una esplicita esposizione; ma andiamoci piano con le invocazioni al "concorso generoso dello Stato" ossia del contribuente. Questo è un argomento assai delicato, che investe problemi di ordine industriale si scivola subito a quello amministrativo e politico. E qui lasciamo le nostre riserve per una eventuale futura discussione.

I lavoratori livornesi

chiedono di non essere sostituiti da prigionieri tedeschi

LIVORNO, 5 (Ansa) — Ieri sera un lungo corteo di lavoratori ha sfilato ordinatamente per le vie del centro portandosi fino alla Prefettura. Qui una commissione è stata ricevuta dal prefetto al quale ha esposto i desiderata dei lavoratori livornesi che si compendiano nella richiesta alle autorità alleate che cessi la sostituzione dei lavoratori italiani con i prigionieri tedeschi.

Mentre la commissione si intratteneva col prefetto, la polizia militare americana disperdeva i dimostranti. Questi, rimasti numerosi, si sono diretti verso la stazione, ma la polizia americana ha di nuovo sfollato la via. Però dopo la marcia dei lavoratori si è sfollata senza alcun incidente.

L'arresto dello "storico,, Chiurco

FIRENZE, 5 (Ansa) — Il «Nuovo Corriere» pubblica che a Firenze è stato arrestato il prof. G. A. Chiurco, fondatore dei fasci di Siena, squadrista, prefetto di Siena nel periodo repubblichino. Il Chiurco è autore della «Storia della rivoluzione fascista».

Nel Nord è stato pure arrestato Agostino Battignani, ex federale di Siena nel periodo repubblichino.

Potente insetticida

diffuso in Gran Bretagna

LONDRA, 5. (Reuters). — Il Ministero dei rifornimenti ha annunciato che sarà prossimamente posto in vendita nel Regno Unito un nuovo insetticida «DDT» finora riservato alle forze armate. Questo ritrovato ha già salvato molte vite durante la guerra e potrà recare adesso beneficio anche nuovamente. Esso è stato inventato in Svizzera e perfezionato in Inghilterra. In fatto meraviglie nelle campagne d'Africa e d'Italia, ha fermato una violenta epidemia a Napoli ha protetto le truppe

L'aumento degli affitti

Si è riunito nel pomeriggio di ieri, al Viminale, il Comitato dei Ministri incaricato di redigere lo schema di decreto sulle locazioni degli immobili. Lo schema di decreto, che sarà presentato all'approvazione del Consiglio dei Ministri in uno delle prossime riunioni, tiene conto dei criteri esposti nel memoriale presentato tempo addietro dalla C.G.I.L. al Governo e degli interessi dei proprietari di stabili. Gli aumenti saranno applicati però sulla base della data di stipulazione del contratto, dell'ammontare del canone di affitto e sul numero della popolazione dei vari centri urbani.

Per gli immobili adibiti ad uso di abitazione le maggiorazioni saranno le seguenti: nelle città con popolazione inferiore ai 20 mila abitanti, quando il canone non superi le Lire 100 l'aumento sarà del 30% per le case locate prima del 16 aprile 1934, del 20% per quelle locate tra il 16 aprile 1934 e il 30 luglio 1940 e del 15% per quelle locate tra il 30 luglio 1940 e l'8 settembre 1943; per gli affitti da L. 100 a L. 300, rispettivamente del 50, 20 e 20 per cento; per gli affitti oltre le L. 300, del 60, 40 e 20 per cento. Nelle città con popolazione tra i 20 e i 150 mila abitanti fino a L. 150, l'aumento sarà del 30, 20 e del 15 per cento; da L. 150 a L. 300, del 50, 20 e 20 per cento; nelle città con popolazione da 150 mila a 500 mila abitanti fino a L. 200, del 30, 20 e 15 per cento, da L. 200 a L. 600 del 50, 20 e 20 per cento; oltre le Lire 600, del 60, 40 e 20 per cento; nelle città con popolazione superiore a 500 mila abitanti, fino a L. 200 del 30, 20 e 15 per cento; da Lire 200 a L. 600 del 40, 25 e 17,50 per cento; da L. 600 a L. 1000, del 50, 30 e 20 per cento; oltre le L. 1000, del 60, 40 e 20 per cento.

Per gli immobili adibiti ad uso diverso dall'abitazione gli aumenti sono fissati nella misura del 120, dell'80 e del 60 per cento.

Il progetto è naturalmente suscettibile di modifiche da parte del Consiglio dei Ministri.

Circa l'onere derivante ai proprietari di case dal ripristino del l'equo canone, nulla è stato deciso in attesa di sentire le categorie interessate.

Congedi in corso

che la maggior parte diciamo anzi tutti i richiamati, attendiamo assolutamente il giorno dell'incontro coperto non c'è dubbio. Noi stessi del nostro fatti portavoce del legittimi interessi di decine di migliaia di cittadini tengono a lungo distanti dalle loro ordinarie mansioni e che ora vorrebbero riprendere gli interessanti lavori produttivi. Senonchè il provvedimento del congedo in corso richiede un certo criterio di graduabilità che si rende assolutamente importante per i numerosi casi eccezionali che lo stesso partecipa il dolore e la gioia delle famiglie dei sinistrati. Questi casi pure che si verificano più numerosi nel corso sanitario, e negli ospedali militari di Roma parecchi sottufficiali sono stati dolorosamente sorpresi dal repentino provvedimento di congedo che li mette addirittura sul lastrico insieme con le loro famiglie. Costoro asseriscono che i congedati non possono essere improvvisamente privati, senza danno, della loro opera, e infatti si è già dimostrato a determinare un certo disagio nei servizi, mentre si è visto che il personale femminile, che in qualche caso viene a prendere il vacante posto, non dà lo stesso rendimento. Il Governo sanitario ha compiuto il dovere di soccorrere i feriti di guerra, i mutilati, i bombardamenti aerei, e quanto per arrecare che donato il suo sangue per i fratelli in ogni trasfusioni. Così [illegible] un elevato di essere [illegible] attendono che il servizio come civili [illegible] normalizzi. I mercato di lavoro [illegible] senza lavoro, sinistrati senza casa [illegible] mesi, senza lavoro [illegible] essere congedati senza [illegible] reparabile per le loro [illegible] qual la opportunità [illegible] predetto al lavoro [illegible] una prova in considerazione [illegible] per cui che si presenta [illegible] mente grave e talvolta [illegible] tosa.

Allievi esclusi dalla Scuola Militare

Aumento dell'80 per cento di salario a favore dei poligr

L'assemblea straordinaria dell'Associazione esercenti industrie affini riunitasi ieri nella della Confesercenza dell'Indu ha deciso di accordare un aum di salario pari all'80 per cento paga base a favore dei lavor poligrafici. Tale decisione è s presa dopo diversi giorni di t tive con la Federazione del La seguito dell'agitazione della goria.

Trasporto merci con auto

Le Ferrovie dello Stato, entro l settimana, inaugureranno due nuove camionetteche per trasporto di m colletame e precisamente: Roma, forro, Fiumicino, Nera, Isola Liri, Viterbo, Orvieto, Calmel, S

Come per le linee già in esercizio ma-Pescara, Roma-Terano, Roma-Roma-Campobasso e Roma-S. P. del Tronto), si ricorda che le co tono ad arricano alle ordo Roma S. Lorenzo o che è suffi presa o la consegna a domicilio. ste tale servizio.

E' ammessa l'accettazione di fica tutte le stazioni servite da camionistiche, muniti di quell stazioni stesse per oltre Ass

Informazioni di dettaglio p sono richieste alla Sezione Com e del Traffico delle F. S. V. Elena 95 o alla Stazione di Roma renze.

Entrano in una casa e rubano un mulo

Il Comando della 1. Compagn Guardia di Finanza, in Via Stat ha denunciato al Commissariato P no che nella notte del 3 al 4 penetrati nella caserma forzando cello di un giardino privato Amedeo III hanno preso una proprietà della Compagnia.

Due colpi di mit contro un pescivend

Il pescivendolo D'Andrea Lui tante in via Fanciulla d'Arco v 8,30 di ieri sulla Via Appia, al km., mentre era a bordo di un c ciano n. 6201 Roma, guidato da tello Francesco è stato fatto se colpi di mitra, sparati dall'ago P. E. Filiberi Nicola, due dei qu colpivano all'addome e al polso s

Il ferito ricoverato all'Ospedale Giovanni in osservazione.

La Presidenza dell'Ente Nazionale Assistenza Lavoratori, (Roma - Via ma 36) bandisce un concorso tutti i pittori e disegnatori italian un bozzetto di copertina della r dell'E.N.A.L. per l'anno 1946. I sono stabiliti nella misura seguent primo premio L. 5000 — secondo lire L. 3.000. Il soggetto della co pa è lasciato alla fantasia dell'art quale dovrà ispirarsi alla natura e scopi dell'Ente.

GLI SPETTA

Alla SALA UMBERTO [illegible] avere un vivo successo della graziosa [illegible] rivista «Se ci pensate bene» con l'autore Zanfalli e stata accolta da tra dal maestro Mario Consiglio e dal scritto alcune originali [illegible] scenografo Ruggero Alfieri. I cari interpreti Valvalli e [illegible] del Lucia, il cantante Dino Ferro, [illegible] Diana Colombo, Vera Olivella, [illegible] d'Andrea, i ballerini Lauri e Rivers, Gianni e Vonna sono stati vivamente applauditi.

Spettacoli di mercoledì 5

TEATRI

ARENA COSMO: ore 20,45: C. Campanini e la sua grande comp. di riviste «E' scappata la pace» (tel. 43-052).

ARTI: ore 18,30 «Un matrimonio ranquillo» di K. Abe Cranko.

BASILICA DI MASSENZIO: alle ore 21 concerto orchestrale diretto da Pietro Argento.

BRANCACCIO: Spettacolo Fantasia 3.2 con Carlo e Carlino, Trio Golde, Arcomando Brancia e i suoi virtuosi.

Arena Nerone (via Carlo Tenerani): «Mille e una notte».

Arena Esedra: «Il mercante di schiavi».

Arena Taranto: «Bar del sole» e «La di Rieti» A. Adami.

Aromata: «Capitan Uncino».

Astra: «Cervantes segreto».

Attualità: «Mayerling».

Augustus: «Segreto segreto».

Ausonia: «Folgore nel deserto».

Bernini: «Sangue grano».

Capranica: «Frutto proibito».

Castello: «La marina è ottimista».

Centrale: «La morte viene».

Clodio: «Sanfasone».

Cola di Rienzo: «Sotto la minaccia».

Colonna: «Febbre».

Colosseo: «La sua maniera».

Cristallo: «La verità sentimentale».

Delle Terrazze: «Montecristo Nuovo» e «Lo regno dei Medici».

Delle Vittorie: «Cuggino di terzo».

Excelsior: «Kitty».

Fenice: «La colpa di Rita Adams».

Flaminio: «Verso la vita».

Follia estiva: «Gli di in delle tenebre» e varietà.

Galleria: «Tutto la città canta».

Giulio Cesare: «Scandali nella nebbia».

Olimpia: «Il [illegible] della steppa».

0905

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

Aumento dell'80 per cento di salario a favore dei poligr...

L'assemblea straordinaria ... Associazione esercenti industrie grafiche e affini riunitasi ieri nella sede della Confederazione dell'Industria ha deciso di accordare un aumento di salario pari all'80 per cento della paga base a favore dei lavoratori poligrafici. Tale decisione è stata presa dopo diversi giorni di trattative con la Federazione del Libro, a seguito dell'agitazione della categoria.

Trasporto merci con automezzi

Le Ferrovie dello Stato, entro la ... settimana, inaugureranno due nuove ... camionistiche per trasporto di merci a collettame e precisamente: Roma, ... furro, Frosinone, Sora, Isola Liri ... na, Viterbo, Orvieto, Chiusi, S. ... (Roma-Pescara, Roma-Teramo, Roma-... detto Roma-Campobasso e Roma-S. Be... del Tronto), si ricorda che le corse ... di tono ed arrivano allo scalo ... la Roma S. Lorenzo e che è ammessa ... presa e la consegna a domicilio, ... ste tale servizio.

E' ammessa l'accettazione di ... fra tutte le stazioni servite da ... camionistiche, nonchè di quelle ... stazioni stesse per oltre ...

Informazioni di dettaglio possono essere richieste alla Sezione Commerciale e del Traffico delle F. S. Via ... Elena 95 o alla Stazione di Roma ... renzo.

Entrano in una caserma e rubano un mulo

Il Comando della 1. Compagnia della Guardia di Finanza, in Via Stat... 30 ha denunciato al Commissariato ... no che nella notte del 3 al 4 ... penetrati nella caserma forzando ... Via cello di un giardino privato ... di Amedeo III hanno preso una m... proprietà della Compagnia.

Due colpi di mitra contro un pescivendolo

Il pescivendolo D'Andrassi Lui... abitante in via Fanciulla d'Anzio ... 8,30 di oggi sulla Via Appia, al ... km., mentre era a bordo di un ... vino n. 83301 Roma, guidato da ... tello Francesco è stato fatto ... colpi di mitra, sparati dall'agente P. S. Fillacci Nicola, due dei quali ... colpivano all'addome e al polso ... E' stato ricoverato all'Ospedale ... Giovanni in osservazione.

La Presidenza dell'Ente Nazionale Assistenza Lavoratori, (Roma - Via ... 361 bandisce un concorso fra tutti i pittori e disegnatori italiani per un bozzetto di copertina della ... dell'E.N.A.L. per l'anno 1946. I premi sono stabiliti nella misura seguente: primo premio L. 20.000 — secondo ... L. 5.000. Il soggetto della ... è lasciato alla fantasia dell'artista il quale dovrà ispirarsi alla natura e scopi dell'Ente.

«Da questa visita — continua Di Vittorio — abbiamo riportata una grande soddisfazione. I campi sono puliti ed ordinati. I prigionieri dormono in baracche ben distanti una dall'altra e tra di esse i nostri soldati hanno impiantato giardinetti fioriti ed orticelli. Il pavimento delle baracche è sopraelevato di circa mezzo metro. Nel campo esistono bagni, biblioteche, il campo sportivo e cucine pulite. Tra varie centinaia di militari prigionieri visitati, abbiamo trovato un solo malato. Quasi tutti i prigionieri italiani sono stati trasportati nell'Asia centrale e ciò per il clima migliore esistente in quelle zone. Prigionieri provenienti da quei campi ci hanno assicurato che essi sono trattati alla stessa stregua di quelli da noi visitati. Il vitto è identico a quello dei cittadini sovietici. Essi dispongono di una radio e settimanalmente possono assistere anche a delle proiezioni cinematografiche ed a concerti. Il loro spirito è alto. Essi hanno ricevuto i delegati al canto dell'Inno di Garibaldi ed hanno espresso i loro sentimenti democratici».

Di Vittorio ha precisato che i prigionieri sono 20.000 ed ha fatto una impressionante descrizione della disfatta dell'ex Armir.

La voce del pubblico

Una ritenuta poco gradita

«Scrivo a nome di un gruppo di sottufficiali richiamati e trattenuti dell'Arma dei Carabinieri.

Presentatisi l'altro giorno a riscuotere la paga (per la cronaca la nostra paga si aggira sulle 5-6 mila lire) ci siamo sentiti dire che c'era una ritenuta di lire 40 per un libro di istruzione per i sottufficiali e carabinieri (Sinossi) che a suo tempo ci verrà distribuito.

Detta ritenuta non è legale, perchè fatta d'autorità e perciò contro il nostro volere, dato che non sappiamo proprio cosa farcene di libri d'istruzione professionale, perchè esso [illegible] servire per i militari effettivi e non per i richiamati o trattenuti. Abbiamo saputo che detto libro è stato fatto stampare da un Generale dei Carabinieri (per lui ancora Reali) comandante di brigata a Roma.

Non sarebbe meglio che questo sig. Generale provvedesse per i militari che girano per Roma scalzi e con i pantaloni stracciati?»

L'Acqua Acetosa

E' necessario non sfugga alla stampa onesta la indegna commedia della pretesa insalubrità dell'antica, famosa Acqua Acetosa ai Parioli. Si tratta di una manovra, finora purtroppo pienamente riuscita, di alcuni speculatori... nemici dell'acqua acetosa.

Ma essa dev'essere assolutamente sventata e la questione, di interesse pubblico, portata all'esame delle competenti autorità, le quali debbono riaprire al popolo l'antica fontana che attende d'essere ripristinata decorosamente, con pochissima spesa!

Alfredo Capparelli

sforiscano nella caserma di via dell'Olmata o che le Guardie di via dell'Olmata vadano a finire a Monte Sacro.

Tutto questo tramestio, più dieci milioni di spesa, per soddisfare alle esigenze di due generali i quali sentono l'assoluta necessità di essere in possesso del villino di piazza Galeno per poter comandare col necessario prestigio il Corpo delle Guardie di Finanza.

Così si spendono i denari dei contribuenti.

La contessa Adorni in Assise

Dinnanzi alla 1a Sezione speciale della Corte d'Assise hanno avuto inizio ieri mattina le udienze del processo a carico della signora Jolanda Campagnoli divenuta pel contessa Adorni e di Enrico Beltsame, entrambi imputati di collaborazionismo.

L'Adorni è altresì imputata di essere stata la spia e la confidente del famigerato Bernasconi.

Durante l'udienza di ieri gli imputati hanno decisamente respinto le accuse, mentre l'Adorni ha dichiarato di essere stata antifascista e di avere ricevuto la tessera di partigiana.

Durante l'udienza di stamani, che ha avuto inizio alle ore 9,30, ha avuto luogo l'escussione di due testi a carico: il capitano Salvatore Spina ed il colonnello Giuseppe Bertoni ex segretario del Maresciallo Badoglio e capo del gruppo militare clandestino B (Bertoni).

Il capitano Spina che ha fatto parte della banda Bertoni ha dichiarato di conoscere la Adorni come una losca affarista coinvolta con i tedeschi e che si era sempre vantata di essere amica di "pezzi grossi" nazi-fascisti, aggiungendo anche che era in stretti rapporti col Bernasconi. Ha poi deposto il colonnello Bertoni. Egli ha messo in chiaro — con una obiettiva e serena deposizione — di non aver sporto alcuna denuncia a carico degli imputati e di non poter quindi prendere alcuna posizione, non essendo riuscito ad avere soddisfacenti e precisi elementi di giudizio.

Dopo un breve intervallo, alle ore 12, l'udienza viene ripresa.

Iscrizioni all'Istituto Univ. Orientale di Napoli

L'Unione Laureati e Studenti dell'Istituto Univ. Orientale, sezione provinciale di Roma, è in grado di effettuare iscrizioni presso la segreteria dell'Istituto in Napoli per conto degli studenti interessati.

Rivolgersi a Largo Brancaccio 82, dalle 10 alle 12 dei giorni feriali.

Repubblica e monarchia

Sabato 8 corr. alle ore 16,30 il quindicenne Attilio Fasotti Gandin parlerà al Cinema-teatro «Italia» sul tema «Repubblica o monarchia».

SOTTOSEZ. CENTRO. Per sabato prossimo giorno 8 corrente nella sala di Via dei Prefetti n. 46 è convocata l'assemblea generale della Sottosezione. Dovranno essere discussi importanti argomenti.

SOTTOSEZ. TRASTEVERE PORTUENSE GIANICOLENSE. Sabato 8 settembre, alle 18,30 assemblea generale. Gli amici sono vivamente pregati di non mancare, dovendosi discutere importanti argomenti.

CONVOCAZIONE DI SEGRETARI DI CIRCOLI. Tutti i segretari dei circoli sono convocati in seduta straordinaria domani giovedì alle ore 18 in via d'Ascanio 23.

CIRCOLO GIOVANILE REPUBBLICANO «N. SAURO». Si invitano tutti gli iscritti ad intervenire all'assemblea generale che si terrà giovedì 6, alle ore 18, nei locali di Via Bartolomeo d'Alviano 4, (Palazzo dei Trancieri) per discutere un importante ordine del giorno.

GRUPPO D'AZIONE SOCIALE S.R.E. Lunedì 10, alle 16, assemblea in Via dei Prefetti 46, presso la Direzione del Partito. Si prega di non mancare.

COMIZIO A CASTELGANDOLFO. Sabato 8 settembre, alle ore 18, si terrà a Castelgandolfo un comizio per il Consiglio Repubblicano della Gioventù, parleranno giovani del P. d'A., P. R. I., P. D. L.

IL POPOLO SOVRANO di MILANO
IL TRIBUNO DEL POPOLO di GENOVA
si trovano in vendita presso la VOCE REPUBBLICANA, Via dei Prefetti 8.

La sottoscrizione a favore di Vincenzo Ceprani

Somma precedente	L. 2.650
N. N.	» 200
Totale	L. 2.850

Randolfo Pacciardi - Responsabile
Società Anon. Poligrafica Italiana Via della Guardiola, 22

GLI SPETTACOLI

Alla SALA UMBERTO ... successo della graziosa rivista «Se il potere di ... L'autore Jantaffi è stato ... to dal maestro Mario ... scritto alcune originali musiche ... coreografo Ruggero Angeletti. I ... interpreti Valentini e ... Duca, ... tante Gino Forti, l'elegante Diana Co... Vera Olinda, Liana D'Andrea, ... ballerini Lauti e Rever, Ciusti e Fontana sono stati vivamente applauditi.

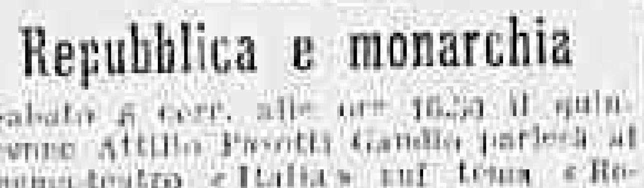
Spettacoli di mercoledì 5

TEATRI

ARENA COSMO: ore 20.45 C. Campanini e la sua grande comp. di riviste «E' scoppiata la pace» (tel. 43032).
ARTI: ore 18.30 «Un matrimonio tranquillo» di E. Mac Cracken.
BASILICA DI MASSENZIO: alle ore 21 concerto orchestrale diretto da Pietro Argento.
BRANCACCIO: Spettacolo Fantasia ...

Arena Azzurra (via Forte Trionfale): «Mille e una notte».
Arena Esedra: «Il Mercante di schiavi» e C.ia ...
Arena Taranto: «Bar del sud» e C.ia di Riviste A. Adami.
Arenula: «Capitan Furia».
Astra: «Accusatore segreto».
Attualità: «Mayerling».
Augustus: «Sigillo segreto».
Aurora: «Folgore sul nido».
Bernini: «Sangue gitano».
Capranica: «Frutto acerbo».
Castello: «La marina è vittoriosa».
Centrale: «La nostra città».
Clodio: «Naufragio».
Cola di Rienzo: «Sotto la maschera».
Colonna: «Febbre».
Colosseo: «La sua maniera».
Cristallo: «La verità sconosciuta».
Delle Terrazze (Monteverde Nuovo): «Lorenzino dei Medici».
Delle Vittorie: «Pugno di ferro».
Excelsior: «Katia».
Fenice: «La colpa di Rita Adams».
Flaminio: «Verso la vita».
Follie estive: «Al di là delle tenebre» e varietà.
Galleria: ...

Regina: «Falsari alla sbarra».
Rex: «Battaglia d'amore».
Rosa: «La prima moglie» (Rebecca).
Salario: «I deportati».
Salone Margherita: Gara di tiro alla freccia, dalle 16 alle 23.
Savoia: «Scandalo al Grand Hôtel».
Smeraldo: «Janosik il ribelle».
Trieste: «Stasera niente di nuovo».
Tuscolo: «Macario contro Zagomar».
Volturno: «Ascensore segreto».
XXI Aprile: «Piccolo mondo antico».



PROGRAMMA DI MERCOLEDI' 5

Ore 17,30: La Voce di Londra — 18: Giornale radio — 18,15: «Ai vostri ordini», la Voce dell'America risponde agli amici d'Italia — 18,45: Musiche di Vittorio Bergonzini eseguite dall'Autore — 19: Caleidoscopio, la collegamento con la Voce dell'America — 19,15: ...

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0906

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

destini nell'ambito nazionale ed in quello internazionale?

Si possono pensare esponenti ed organi delle Aviazioni civili di qualsiasi altro Stato che debbano trattare i problemi suddetti coi nostri esponenti militari in servizio militare di cui tutti ben conosciamo la mentalità formatasi nel travaglio delle questioni e delle gestioni militari italiane? E' evidente l'assurdo quando si riconosca che l'Aviazione civile in genere ed in particolare la navigazione aerea mercantile è un problema di natura industriale e commerciale a carattere eminentemente economico più ancora che tecnico. Perchè dunque ostinarsi nella difesa di così assurda posizione?».

Sarebbe inammissibile una ricostituzione del paese che cominciasse con la gestione della Marina mercantile per conto della Marina militare o delle Ferrovie per conto del Genio ferroviario?

A fianco altresì delle migliaia di persone che per oltre un ventennio tutto hanno dato e sacrificato per crearsi una base di esistenza e di sicurezza avvenire contemperando le necessità della vita propria e della propria famiglia alle soddisfazioni del proprio spirito, alla cultura del proprio intelletto, alle tendenze del proprio temperamento,

Persone che quando il paese ha chiamato a raccolta per la sua difesa hanno dato la più valida, totalitaria ed efficace collaborazione ai colleghi militari, senza misura di rischio e di fatica. Come dimostra la percentuale dei caduti che è oltre il 50 per cento?

Oggi queste persone sono neglette, trascurate, inoperose se si eccettuano quei pochissimi casi di piloti richiamati in servizio militare in tempo di pace, forse nella illusione di tacitare le aspirazioni della categoria col gravissimo rischio di una sempre più alta dispersione di valori già acquisiti ed indispensabili per una ripresa di attività che deve partire non dall'inizio ma da un grado già alto di evoluzione e di progresso.

I casi dunque sono due: o si è in buona fede quando si dice con l'unica incontrastabile eccezione alla giusta rivendicazione del personale dell'Aviazione civile sono le Autorità Alleate e allora, poichè questa soggezione non potrà durare in eterno, dobbiamo pensare ed essere sicuri che, non appena le prerogative del Governo italiano saranno ripristinate non soltanto nominalmente, sarà spontanea ed immediata la riconsegna

chiedono di non essere sostituiti da prigionieri tedeschi

LIVORNO, 5 (Ansa) — Ieri sera un lungo corteo di lavoratori ha sfilato ordinatamente per le vie del centro portandosi fino alla Prefettura. Qui una commissione è stata ricevuta dal prefetto al quale ha esposto i desiderata dei lavoratori livornesi che si compendiano nella richiesta alle autorità alleate che cessi la sostituzione dei lavoratori italiani con i prigionieri tedeschi.

Mentre la commissione si intratteneva col prefetto, la polizia militare americana disperdeva i dimostranti. Questi, riunitisi ancora, si sono diretti verso la Camera del lavoro, ma la polizia americana ha di nuovo sfollato la via. Poco dopo la massa dei lavoratori si è sciolta senza alcun incidente.

L'arresto dello "storico,, Chiurco

FIRENZE, 5 (Ansa) — Il "Nuovo Corriere" pubblica che a Firenze è stato arrestato il prof. G. A. Chiurco, fondatore dei fasci di Siena, squadrista, prefetto di Siena nel periodo repubblichino. Il Chiurco è autore della "Storia della rivoluzione fascista".

Nel Nord è stato pure arrestato Agostino Battignani, ex federale di Siena nel periodo repubblichino.

Potente insetticida
diffuso in Gran Bretagna

LONDRA, 5. (Reuter). — Il Ministero dei rifornimenti ha annunciato che sarà prossimamente posto in vendita nel Regno Unito un nuovo insetticida "DDT" finora riservato alle forze armate. Questo ritrovato ha già salvato molte vite durante la guerra e potrà recare ancora benefici anche maggiori. Esso è stato inventato in Svizzera e perfezionato in Inghilterra, ha fatto meraviglie nelle campagne d'Africa e d'Italia, ha fermato una violenta epidemia di tifo a Napoli ha protetto le truppe alleate di invasione del continente dalla minaccia delle malattie contagiose e le truppe del Pacifico dalla malaria.

Il "DDT" è venduto in polvere o liquido, opportunamente usato tiene lontano le mosche, le tarme e ogni specie di parassiti.

Il "DDT" è usato efficacemente per combattere la diffusione della malattia del sonno e si stanno facendo degli esperimenti per usarlo contro la paralisi infantile.

Esso avrà grandissima applicazione pratica: si calcola che la sola Gran Bretagna non ne userà meno di 5 mila tonnellate annue.

per 200 a L. 600 del 40, 30 e 20 per cento; da L. 600 a L. 1000, del 50, 30 e 20 per cento: oltre le L. 1000, del 60, 40 e 20 per cento.

Per gli immobili adibiti ad uso diverso dall'abitazione gli aumenti sono fissati nella misura del 120, dell'80 e del 60 per cento.

Il progetto è naturalmente suscettibile di modifiche da parte del Consiglio dei Ministri.

Circa l'onere derivante ai proprietari di case dal ripristino dell'assenzione, nulla è stato deciso in attesa di sentire le categorie interessate.

Congedi in corso

Che la maggior parte dei militari richiamati, attendano annualmente il giorno dell'invocato congedo non c'è dubbio. Noi stessi ci siamo fatti portavoce dei legittimi interessi di decine di migliaia di cittadini troppo a lungo distolti dalle loro ordinarie mansioni e che ora vorrebbero riprendere gli interrotti lavori produttivi. Senonchè il provvedimento dei congedi in corso richiede un certo criterio di graduabilità che ci sembrerebbe opportuno per i numerosi casi eccezionali che ancora purtroppo il doloroso tratto della famiglie dei sinistrati. Questi casi pare che si verifichino più numerosi nel corpo sanitario, e negli ospedali militari di Roma parecchi sottufficiali sono stati dolorosamente sorpresi dal repentino provvedimento di congelo che li mette addirittura sul lastrico insieme con le loro famiglie. Costoro osservano che gli ospedali non possono essere improvvisamente privati, senza danno della loro opera, e infatti si è già cominciato a determinare un certo disagio nei servizi, mentre si trattiene il personale femminile, il quale in qualche caso viene a godere del gradevole privilegio di un cumulo di due o tre stipendi per famiglia. Ritorna ricordare che il corpo sanitario ha compiuto il duro dovere di soccorrere i feriti durante i bombardamenti aerei e qualcuno ha pur che donato il suo sangue per ricuperi trasfusionali. Costoro in sostanza chiedono di essere trattenuti in servizio come civili là ottanta che il mercato del lavoro si normalizzi. I sinistrati senza casa, senza indumenti, senza lavoro non potrebbero essere congedati senza un danno irreparabile per le loro famiglie: di qui la opportunità di provvedere gradualmente al loro congedo, con una presa in considerazione del caso per caso che ci prospetta particolarmente grave e talvolta anche pietoso.

Allievi esclusi
dalla Scuola Militare

Circa due mesi fa il ministro Jacini ricevette una commissione di ex allievi della Scuola Militare di Roma licenziati nel maggio 1943, quando con la proclusa si chiuse l'Accademia Militare. Questi sarebbero stati riservati a tali assicurazioni. Nessuno uscito da questi colloqui riserva neppure un posto, e ancora appare sulla porta la scritta suscettibile.

Pertanto chiediamo che i posti riservati (40-50) per volere del Ministro Jacini siano mantenuti.

Un gruppo di allievi

La razione di sale
per il mese di settembre

L'Amministrazione del Monopolio comunica: "La razione normale di sale per il corrente mese di settembre è stata in grammi 300 a persona. I consumatori possono prelevare tale razione presso le rivendite cui sono prenotati con il buono numero 45 della carta annonaria del generi vari valida per il quadrimestre luglio-ottobre 1945".

e rubano un mu

Il Comando della 1. Compagnia della Guardia di Finanza, in Via Stat ha denunciato al Commissariato S. Giovanni che nella notte del 3 al 4 ignoti penetrati nella caserma forzando cancello di un giardino privato in Via Amedeo III hanno preso una proprietà della Compagnia.

Due colpi di mit contro un pescivend

Il pescivendolo D'Andrazzi Luigi tanto in via Fasciola d'Anzio ve 8,30 di oggi sulla Via Appia, al Km., mentre era a bordo di un a nino n. 8307 Roma, guidato da fratello Francesco è stato fatto ogg colpi di mitra, sparati dall'agen P. S. Filiucci Nicola, due dei qu colpivano all'addome e al polso d sinistro. Il S. è stato ricoverato all'ospedale Giovanni in osservazione.

La Presidenza dell'Ente Nazionale Assistenza Lavoratori, (Roma - Via ... 30) bandisce un concorso fra tutti i pittori e disegnatori italiani per bozzetto di cosrrina della ... dell'E.N.A.L. per l'anno 1946. E ... sono stabiliti nella misura seguent: primo premio L. 20.000 — secondo mio L. 5.000. Il soggetto della ... na è lasciato alla fantasia dell'art ... quale dovrà ispirarsi alla natura ... scopi dell'Ente.

L'Acqua Acetosa

E' necessario non sfuggire alla stampa onesta la indegna commedia della protesa inattabilità dell'acidità, famosa Acqua Acetosa ai Parioli. Si tratta di una manovra, purtroppo pienamente riuscita, di alcuni speculatori... nemici dell'acqua acetosa.

Ma essa deve essere assolutamente sventata e la questione, di interesse pubblico, portata all'esame delle competenti autorità, le quali debbono ridare al popolo l'antica fontana che attende di essere ripristinata decorosamente, con pochissima spesa!

Alfredo Cappelli

GLI SPETTA

Alla SALA UMBERTO è stato avuto un vivo successo della graziosa rivista «Se ci potessi dire la verità». L'autore Jantaffi è stato ben coadiuvato dal maestro Mario ... che ha scritto alcuni originali pezzi musicali e dal coreografo Ruggero Arcuri. I bravi interpreti Valentini e Del Duca, il cantante Gino Farro, l'elegante Diana Cornel, Vera Olivelli, Lina D'Andrea, i ballerini Landi e Rivi, Ghinti e Fontana sono stati vivamente applauditi.

Spettacoli di mercoledì 5

TEATRI

ARENA COSMO: ore 20,45 C. Campanini e la sua grande comp. di riviste «E' scoppiata la pace» (Tel. 44.393).
ARTI: ore 16,30 «Un matrimonio tranquillo» di K. Mac Cracken.
BASILICA DI MASSENZIO: alle ore 21 concerto orchestrale diretto da Pietro Argento.
BRANCACCIO: Spettacolo Fantasia V. con Carlo e Carlino, Trio Golde, Armando Fragua e i suoi virtuosi, allo Sceriffo: «L'amore è novità» (Ingresso continuato dalle 16 in poi).
ELISEO: Riposo. Riapertura il 12 settembre con la Cia di Laura Adani.
HAPPY GARDEN: Via IV Fontane, tutti i giorni dalle 16 alle 23 divertimenti.
NIRVA (Via Nomentana, 260): Tutte le sere orchestra e gran varietà.
PRINCIPE: Compagnia Tino Scotti in «Come è bella questa musica» e «Un Capitano in».
QUATTRO FONTANE: ore 20,30 Operetta Comica «Le campane di Corneville».
SALA UMBERTO: Nuova rivista «Se potessi dire la verità» con Valentini e Del Duca (Ingresso continuato dalle ore 16,30).
SPLENDORE: ore 18 e 20,30: Cia Rivista Segurini «E' tornata la luce in città».
VALLE: ore 18 Cia Fanfulla «Orchidea verde».
ZOO DI ROMA: Riposo.

CINEMA

Acquario: «La moglie in castigo».
Altieri: «Amore e mistero».
Ambasciatori: «Il lago delle Vergini».
Appio: «La nostra città».
Aquila: «Rishikesh» «Alla foresta».
Arena Azzurra (via Forte Trionfale): «Mille e una notte».
Arena Esedra: «Il Mercante di schiavi».
Arena Taranto: «Bar del sud» e Cia di Rivista A. Adami.
Aramula: «Capitan Furia».
Astra: «Il cavaliere segreto».
Attualità: «Mayerling».
Augustus: «Stella segreta».
Ausonia: «Folgore sul mondo».
Barnini: «Sangue gitano».
Capranica: «Frutto acerbo».
Castello: «La marina è vittoriosa».
Centrale: «La nostra città».
Clodio: «Naufragio».
Cola di Rienzo: «Sotto la mitraglia».
Colonna: «Fedora».
Colosseo: «La una nuvola».
Cristallo: «La verità eliminata».
Delle Terrazze (Monteverde Nuovo): «Lorenzino dei Medici».
Delle Vittorie: «Pugno di ferro».
Excelsior: «Katia».
Fenice: «La colpa di Rita Adams».
Fiammino: «Verso la vita».
Follie estive: «21 di là delle tenebre» e varietà.
Galleria: «Tutta la città canta».
Giulio Cesare: «Segnali nella nebbia».
Gloria: «Il ragazzaccio della stoppa».
Imperiale: «Frutto acerbo».
Iris: «Luce nelle tenebre».
Italia: «Pennel Giacomino».
Iovinelli: riposo.
Manzoni: Ore 16: Cia Tomas Petelli e film «I sette peccati».
Massimo: «L'ambasciata» e remica.
Mazzini: «Trattenimento invitato».
Modernissimo: Sala A «Il mercante dei quattro»; Sala B «L'ultima nave di Sciuscià».
Moderno: «Il Mercante di schiavi».
Nomentano: «Terra di fuoco».
Nuovo: «Teresa Venerdì».
Odeschalchi: «Foresta pietrificata».
Olimpia: «Sangue Gitano».
Orfeo: «Passaporto rosso».
Ottaviano: «Tenanani».
Palazzo: «Al di là delle tenebre» e Cia di rivista.
Palestrina: «Il treno fantasma».
Parioli: «La grande imperatrice».
Quattro Fontane: «La foresta pietrificata».
Quirinale: «Vedo senza ritorno».
Quirinetta: ore 16,30, 17, 19, 21 «Il tesoro azteco» con William Power e Myrna Loy.
Reale: «Pazza di gioia» e Compagnia Venuti - Valenti.

A RIMINI L'8 SETTEMBRE

GIORNATA ROMAGNOLA PER LA REPUBBLICA

ORATORI: CINO MACRELLI - MARIA TERESA MACRELLI-BARTOLI - ALDO SPALLICCI

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

...1000, del ...: oltre le ... per cento. ...tti ad uso ...gli aumenti ...a del 120, ...oto. ...ente suscet... ...rte del Con...

...nte ai pro... ...ristino del... ...to deciso in ...egorie into...

CORSO

...diciamo an... ...tendiamo an... ...dell'avvenuto ... Noi stessi ... dei legitti... ...di migliaia ...ungo distolti ...r...mi e che ...re gli inter... Senonchè il ...gli in corso ...e al gradua... ...o appartuno ...zionali che ...eroso tasto ...tratti. Questi ...hino più nu... ...arlo, e negli ...ma parecchi ...olorevolmente ...provvedimen... ...nette addirit... ...e con le loro ...evano che gli ...sere improv... ...a danno del... ...el è già co... ...un certo di... ...e si trattie... ...lle. Di quale ...a credere del ...un cumulo di ...famiglia. Ele... ...ercare sani... ...ro dovere di ...anto i bam... ...leanna in san... ...gue per ur... ...ro in sostan... ...trattenuti in ...attesa che il ...normalizzi. I ...senza indu... ...n potrebbero ...ne danno ir... ...famiglie: di ...provvedere ...sempre, con ...uoto del caso ...n particolare ...anche ple...

sclusi Militare

...Ministero Jacini ... di ex allievi ...Roma licenzia... quale assicurò ...rtura dei cors... ...ati posti ei ... Contrariamente ...bando di con... ...orsi non ci ri... ...Poiché esso non ...ezzetta ufficia... ...le modifiche. ...ci vengono ri... ...ui quelli le pa... ...ei avevano fatto

...ppo di allievi

di sale settembre

...del Monopoli ...me normale di ...mese di settem... ...mi 300 a per... ...possono prele... ...so le rivendite ...n il buono nu... ...ammarito del ...r il quadrime... ...45"...

e rubano un mu...

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L'Acqua Acetosa

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Alfredo Capparelli

...al Regina Bella 5-6 alla Lira e siamo sentiti dire che c'era una ritenuta di lire 50 per un libro di istruzione per i sottufficiali e carabinieri (Stucchi) che a suo tempo ci verrà distribuito.

Detta ritenuta non è legale, perchè fatta d'autorità e perciò contro il nostro volere dato che non sappiamo proprio cosa farcene di libri d'istruzione professionale, perchè caso mai dovrebbero servire per i militari effettivi e non per i richiamati o trattenuti. Abbiamo saputo che detto libro è stato fatto stampare da un Generale dei Carabinieri (per lui ancora Reali) comandante di brigata a Roma.

Non sarebbe meglio che questo sig. Generale provvedesse per i militari che girano per Roma scalzi e con i pantaloni stracciati?»

Iscrizioni all'Istituto Univ. Orientale di Napoli

L'Unione Laureati e Studenti dell'Istituto Univ. Orientale, sezione provinciale di Roma, è in grado di effettuare iscrizioni presso la segreteria dell'Istituto in Napoli per conto degli studenti interessati.

Rivolgersi a Largo Brancaccio 82, dalle 19 alle 12 dei giorni feriali.

Repubblica e monarchia

Sabato 8 corr. alle ore 16.30 il giudicese Attilio Pasotti Gamillo parlerà al Cinema-teatro «Italia» sul tema «Repubblica e monarchia».

...ll'Ente Nazionale ... Lavoratori, (Roma - Via ... 36) bandisce un concorso ... tutti i pittori e disegnatori italiani ... un bozzetto di copertina della ... dell'E.N.A.L. per l'anno 1936. I ... sono stabiliti nella misura seguente: ... premio L. 20.000 — secondo ... mio L. 5.000. Il soggetto della ... na è lasciato alla fantasia dell'artista, il quale dovrà ispirarsi alla natura e agli scopi dell'Ente.

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Spettacoli di mercoledì 5

TEATRI

ARENA COSMO: ore 20.45 C. Campolini e la sua grande comp. di riviste «E' scoppiata la pace» (Tel. 43.027).

ARTI: ore 18.30 «Un matrimonio tranquillo» di E. Mac Cracken.

BASILICA DI MASSENZIO: alle ore 21 concerto orchestrale diretto da Pietro Ardesto.

BRANCACCIO: Spettacolo Fantasia ... con Carlo e Carlino, Trio Gobbi, Armando Fragna e i suoi virtuosi, Ibo Scherno: «L'amore è morto» (Inizio ... continuato dalle 16 in poi).

ELISEO: Riposo. Riapertura il 12 settembre con la C.ia di Laura Adani.

HAPPY GARDEN: Via IV Fontane, tutti i giorni dalle 10 alle 23 divertimenti.

NIRVA (Via Nomentana, 240): Tutte le sere orchestra e gran varietà.

PRINCIPE: Compagnia Tino Scotti in «Come è bella questa musica» e film «Capitano Jim».

QUATTRO FONTANE: ore 20.30 Commedia Comica «Le campane di Corneville».

SALA UMBERTO: Nuova rivista «Se potessi dire la verità» con Valentini e del Duca (ingresso continuato dalle ore 16.30).

SPLENDORE: ore 18 e 20.30: C.ia Riviste Segurini «E' tornata la luce in città».

VALLE: ore 18 C.ia Fanfalla «Orchidea verde».

ZOO DI ROMA: Riposo.

CINEMA

Acquario: «La moglie in cadigo».
Alfieri: «Amore e mistero».
Ambasciatori: «Il lago delle Vergini».
Appio: «La nostra città».
Aquila: «Richelieu» dalle ore ...

Arena Azzurra (via Forte Trionfale): «Mille e una notte».
Arena Ecedra: «Il Mercante di schiavi».
Arena Taranto: «Bar del sud» e C.ia di Riviste A. Adami.
Aranula: «Capitan Furia».
Astra: «L'assassino segreto».
Attualità: «Mayerling».
Augustus: «Sigillo segreto».
Auxenia: «Folgore sul nido».
Bernini: «Sangue gitano».
Capranica: «Frutto acerbo».
Castello: «La marina è vittoriosa».
Centrale: «La nostra città».
Clodio: «Naufragio».
Cola di Rienzo: «Sotto la mascherina».
Colonna: «Febbre».
Colosseo: «La sua maniera».
Cristallo: «La verità seminuda».
Delle Terrazze (Monteverde Nuovo) «Lorenzino dei Medici».
Delle Vittorie: «Pugno di ferro».
Excelsior: «Katia».
Fenice: «La colpa di Rita Adams».
Flaminio: «Verso la vita».
Folle estive: «Al di là delle tenebre» e varietà.
Gallerie: «Tutta la città canta».
Giulio Cesare: «Segreti nella nebbia».
Gloria: «Il vagabondo della steppa».
Imperiale: «Frutto acerbo».
Iris: «Luce nelle tenebre».
Italia: «Peccati Giovanino».
Jovinelli: riposo.
Manzoni: ore 16: C.ia Tomas-Detelli e film «I notti perduti».
Massimo: «L'imboscata» e comica.
Mazzini: «Prodigioso invitato».
Modernissimo: Sala A «Divertimento del quattro»; Sala B «Pattuglia nave da Scinghai».
Moderno: «Il Mercante di schiavi».
Nomentano: «Terra di fuoco».
Nuovo: «Teresa Venerdì».
Odescalchi: «Foresta pietrificata».
Olimpia: «Sangue Gitano».
Orfeo: «Passaporto rosso».
Ottaviano: «Diamanti».
Palazzo: «Al di là delle tenebre» e C.ia di riviste.
Palestrina: «Il treno fantasma».
Parioli: «La grande imperatrice».
Quattro Fontane: «La foresta pietrificata».
Quirinale: «Volo senza ritorno».
Quirinetta: ore 10.45, 17, 19, 21 «Il sano ancora» con William Power e Myrna Loy.
Rialto: «Pazza di gioia» e Compagnia Vanni - Valenti.

Regina: «Falsari alla sbarra».
Rex: «Battaglia d'amore».
Rosa: «La prima moglie» (Rebecca).
Salario: «I deportati».
Salone Margherita: Gara di tiro alla fiocca, dalle 16 alle 23.
Savoia: «Scandalo al Grand Hotel».
Smeraldo: «Jannik il ribelle».
Trieste: «Stasera niente di nuovo».
Tuscolo: «Macario contro Zagomar».
Volturno: «Accusatore segreto».
XXI Aprile: «Piccolo mondo antico».

PROGRAMMA DI MERCOLEDI' 5

Ore 17,30: La Voce di Londra — 18: Giornale radio — 18,15: «Ai vostri ordini»; la Voce dell'America risponde agli amici d'Italia — 18,45: Musiche di Vittorio Bergonzi eseguite dall'Autore — pp: Caleidoscopio, la collaborazione con la Voce dell'America — 19,45: «Capitan Matamoros» radiosatt. per i bambini — 19,55: Gustavo Dolfi: «Il fronte del lavoro» — 19,45: Canzoni — 20: Giornale radio — 20,20: L'Italia risorge — 20,30: Canzoni, melodie e ritmi — pp: Elio Talarico: «La farina del diavolo» — 21,40: «Per i sentieri della musica» — 21,50: Poesie d'ogni tempo — 21,55: Rivista — 22,55: Musica da ballo — 23: Giornale radio — 23,10: Musiche antiche italiane e francesi, eseguite dal soprano Inaj Nicolay e dal tenore Azzolo Feliciotti — 23,50: Ultime notizie; Buonanotte.

PROGRAMMA DI GIOVEDI' 6

Ore 7: Giornale radio — 7,05: Programmi della giornata — 7,10: Musiche del mattino — 7,30: Buongiorno — 7,35: «Sulla via del ritorno» (prima parte) — 8: Giornale radio — 8,15: Notiziario locale - Programmi della giornata — 8,30: «Sulla via del ritorno» (seconda parte) — 12,00: Radio Naia — 12,55: Listino della Borsa di Roma — 13: Giornale radio — 13,10: Conversazione del Partito d'Azione — 13,30: Orchestra Radio Bari diretta dal M° Carlo Vitale, con la partecipazione di Michele Montanaro e del Trio Fiordaliso — 14: Giornale radio - Bollettino meteorologico — 17,15: La prima del cinematografo — 17,30: Musiche per orchestra d'archi.

...ndolfo Pacciardi - Responsabile

Società Anon. Poligrafica Italiana
Via della Guardiola, 22

Le sottoscrizione a favore di Vincenzo Ceprani

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S. A. PIER RUSSETTI
Piazza San Claudio 105, tel. 62.240 - 60.886; Via Regina Elena 24, telefono 485.115; presso Soc. Nav. Italia, Tritone 75, tel. 40.548 - 41.429 e presso SIP Corso Umberto 335, telefono 683.541.

Via Sallustiana 57 Tel. 42.598

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Spec. in urologia (malattie genito urinario e veneree) Via Teatro 7 (P.za Cola di Rienzo) 7-13 - 16-20. Telefono 361.048

Dott. VITO COTRONE
VENEREE PELLE DISFUNZ. SESSUALI
Via Tiburtina (P. Quadrata) Tel. 886 077
Feriali 8-13; 15-19; Festivi 9-13

Prof. Gr. Uff. DE BERNARDIS
SPECIALISTA VENEREE PELLE DISFUNZIONI SESSUALI
(debolezza, nevrastenia, ecc.)
Principe Amedeo 2 (Stazione) 10-12; 16-19

Dott. F. NASISI
VENEREE, PELLE, DISFUNZIONI SESSUALI — Via Colonna Antonina, 41 (Piazza Colonna) — Telefono 61.758 — Fer. 11-13; 16-19; fest. 10-12

Studio di SPECIALITÀ DERMOCELTICA
Dir. Comm. Dott. ELIO del GIUDICE
Specialista PELLE, SIFILIDE VENEREE nell'Univ. di Roma. Consultazioni, cure complete radicali, rapido con medicine Via Nazionale 230 (tel. 40-124) 9-13

Dott. Gr. Uff. ALFREDO STROM
Veneree — Pelle — Disfunzioni Sessuali
EMORROIDI - VARICI
RAGADI PIAGHE IDROCELE
Cura indolore e senza operazione
CORSO UMBERTO 504
Tel. 61-550 — Ore 8-20

Dott. THEODOR LANZ
Veneree Pelle Disfunzioni Sessuali
ACCERTAMENTI E CURE PREMATRIMONIALI
Via Cola di Rienzo n. 132 Tel. 34.501
Feriali ore 9-20; Festivi ore 9-13

Dr. Gr. Uff. David STROM
SPECIALISTA DERMATOLOGO
Guarigione senza operazione delle
EMORROIDI
RAGADI PIAGHE e VENE VARICOSE
VIA COLA DI RIENZO 152
(ore 8-13 e 16-20; fest. 8-13; Tel. 34.501
ed in VIA TORINO 5 (Stazione)
ore 11-16 Telef. 480-781

Prof. D'AMICO
OCULISTA
Via Farini 5 (angolo via Cavour)
Telefono 42.480; ore 8-11

0908

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

62A

From:- Mediterranean Allied Air Committee Secretariat.

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

Date:- 14th September, 1945.

Ref :- MAAC/4215/AIR.

58A

Purchase of Italian Civil Aircraft

Herewith, as requested in your letter AFSC/39/AIR dated 11th September, 1945, is the original application from the Vatican on the above subject.

ALLIED AIR FORCES SUB-COMMISSION
GENERAL REGISTRY
39/air

Maxwell Fisher.
(MAXWELL FISHER)
Wing Commander,
for The Secretariat,
Mediterranean Allied Air Committee.

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

NUNZIATURA APOSTOLICA
D'ITALIA

SEZIONE ASSISTENZA

To: Air Forces Sub Commission
Allied Commission - Rome

PURCHASE OF ITALIAN CIVILIAN AIRCRAFT

(1) Archbishop Antony Riberi, in his capacity as Head of the Welfare Section of the Apostolic Nunciature for the Victims of War, dependent from the Vatican, is interested in purchasing an aircraft to be used by him.

(2) A suitable aircraft, described below, has been located:

aircraft.....I - Gagg
proprietor.....GAGGIOTTI Antonio
address.....Livorno, Ferraris, Vercelli
flight certificate....No. 4II6
make.....A.V.I.A
type.....F.L. 3
industrial.number.....242
engine.....N° 550I - type CNA D4
weight empty.....Kg. 310
total maximum authorized weight.....Kg. 215
total weight.....Kg. 525
registr. date flight certif.....I9/7/I943

(3) The present owner is desirous of selling, but requires authority from the Allies for such a sale.

(4) Petrol and oil for the aicraft will be supplied by the Vatican, but Allied approval for flight of the aircraft within Italy is necessary.

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May we please have authority for the sale of the above mentioned aircraft, and for flying the same, as this would be of valuable use in this great humane activity

+ Ant. Riberi

Mons. ANTONIO RIBERI
Arcivescovo tit. di Dara
Incaricato della Sezione Assistenza
della Nunziatura Apostolica d'Italia
Via Po N. 22-Roma

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

61A.

From:- Air Forces Sub-Commission, A.C. Rome.

To:- Headquarters, Piemonte Region, A.M.G., APO 394.
F.F. & U. Division.

Date:- 6th September, 1945.

Ref:- AFSC/39/Air.

Establishment of air lines.

60A.

With reference to your letter, PI/ENG/900 dated the 4th September, 1945, this Headquarters acknowledges receipt of Dr. Ferrera's air line scheme and for your information, attach a copy of our reply.

(L.T.JARMAN, S/Ldr),
AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

Enclos: 1.

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

60A.

From:- Air Forces Sub-Commission, A.C. Rome.

To:- Dr. Ing. Emilio Ferrara, Corso, Marconi, No. 39, TORINO.

Date:- 14th September, 1945.

Ref:- AFSC/39/Air.

See 59A

Civil Aviation in Italy.

At the present time Civil Aviation in Italy is forbidden by the terms of the Italian Armistice. Discussions of proposals for Civil Aviation in Italy is contrary to Allied policy. Any proposal you may wish to submit to this Sub-Commission on the above mentioned subject will be retained without prejudice, pending any further amendment to Allied policy. If this policy is amended, these will be forwarded to such authority as may be empowered to deal with them.

I E J.

(L.E.JARMAN, G/CAPT),
AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

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

59A

ORB/NM

HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394
P.W.&.W. DIVISION

PR/ENG/ 900

7 September 1945

SUBJECT : Establishment of air lines.

TO : Air Forces Sub Commission AC Rome
War Materials Disposal Sub Commission AC Rome
(copy to each)

1. Forwarded for your information as a matter pertaining to your office.

/BYC
C. R. Birchett

C R BIRCHETT
Colonel CE
Regional Engineer
Piemonte

G.921
13/1

39/1/Air

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

59B

SUMMARY

G E N E R A L S C H E M E
FOR THE ACTUATION OF "AIRLINE SERVICE IN PIEMONTE"

THE PROBLEM

The present bad situation of rail and road communications in Italy, and the requirements of the reconstruction program, which cannot be solved without easy and fast transportation, bring the necessity of airline service.-

Contats between executives of the reconstruction will obviously facilitate the solution of their problems; but the actual reconstruction of land communications will probably require not less than two years and very large capitals, while the necessity of quick transportation is urgent.

Accordingly, a group of tecnical experts and capitalysts of Piemonte has drawn up this scheme in order to actuate an airlines program which will liaison this region with the important economic centers of Italy.

The problem may be solved by the actuation of the following services:

A) Airline Torino - Roma - Palermo - Catania - Roma - Torino, for passenger and mail transportation.

B) Airline Roma - Torino - Cannes, for passenger and mail transp.n.

C) Air taxe service, with its base Turin.

D) Transportation of high-price goods by gliders.

The actuation of this large program may be made progressively in accordance with the help that will be given by Allied and Italian authorities.

- . -

ITS SOLUTION

The most important point, and the most urgent too, of the program is the Airline (A). It will link Piemonte with Sicily (thru Rome) directly, averting any interference of other regions.

1) FINANCING - It is foreseen the formation of a private company. No aid from the government will be required.

2) Airliners - In accordance with the features of the line, it will be necessary to have an airplane that can carry a payng load from 2300 to

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2700 kilograms (20-25 passengers, 2 qli mail, 1 qle luggage); maximum speed 350-400 Km/h, service speed 250-300 Km/h. Such airplanes could be obtained:
(a) from Allied Authorities. In this case, it ought to be released transport planes for civil service, or military planes, which can be easilycouverted. Particulary suitable is the two-engines Douglas C 47 (DC 3); or any other plan made in America or England, presently used in Europe for military transportation purposes. In this case, a su sufficient number of spare-pieces should be released too.
(b) from Italian producers (Fiat or Siai). In this case, many difficulties could arise, due to the present industrial situation.
It appears more advisable, therefore, to adopt the solution (a).

3) Service - Four planes would be required, for assuring a daily service from Turin to Sicily and vice-versa. A restricted service may be scheduled using two or three planes.

4) Airfield - All localities served by the airline have good airfields. Additional equipement can be easily supplied, but in the largest part it is already exiting. Radio and meteorological equipement is available on all airfields of the line.

5) Personel - Frently a large number of trained pilots and tecnicians is available in Italy, so that a most accurate choice is possible.

6) Fuel and Oil - The consumption of fuel an oil represents a large part (45%) of the expenditure for the line. Of course, these materials should be timely and regularly released and in sufficient quantity.

7) Rates - The cost of an air-trip ticket cannot be determined now. It depends on the cost of the planes to be bought, and cost of fuel. The lowest rates can be obtained adopting a four plane service, which consent a full exploatation of the paying load without having to meet too high managing expenses. As soon as the cost of planes and fuel are known, it will be easy to fix the cost of the aer service and, accordingly, the prices to be paid by the passenger.

The airline (B) will be programmed as soon as commercial transations with foreign bodies and authorities will be allowed.

The point (C) consents a taxi service to be made upon request of the traveller, to any locality within the Italian territory. This service should done by two or small airplanes which would be rented together with the pilots, to any traveller who needs quick transportation. No difficulty would arise for this service, which appears to be largely profitable, due to the large demands from businessmen and executives, of fast transports for their particulars purposes.

The point (D) of the program consents the solution of the

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goods quick transportation problem. From a tecninal point of view, transportation of material by means of gliders has been solved during this war; but the economical side of this question is still to be considered. Neverthelers, as soon as the proper time arrives, the scherned Company will solve this question too.

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

Turin, 29th August 1945.

SUBJECT: Establishment of Air Lines

TO : Allied Military Government -
P.W. & D. Div., Piemonte Region

1. The undersigned, on the behalf of a body of technicists and bankers, is asking to A.M.G. the authorization to operate air lines in Italy for transportation of persons, mail and goods.

2. The above said lines will be operated with American planes of the type Douglas C-47 (D.C.3), for pearsons and mail; gliders will be used for transport of goods.

3. The lines will connect directly Piemonte with Sicily, Switzerland, France, in connection to the most important international air lines already operating or that will be inoperation, so to provide practically direct connections between Piemonte, U.S.A. and the British Empire.

4. The first line to be put in operation will be a direct one from Torino to Palermo; other lines will established as soon as possible, according to international agreements in that field.

5. Details are shown in the attached memorandum.

/s/ Dr. Ing. Emilio Ferrara
/t/ Dr. Ing. Emilio Ferrara

Temporary office, Corso Marconi, 38 - Torino

P.S. The above said body, can set up a Company with sterling capital of about 60 millions.

/s/ Ferrara

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59C

STUDIO DI ORIENTAMENTO

PER LA COSTITUZIONE DI LINEE AEREE A SERVIZIO DEL

P I E M O N T E

- - -

IMPOSTAZIONE DEL PROBLEMA.

La cattiva situazione attuale delle linee di comunicazione ferroviarie e stradali unitamente all'urgente necessità degli uomini di spostarsi il più rapidamente possibile e con comodità allo scopo di poter svolgere il proficuo lavoro di ricostruzione del paese, fanno sentire la necessità del risorgere delle linee aeree in Italia.

Il lavoro di ricostruzione del nostro paese sarà tanto più lento quanto maggiori saranno le difficoltà che si frapporranno agli incontri, agli scambi di vedute, alle visite reciproche e alle trattative dirette e verbali delle diverse questioni, economiche, industriali, commerciali.

Tenuto conto che per la soluzione pratica del problema delle comunicazioni terrestri occorrerà almeno un paio di anni e forti impegni di capitali, senza arrivare con tutto questo ad una soluzione consona alle necessità dei tempi per quando riguarda la celerità del mezzo, un gruppo di tecnici e di capitalisti piemontesi, in stretta collaborazione, ha pensato alla realizzazione di linee aeree che congiungano il Piemonte con località interessanti agli effetti economici commerciali e turistici.

I vari problemi possono soddisfacentemente risolversi con l'istituzione delle seguenti linee: 5552

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A)- Linea aerea Torino-Roma-Palermo-Catania-Roma- Torino per trasporto di passeggeri e di posta;

B)- Linea aerea Berna-Torino-Cannes per trasporto di passeggeri e di posta;

C)- Servizio di taxi aereo con base a Torino;

D)- Trasporti di merci pregiate e deperibili con alianti con base a Torino.

Questo naturalmente il programma massimo che la costituenda società si ripromette di praticamente attuare. La sua realizzazione però, data la complessità, verrà conseguita per gradi, fidando nell'autorizzazione e nel valido aiuto che sia il Governo Italiano che quello Alleato vorranno dare, consci dell'importanza capitale che tale realizzazione ha agli effetti della ricostruzione della Nazione in genere e del Piemonte in specie.

S O L U Z I O N E

Per ora ci limitiamo a considerare il punto A), prima realizzazione che si vuole condurre a termine, perché di alto immediato interesse.

Si ritiene opportuno insistere sul punto essenziale che anima il progetto: la linea a carattere essenzialmente regionale deve servire esclusivamente ad unire il Piemonte con la Sicilia tramite Roma.

Si tratta perciò di un servizio che deve soddisfare le necessità di queste due regioni senza dover sottostare ad obblighi o a comodità di altre regioni come avverrebbe qualora altri centri dell'Italia Settentrionale fossero toccati dal servizio aereo.

E' in base a questo principio che sono stati studiati i vari punti del problema e sopratutto gli orari.

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I) Piano Finanziario. - Si prevede la costituzione di una società privata allo scopo di creare il capitale necessario. I servizi saranno in tal modo gestiti da un ente privato senza prevedere nessuna sovvenzione governativa: dovranno naturalmente essere tutelati dal Governo in quanto di interesse nazionale, ma non al punto da divenire onerosi impegni o secondarie attività di organismi militari.

II) Scelta del tipo di velivolo - Per la gestione economicamente favorevole della linea che ha percorsi relativamente brevi, compiuti abbastanza frequentemente, é necessario disporre di un velivolo dalle seguenti caratteristiche. Il numero di posti destinati ai passeggeri deve essere da 20 a 25. Possibilità inoltre di portare almeno due quintali di posta e un quintale in piccoli pacchi da 10 Kg. ciascuno. Velivoli che abbiano perciò la capacità di portare un carico pagante dai 2300 a 2700 chili. La velocità economica (75% della velocità massima) deve essere dai 250 ai 300 chilometri/ora allo scopo di poter fare i tragitti rapidamente rispetto ai normali mezzi di trasporto e quasi completamente di giorno, il che semplifica molto i servizi di assistenza. La velocità massima varierà dai 350 a 400 Km/ora.

Impostato il problema della scelta dal lato tecnico, resta la difficoltà attuale di procurarsi i velivoli. A tale scopo si prospettano due soluzioni:

a)- cessione da parte delle Nazioni Alleate di velivoli già adëtti al trasporto dei passeggeri o di velivoli adëtti a trasporto di materiale bellico e facilmente trasformabili. In tal caso la scelta cadrebbe sul bimotore Douglas C-47(D.C.3) già molto usato sulle linee americane e di cui risulterebbe esservi un gran numero in Europa per il trasporto delle forze militari Alleate; o su altro velivolo di analoghe caratterietiche e di produzione inglese. Si spera quindi facilmente poter ottenere

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Naturalmente tale fortunata ipotesi comporta il problema delle parti di ricambio che dovrebbero essere cedute, anche esse, in quantità sufficiente.

b)- acquisto di velivoli da ditte costruttrici italiane. In tal caso, salvo naturalmente l'autorizzazione del Governo Alleato e di quello Italiano, si orienterebbero le trattative di acquisto con la S.A. FIAT oppure con la S.I.A.I. con l'impegno di considerare solo velivoli già largamente sperimentati in linee aeree e quindi del tutto sicuri.

Si fa presente che data l'attuale situazione la soluzione N.2 presenta varie difficoltà e comporterebbe senz'altro una notevole perdita di tempo nell'attesa dei velivoli. L'Autorità Alleata voglia perciò considerare la proposta n.1 che porterebbe ad una soluzione quasi immediata del problema.

III) Consistenza del servizio.- L'orario e la frequenza del servizio sono strettamente legati con quanto esposto precedentemente. per poter collegare con regolarità e sicurezza la capitale piemontese con i centri della Sicilia, facendo scalo a Roma, occorrono quattro velivoli del tipo sopra indicato. - Con tale disponibilità ogni giorno un velivolo compirebbe il tragitto Torino-Roma Palermo-Catania e contemporaneamente un altro velivolo farebbe il tragitto di ritorno Catania- Roma-Torino. Tre velivoli di alternerebbero in questo servizio mentre il quarto resterebbe di scorta per qualunque caso di emergenza. Questo é il programma massimo che naturalmente sarà più limitato qualora i velivoli fossero solo tre o due. Con tre velivoli la linea potrebbe essere gestita non più a ritmo giornaliero ma dando però tre volte la settimana il congiungimento diretto Torino-Roma-Palermo Catania e viceversa e giornalmente il congiungimento di Torino con Roma e viceversa.

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IV) Attrezzatura a terra. - Tutte le località raggiunte dalla linea sono provviste di campi di atterraggio bene attrezzati. Essi permettono atterraggi anche difficili ed il fondo é buono. L'autorità competente; conscia dell'importanza nazionale della li linea, non potrà non coadiuvare e siamo certi accorderà l'uno di tali campi. Per la gestione occorrerà nei campi di atterraggio la possibilità di ricoverare nelle già esistenti aviorimesse uno o due apparecchi al massimo; inoltre si provvederà a costruire un fabbricato che serva quale stazione di arrivo e partenza dei passeggeri, uffici, sistemazione del personale di terra addetto alla linea, officina per piccole riparazioni, magazzino materiali, ricovero benzina e olio per i rifornimenti. Inoltre i campi di atterraggio che verranno toccati dalla linea possegdeve essere data, e sarà facile il farlo, la possibilità di servirsene.

V) Personale di volo e tecnico.- Attualmente é a disposizione in Italia molto personale con buona esperienza aeronautica che dà la massima fiducia e garanzia. Già fin da ora é impegnativo che la scelta sarà accurata e seria in considerazione della particolare responsabilità civile incombente sul servizio aereo, ed allo scopo di ottenere un organismo snello ed economicamente sano.

VI) Materiale di consumo: Carburante ed Olio. - Il notevole consumo di tali materiali che incide per lo meno per il 45% sul costo di esercizio della linea comporta naturalmente da parte dell'autorità competente le assegnazioni tempestive ed in quantità sufficiente.

VII) Tariffe:- Il fissare delle tariffe di viaggio é cosa molto difficile, data l'incognita rappresentata da vari elementi. E' chiaro che esiste per l'esercizio di una linea un numero o timo di velivoli a disposizione. Superato tale numero il rendi-

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mento di ogni viaggio sarà basso dato che non potrà essere sfruttato tutalmente il carico utile pagante del velivolo, d'altra parte un numero minore, non diminuendo proporzionalmente le spese generali, farà salire il costo del viaggio senza d'altra parte soddisfare a tutte le richieste. In base a queste considerazioni si insiste sulla opportunità, in considerazione del miglior rendimento economico, di poter mettere in linea tre velivoli tenendone uno di riserva.

Esistono due fattori che largamente influiscono sul prezzo del viaggio: il costo di acquisto del velivolo ed il costo del carburante.

Il costo del velivolo influisce nel senso che il prezzo del viaggio sarà tanto maggiore quanto maggiore é la quota rappresentata dall'ammortamento del capitale occorso per l'acquisto del velivolo stesso.

Il carburante influisce per lo meno del 40% sul costo del viaggio.

Ciò esposto risulta per ora prematuro fissare delle tariffe che ci riserviamo di fissare non appena conosceremo i termini sovraesposti.

Restano ancora da esaminare i punti B) C) D) del programma.

Il punto B) prevede l'ingrandimento della sfera di competenza della linea, ma comporta trattative con autorità straniere, che in questo momento possono essere premature. Riservandosi ogni diritto di priorità si prevede di iniziare i passi necessari con le suddette autorità non appena siano possibili le trattative con l'estero/

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Il punto C) prospetta un servizio aereo per il pubblico su tragitti a richiesta. Si pensa di fare un tale servizio per ora con un paio di piccoli velivoli per uno o due passeggeri, da dare in affitto con il pilota per tragitti diversi in territorio italiano.

L'impianto e la gestione di un tale servizio si presenta molto semplice e molto facile. Anche la questione dei velivoli si risolverebbe abbastanza rapidamente sia usando velivoli già costruiti che rivolgendosi a tipi di nuova costruzione. D'altra parte non può mancare il successo se si pensa all'importante funzione che potrebbe svolgere nel campo commerciale ed industriale.

Il punto D) affronta il problema di realizzare un trasporto di merci rapido e relativamente economico. In questa guerra si é largamente ricorso al trasporto con alianti.
Il problema si può dire quindi tecnicamente risolto; resta da esaminare il lato economico. Non si mancherà di approfondire la questione in questo senso e solo dopo un attento esame ed un sicuro risultato, condizione indispensabile per una sano organismo economico, si darà il via alla realizzazione pratica. Allo scopo però di rivendicare ogni diritto di precedenza é impegnativo che non appena giunto il momento favorevole la costituenda società affronterà e risolverà il problema in questione;

Ing. Viale Renato.

- - - -

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

584

FROM : AIR FORCES SUB COMMISSION, A.C. ROME.

TO : SECRETARIAT, MEDITERRANEAN ALLIED AIR COMMITTEE.

DATE: 11th September, 1945.

REF : AFSC/39/AUR.

PURCHASE OF ITALIAN CIVILIAN AIRCRAFT.

584

On 5th September, 1945, a letter with reference and subject as above was forwarded your Headquarters.

2. Inadvertently the original application from the Vatican was attached to the reference letter. Request that this application be returned to the Air Forces Sub-Commission for file, as it forms the basis for our request to you.

C.J.EGGSTAFF,
LT.COL. A.C.
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

584

LÉGATION DE SUÈDE

Rome, September 3rd 1945.

57A

Dear Captain Neuburg,

I take pleasure in informing you that the Swedish air transport company "Aktiebolaget Aerotransport" in Stockholm intends to organise in the immediate future a flight from Stockholm to Athens and return, passing through France and Italy with stops at Paris and Rome. The aircraft would carry the mailbags for the different Swedish Legations and, on its return journey, should take home to Sweden the members of the Swedish delegation in Greece, entrusted with the distribution of food to the Greek population. The aircraft used for the trip will be of the Flying Fortress Boeing No.B 17 type, duly transformed. The British and Greek authorities have already granted a permit for flight over and landing on Greek territory.

I would highly appreciate if you could take the necessary steps with the competent Allied authorities so that a permit to fly over Italian territory and to stop at Rome be granted as soon as possible for the above mentioned aircraft for this journey. I should be grateful if you could provide all necessary information as to the airfield at which the aircraft could land, as well as all other technical details that may be needed. 5339

Thanking you in advance for your kind assistance in this matter, I beg to remain,

Yours sincerely
Arvid Cronebore
Chargé d'Affaires a.i.

6/9 V

Captain W.R. NEUBURG,

Ltr in #66A

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

Dear Captain Neuburg,

I take pleasure in informing you that the Swedish air transport company "Aktiebolaget Aerotransport" in Stockholm intends to organise in the immediate future a flight from Stockholm to Athens and return, passing through France and Italy with stops at Paris and Rome. The aircraft would carry the mailbags for the different Swedish Legations and, on its return journey, should take home to Sweden the members of the Swedish delegation in Greece, entrusted with the distribution of food to the Greek population. The aircraft used for the trip will be of the Flying Fortress Boeing No.B 17 type, duly transformed. The British and Greek authorities have already granted a permit for flight over and landing on Greek territory.

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Thanking you in advance for your kind assistance in this matter, I beg to remain,

Yours sincerely

Cronebore

Chargé d'Affaires a.i.

Captain W.B. NEUBURG,
Liaison Division,
Allied Commission H.Q.,
R o m e

See Section 1's 36/1918 # 6614

6/9

ALLIED FORCES HEADQUARTERS MEDITERRANEAN THEATER
6714
ORDERLY ROOM
39/Ant

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

0 9 2 H

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

ROUTING SLIP Date 6 Sept.

LIAISON DIVISION
Office of the Executive Commissioner

FROM		TO
✓	Liaison Division	
	Soviet Representative on A.C.	
	French Representative on A.C.	
	Political Adviser American British	
	Civil Affairs Section	
	Economic Section	
	Establishments Section	
	Air Forces Sub-Commission	✓
	Commerce Sub-Commission	
	Communications Sub-Commission	
	Displaced Persons and Repatriation Sub-Commission	
	Finance Sub-Commission	
	Land Forces Sub-Commission (MMIA)	
	Headquarters Commandant	
	Navy Sub-Commission	
	Public Safety Sub-Commission	
	Transportation Sub-Commission	
	War Materials Disposal and Italian Prisoners of War Sub-Commission	

A756 - Appropriate Action Comment and Return A.B.

Note and Pass On

Information and Retention/Return

COMMENT: Forwarded as a matter pertaining to Air Forces S/C. - Pray the Swedish Legation be advised in due time of action taken. - [illegible] 238

File 56A

from : AIR FORCES SUB COMMISSION A.C. ROME

TO : M.A.A.C.

DATE : 5th September 1945

REF. : AFSC/39/AIR

PURCHASE OF ITALIAN CIVILIAN AIRCRAFT

Archbishop Antony Riberi, in his capacity as Head of the Welfare Section of the Apostolic Nunciature for the Victims of War, dependent from the Vatican, is interested in purchasing an aircraft to be used by him.

2. A suitable aircraft, described below, has been located:

aircraft	I - Gagg
proprietor	GAGGIOTTI ANTONIO
address	Livorno Ferraris, Vercelli
flight certificate	No. 4116
make	A.V.I.A.
type	F.L. 3
industrial number	242
engine	N. 550I - type CNA D4
weight empty	Kg. 310
total maximum authorised weight	Kg. 215
total weight	Kg. 525
registr.date flight certif.	19/7/1943

3. The present owner is desirous of selling, but requires authority from the Allies for such a sale.

4. Petrol and oil for the aircraft will be supplied by the Vatican, but Allied approval for flight of the aircraft within Italy is necessary.

5. The Vatican has requested approval of the items listed in paragraphs 3 and 4 above. As the work of Archbishop Riberi is undoubtedly of great value in this war torn country, it is recommended that the purchase and flight of the aircraft within Italy be approved.

WTK

0924

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

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C.J.EGGSTAFF
LT. COL. A.C.
AIR VICE MARSHAL
AIR OFFICER COMMANDING

AOC
SSO
SHQ

I suppose Italy is a neutral, we have no jurisdiction over the Archbishop and he will be the owner of civil aircraft [illegible]

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

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

Doc. 38/A.12
55A
(c)

TRANSLATION

17th AUGUST, 1945

To: A.F.S.C.,
Intelligence Section,
ROME.

Italian Air Ministry,
Ufficio "I" .

Ref: K/16198

Subject: The publication of articles concerning Civil Aviation in the newspapers.

During the past fortnight an intense campaign in favour of Italian Civil aviation has been carried out by nearly all the Italian papers in articles dedicated to this argument.

The question has been treated both from the military and the civil point of view.

In the majority of cases they favour making a request to the Government to establish the point of view of aviation between the Civil Air Force and the Military Air Force.

Articles about this subject were published in the EPOCA, LAVORO, MOTOR, LIBERA STAMPA, GLOBO, etc.

In the daily paper "LA CAPITALE" no.69 of 13th July, 1945, an article was published under the title " TRIPOLI BEL SOL D'AMORE", of which a copy is attached.

D.D
A/D D
SSO.

Head of Ufficio "I"
Ten.Col. Pilot - F.SANTINI

0952

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

Extract from the article "TRIPOLI BEL SOL D'AMORE" which appeared in the newspaper "LA CAPITALE" no.69 of 13th July, 1945.

55B (t)

Tripoli - July. - The United States government has taken possession of 1300 acres of Libian territory for the construction of an air base. The choice fell on a strip of coastline, and Colonel T.B. HERDON of the American Army, proceeded solemnly with the laying of the foundation stone.

Initially it will be used as a military base, reserved for aircraft belonging to the Army and Navy, but it is foreseen that it might quite soon be used asavantage point for large commercial air-lines and also for transcontinental civil lines which would greatly benefit by the creation of a refuelling depot with modern equipment, and situated in the centre of the Mediterranean.

According to the American technical and engineering experts the new base will be the latest thing in modernity and perfection. It will display excellent runways and a system of buildings planned with the utmost practicability: particularly in the case of shops and fuel plants.

"We shall make of it the best air base in the world" - said Sergeant Herbert Teres, who is on the servicing and refuelling organisation.

And the work, a few kilometres away from Tripoli, has already begun. Meanwhile Tripoli tranquilly carries on its own life.

5533

0933

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

TRANSLATION

1-648

55A

Roma, 17 AGO 1945 19 -A

UFFICIO DI STATO MAGGIORE
DELLA REGIA AERONAUTICA

RISERVATO

SEGRETERIA

Al 1°
A. F. S. C.
Intell./Sect.
R O M A

Risposte al foglio del
Div. Sez. N.

Prot. N. K/16198 Allegati

OGGETTO: Pubblicazione su giornali di articoli concernenti l'Aviazione Civile.-

Da 15 giorni a questa parte si rileva una intensa campagna in favore dell'Aviazione Civile italiana, campagna che viene svolta su quasi tutti i giornali italiani in articoli dedicati a tale argomento.

Le questioni vengono trattate sia dal punto di vista militare che dal punto di vista civile.

Nella quasi maggioranza casi tendono ad una richiesta verso il Governo pur cercare di convalidare il punto di vista dell'Aviazione tra Aeronautica civile e Aeronautica militare.

Sono stati pubblicati articoli su tale argomento sul l' EPOCA, LAVORO, MOTOR, LIBERA STAMPA, GLOBO, ecc.

Sul quotidiano "LA CAPITALE" n° 69 del 13 luglio 1945 è stato pubblicato l'Articolo dal titolo "TRIPOLI BEL SOL D'AMORE", che si ritiene opportuno allegare in copia.-

IL CAPO UFFICIO "I"
(Ten.Colonnello Pilota - F. SANTINI)

5532

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

Min. dell'Aeron. - Stab. Fotomecc. 1940-XVIII

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

558

STRALCIO DELL'ARTICOLO "TRIPOLI BEL SOL D'AMORE" apparso sul giornale "LA CAPITALE" n° 69 del 13 luglio 1945.-

Tripoli - luglio .- Il Governo degli S.U. ha preso possesso di 1300 acri di territorio libico per costruirvi una base aerea. La scelta è caduta su una striscia di litorale, e il Colonnello T.B. Herdon, dell'Esercito americano, ha proceduto solennemente alla posa della prima pietra.

Inizialmente si tratterà di una base militare, riservata quindi agli apparecchi dell'Esercito e della Marina, ma si prevede che ben presto essa potrà essere utilizzata come punto di appoggio per le grandi linee commerciali e comunque per le linee civili transcontinentali che trarranno un enorme vantaggio dalla creazione di una base di rifornimento modernamente attrezzata, posta nel centro del Mediterraneo.

Secondo i tecnici e gli esperti del Genio americano, la nuova base sarà il "non plus ultra" della modernità e della perfezione. Essa disporrà di ottime piste di partenza e di un sistema di edifici disposti con la massima razionalità: particolarmente curati saranno i magazzini e gli impianti per i rifornimenti.

"Ne faremo la migliore base aerea del mondo" - ha dichiarato il Sergente Herbert Teres, che è addetto all'organizzazione dei servizi e dei rifornimenti.

E i lavori, a pochi chilometri da Tripoli, sono già iniziati. Tripoli intanto vive la sua vita tranquillamente.-

O M I S S I S

5537

TRANSLATION.

Information on the Aeronautica which was presumed to be dissentient in the North.

At the present time in the North of Italy, a certain section of Aeronautica personnel is withdrawing itself from the activities of the R.A. in order to further its personal aims. The intention of this personnel was at one time to form an Aeronautica equivalent to the main one.

In fact, when Gen.Biffi arrived at Milan, his mission was opposed, but with unconditional support from the Allies General Biffi made it understood that the Aeronautica must be a single body and under the orders of the Ministry in Rome. General SALA, greatest exponent of the personnel in question, wanted, at that time, to reinforce the position, going to the capital to find out for himself about the R.Aeronautica which was created at Bari and afterwards moved to Rome. Gen.SALA, when he returned to Milan, withdrew with many others who preferred not to be called up for service.

The detachment of these members of the R.Aeronautica and their reunions in the precincts of the ex RUNA, situated in via Ugo Foscolo 3, gave occasion for a number of rumours circulated to make people believe that a dissentient body was being formed to oppose the R.Aeronautica. This was not the case.

Instead, in via Foscolo, a Committee of Liberation for the Aeronautica was formed of the following people:

- Socialists — Lt.Col. SACCHI
- Christian Democrats — Col. ERMO
- Liberals — Capt. ORIGLIA
- Comunists — Lt.Col. IZZO
- Action Party — Lt.Col. MAZZA.

During these reunions, besides Epuration, Civil Aviation was often spoken about.

This attention to Civil Aviation was not unwarranted if one realises that the Allies, to give work, [redacted] allow the construction of civil aircraft, and also in consideration of the fact that two thirds of the Aeronautica in the North [redacted] able to operate. Several of

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

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Gen.SALA and his followers, bound by the Committee of Liberation for the Aeronautica to the C.L.N.A.I., and therefore to all parties, could at some future date constitute a society for civil navigation, in opposition to civil aviation [redacted] controlled by the Air Ministry.

industries

DD
A/DD

That depends on practicalities!

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

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5530

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

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5528

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*industries

DD
4/DD

That depends on future Events!

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

CARDEX - SAN I 631

STATO MAGGIORE DELLA R. AERONAUTICA

~~(SUPERAEREO)~~

~~2° REPARTO - 1 DIVISIONE ORDINAMENTO~~

UFFICIO "I"

Posta Militare 3300, li 10 AGO. 1945 194

All' A.F.S.O.

Intelligence Section

= ROMA =

Prot. N. 2 I 05 Allegati SEGRETO Risposta al foglio del

Div. Sez. N.

OGGETTO: : Informazioni sulla frazione aeronautica dissidente del Nord.-

Si trasmette una copia della relazione delle informazioni di cui all'oggetto.=

IL CAPO UFFICIO "I"

(Ten.Col.Pilota - f.) SANTINI

5529

Si prega trattare per ogni lettera un solo argomento e indicare nello stesso il N/P di protocollo e di Divisione a cui si risponde.

Declassified E.O. 12356 Section 3.3/NND No. 788017

0 9 3 6 1

Prot. N. 2/ 15105 Allegati SECRETO Risposta al foglio del
Div. Sez. N.

OGGETTO: : informazioni sulla presunta aeronautica dissidente del Nord.-

Si trasmette una copia della relazione delle informazioni di cui all'oggetto.=

IL CAPO UFFICIO "I"
(Ten.Col.Pilota - F. SANTINI)

5529

Ministero dell'Aeron. - Stab. Fotomecc. - 1943

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

0941

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

54 B

INFORMAZIONI SULLA PRESUNTA AERONAUTICA DISSIDENTE DEL NORD

Attualmente nel nord dell'Italia, una certa parte di personale dell'Aeronautica sta appartandosi dall'attività della R.A. per raggiungere scopi personali. Intenzione di questo personale era in un primo tempo quello di costituire una Aeronautica parallela a quella Governativa.

Infatti quando giunse il Gen.BIFFI a Milano, si fece resistenza al suo mandato, ma appoggiato incondizionatamente dagli alleati il Gen.BIFFI fece intendere che l'Aeronautica doveva essere una sola e alle dipendenze del Ministero di Roma. Il Gen.SALA, massimo esponente del personale in parola, volle, a suo tempo, sodare il terreno recandosi alla capitale, per accertarsi di persona circa la R.Aeronautica creata a Bari e poi trasportata a Roma. Il Gen.SALA, tornato a Milano, si è appartato seguito da molti altri che hanno preferito non farsi richiamare in servizio.

Il distacco di codesta gente dalla R.Aeronautica e le loro riunioni nei locali dell'ex RUNA, sita in via Ugo Foscolo 3, hanno dato luogo ad alcune dicerie tendenti a far credere alla creazione di un organismo dissidente, da contrapporre alla R.Aeronautica. Ciò non risponde a verità.

In via Foscolo invece si è formato un comitato di liberazione per l'Aeronautica così costituito:

- Socialisti	-	Ten.Col. SACCHI
- Democratici Cristiani	-	Colonnel. ERMO
- Liberale	-	Capitano. ORIGLIA
- Comunisti	-	Ten.Col. IZZO
- Partito d'Azione	-	Ten.Col. MAZZA.

Nelle riunioni, oltre che dell'epurazione, si parla spesso di Aeronautica Civile.

Questa attenzione all'Aeronautica Civile non è certamente fuor di luogo se si pensi che gli alleati per dar lavoro, permetteranno la costruzione di apparecchi civili, anche in considerazione che i due terzi delle industrie dell'Aeronautica del Nord per la maggior parte sono in grado di funzionare. Parecchie di esse hanno lavori in corso, tutte sono in possesso di discrete quantità di materie prime e tutte chiedono lavoro.

Il Gen.SALA ed i suoi accoliti vincolati dal Comitato di Liberazione Aeronautico al C.L.N.A.I., e quindi a tutti i partiti, potrebbero in un prossimo domani costituire una società di navigazione civile, in contrapposto all'Aeronautica civile controllata dal Ministero dell'Aeronautica.=

0 9 4 2

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

53A

From: Air Forces Sub Commission, HQ. Allied Commission, ROME.

To: J.B. Hogan, Esq., Air Ministry, Seaford House,
37, Belgrave Square, London, S.W.1.

Date: September 4th, 1945.

Ref: AFSC/39/AIR.

SABENA Aircraft seized in Italy 39A

1. Reference is made to your signal T.O.O.181149Z No.AIX 331 of 18th August regarding the fate of a Belgian D.C.3 registered lettering OO - AUH which was reported to have been seized by the Italian Government in 1940.

2. Enquiries from the Italian Air Ministry have elicited the information that no D.C.3 belonging to SABENA was seized by the Italian Government in 1940, but an S.M.73 was taken and flown from North Africa to Italy on 2 engines. When it arrived, it had to undergo an extensive overhaul. On its first flight thereafter, it crashed on take-off from the field at Brindisi and caught fire, killing all the crew and passengers.

3. It is hoped that the above information, which seems to be all that we can obtain, will be satisfactory to you.

T.G.N. PEARCE, W/Cdr.,
Air Vice Marshal,
Air Officer Commanding.

5525

Copy to: Air Forces Sub Commission, Allied Commission,
c/o A.M.G. Naples Commune, A.P.O. 394.

0943

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

52 A (G)

TRANSLATION

30th August, 1945.

Italian Air Ministry,
Ufficio "I"

To: A.F.S.C.,
Intelligence Section,
ROME.

Ref: K/17029.

Subject: D.C. 3 ex "SABENA"

42 A

Referring to AFSC/39/AIR of 23rd August, 1945, we have to inform you that no D.C. 3 aircraft was taken from the society of air navigation "SABENA" in June-July 1940, but an SM 73 aircraft was taken which was flown from N.Africa to Italy with two of its engines working. When it arrived the aircraft had to undergo an extensive overhaul.

On its first flight, it crashed in the take-off from the camp at Brindisi with a full load and caught fire, causing the death of the crew and of the passengers.

Head of Ufficio "I"
(Ten Col Pilot F.SANTINI)

52 A

0944

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

Roma, 30 AGO. 15 ; 52 A

19 -A

T. 704

UFFICIO DI STATO MAGGIORE
DELLA REGIA AERONAUTICA

SEGRETERIA

UFFICIO "I"

Prot. N. /17029 Allegati

Risposta al foglio del
Div. Sez. N.

SEGRETO

Al C.A.S.A.
Intelligence Section
= ROMA =

OGGETTO: DC 3 ex "SARDA".-

Con riferimento al foglio AESC/39/AIR del 23 agosto 1945, si comunica che nessun apparecchio DC 3 venne ritirato nel giugno-luglio 1940 dalla Società di Navigazione Aerea "SARDA ma bensì ven ne ritirato un velivolo SM 73 il quale venne trasportato in volo dall'Africa Settentrionale in Italia con due dei motori funzionanti.- Quivi giunto l'apparecchio dovette essere sottoposto ad un gran de revisione.-

Al suo primo volo con pieno carico in decollo dal Campo di Brindisi l'apparecchio precipitò e s'incendiò provocando la morte dell'equipaggio e dei passeggeri.-

IL CAPO UFFICIO "I"
(Ten.Col. Pilota A.A. SARTINI)

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

Min. dell'Aeron. - Stab. Fotomecc. 1940-XVIII

0945

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

51A

FROM. AIR FORCES SUB COMMISSION, A.C.R.C.M.

TO : Dott. ALFONSO GALLO,
Corso D'Italia 40 Int. 1. ROMA

DATE: 31st August, 1945.

REF : AFSC/39/AIR.

Lg. 44A

CIVIL AVIATION IN ITALY.

At the present time Civil Aviation in Italy is forbidden by the terms of the Italian Armistice. Discussion of proposals for Civil Aviation in Italy is contrary to Allied policy. Any proposal you may wish to submit to this Sub Commission on the above mentioned subject will be retained without prejudice, pending any future amendment to Allied policy. If this policy is amended, those will be forwarded to such authority as may be empowered to deal with them.

WNB

for L.E.JARMAN, G/CAPT.
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

5021

0946

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

50A

FROM : AIR FORCES SUB COMMISSION. ALLIED COMMISSION. ROME.
TO : SUB COMMISSION FOR PUBLIC SAFETY.
Copy to : AIR FORCES SUB COMMISSION DETACHMENT. MILAN.
DATE : 27 . AUGUST . 1945.
REF. : AFSC/39/AIR.

B

USE OF ITALIAN CIVIL AIRCRAFT FOR A.M.G. PURPOSES.

The attached authorization was to-day presented to this Sub Commission by the Prefect of the Province of Vercelli.

2. It may not be known by A.M.G. Vercelli that the existence of Civil Aviation in Italy is forbidden by A.F.H.Q. I would like to be informed of the circumstances in which the above authorization was given and how a civilian aircraft was enabled to obtain petrol to proceed from Vercelli to Rome. The aircraft in question has been given petrol and permission to return to Vercelli in order not to cause unfair inconvenience to Signor Ceva.

M.T.

3. It is understood from the bearer of this authorization that considerable use has, in the past, been made of other aircraft of the AVIO firm by Allied personnel of A.M.G.

4. It is requested that information may be supplied to this Sub-Commission as to what arrangements may have been made by A.M.G. for using Italian Civilian aircraft, with particular reference to finance and the obtaining of Petrol and Oil lubricants.

5. Meanwhile, A.F.S.C. Detachment Milan is to investigate immediately the activities of the AVIO Firm at Vercelli taking action to ground Italian Civil aircraft andreporting the results of the investigation to this Headquarters.

I. E. BRODIE,
AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

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

508

ALLIED MILITARY GOVERNMENT
PROVINCE OF VERCELLI
Telephone Nos 2490 - 1 - 2 - 3 - 4

DEPARTMENT PS/VP/P 8 Vercelli 20th July 1945

To Whom it may concern.

1. The bearer, Giovanni Cantono Ceva, The Prefect of the Province of Vercelli, has been granted permission to use the Italian aircraft 'I - Avio' for the purpose of flying to Naples and calling at Rome and Grosseto airports.

2. In view of his infirmity and to obviate loss of time spent in travelling by road, travel by aircraft is considered essential.

3. It is requested that, in emergency, or if absolutely necessary, he be assisted to obtain fuel supplies to continue his journey.

For the Provincial Commissioner.

F. SCAIFE Capt.
PPSO Vercelli. AMG.

517

0948

[redacted]

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

ACC

10000/135/93

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

10000/135/93

CIVIL AIR LINES
SEPT. 1943;
JAN. 1945 - FEB. 1946
(2 OF 2)

0951

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

4911

ROME - MILAN

An air-line being prepared.

The "Orbis" Agency learns, according to information received from sources which are usually reliable, that a project is under examination to convert a bomber Stormo into civil air-fleet for carrying passengers.

The aircraft to be used for this purpose will be twin-engined American-type Martin Baltimores, each with the capacity for 5 persons at the cruising speed of 550 Km. per hour, in addition to a load of mail.

If such a line were used, the journey from Rome - Milan could be covered in little more than one hour.

At present the transport service is restricted to military personnel and to those who come under the authority of the Allies.

++++++++++++++++++++++

31/4

0952

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

459

MEMORANDUM.

DIRECTORATE OF CIVIL AVIATION.

During a conversation between the Air Minister (DR. CEVOLOTTO) and A.O.C. on the 27th August, A.O.C. agreed that there was no objection to putting in a civilian in charge of Civil Aviation at the Italian Air Ministry, provided that he works directly under the Air Ministry, and on the grounds that he will be dealing with the past rather than the future, for the time being. By "the past" is meant liquidating and settling the many questions which are still arising concerning pre-liberation questions.

H/D D 31/8
Air HQ AFHQ
for Gov

I.E. BRODIE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Air Forces Sub-Commission,
Allied Commission, Rome.
Date: 27th August, 1945.
1 copy on File AFSC/39/AIR.
1 copy on File AFSC/368/ORG.

5316

0953

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

file

46 A (F)

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

TO : AIR FORCES SUB COMMISSION. MILAN DETACHMENT.

AIR FORCES SUB COMMISSION. PADUA DETACHMENT.

DATE : 27 . AUGUST . 1945.

REF. : AFSC/39/IP.

LIQUIDATION OF "ALA LITTORIA", VENICE.

Herewith copies of enclosures 44A and 45B on this Headquarters' file of even reference for your information.

2. It would appear that the contents of these enclosures may not at present be known to General Biffi and Colonel de Robilar (C.C. I.A.F. Venice), and you are therefore requested to ensure that the information is passed to them.

W.M. Bisdée W/CDR.

W.M. BISDEE W/CDR.
AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

5015

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

SIGNAL

FROM : GABAEREO

TO : PREFECT VENICE

DATE : 23/8/45

REF. : 25277

THE AFSC HAS INFORMED US THAT THE COMMISSIONER NOMINATED TO LIQUIDATE THE "ALAL LITTORIA" FUNDS IS IN A POSITION TO REQUEST DIRECTLY TO THE "REGIONAL FINANCE OFFICE" THE RELEASE OF FUNDS TO LIQUIDATE THE PERSONNEL /./ INSURE THAT ABOVE MENTIONED OFFICE WILL NOTE CREATE ANY DIFFICULTIES /./ WILL YOU PLEASE INFORM ME IMMEDIATELY IF YOU HAVE NOMINATED THE COMMISSIONER AND MET ANY DIFFICULTIES /./ CEVOLOTTO.

0955

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

TRANSLATION

FROM : I.A.MINISTRY MINISTER'S CABINET, ROME
TO : A.F.S.C. ROME
DATE : 22nd AUGUST 1945
REF. : 23919/4664 COLL

RELEASE OF "ALA ITALIANA" FUNDS

Further to our letter Ref. 22077/AG dated 24th July 1945 and conversation on this subject with Air Vice Marshal Brodie, I would like to inform you that in order to clear up the question regarding the Società "Ala Littoria" formed in the North by the so-called Social Republic Government, by combining the Società di Navigazione Aerea "Ala Italiana", with the "L.A.T.I.", I wrote to the Prefect of Venice on the 29th July, letter Ref.22670 so that he may urgently nominate a Commissioner to liquidate the above mentioned "Ala Littoria" and to carry out the following tasks:

1. to liquidate the giuridical position of the Company, which is considered nil as it was formed by persons not owning shares belonging to the Ministry of Finance;
2. to find out if there are possibilities of useful work even outside the spheres of Civil Aviation for a part of the personnel with the main scope to avoid unemployment which, for local political reasons, and further to the workers mass demonstrations, is such as to harass the Prefect;
3. to dispose of all personnel unable to find useful work by the end of September 1945, according to the regulations issued by the C.L.N.A.I. and the General Labour Association.

Mr.FERRARIN, a lawyer,was a few days ago nominated Commissioner.

In the meantime, however, we hope the "Regional Finance Office" will urgently authorise the release of a further sum of 4.000.000 lire (four millions) immediately required to pay the salaries of the Firm's personnel in Venice, for the month of July 1945.

SGD. THE MINISTER
DR.CEVOLOTTO

0956

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

MINISTERO DELL' AERONAUTICA

ROMA 22/8/45

A.F.S.C. A.C. ROMA

P. N.23919/4664 COLL

OGGETTO : SVINCOLO DEPOSITI SOCIETA' "ALA ITALIANA"

A seguito del foglio n.22077/AG in data 24/7/45 e della conversazione avuta sull'argomento con il V.M.Brodie, comunico che, allo scopo di definire la questione riguardante la Società "Ala Littoria", costituita al Nord dalle pseudo governo della republica sociale, con la fusione delle Società di Navigazione Aerea "Ala Italiana" e "L.A.T.I.", ho interessato fin dal 29 Luglio con foglio 22670, il Prefetto di Venezia, perchè provvedesse con urgenza alla nomina di un commissarion liquidatore della predetta Società "Ala Littoria" e con i seguenti compiti:

1. liquidare la posizione giuridica della Società, che è inficiata di nullità in quanto deliberata da chi non era il proprietario delle azioni che spettano al Ministero della Finanze,
2. esaminare se vi siano possibilità di lavoro utile anche fuori del campo dell'aviazione civile, per una parte delle maestranze soprattutto allo scopo di evitare la disoccupazione che per ragioni politiche locali, in seguito all'agitazione della massa operaia è tale da preoccupare il Prefetto;
3. liquidare tutto quel personale che non può trovare utile impiego alla fine di settembre p.v. in applicazione della legge emanata a seguito degli accordi presi con il C.L.N.A.I. e con la Confederazion Generale del Lavoro.

Ritengo che la nomina del Commissario sia avvenuta in questi giorni nella persona dell'Avvocato FERRARIN.

Nel frattempo però si prospetta l'urgente necessità che il competente "Regional Finance Office" autorizzi subito lo s della somma di altri 4.000.000 (quattro milioni) occorrente pagamento immediato degli stipendi maturati a tutto il me Luglio 1945 del personale della predetta Società reside

Srl2

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

45 A
(t)

FROM : ITALIAN AIR FELICITY. WASHINGTON'S SAINT.

T O : AIR FORCES SUB C MELLSEON. A.C. ROLL.

DATE : 23 . 2 . 45 .

REF. : 25276/4705 Coll.

HHA

B

RELEASE OF EX "ALA LITTORIA" AIRCRAFT.

Further your 23919 dated 22nd instant and conversation with Col. Downs, I forward a copy of the signal I sent to the Prefect of Venice regarding the release of the ex "Ala Littoria"'s crafts.

(s) AIR MARSHAL.

5.11

G. 357
Hen 24/5

30/Ri.

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

45B
(E)

SIGNAL

FROM : CA ALEXG.

TO : FLEMCO, TEXICO.

DATE : 22 . 6 . 45.

REF. : 25277.

WILL ALSO YOU ATTEMPT TO GET THE COMMISSIONER TO REMEMBER TO REQUEST MR. VAIL, ETHIOPIA, WHEN IN IT A COST ACH TO REQUEST BEFORE HE SEES "MINISTER FOREIGN OFFICE" ON RELEASE OF ITEMS IN HIS STATE FOR PUBLICITY. ENSURE THAT ATOMS REMOVED OTTOS. ALL NOT SIGNED ANY DOCUMENTS ./. ASK YOU PLEASE ENSURE HE UNDERTAKES NOT TO MAKE NOMINATIVE USE OF INFORMATION AT HAND ANY DIFFICULTIES ./. CAVENDISH .

Avi 1 WDB 2/8

Please notify AFSC Nidam & Padua together
with copy of 44A and tell Col De Robertson (Verein)
has not been notified nor General Biffi - point this out
to Nidam & Padua & say that there is no objection to your
letter & enclosures being shown to General Biffi & de Robertson.
B.F. your letter to A/D.D. for inf. JCS 25/8

0954

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

15A

MINISTERO AERONAUTICA
GABINETTO DEL MINISTRO

Segreteria

Prot. N. 21279/4705 Gab.

Roma, 23 AGO. 1945 1945

ALLA SOTTOCOMMISSIONE AERONAUTICA
A.C.
(tramite Ufficio Collegamento)
R O M A

OGGETTO: Svincolo depositi Società ex "AIA LITTORIA".

A seguito del foglio n.23919 in data 22 agosto c.a. e della conversazione avuta con il Colonnello FORNU, trasmetto copia del telegramma che ho inviato al Prefetto di Venezia in merito allo svincolo dei depositi della ex "AIA LITTORIA".

IL MINISTRO

5509

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

MODULARIO
A. - I. 511

Mod. 111-E

45 B

MINISTERO DELL' AERONAUTICA

Indicazioni d' urgenza		Circuito d' inoltro
	Telegramma	

Spedito il 23 AGO. 1945 *ore* *pel circuito N.*
all' Ufficio di *Trasmittente*

Qualifica	Destinazione	Provenienza	Numero	Parole	Data di presentazione	
					Giorno	Ore e minuti

PREFETTO VENEZIA

25277 GABAERGO /./ A.F.S.C. DA ME INTERR
SATA HABET COMUNICATO CHE COMMISSARIO LIQUIDA-
TORE NOMINATO PER SOCIETA' ALA LITTORIA HABET
FACOLTA' RICHIEDERE DIRETTAMENTE "REGIONAL FI-
NANCE OFFICE" SBLOCCO FONDI PER LIQUIDAZIONE
PERSONALE /./ ASSICURASI CHE PREDETTO UFFICIO
NON PUO' FARE DIFFICOLTA' ./. PREGOTI COMUNI-
CARMI URGENZA SE HAI NOMINATO COMMISSARIO 5 FOR
INSORGESSERO OSTACOLI /./ CEVOLOTTO

0961

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

44A (E)

TRANSLATION

From : Italian Air Ministry, Minister's Cabinet, Rome.

To : A.F.S.C. A.C. Rome.

Date : 22nd August, 1945.

Ref. : 23919/4664 Coll.

RELEASE OF "ALA ITALIANA" FUNDS

32A

Further to our letter Ref. 22077/A.G. dated 24th July 1945, and conversation on this subject with Air Vice Marshal Brodie, I would like to inform you that, in order to clear up the question regarding the Societa' "Ala Littoria" formed in the North by the so-called Social Republic Government, by combining the Societa' di Navigazione Aerea "Ala Italiana", with the "L.A.T.I.", I wrote to the Prefect of Venice on the 29th July, letter Ref. 22670, so that he may urgently nominate a Commissioner to liquidate the above mentioned "Ala Littoria" and to carry out the following tasks:-

1. to liquidate the giuridical position of the Company, which is considered nil as it was formed by persons not owning shares belonging to the Ministry of Finance,

2. to find out if there are possibilities of useful work even outside the spheres of Civil Aviation for a part of the personnel, with the main scope to avoid unemployment which, for local political reasons, and further to the workers mass demonstrations, is such as to harass the Prefect,

3. to dispose of all personnel unable to find useful work by the end of September 1945, according to the regulations issued by the C.L.N.A.I. and the General Labour Association.

Mr. FERRARIN, a lawyer, was a few days ago nominated Commissioner.

In the meantime, however, we hope the "Regional Finance Office" will urgently authorise the release of a further sum of 4,000,000 lire (four millions) immediately required to pay the salaries of the Firm's personnel in Venice, for the month of July, 1945.

5507

Ltc Sforza & Co Rome.
Sto mantenuto [illegible]

G.356
[illegible]

Translated by Sgt. Cumbo) 39/Air

THE MINISTER
(Dot. CEVOLOTTO)

Ministero dell'Aeronautica

GABINETTO DEL MINISTRO
SEGRETERIA

Prot. N. 23919 / 4664 Coll
Allegati

Roma, 22 AGO. 1945 - 19

44A

Alla Sottocommissione Aeronautica - A. C.
(tramite Ufficio Collegamento)
ROMA

Risposta al f. del
Div. Sez. N.

OGGETTO: Svincolo depositi società " Ala Italiana"

A seguito del foglio n. 22077/A.C. in data 24 Luglio c.a., e della conversazione avuta sull'argomento con il V.M. Brodie, comunico che, allo scopo di definire la questione riguardante la Società "Ala Littoria", costituita al Nord dallo pseudo governo della repubblica sociale, con la fusione delle Società di Navigazione Aerea "Ala Italiana" e "L.A.T.I.", ho interessato fin dal 28 Luglio u.s., con foglio n. 03570, il Prefetto di Venezia, perché provvedesse con urgenza alla nomina di un commissario liquidatore della predetta Società "Ala Littoria" e con i seguenti compiti:

1° - liquidare la posizione giuridica della Società, che é inficiata di nullità in quanto deliberata da chi non era il proprietario delle azioni che spettano al Ministero delle Finanze;

2° - esaminare se vi siano possibilità di lavoro utile, anche fuori del campo dell'aviazione civile, per una parte delle maestranze, sopratutto allo scopo di evitare la disoccupazione che per ragioni politiche locali, in seguito all'agitazione della massa operaia, é tale da preoccupare il Prefetto;

3° - liquidare tutto quel personale che non può trovare utile impiego alla fine di settembre p.v., in applicazione della leg-

5006

ISTITUTO POLIGRAFICO DELLO STATO

Declassified E.O. 12356 Section 3.3/NND No. 780017

09621

ROMA

Prot. N.° 23919 4664 bis Allegati

Risposta al f.° del

Div. Sez. N.°

OGGETTO: Svincolo depositi società "Ala Italiana"

A seguito del foglio n. 22077/A.G. in data 24 Luglio c.a., e della conversazione avuta sull'argomento con il V.E. Brodie, comunico che, allo scopo di definire la questione riguardante la Società "Ala Littoria", costituita al Nord dallo pseudo governo della repubblica sociale, con la fusione delle Società di Navigazione Aerea "Ala Italiana" e "L.A.T.I.", ho interessato fin dal 28 Luglio p.s., con foglio n. 22070, il Prefetto di Venezia, perché provvedesse con urgenza alla nomina di un commissario liquidatore della predetta Società "Ala Littoria" e con i seguenti compiti:

1° - liquidare la posizione giuridica della Società, che è inficiata di nullità in quanto deliberata da chi non era il proprietario delle azioni che spettano al Ministero delle Finanze;

2° - esaminare se vi siano possibilità di lavoro utile, anche fuori del campo dell'aviazione civile, per una parte delle maestranze, sopratutto allo scopo di evitare la disoccupazione che per ragioni politiche locali, in seguito all'agitazione della massa operaia, è tale da preoccupare il Prefetto;

3° - liquidare tutto quel personale che non può trovare utile impiego alla fine di settembre p.v., in applicazione della legge emanata a seguito degli accordi presi con il C.L.N.A.I. e con la Confederazione Generale del Lavoro.

Ritengo che la nomina del Commissario sia avvenuta in

././.

ISTITUTO POLIGRAFICO DELLO STATO

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

questi giorni nella persona dell'Avvocato FERRARIN.

Nel frattempo, però, si prospetta l'urgente necessità che il competente "Regional Finance Office" autorizzi subito lo sblocco della somma di altri 4.000.000 (quattro milioni) occorrente per il pagamento immediato degli stipendi maturati a tutto il mese di Luglio 1945 dal personale della predetta Società residente a Venezia.

IL MINISTRO

0964

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

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

43A

FROM : AIR FORCES SUB COMMISSION. ALLIED COMMISSION. ROME.
TO :
DATE :
REF. : AFSC/33/ATR.

CIVIL AVIATION IN ITALY.

At the present time Civil Aviation in Italy is forbidden by the terms of the Italian Armistice. Discussion of proposals for Civil Aviation in Italy is contrary to Allied policy. Any proposal you may wish to submit to this Sub Commission on the above mentioned subject will be retained without prejudice, pending any future amendment to Allied policy. If this policy is amended, these will be forwarded to such authority as may be empowered to deal with them.

Air, WAB.
OK. thanks. Please show to Cdr Eggstaff & if he agrees, this formula should be used. IRB 25/8.
Very good GE 30/8

5504

0966

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

42 A

From: Air Forces Sub Commission, H.Q. Allied Commission.

To: Italian Air Ministry, Ufficio "I".

Date: 23rd August 1945

Ref: AFSC/39/AIR

Seizure of Belgian DC 3 in 1940.

39 A1

1. Information has been received from London to the effect that in June or July of 1940, an aircraft belonging to the Belgian Air Line SABENA, was seized by the Italian Government. The aircraft was a Douglas DC 3, carrying the registration lettering OO-AUH.

2. It is requested that you endeavour to ascertain the exact present whereabouts and condition of this aircraft and notify this Sub Commission as soon as possible.

T.G.N. PEARCE A/CDR
AIR VICE MARSHAL
AIR OFFICER COMMANDING

Copy to:

(1) Air Forces Sub Commission, A.C.
C/o AMG Naples Comune,
APO 394

(2) J.B. HOGAN Esq.
Air Ministry,
Seaford House,
37 Belgrave Square,
S.W.1.

5502

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

CRW/elc

TRANSPORTATION SUB-COMMISSION

INTER-OFFICE MEMORANDUM

Tel : 478704

204/2/Tn 3

21 August 1945

AIR FORCES SUB-COMMISSION 6259 FORMERLY FOOD COMMISSION 39/Air.

SUBJECT : Airlines

TO : Air Forces Sub-Commission

1. Reference telephone conversation (Sqdn/Ldr Bradshaw - Major Worthington) of 21 Aug '45.

2. The attached correspondence received from the Ministry of Transports regarding a civil airline from Locarno to Rome, is forwarded for your information and necessary action.

3. Please let this Sub-Commission have a copy of your reply to the Ministry.

For the Director

C.R. WORTHINGTON,
Major R.E.

5,07

Copy to : Rail Division (Tn 4)

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

Ministry of Trans orts
I S R Direction General

Rome 18/8/45
C 01 Segr. 2/6010/III

41 B
700/1

Allied Commission
R o m e

Subject: airlines

An airline from Locarno to Rome was operated by the Swissair Co. until 1940.

Due to the present situation of land communications, the re= opening of air traffic between Italy and Switzerland should have a remarkable importance also in view of the economical relations we hope to establish between these two Nations in a very near future; therefore this intiative is being encouraged also by the Swiss Authorities.

The air service with Switzerland, having a call at Zurigo, should be very useful also because intercontinental air lines depart from that town.

Please give the above request your attention, so that it can be granted.

Director General
Di Raimondo

Cr ng 18/8

5369

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

(LOH)
(L)

FROM : Dept. ALFONSO SARNO.
TO : U.S. NAVY & ARMY. (Forwarded to the A/F O/C).
DATE : 10 . JUNE . 48.

The Italian Air Line Company I represent, would like to know if your Govt. is prepared to sell some of the ex-military aircraft, even old ones, to carry 12 to 20 passengers or freight. These aircraft would be used for a short period and only to start the first air lines.

My company is ready to effect the purchase and is waiting a reply on this matter.

Many thanks.

(a) Dept. Alfonso Sarno.

G232 2/10

39/Rin

5.99

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

DOTT. ALFONSO GALLO

TELEFONO: 83-869

ROMA 10 Giugno 1945

CORSO D'ITALIA 40 INT. 1

Air S/C ULOA

Spett.

U.S.Navy e Army

R O M A

Per un breve periodo e per i primi collegamenti che una Compagnia Aerea Italiana da me rappresentata intenderebbe realizzare in Italia, desidererei conoscere se codesto On. Comando sarebbe disposto a vendere alcuni aeroplani anche usati, ex trasporti bellici, capaci di trasportare da 12 a 20 passeggeri o merci.

La mia Compagnia è pronta ad un tale acquisto, e pertanto resto in attesa di cortese riscontro per trattare.

Ringrazio.

(Dott. Alfonso Gallo)

Gallo

5 1

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

39A

From: Air Forces Sub Commission,
Allied Commission,
c/o Allied Military Government,
Naples Commune, A.P.O.794.

To : Air Forces Sub Commission,
Allied Commission, Rome.

Date: 20th August, 1945.

Ref : AFSC/S/39/Air.

SEIZURE OF TRANSPORT AIRCRAFT.

1. The following signal has been received from Dept. A.I.1, Air Ministry, London:

" TO AIR FORCES SUB COMMISSION ALLIED CONTROL COMMISSION
NAPLES
FROM AIR MINISTRY CHETEHALL 1811492
ABLE ITEM XRAY THREE FIVE ONE AUGUST ONE EIGHT
RESTRICTED PD
FOR MINTER FROM ROGAN PD
ITALIAN SUGAR ABLE BAKER EASY NAN ABLE DOUGLAS DOG CHARLIE
THREE REGISTRATION OBOE ONE'S BAKER ABLE UNCLE HAVE HAS SEIZED
BY ITALIAN GOVERNMENT BY FEAT OF NUTS ONE THREE FOUR ZERO PD
GRATEFUL YOU ENDEAVOUR TO ASCERTAIN PRESENT WHEREABOUTS PD"

2. It is requested that enquiries may be instituted with the Italian Air Ministry and a reply sent direct to Mr. Rogan, also that this office may be furnished with a copy of the reply sent.

(L.G.Watkins)
Flight Lieutenant, Commanding
Air Forces Sub Commission
Naples Detachment.

6202 2/0 Q

39/Air

0972

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

AUGUST 5TH "L'EPOCA"

Piloti, tecnici, operai attendono che si torni a volare

La eliminazione della categoria dei dipendenti dalle Società di navigazione aerea - discussa lunedì mattina nella sede della CGIL — è semplicemente rovinosa. Le società, ormai da tre anni, non lavorano. Varie sono le cause: lo stato di guerra, il lavoro e la defezione di apparecchi, il poco interessamento rivolto a questa branca dell'attività nazionale che, come le altre, ha assoluto bisogno di lavorare, di lavorare sul solido e non, come ora, eclissare la vita con il timore di veder domani scioglierai come neve al sole, per mancanza di vita attiva, quelle organizzazioni alle quali essi da anni continuano a dare tutti i mesi, dopo aver sopportato le più dure conseguenze della guerra: lo sfollamento degli uffici negli aeroporti, i trasferimenti le requisizioni tedesche.

Son migliaia e migliaia di persone che chiedono lavoro: per il quale non si crede che manchino le possibilità.

Perciò i lavoratori aeronautici, consci del pericolo al quale il loro lavoro va incontro, hanno chiesto che il Governo si interessi per la concessione della gestione delle linee aeree alle loro società, che le società passino alle dipendenze di un ministero civile, e che a capo delle organizzazioni vengano quelle persone di sicuro affidamento morale, di perizia tecnica, appassionate ed interessate ai problemi dell'aviazione civile italiana come vivamente lo sono piloti, tecnici, operai e impiegati i quali attendono con impazienza il momento di riprendere quel lavoro che darà pane a tante famiglie.

0973

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

[redacted] Quo[illegible]diano indipe

SU HIROSCIMA SI E' DIRADATA

[illegible]m. que

[illegible]rrazione dell'equi[illegible]
piata quasi al centr[illegible]
a erano stati distru[illegible]

uomo sarà costretto riscoprire il fuoco?

LONDRA, 8 matti[illegible]

no dei più noti commentatori americani, Hanson Baldwin, scrive stamane nel «New York Times» che forse gli americani «raccoglieranno tempesta» a semina della «bomba atomica».

Baldwin aggiunge: «Dato che nostri bombardamenti sono stati così efficaci e pertanto i più distruttivi, il nome dell'America è divenuto sinonimo di distruzione.

Noi siamo stati i primi ad impiegare una nuova arma di cui è imprevedibile che può portare ad una rapida vittoria, ma che era più profondo che mai il [illegible]

20 qua[illegible] gio[illegible] ven[illegible] F[illegible] lenz[illegible] nire[illegible] kan[illegible] per[illegible] liqui[illegible] Il rond[illegible] sider[illegible] nity invit[illegible] Tru[illegible] Atla[illegible] men[illegible] ca » rori[illegible] den[illegible] l'im[illegible] tv [illegible]

0974

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

3.8A
(t)

T R A N S L A T I O N

Extract from "l'EPOCA" dated 8th August, 1945.

Pilots, technicians, workers are awaiting the recommencement of flying.

The situation among the category of people who are employed by air navigation societies - discussed on Monday morning at the headquarters of the CGIL - is simply ruinous. The societies have not been at work for 3 years. The reasons for this are varied: the state of war, the wear and tear and lack of aircraft, the small amount of interest evinced in this branch of national activity which, like the others, is in dire need of work; of solid work which does not entail, as at present, scrubbing along in the fear that tomorrow will see these organisations - to which they have devoted their entire energies for years - melting like snow in the sun, for want of active life, after having borne the most stringent effects of war: the disruption of offices on aerodromes, the dismissals, the German persecutions.

There are thousands and thousands of people who are asking for work: for which the possibilities are not believed to be lacking.

Therefore the aeronautica workers, aware of the danger which their job is running, have asked the Government to interest itself in allowing the direction of the air lines to come from their own societies, in subjugating the societies to a civil ministry, and in placing at the head of the organisations people of high integrity, of technical skill, and as passionately interested in the problems of Italian civil aviation as are the pilots, technicians, workers and employees who are impatiently awaiting the moment for restarting the work which will provide bread for so many families.

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5 ; ;

Group Captain Farmer
19/2 Pr
Private Secretary on "Civil Aviation" file.

0975

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

Una proposta degli Alleati per la riattivazione in Italia di alcune linee aeree civili

La Commissione Alleata per l'Italia ha proposto ai capi dello Stato Maggiore combinato di Washington che all'Italia venga consentito di esercitare delle «modeste» linee aeree civili nell'ambito del suo territorio, con il materiale disponibile, allo scopo di contribuire a risolvere il grave problema dei trasporti del paese.

Pare tuttavia estremamente improbabile che l'industrie aeronautica italiana possa essere riattivata almeno per i prossimi anni. Un portavoce della Commissione Alleata ha dichiarato che tale problema dovrà essere risolto nella conferenza della pace, e non può essere affrontato adesso dagli organismi di controllo angloamericano presenti in Italia.

Le linee attuali

In Italia vengono già esercitate delle linee aeree interne, ma solo per uso delle autorità italiane o alleate. Su tali linee vengono impiegati una decina di vecchi trimotori da trasporto Savoia-Marchetti. Quattro di tali apparecchi, assegnati alla Commissione Alleata, vengono fatti volare da equipaggi dell'«Ala Italia», sostenuta finanziariamente dello Stato e posta sotto la direzione del gen. Del Duca, già appartenente all'aviazione militare italiana.

Gli italiani provvedono così al collegamento aereo giornaliero tra i centri dell'A.M.G., cioè Milano, Firenze, Venezia e Bologna. Gli italiani dispongono poi per loro conto di sei apparecchi che effettuano un servizio quotidiano per la Sicilia.

Gli apparecchi

Secondo le valutazioni delle autorità, si potrebbero equipaggiare con personale italiano 25 apparecchi per passeggeri e da carico. Altri apparecchi italiani potrebbero probabilmente essere riattivati e posti in servizio, e, se i capi dello Stato Maggiore combinato approveranno la proposta di porre in esercizio le linee aeree civili interne, è possibile che sia messo a disposizione delle linee italiane anche qualche apparecchio dell'aviazione americana, ormai inadatto per il servizio bellico.

Il portavoce della Commissione Alleata ha messo in rilievo che l'Italia ha gran bisogno di aerolinee civili, a causa della disorganizzazione delle sue ferrovie sconvolte dai bombardamenti, e delle deficienze dei trasporti automobilistici. La proposta della commissione consentirebbe un servizio limitato al territorio metropolitano ed alle isole vicine. E' stato chiarito che non si prevede che l'Italia possa esercitare le linee che prima la congiungevano con le posizioni strategiche da essa mantenute al di là del Mediterraneo e dell'Adriatico.

Gli Stati Uniti hanno migliorato o costruito ex novo dei notevoli impianti aeronautici, che vengono impiegati per le necessità dei loro trasporti militari. Il costo di tali opere verrà presumibilmente compreso nelle riparazioni di guerra dovute dall'Italia. *(AP)*.

(A.R.I.)» per il trasporto in Italia.

Le 17 casse sono state consegnate all'«Ente nazionale per la distribuzione dei soccorsi in Italia» che ne curerà la distribuzione ai più bisognosi. *(Ansa)*.

0976

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

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5 VARII L. 8

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AN ALLIED PROPOSAL FOR THE REACTIVATION OF A FEW CIVIL AIR LINES.

The Allied Commission for Italy has proposed to the Combined Chiefs of Staff in Washington that Italy should be permitted to run "modest" Civil Air Lines in her own territory with the material available, with the aim of contributing to the solution of the serious transport problems of the country.

However, it seems extremely improbable that the Italian Aircraft Industry can be reactivated for some years. A spokesman of the Allied Commission has stated that this problem will have to be solved at the Peace Conference and cannot be dealt with now by the Anglo-American Control Organisations at present in Italy.

THE PRESENT AIR LINES.

Internal air lines are already running in Italy, but these are only for the use of the Italian or Allied authorities. These lines employ about 10 old 3-engined Savoia Marchette Transport aircraft. Four of these aircraft, assigned to the Allied Commission, are flown by crews of the "Ala Italiana" who are paid by the State and come under the direction of Gen. del Duca of the Italian military avation.

The Italians thus provide for daily air communications between the centres of AMG, that is in Milan, Florence, Venice and Bologna. The Italians also have six aircraft for their own use which carry out a daily service to Sicily.

THE AIRCRAFT.

5495

According to the calculations of the authorities 25 passenger and freight carrying aircraft could be provided with Italian crews. Other Italian aircraft could probably be made serviceable and used for the services and if the Chiefs of the Combined General Staff approve the proposal to run internal civil air lines it is possible that some aircraft of the American Air Force, now unsuitable for war purposes, might be put at the disposal of the Italian lines.

who said so

The spokesman of the Allied Commission has stressed the

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The spokesman of the Allied Commission has stressed the fact that Italy has great need of Civil Air Lines because of the disorganisation of its railways due to bombing and the lack of motor transport. The proposals of the Commission would permit of a limited service on the mainland and to the neighbouring islands. It is clearly stated that it is not intended that Italy should run the lines which formerly linked her with strategic points maintained by her beyond the Mediterranean and the Adriatic.

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The United States have improved or built ex novo, important Air Force installations, which are used for the necessities of their military transport. The cost of these works will presumably be included in the war reparations owed by Italy. (A.P.)

Extract from "Il Globo" 31.7.45.

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AOC

Ministero dell'Aeronautica

GABINETTO DEL MINISTRO

Airline For Italy?

ROME, July 30 (AP)—The Allied Commission here has recommended to the combined chiefs of staff in Washington that Italy be permitted to operate a "modest" domestic airline with available equipment to help solve the serious transportation problems.

Stars & Stripes

31/7/45

5194

 18th July 1945

CRONAC

Si potrebbe viaggiare in aereo se il Ministero se ne disinteressasse

La situazione dei lavoratori aeronautici — Magnifiche maestranze che rischiano di essere attratte da altri mestieri

E ormai più di un anno che la situazione dei lavoratori aeronautici — operai, tecnici, impiegati, personale di volo — s'è fatta critica. Le forze si sono disperse col rarefarsi del lavoro, molti hanno abbandonato l'attività svolta per molti anni. È evidente il pericolo: non reclutando tempestivamente i preziosi elementi si rischia di veder cadere in frantumi quelle forze che ancor oggi sarebbe possibile radunare se contrastanti cause non si frapponessero.

Contro questo pericolo la Federazione Italiana della Gente dell'Aria, che raccoglie tutti i lavoratori aeronautici italiani, ha svolto e sta svolgendo una attività che merita la più grande attenzione per la serietà, la competenza e la passione che ne guidano l'operato dei dirigenti.

Abbiamo parlato con il Segretario Generale della Federazione.

— Quale è la situazione attuale — gli abbiamo chiesto — nell'esercizio delle linee aeree?

— Attualmente funzionano sette linee: Roma-Bologna-Treviso, Roma-Bologna-Milano, Roma-Bologna-Torino, Roma-Cagliari, Napoli-Cagliari, Roma-Palermo, Roma-Bari-Lecce. Per ora solamente le linee centro-meridionali funzionano per i civili e sono servite da apparecchi italiani S 82, S 84, S 75, S 79.

— E chi gestisce queste linee?

— Ne è gestore il Ministero dell'Aeronautica tramite la Direzione Generale dell'Aviazione Civile e Traffico Aereo.

Questo servizio, purtroppo, è tuttora diretto da militari con mentalità militare. Lo stesso lavoro che compie ora il Ministero potrebbe farlo, con evidente vantaggio delle classi lavoratrici specialmente romane visto che Roma è rimasto centro di irradiazione su qualsiasi ente civile. Le società aeree esistono ma conducono vita grama e rachitica appunto perchè il Ministero dell'Aeronautica si è accaparrato la gestione delle linee.

— Che cosa persegue dunque la Federazione?

— Prima di tutto tentare di immettere nella risorgente attività il più gran numero possibile di lavoratori civili ai quali ora sono preferiti quelli militari: si pensi che su 35 equipaggi civili di volo proposti, il Ministero ne ha accettati solamente dieci; negli altri rami solo il 10 per cento del personale è ora occupato. In secondo luogo ci proponiamo lo sganciamento delle Società aeree civili dal Ministero dell'Aeronautica — organo militare — perchè possano avere più logica e utile dipendenza da un Ministero dei trasporti — organo civile. Infine — cosa importantissima — la Federazione si sta battendo perchè siano ridate in gestione alle società quelle linee attualmente in esercizio o che

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Grande è la massa dei disoccupati, moltissimi dei quali a Roma, la fame è in molte case di lavoratori aeronautici, solo pochi svolgono il vecchio lavoro. Gli interessi non sono curati dai Commissari delle società, perchè militari, non sentono la responsabilità nè hanno le capacità dei datori di lavoro. L'alto livello tecnico delle nostre maestranze è stato recentemente apprezzato dai comandi alleati (... gli operai che lavorano a Napoli, Bari e Brindisi si sono dimostrati di alte capacità tecniche svolgendo attività del massimo rendimento.) alle cui dipendenze hanno lavorato e lavorano 2 o 300 operai romani costretti fin dalla scorsa estate a cambiar sede per mancanza di lavoro sul luogo. E' desiderio di tutti che l'organizzazione civile aeronautica torni dunque in piedi, su nuove basi, sia per l'evidente utilità ma perchè parecchie migliaia di persone potranno di nuovo trarre vita da essa.

G. P.

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

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PRIMI COLLOQUI A POTSD

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PRIMI COLLOQUI A POTSD

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andi, il ministro degli Esteri a-ricano, Byrnes, ha conferito per era con Molotov alla cosidet-« Piccola Casa Bianca ».

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1) Vincere al più presto la erra nel Pacifico.

2) Raggiungere un ampio ac-rdo politico su tutte le questio-

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Tre Grandi si riuniranno nuo-uente oggi per proseguire le versazioni. L'incontro di ieri, apprende a Londra, è stato ca terizzato da una viva cordialità i tre capi.

n relazione alla notizia che suo primo incontro con Tru-n, Stalin abbia accennato al-tenzione russa di trasmettere governo americano un'eventua-oncreta offerta di pace da par-del Giappone, si fa osservare è molto verosimile che i tre isti si siano appunto occupati della posizione della Russia conflitto del Pacifico. A tale posito, secondo la « Reuter », e voce nella capitale ameri-a che i Tre Grandi stiano con-erando l'offerta di resa incon-dionata da parte del Giappone la dichiarazione di guerra della ussia contro quest'ultima. Na-ralmente una conferma di tali oci potrebbe venire unicamente Potsdam. Da parte sua il Mi-stero degli Esteri ha rifiutato di ommentare la notizia che Tru-an abbia portato con sè i ter-ini della resa incondizionata per Giappone preparati dal ministe-stesso.

Secondo un'altra voce diffusa a ashington, la Russia dichiare-bbe la guerra al termine della nferenza. A ciò seguirebbe un nvegno a Berlino o a Mosca) i Cinque Grandi, Churchill, uman, Stalin, De Gaulle e ong per preparare la fase fi-le della guerra. Si conferma poi e Stalin avrebbe già ricevuta fferta di resa giapponese ed a-rebbe da intermediario fra il ppone e gli Alleati occidentali. Sempre a proposito delle que-ne giapponese, una personali-sovietica ha dichiarato al-Ins) che non sarebbe affatto disaccordo con la politica del emlino di agire da intermedia-, qualora il Giappone avanzas-delle proposte specifiche e ben mite. Stalin, ha aggiunto, non presterebbe mai a rendersi in prete di eventuali sondaggi latívi o simili, nè sarebbe per-sso ad alcun diplomatico so-tico di agire in tal senso. litica dell'U.R.S.S. nell'Es-

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Extract from l'Epoca. July 18th, 1945

Air travel would be made easier if the Ministry did not interfere.

The situation of Aeronautica employees - Good workmen who are in danger of being attracted to other trades.

It is now over a year ago that the situation of Aeronautica employees - workmen, technicians, staff, flying personnel - became critical, work gradually dwindled and many gave up work they had carried out for many years. The danger is obvious: not to bring back, at a timely moment, all valuable assets would be to risk the complete downfall of forces which could still be organised today if there were not difficulties preventing this.

We spoke with the Segretario Generale of the Federazione.

- "What is the present situation" we asked him " with regard to the functioning of air lines?"

- "At the moment there are 7 lines working: ROME-BOLOGNA-TREVISO, ROME-BOLOGNA-MILAN, ROME-BOLOGNA-TURIN, ROME-CAGLIARI, NAPLES-CAGLIARI, ROME-PALERMO, ROME-BARI-LECCE. For the time being only the central-southern lines are available to civilians ? and are served by Italian aircraft: S.62, S.84? S.75, S.79."

- "And who manages these lines?"

- "They are managed by the Air Ministry, through the Direzione Generale of Civil Aviation and Aerial Traffic."

This service, therefore, is still directed by military personnel with a military outlook. This same work which the Ministry is at present carrying out, could be done by a civil concern with greater advantage to the working classes - especially Romans, since Rome has remained the centre of control. Aerial Societies do exist but live a rickety and uncertain life because the Air Ministry has bought up the management of the air lines.

- "What, then, is the Federazione occupied in doing?"

could be more usefully and logically employed by a Ministry for transport - a civil organisation.
Lastly, and most important, the Federazione is fighting to get back under its management those air lines now functioning or, if there is no other means, to reorganise the old CSAS (Comando Servizi Aerei Speciali), now Gruppo T., which instead of militarizing the personnel should leave the administration of this personnel to the societies.

There is a large number of unemployed, many of whom are at Rome, and there is hunger in many homes belonging to Aeronautica workers; few are carrying out their old work. The above are not looked after by the Commissioners of the societies because they are military: they do not feel the responsibility nor have the power to give employment. The high technical standard of our workers was praised by the Allied authorities ("....the employees who work at Naples, Bari and Brindisi proved to be very efficient technically, and carry out their work with excellent results") in whose employment there are 2 to 300 roman workers who have been obliged as from last summer to change their residence owing to lack of local workers. It is generally wished that the civil Aeronautica organisation should take on a new lease of life, on a new basis, because it would serve the best purpose and because several thousand people could draw a means of livelihood from it once again.

G.P.

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

I.

FEDERAZIONE ITALIANA DELLA GENTE DELL'ARIA

AIR S/C

Ufficio Segreteria B.

Prot. N. 642

Allegati N.

ROMA, li 13th. July 1945 19

VIA BONCOMPAGNI, 19
Telefoni 480.151 - 2 - 3 - 4 - 487067
Ind. Teleg.: Fedearia

OGGETTO: Relazione Gruppo Specialisti Aeronautici Bari inviata 6Luglio 1945

To the Allied Commission, Rome.

To the Labor Office, Rome.

To the Civilian Personnel Office, Bari.

5.91

Dear Sirs,

This Aeronautical National Federal Corporation has received the relation above referred to, which is substantially a serious document of accusation against Ing. Salatiello Giovanni, manager of the Specialised Aeronautical Group of Bari and our associate.

This Federation has immediately opened an inquiry and from the first resultances elements are obtained which cause to suppose the claim above mentioned to be tendentious.

However, the offices to whom this is addressed are begged to kindly put off any decision on the matter untill some day when this Federation will be able to supply a full statement of the question as the undersigners of the claim and Ing. Salatiello are our associates.

Waiting to send the final results of our inquiry, thanks and

Very truly yours,

IL SEGRETARIO
(Dr. [illegible])

E39f

Declassified E.O. 12356 Section 3.3/NND No. 778017

OGGETTO: Relazione Gruppo Specialisti Aeronautici Bari inviata Alleati

To the Allied Commission, Rome.

To the Labor Office, Rome.

To the Civilian Personnel Office, Bari.

5.91

Dear Sirs,

This Aeronautical National Federal Corporation has received the relation above referred to, which is substantially a serious document of accusation against Ing. Salatiello Giovanni, manager of the Specialised Aeronautical Group of Bari and our associate.

This Federation has immediately opened an inquiry and from the first results some elements are obtained which cause to suppose the charges above mentioned to be lamentations.

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Very truly yours,

IL SEGRETARIO

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84
Fol. 24?

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

0989

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

351

OUTGOING SIGNAL.

FROM: A.F.SUB COMM(ROME)

TO : AIR MINISTRY, DEPT A.I.1, 37 BELGRAVE SQUARE, LONDON
(Attention J.B. Hogan Esq)
(R) A.F.SUB COMM(NAPLES).

CONFIDENTIAL(.) A 511 TOO. 301600B JULY

YOUR AX 594 27 JULY REFERS(.) THE LIST OF AIRFIELDS WITH ALL INFORMATION AVAILABLE IS BEING PREPARED WITH THE ASSISTANCE OF THE ITALIAN AIR MINISTRY (.) DIFFICULTIES ARE ARISING BECAUSE MANY FIELDS HAVE DIFFERENT NAMES THAN ON THE AVAILABLE AIRFIELDS LISTS AND MANY OF THE FIELDS ARE NOT LISTED IN ANY ITALIAN RECORDS (.) THE LIST WILL BE FORWARDED AS SOON AS COMPLETED (.)

PRIORITY - ROUTINE.

E.J.SASS, MAJOR.
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

317

5 90

34A

From : Air Forces Sub-Commission,
Headquarters Allied Military Govt.,
Naples Commune.

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

Date : 28th July, 1945

Ref : AFSC/N/39/Air.

AIRFIELDS IN ITALY

7A

I. Reference our AFSC/N/39/Air dated 26th May under the above caption, the following signal has to-day been received from Air Ministry, Dept. A.I.1, London. -

" AX 594 27 July. For Minter from Hogan. Your letter AFSC/N/39/Air May 5 and my letter Roger 947369 40 Able Item I June 22. Would appreciate reply soonest possible."

2. It will be appreciated if you will let us know what is the present position regarding this matter, or, better still, write direct to Air Ministry, Dept. A.I.1, 37, Belgrave Square, London, S.W.I. (Attention J.B.Hogan Esquire), sending a copy of your communication to us for information.

(W.L.Minter)
Wing Commander, Commanding
Air Forces Sub-Commission,
Naples Detachment

5189

P.S. The letter R. 947369 referred to in the above-mentioned signal merely requested an early reply.

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

Date : 28th July, 1945

Ref : AFSC/N/39/Air.

AIRFIELDS IN ITALY

79

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Wing Commander, Commanding
Air Forces Sub-Commission,
Naples Detachment

5189

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F563 30/1/45 39/Air

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

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

34B

AIR FORCES SUB COMMISSION ALCOM 28 JULY 1945
UNCLASSIFIED 53625

ROUTINE

AIR MINISTRY LONDON

UNCLASSIFIED PD

PARA ONE PD OUR REFERENCE TWO ONE THREE DATED JULY TWO EIGHT PD

PARIM TO AIR MINISTRY LONDON FROM AIR FORCES SUB COMMISSION ALLIED COMMISSION NAPLES PARIM

PARA TWO PD FOR HOGAN FROM WINTER PD HAVE REQUESTED OUR ROME OFFICE HASTEN REPLY YOUR ~~EIGHTEEN~~ ABLE X-RAY FIVE NINE FOUR DATED JULY TWO SEVEN LETTERS

5488

(W.L. Winter)
Wing Commander R.A.F.

0493

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

TRANSLATION.

33A
(W)

FROM: Italian Air Ministry, Minister's Cabinet, General Affairs, Rome.
TO : A.F.H.Q., A.C., Rome.

REF.: 22077/AG/4136 COLL.

Date

RELEASE OF "ALA ITALIANA" DEPOSITS.

The Air Navigation Company, with State capital ""Ala Italiana"" (Italian Air Line), Main office in Rome, Via Tubicone,9, contacted this Ministry in order to obtain the release of their deposits from the following Credit Institutions:-

Banca Commerciale Italiana - Vicenza	Lire	45,000,000.-
" " " "	"	5,000,000.-
Banco di Roma - Milan Branch	"	1,807,819.-
Banca Nazionale del Lavoro - Venice	"	9,499,582.-
Banco di Roma - Venice Branch	"	13,998,637.-
Banca Commerciale Italiana - Venice Branch.	"	5,481,919.-
TOTAL	Lire	80,697,958.05

The above mentioned Company is in need of the above sums so that they can meet their own expences and in particular, the payments of outstanding credits to their employees. We shall therefore be grateful if you will kindly contact the Finance Sub-Commission with a view to arrange for the release of the above mentioned deposits.

It is suggested that the regional Finance officer authorises the sum of 4,000,000 Lire (four millions) to be urgently released so that the wages for the complete month of June 1945 be immediately paid to personnel working for the above mentioned Company in Venice.

THE MINISTER.

5 87

Translated by Sgt. Cumbo.

Sec. No. 4

Mod 123ª

24 LUG 1945 Roma, 19 Anno 534

Ministero dell'Aeronautica
GABINETTO DEL MINISTRO
Ufficio Affari Generali

Al LA ALLIED COMMISSION
A. F. S. C.
tramite: A P O 394
Ufficio Collegamento = SEDE

Divisione Fas. Prot. N. 22077/AG Allegati / 1136 Cat. Risposta al Foglio del Div. Fas. N.

OGGETTO Svincolo depositi Società ""Ala Italiana"".=

La Società di Navigazione Aerea a capitale statale ""Ala Italiana"" con sede in Roma - Via Rubicone, 9 -si è rivolta a questo Ministero per ottenere che siano sbloccati i depositi di sua pertinenza presso i seguenti Istituti di Credito :

Banca Commerciale Italiana - Vicenza	£.	45.000.000,=
" " " "	"	5.000.000,=
Banco di Roma - Sede di Milano	"	1.807.819,=
Banca Nazionale del Lavoro - Venezia	"	9.499.582,=
Banco di Roma - Sede di Venezia	"	13.908.637,75
Banca Commerciale Italiana - Sede di Venezia	"	5.481.919,30
Totale	£.	80.697.958,05

Poichè la predetta Società ha bisogno di poter disporre delle suindicate somme per fronteggiare le occorrenze della propria gestione ed in particolare quelle per il pagamento degli assegni dovuti al dipendente personale, si prega codesta Sottocommissione Aeronautica di voler cortesemente interessare quella Finanziaria perchè venga consentito lo svincolo dei depcsiti di cui sopra è fatto cenno.

Con l'occasione si prospetta l'urgente necessità che il competente Regional Finance Officer autorizzi subito lo sblocco della somma di £. 4.000.000,= (Lire quattromilioni) indispensabile per il pagamento immediato degli stipendi maturati a tutto il mese di giugno 1945 dal personale della predetta Società residente a Venezia.=

IL MINISTRO

Si prega indicare per ogni lettera con cui si risponde a questo foglio il N. di Protocollo e la Divisione a cui appartiene.

OFFICE OF MILITARY GOVERNMENT (ITALY)

[redacted]

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

Divisione ____ Sez. ____
Prot. N. 22077/AG Allegati / 4136 Cl. Risposta al Foglio del
Div. Sez. N.

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IL MINISTRO

A. Marchesi

24 July

5.30

Please return this letter to W/Cdr. Pearce, Air Forces Sub-Comm. Ext. 463.

H.L.C. Moore Lt. R

Si prega inoltrare in originale alla risposta il Foglio della Divisione e la Posizione in cui è segnato

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

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

6

294

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

TO: H.Q. M.A.A.F. C.M.F.
ATTENTION C.I.O.

DATE: 20TH JULY, 1945.

REF: AFSC/39/AIR.

B

The attached translation of an article from "Il Globo" dated 18th July is forwarded for your information.

I.E. BROOKE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

5485

0991

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

To be placed
in Cent Reg. file
— in envelope

KB 23/7

Keep 5.20 for
ref.

Destroy
See note

39/Air

5484

0998

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

ON HIS MAJESTY'S SERVICE

WAR ECONOMY

Open by slitting along the flap edge.

RE-USE ENVELOPE

by sealing with Economy Label to cover old address and post marks.

Building Form
Air Force Plans
Covering - Future Air
Reinforcement

3/12

2076

099 91

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

THE WAY TO GET THE HOUSES

Continued from Page One

more acute owing to V bombing. Taking account of repairable damage, our minimum replacements are likely to be something like four and a half million houses in the next ten years. In other words, we should build at an average rate of 450 thousand houses per annum for the next ten years. If we consider that, between 1923 and 1939, the number of houses built in any single year did not exceed 350 thousand, we must realise that to tackle the massive job of re-housing Britain according to its needs, new resources of material, labour, land and technique must be assembled and co-ordinated.

Now let us consider some of the material difficulties. Before the war, the conventional house-design involved the use of timber, bricks, cement and tiles. Most of the timber came from Russia, Poland, Sweden, Finland, Canada and the USA and was available in abundance. The brick industry had an annual capacity of approximately eight thousand million bricks. If they were used for housing only, they would have been sufficient to make about 450 thousand dwellings per annum. At present there are approximately a thousand million bricks in stock. If the mechanised brick works were returned to civilian production in the first post-war year, the Royal Institute of British Architects has estimated that in the first two years after the end of the European war, there would be only enough bricks for the building of 200 thousand houses.

The cement industry has expanded considerably in order to provide for defence works, including air raid shelters. Its potential output is greater to-day than ever before. As for labour, building before the war was a specialised industry, employing more than half of its workers as craftsmen and the remainder as labourers or unskilled workers. The craft of bricklaying, in particular, was considered by master builders—although speculative builders made a considerably lower estimate—to require over two years of training. Though a million men were employed in the building industry in 1939, there has been little intake of skilled labour into the industry during the last few years, and it is likely that the amount of labour available in the first and second years following the war will be considerably lower than a million. Apart from cement production, therefore, the capacity of the building trade has declined. The report of the Royal Institute of British Architects concludes that: "with proper organisation and the adequate release of labour, there should be sufficient supplies of well-tried materials, with the probable exception of timber, to meet the requirements of a building programme of approximately 200 thousand completed houses in two years after the European war." It becomes obvious then that, even allowing for a speeding up in the man-power and materials available, the four and a half million houses required are unobtainable by conventional methods.

"I told you we should have brought along that old Arab tent from Sidi Barrani."

Cabinet Level

need for aircraft was recognised, production had not been priority 1A. Individual firms competed for labour and materials, with the result that the prices of both rose rapidly. The Purchasing Department of the Air Ministry lacked authority to purchase from abroad the vast quantities of aircraft plywood which were needed in making trainer planes, as, at the time, this was a matter for another Ministry. Only when the Ministry of Aircraft Production was formed were all the resources of Britain co-ordinated for aircraft production, and the decisions made by the War Cabinet to authorise the purchase of materials and complete aircraft from the USA on a large scale. The MAP took over all the purchasing and some of the research functions of the Air Ministry, while the Air Ministry merely specified types of aircraft for the RAF. But, by a combination of improvisation and long-term planning, we got the planes. Just as in 1940 we needed a Ministry of Aircraft Production, so to-day we need a Ministry of Housing.

Trade Treaty

Scattered over the various Ministries which are concerned with housing, are all the statistics necessary for a census of exactly how many houses are required during the first ten years after the war, and of all the materials likely to be available for house-building—and this includes not only conventional methods of building but the new methods which experiment has shown to be practicable. Scattered over the records of these Ministries are the statistics necessary for a census of how much factory space is available and will be available for conversion to building prefabricated houses. It is obvious that as long as the Minister in charge of housing doesn't know exactly what his resources are, and appropriately what they are likely to be, he can't prepare his housing budget. The strongest argument

forms to another would be ended, and, instead, builder would have a direct read to the Housing Mi try. The Ministry would allocate its orders for bu ing houses to the individual firms according to t capacity as determined by the housing census, w he would have taken as part of his housing bud and all building capacity, whether on the job o the factory would be fully employed. The se function of the Ministry would be as the chief chasing agent of both prefabricated houses materials, at home and abroad. The buying of fabricated houses would be undertaken directly, bu might be desirable for the Ministry of Housing to tinue to use the Controls of the Ministry of Suppl order to purchase home-produced basic mate Housing must be priority 1A, and by giving it priority, both for labour release and the suppl materials, the Ministry of Housing would be abl make the fullest use of our resources. The impo housing materials should be entrusted to a Trade mission, using the technicians of the Ministr Supply, the Board of Trade, and the building indu to attend to the technical details of these major Go ment Trade Agreements, primarily concerned housing.

The object of a good housing policy is to pr homes for people who are without adequate accom dation. The Ministry of Housing would then work in close contact with the local authorities; would have the task of allocation, in the same as they have the task of allocating council h Whether ownership of the house is to remain in the Ministry, or, by a system of purchase, f local authority, or ultimately, in the man who the house, is a question which can be settled Depending on local conditions, it may be that these alternatives might be used. It will mean, ever, that speculative building, like speculative a manufacture in 1940, will stop.

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

HE WAY TO ET THE OUSES

Continued from Page One

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nt industry has expanded considerably in vide for defence works, including air raid ts potential output is greater to-day than As for labour, building before the war alised industry, employing more than half tern as craftsmen and the remainder as unskilled workers. The craft of bricklaying, ar, was considered by master builders— peculative builders made a considerably lower o require over two years of training. Though nen were employed in the building industry ere has been little intake of skilled labour dustry during the last few years and it is the amount of labour available in the first years following the war will be considerably a million. Apart from cement production, he capacity of the building trade has de- report of the Royal Institute of British concludes that: "with proper organisation dequate release of labour, there should be pplies of well-tried materials, with the prob- ion of timber, to meet the requirements of programme of approximately 200 thousand ouses in two years after the European war." obvious then that, even allowing for a speed- the man-power and materials available, the half million houses required are unobtain- ventional methods.

"I told you we should have brought along that old Arab tent from Sidi Barrani."

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Trade Treaty

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forms to another would be ended, and, instead, the builder would have a direct road to the Housing Ministry. The Ministry would allocate its orders for building houses to the individual firms according to their capacity as determined by the housing census, which he would have taken as part of his housing budget, and all building capacity, whether on the job or in the factory would be fully employed. The second function of the Ministry would be as the chief purchasing agent of both prefabricated houses and materials, at home and abroad. The buying of prefabricated houses would be undertaken directly, but it might be desirable for the Ministry of Housing to continue to use the Controls of the Ministry of Supply in order to purchase home-produced basic materials. Housing must be priority 1A, and by giving it this priority, both for labour release and the supply of materials, the Ministry of Housing would be able to make the fullest use of our resources. The import of housing materials should be entrusted to a Trade Commission, using the technicians of the Ministry of Supply, the Board of Trade, and the building industry, to attend to the technical details of these major Government Trade Agreements, primarily concerned with housing.

The object of a good housing policy is to provide homes for people who are without adequate accommodation. The Ministry of Housing would therefore work in close contact with the local authorities, who would have the task of allocation, in the same way as they have the task of allocating council houses. Whether ownership of the house is to remain ve in the Ministry, or, by a system of purchase, in the local authority, or ultimately, in the man who rents the house, is a question which can be settled later. Depending on local conditions, it may be that all of these alternatives might be used. It will mean, however, that speculative building, like speculative aircraft manufacture in 1940, will stop.

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

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Cabinet Level

The Coalition Government recognised that traditional methods of building would be unable to give us the number of houses that are required. As a result it applied itself first to the idea of building temporary houses; and then, to the idea of supplying prefabricated houses. There have been experimental prefabricated houses of steel, aluminium, concrete, timber, and houses made of a compound of materials including plastics. The Government's problem is to make houses available quickly. But after two years of examination, the housing programme has hardly got beyond the paper stage; and even on paper, there is no central plan which makes the maximum use of our resources for our needs. Housing is a question which can only be settled at the level of the War Cabinet, because not only does the release of materials and labour depend on a War Cabinet decision, but the positive steps to obtain building materials may depend, as in the case of timber, on our national trade policy. Under the present arrangements, at least five Ministries are directly involved in the production of a house—the Ministry of Works which is concerned with emergency housing; the Ministry of Health which controls the plans and loans of the local authorities; the Ministry of Town and Country Planning which controls the use of land; the Ministry of Labour which directs building operatives and the workers in the factories who make prefabricated fittings; and the Ministry of Supply which concerns itself with materials. In addition, the Board of Trade is concerned with the issue of Import Licences for certain materials not available in Britain. Although there are various co-ordinating and liaison committees between these Ministries, their activities are not related to a Central Housing Plan. It is as though in an orchestra each instrumentalist were playing a different tune, or at best, the same tune but in a different time.

There are certain close parallels between the urgent need for aircraft in 1940 and the need for housing to-day. Before the Ministry of Aircraft Production was formed, the supply of aircraft was controlled by the Air Ministry. In those days, although the desperate need for aircraft was recognised, production had not been priority 1A. Individual firms competed for labour and materials, with the result that the prices of both rose rapidly. The Purchasing Department of the Air Ministry lacked authority to purchase from abroad the vast quantities of aircraft plywood which were needed in making trainer planes, as, at the time, this was a matter for another Ministry. Only when the Ministry of Aircraft Production was formed were all the resources of Britain co-ordinated for aircraft production, and the decisions made by the War Cabinet to authorise the purchase of materials and complete aircraft from the USA on a large scale. The MAP took over all the purchasing and some of the research functions of the Air Ministry, while the Air Ministry merely specified types of aircraft for the RAF. But, by a combination of improvisation and long-term planning, we got the planes. Just as in 1940 we needed a Ministry of Aircraft Production, so to-day we need a Ministry of Housing.

Trade Treaty

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Once the Minister of Housing has made his housing budget, he can invite the War Cabinet to make those major decisions which cannot be made by any single Ministry.

Let us consider the example of timber. The assumption that we must necessarily continue to go short of timber is a wrong one, fostered in part by rivals of the timber trade who are opposed to an increased use of wood in housing. It is true that Russia, the most important timber exporter in the world, has shown herself disinclined to export. It is true that, even when the Baltic is free, there will still be certain shipping difficulties. It is true that Finnish timber which once went to Britain is likely to be diverted as reparations to Russia. In the face of these facts, we can excuse Ministry of Works or Board of Trade officials or even a Ministry of Supply Buying Commission for throwing up their hands and saying: "We can do no more!" That is precisely the time when a Minister of Housing has the job of urging the War Cabinet or, if you like, the Peace Cabinet, to deal with the question as a matter of high policy as well as of national urgency. We need Russian timber; Russia needs British and American machine tools. But America does not need Russian timber. A Minister for Housing is in a position to urge the conclusion of a Trade Agreement or Treaty with Russia which will provide for the supply of the hundreds of thousands of standards which we will require, both for conventional building, and for prefabricated timber houses.

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thousand million bricks. If they were ing only, they would have been sufficient ut 450 thousand dwellings per annum. At e are approximately a thousand million ck. If the mechanised brick works were civilian production in the first post-war yal Institute of British Architects has esu- in the first two years after the end of the ar, there would be only enough bricks for of 200 thousand houses.

t industry has expanded considerably in vide for defence works, including air raid s potential output is greater to-day than As for labour, building before the war ialised industry, employing more than half kers as craftsmen and the remainder as unskilled workers. The craft of bricklaying, ar, was considered by master builders— culative builders made a considerably lower require over two years of training. Though en were employed in the building industry re has been little intake of skilled labour dustry during the last few years, and it is the amount of labour available in the first years following the war will be considerably a million. Apart from cement production, the capacity of the building trade has de- report of the Royal Institute of British concludes that: "with proper organisation dequate release of labour, there should be upplies of well-tried materials, with the prob- tion of timber, to meet the requirements of programme of approximately 200 thousand houses in two years after the European war." obvious then that, even allowing for a speed- the man-power and materials available, the half million houses required are unobtain- ventional methods.

Cabinet Level

ition Government recognised that traditional building would be unable to give us the houses that are required. As a result it ap- first to the idea of building temporary nd then, to the idea of supplying prefabri- es. There have been experimental prefabri- es of steel, aluminium, concrete, timber, and de of a compound of materials including The Government's problem is to make houses uickly. But after two years of examination, programme has hardly got beyond the paper even on paper, there is no central plan which maximum use of our resources for our Housing is a question which can only be the level of the War Cabinet, because not the release of materials and labour depend on binet decision, but the positive steps to obtain aterials may depend, as in the case of tim- ur national trade policy. Under the present nts, at least five Ministries are directly in- the production of a house—the Ministry of ich is concerned with emergency housing; the f Health which controls the plans and loans l authorities; the Ministry of Town and Coun- ing which controls the use of land; the Minis- abour which directs building operatives and ers in the factories who make prefabricated nd the Ministry of Supply which concerns itself erials. In addition, the Board of Trade is con- ith the issue of Import Licences for certain not available in Britain. Although there are o-ordinating and liaison committees between nistries, their activities are not related to a Housing Plan. It is as though in an orchestra rumentalist were playing a different time, or at same time but in a different time.

are certain close parallels between the urgent aircraft in 1940 and the need for housing to- fore the Ministry of Aircraft Production was the supply of aircraft was controlled by the stry. In those days, although the desperate need for aircraft was recognised, production had not been priority 1A. Individual firms competed for labour and materials, with the result that the prices of both rose rapidly. The Purchasing Department of the Air Ministry lacked authority to purchase from abroad the vast quantities of aircraft plywood which were needed in making trainer planes, as, at the time, this was a matter for another Ministry. Only when the Ministry of Aircraft Production was formed were all the resources of Britain co-ordinated for aircraft production, and the decisions made by the War Cabinet to authorise the purchase of materials and complete aircraft from the USA on a large scale. The MAP took over all the purchasing and some of the research functions of the Air Ministry, while the Air Ministry merely specified types of aircraft for the RAF. But, by a combination of improvisation and long-term planning, we got the planes. Just as in 1940 we needed a Ministry of Aircraft Production, so to-day we need a Ministry of Housing.

Trade Treaty

Scattered over the various Ministries which are concerned with housing, are all the statistics necessary for a census of exactly how many houses are required during the first ten years after the war, and of all the materials likely to be available for house-building—and this includes not only conventional methods of building but the new methods which experiment has shown to be practicable. Scattered over the records of these Ministries are the statistics necessary for a census of how much factory space is available and will be available for conversion to building prefabricated houses. It is obvious that as long as the Minister in charge of housing doesn't know exactly what his resources are, and appropriately what they are likely to be, he can't prepare his housing budget. The strongest argument in favour of a Minister of Housing is that he will know not only what he has got to build, but what he is going to build it with.

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Let us consider the example of timber. The assumption that we must necessarily continue to go short of timber is a wrong one, fostered in part by rivals of the timber trade who are opposed to an increased use of wood in housing. It is true that Russia, the most important timber exporter in the world, has shown herself disinclined to export. It is true that, even when the Baltic is free, there will still be certain shipping difficulties. It is true that Finnish timber which once went to Britain is likely to be diverted as reparations to Russia. In the face of these facts, we can excuse Ministry of Works or Board of Trade officials or even a Ministry of Supply Buying Commission for throwing up their hands and saying: "We can do no more!" That is precisely the time when a Minister of Housing has the job of urging the War Cabinet or, if you like, the Peace Cabinet, to deal with the question as a matter of high policy as well as of national urgency. We need Russian timber; Russia needs British and American machine tools. But America does not need Russian timber. A Minister for Housing is in a position to urge the conclusion of a Trade Agreement or Treaty with Russia which will provide for the supply of the hundreds of thousands of standards which we will require, both for conventional building, and for prefabricated timber houses.

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The object of a good housing policy is to provide homes for people who are without adequate accommodation. The Ministry of Housing would therefore work in close contact with the local authorities, who would have the task of allocation, in the same way as they have the task of allocating council houses. Whether ownership of the house is to remain ve in the Ministry, or, by a system of purchase, in the local authority, or ultimately, in the man who rents the house, is a question which can be settled later. Depending on local conditions, it may be that all of these alternatives might be used. It will mean, however, that speculative building, like speculative aircraft manufacture in 1940, will stop.

To cope with the varying local conditions in a broad way, it will be necessary for the proposed Ministry of Housing to devolve some of its functions on to regional organisations which might be known as Housing Production Committees (Regional), or by some prettier title. Their job will be to expedite the flow of materials, supervise the progress of contracts, and deal with bottlenecks which local authorities lack the power to do. The Housing Production Committees will, where necessary, switch materials and men from one locality to another in order to carry out the major decisions of the Ministry of Housing.

No Cashing-in

From the side of the Trade Unions, we may expect an extension of what has already been described as "inter-availability." That is to say, instead of individual craftsmen tying themselves to the custom of their craft or the tradition of their Union, they will be available for taking on work, outside their existing craft, which will be part of the new techniques of building. Greater mobility of men and materials will be the goal of the Housing Production Committees, which will have representatives of the Ministry of Housing, Trade Unions and contractors, as members.

In all, there should be about twelve Housing Production Committees for the British Isles.

Underlying the whole question of re-housing is land acquisition. Where shall we build the houses? The answer must be that houses should be built where the well-being of the nation as a whole, the health of its citizens, and the allocation of its industry shall direct. When we needed the land for airfields and aircraft factories, the Government requisitioned it at suitable compensatory rates. The need for houses is as urgent as the need for aircraft, and landlords, eager to cash in on the nation's need and the war-time rise in prices, must not be allowed to stand in the way of a good housing policy. The Central Plan for Housing requires that the Government should take powers to purchase compulsorily whatever land is required, at 1939 or reasonable non-inflated prices.

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LONDON to NEW YO

These are the Routes . . .

ALREADY British Overseas Airways Corporation, with a fleet of about 170 aircraft, about half of which are British-made, is operating a widespread network.

From Prestwick, Scotland, runs the Transatlantic service to Gander and Montreal. From Poole flying-boats run a circular route encompassing Lisbon, Bathurst, Natal, Trinidad, Bermuda, Lisbon.

Another route runs from Gibraltar down the west coast of Africa to Bathurst, Freetown, Lagos and across to Nairobi. Then either south to Durban, or north to Khartoum and Cairo.

The India route runs through the Mediterranean . . . Rabat, Tripoli, Cairo, Habbaniya, Karachi, Ceylon and Calcutta.

From Ceylon you can fly nonstop, skirting Japanese-held territory, to Perth, Adelaide, Melbourne and Sydney.

Within the continent of Europe services from Scotland to Stockholm and from Croydon to Madrid and Lisbon only are running at present.

* * *

A RECENT Government White Paper has advised the setting up of three Air Transport Corporations (in all of which BOAC will participate).

One of these will operate the Commonwealth air routes, the Transatlantic service to the US. and the eventual services to China and the Far East.

The second will be concerned with Europe and the internal air services of the United Kingdom.

The third will run the South American route . . . a new and exciting.

* * *

QUESTIONED in the House of Commons on June 6, the Parliamentary Secretary to the Ministry of Civil Aviation said that, although he had no information to give about the Brabazon IV jet-propelled transport, the Government were interested in jet-propulsion and he anticipated that in seven or eight years' time we should see civil air liners propelled by jets.

It sounds fantastic, doesn't it? Yet, with jet propulsion, and other discoveries, it is now merely a subject for engineering development. There are tremendous possibilities ahead for British aviation, if we act with courage and imagination.

In this practical, f one of Britain's fo the position. He this vital question, war e

AVIATION is—apart from radio—the most technical of all modern commercial subjects. Its technique is perhaps made up of something like 70 per cent. science and experience in its application, 20 per cent. art or craftsmanship and 10 per cent. "intuition," guesswork or sheer inspiration.

Civil transport aeroplanes can be designed to-day to cruise economically at 300 miles per hour for distances of up to 3,500 miles.

They can be built to carry passengers in comfort and safety, with regularity and convenience—which is nothing new in Air Transport. But these new aircraft can be designed to fly without subsidy and make a profit at rates at least no higher than those for first-class land or sea travel before the war.

Such aircraft, efficiently operated, promise a vast and expanding future for Air Transport. They should be flying three years from now—we can expect that they will in fact be in the air five or six years hence — allowing for the usual and unfortunate time lag. They will be but stepping stones to the immense technical and economic achievements in Air Transport which lie ahead.

These are facts not fancies. We should do well to heed them. And we must ensure that among the new aircraft British types are in the forefront. For we, as a people, have to realise that our future is in the air if we are to live on as a first-class nation. The sea traditions of the past must be superseded by an air tradition in the years to come. The air will be the commercial highway of the world.

1919 Star

Commercial Air Transport, as such, began on August 24, 1919, when the German 30-passenger Zeppelin airship LZ 120, the *Bodensee*, started a regular passenger air service between Friedrichshafen and Berlin—a distance of about 370 airline miles. In the 98 days from August 24 to December 1, 1919, before the Inter-Allied Commission of Control stepped in, the *Bodensee* made 103 flights, carried 2,350 passengers and averaged 62 mph cruising speed.

Only one day after the *Bodensee* began its three months' commercial career, the world's first commercial aeroplane service was started between London and Paris by the British company, Air Transport and Travel Ltd., under Mr. C. Holt Thomas and Sir Sefton Brancker. An Airco DH4A converted bomber (G-EAJC), flown by Mr. E. H. Lawford, took off from Hounslow Aerodrome at 09.10 hours on August 25, 1919, scheduled to reach le Bourget two and a quarter hours later. The DH4A had uncomfortable accommodation for two passengers who paid 21 pounds for the journey of 220 miles. The scheduled "block-to-block" speed, from taxi-out at Hounslow to taxi-in at le Bourget, worked out at 98 mph and the fare at just under two shillings per mile, or six times the cost of first-class surface travel over the same route.

Big Advance

Curiously enough, regular passenger air services in the United States did not begin until more than two years after the London-Paris air route was opened.

In the 26 years during which regular air services have been flying, we have advanced far. In 1939, just before the war, there were 350,000 route miles of scheduled airways throughout the world. Rather more than 2,000 transport aeroplanes were flying on regular services. Their average cruising speed was about 130 mph. Altogether, three and a half million passengers were carried in 1938 on world airlines, together with 165,000 tons of mail and freight. You could post a letter in England for Australia at the cost of 1½d. (the taxpayer made up the deficit) and it would get there in about 10 days.

By the summer of 1939 you could fly all round the world on regular airlines, covering slightly more than 24,000 miles in 14 days—poor Jules Verne—at an average speed of 71 mph, including stops, compared with about 30 mph for surface travel. The airline journey would have cost you 500 pounds, which is fivepence per mile or nearly 30 shillings an hour.

Indeed, Air Transport was just beginning to become a commercial when war broke out.

The most favourable ground velopment of civil air service the United States, despite the there. The North American Co vides for Air Transport an eno pact area with few national b many densely-populated cities spaced as traffic centres abou apart.

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by PET

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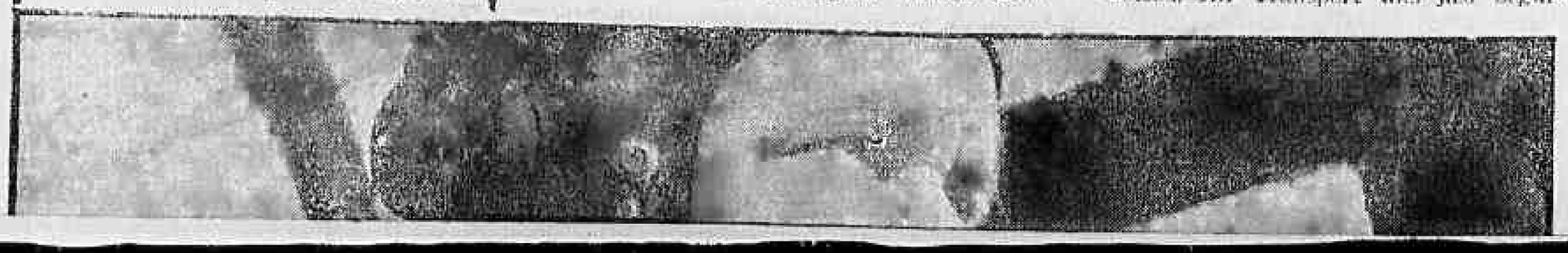

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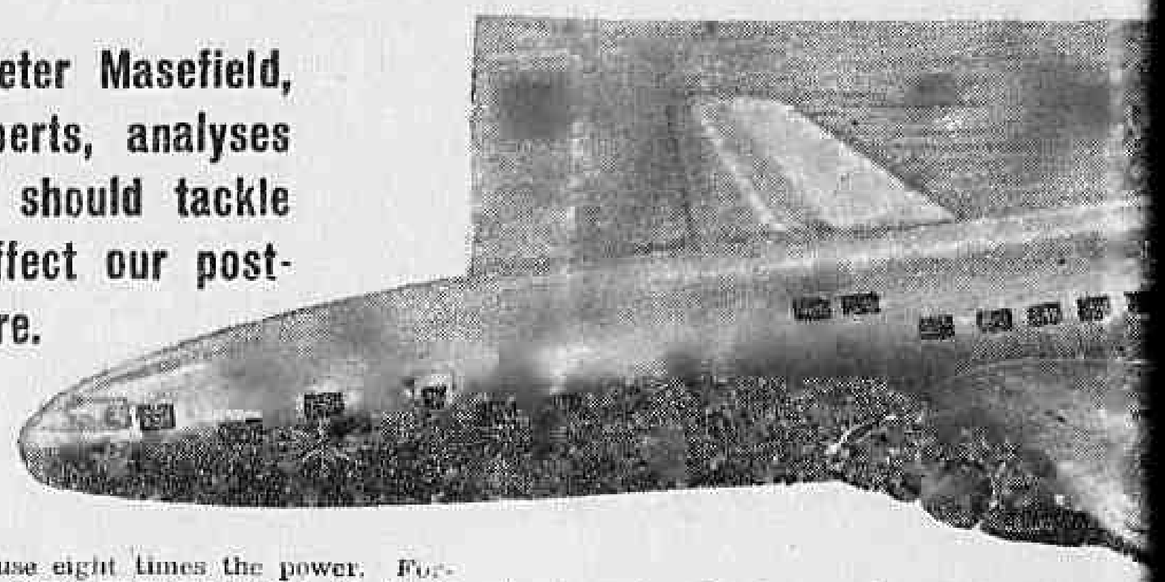
Declassified E.O. 12356 Section 3.3/NND No. 785017

NEW YORK—in 2 HO

t it? Yet, with jet pro-ries, it is now merely a levelopment. There are head for British aviation, ge and imagination.

In this practical, factual article, Peter Masefield, one of Britain's foremost air experts, analyses the position. He shows how we should tackle this vital question, which may affect our post-war economic structure.



by PETER MASEFIELD

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By the summer of 1939 you could fly all round the world on regular airlines, covering slightly more than 24,000 miles in 4 days—poor Jules Verne—at an average speed of 71 mph, including stops, compared with about 30 mph for surface travel. The airline journey would have cost you 90 pounds, which is fivepence per mile or nearly 30 shillings an hour.

Indeed, Air Transport was just beginning to become a commercial proposition when war broke out.

The most favourable ground for the development of civil air services had been the United States, despite the late start there. The North American Continent provides for Air Transport an enormous compact area with few national barriers and many densely-populated cities conveniently spaced as traffic centres about 200 miles apart.

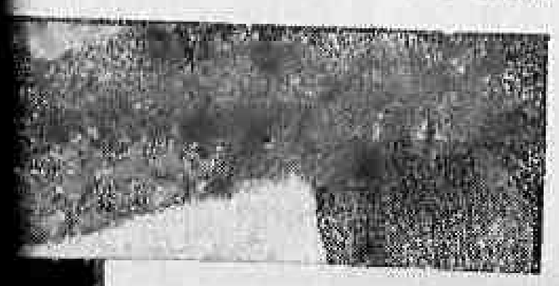
In this favourable field, during 1913—using 1936-vintage Douglas DC-3 transports—the 16 United States independent domestic airlines netted a profit of more than 31 million dollars out of a total revenue of 114 million dollars.

Nor were profits confined to internal services. In 1934 United States international airlines, flying to foreign countries, made a profit of well over a million dollars.

Air Transport, then, can be a normal commercial proposition, particularly if air-mail surcharges are imposed, as the Americans have shown. By instituting a system of "payment for services rendered," Americans who send letters by air pay a postal surcharge sufficient not only to cover the expenses of the airlines, but also to provide a profit for the Post Office. In this way the United States have avoided direct subsidies and have, instead, made the public pay for its airlines on a commercial basis.

* * *

Now, so far, the short-haul air routes of the North American Continent have yielded the greatest returns. But the swift technical development of aviation may add big rewards on the long distance routes. Because of this fact, which we will examine in more detail in a moment, Air Transport holds out extraordinary possibilities for the British peoples. If we act with the foresight, vigour, imagination, courage and technical understanding — tempered with hard-headed business sense—with which our forefathers mastered the challenge of sail and of steam, we in the United Kingdom and in the British Commonwealth and Empire have perhaps the most expansive opportunities of any nation, or of any group of nations, of taking advantage of all the cultural, commercial, economic and social benefits which Air Transport has to offer. Not even our friends in the United States have the same opportunities. This is not propaganda, but cold, hard facts. We must use Air Transport commercially, not



have to use eight times the power. Fortunately, other factors have to be taken into consideration as well; improvements in streamlining, increases in cruising height and better efficiency from engines—all resulting in more miles for less fuel. The practical demonstration is that London to Paris by rail and sea before the war took 6¾ hours and cost three pounds, seventeen shillings and eightpence, whereas New York to Washington—an equivalent distance—by air, takes 1½ hours and costs two pounds, nineteen shillings and ninepence. The speed is 1½ times greater by air; the cost is 22 per cent. less—without counting all the etceterns inevitable in the longer surface journey.

Yet the chief benefit of air travel to the peoples of the world—and to the British peoples in particular—is that by flying they can cover more miles in a given time, not merely the same number of miles in less time. More miles mean wider interests, wider markets, more contacts, more revenue, more employment, more usefulness, more happiness—a more widespread view of the world, its peoples and its doings—which is badly needed.

And so, if—as the old school believes—more speed, and hence more miles covered, necessarily means more money spent, then aviation is handicapped at the start.

But it need not be so.

It is true that the aeroplane is handicapped in comparison with surface vehicles by the fact that it has to expend energy in keeping itself up in the air. The effect of this on even the most efficient aeroplane is that it is perpetually climbing an invisible hill with a gradient of at least one in 20. But what about surface forms of transport? The railway locomotive operates at an over-all efficiency of something like 10 per cent.—that means that of all the calorific energy latent in the coal, only one part in 10 is used to move the load; the other nine parts are wasted. A steamship, ploughing its way through resistant water, is little better.

First Aims

An aero engine turns about 30 per cent.

drop in cost and an increase in speed. We have a long way to go yet.

Our first aim must be to equal in the air—by technical progress and not by subsidy—the cost of first-class travel by other means of transport. That aim has been achieved on some routes already. On others much still remains to be done. Even when it is achieved everywhere the results will still not be good enough, because air travel for six hours will still cost us much more than rail or sea travel would cost for an equal time. What we want to do—what must be our technical aim—is to *make a six-hour journey by air as cheap as a six-hour journey by train (first class).*

Then indeed, the world will be at the feet of Air Transport.

Will it be done? He is a rash man who prophesies. But I believe that it can be done—and perhaps more quickly than some may think.

The atmosphere in which we fly is a fairly "treacly" substance near the ground. It is not a suitable medium in which to plough along efficiently. We only think it is because we cannot "see the spray." All the time an aeroplane is flying, Nature is trying to bring it to rest by clutching at the wings and fuselage with sticky hands called "skin friction," "parasite drag" or "head resistance"—holding it back.

No. The right answer is not to plough through the air near the ground. The atmosphere is all very well as a jumping-off board and as a cushion on which to alight softly. To go anywhere, you want to get out of it into the super-stratosphere where the density of the "air" is infinitesimal—hence Nature's resistance, or objection, to motion is infinitesimal also.

Bugbears

Fortunately, even in the upper regions Sir Isaac Newton still holds sway and there remains "to every action an equal and opposite reaction." Hence V2. And *there*, perhaps, is Air Transport's highway in the future.

It sounds fantastic? Certainly. But then an Atlantic flight from New York to London non-stop in 17½ hours by a Minister of the Crown—196 mph block-to-block—would have sounded fantastic when Queen Victoria made her first railway journey. But such a New York-London flight has been made — I was on it. Soon it will be

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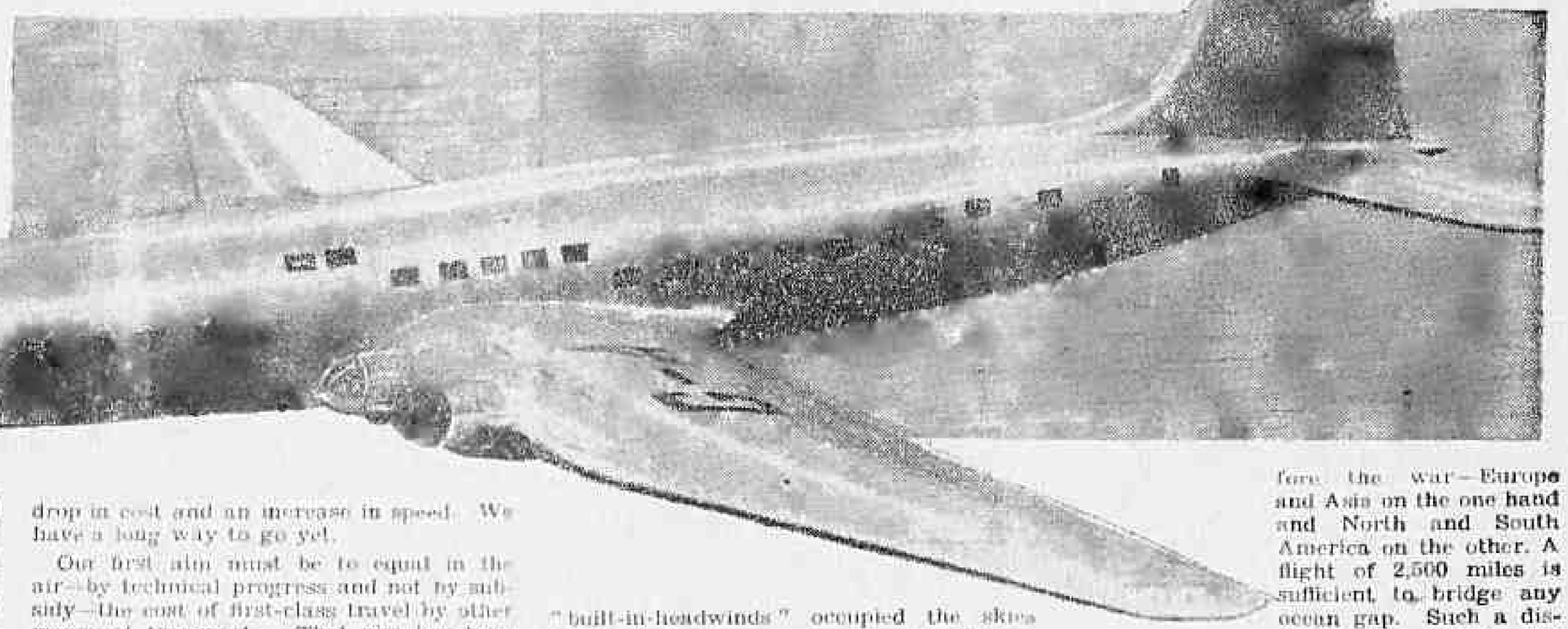
K—in 2 HOURS!

Peter Masefield, xperts, analyses e should tackle affect our post- ure.



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First Aims

ero engine turns about 30 per cent. drop in cost and an increase in speed. We have a long way to go yet.

Our first aim must be to equal in the air—by technical progress and not by subsidy—the cost of first-class travel by other means of transport. That aim has been achieved on some routes already. On others much still remains to be done. Even when it is achieved everywhere the results will still not be good enough, because air travel for six hours will still cost us much more than rail or sea travel would cost for an equal time. What we want to do—what must be our technical aim—is to *make a six-hour journey by air as cheap as a six-hour journey by train (first class).*

Then indeed, the world will be at the feet of Air Transport.

Will it be done? He is a rash man who prophesies. But I believe that it can be done—and perhaps more quickly than some may think.

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"built-in-headwinds" occupied the skies for the first 15 years of commercial flying. Big biplanes they were, cruising at 95 mph, with forests of struts and festoons of wires; wheels, control cables and generators all hung Christmas-tree wise—outside. But they carried several millions of passengers without injuring one of them and even if they did wallow a bit in rough weather, they set a standard in comfort which has not been exceeded by any landplane since.

War's Help

The first real advance in airline equipment came in 1932 with the American Boeing 247 cantilever monoplane, complete with retractable landing gear, cowled engines, variable-pitch airscrews and landing flaps. Cruising speeds went up to 155 mph, costs down to about 5d. per passenger mile. After that the DC-2 and the DC-3 created the standard by which all transport aircraft are judged, even to-day. In five years up to December 7, 1941 (Pearl Harbour) the Douglas Aircraft Company Inc. had built 452 DC-3s for airlines all over the world, which shows that, given a good type, there is quite a lot in this Air Transport business even from the manufacturers' point of view, in the more expansive days ahead.

And that is where we had got to when the war began—with the British Commonwealth flying about 25 per cent of the world's total route mileage, compared with 20 per cent. operated by the USA.

Then came the war. And war has done three things which will help Air Transport tremendously when peace-time operations begin:

(a) It has spurred on technical development so that the oceans are no longer barriers.

(b) Air bases for landplanes have been built everywhere under the duress of war. They have long, hard-surfaced runways such as were not even contemplated before the war. These bases are the stepping-stones whereby Air Transport can cover the earth.

fare, the war—Europe and Asia on the one hand and North and South America on the other. A flight of 2,500 miles is sufficient to bridge any ocean gap. Such a distance is within the economic range of the commercial aeroplanes of to-morrow.

Now what stages of further development in the reasonably near future can we foresee?

The immediate post-war types—the Tudors, the Hermes, the various Brabazon recommendations announced, the DC-4s, the Constellations, the DC-7s, the Constitutions, and the Stratocruisers—are nearly all straight-ahead developments on orthodox lines. Pressure cabins—when they are successfully developed for these types (which they are not yet)—will add to the comfort of long flights and make possible higher and more economical operation.

All these types—with one exception among the announced Brabazon types—have what Air Commodore Frank Whittle called the "nasty up-and-downer" type of engines—the reciprocating, piston engine. Not yet is direct jet propulsion likely to be seen in passenger-carrying civil aircraft. The simple gas-turbine jet units, such as are used in the Gloster "Meteor" and Lockheed "Shooting Star" fighters, are not suitable at present for civil aircraft because, over a short range, there is not time to climb to operating height at which the jets become most efficient, and because for a longer range the high fuel consumption cuts down payload uneconomically.

Much to Do

But a half-way stage towards direct jet propulsion does provide important advances in speed and economy for civil aircraft. This half-way stage is the use of the jet to drive gas turbines in place of the "nasty up-and-downers," but with the turbines geared to normal propellers. Such an arrangement makes possible a high cruising speed at moderate heights for a moderate fuel consumption and affords an important saving in power-plant weight. The result of the high-speed, moderate consumption, light weight and cheaper fuel is that the "propeller-turbine" engined transport is certain to be a good deal cheaper per mile

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present.

* * *

A RECENT Government White Paper has advised the setting up of three Air Transport Corporations (in all of which BOAC will participate).

One of these will operate the Commonwealth air routes, the Transatlantic service to the US. and the eventual services to China and the Far East.

The second will be concerned with Europe and the internal air services of the United Kingdom.

The third will run the South American route . . . a new undertaking.

* * *

QUESTIONED in the House of Commons on June 6, the Parliamentary Secretary to the Ministry of Civil Aviation said that although he had no information to give about the Brabazon IV jet-propelled transport, the Government were interested in jet-propulsion and he anticipated that in seven or eight years' time we should see civil air liners propelled by jets.

years from now—we can expect that they will in fact be in the air five or six years hence — allowing for the usual and unfortunate time lag. They will be but stepping stones to the immense technical and economic achievements in Air Transport which lie ahead.

These are facts not fancies. We should do well to heed them. And we must ensure that among the new aircraft British types are in the forefront. For we, as a people, have to realise that our future is in the air if we are to live on as a first-class nation. The sea traditions of the past must be superseded by an air tradition in the years to come. The air will be the commercial highway of the World.

1919 Start

Commercial Air Transport, as such, began on August 24, 1919, when the German 30-passenger Zeppelin airship LZ 120, the *Bodensee*, started a regular passenger air service between Friedrichshafen and Berlin—a distance of about 370 airline miles. In the 98 days from August 24 to December 1, 1919, before the Inter-Allied Commission of Control stepped in, the *Bodensee* made 103 flights, carried 2,350

Big Advance

Curiously enough, regular passenger air services in the United States did not begin until more than two years after the London-Paris air route was opened.

In the 26 years during which regular air services have been flying, we have advanced far. In 1939, just before the war, there were 350,000 route miles of scheduled airways throughout the world. Rather more than 2,600 transport aeroplanes were flying on regular services. Their average cruising speed was about 130 mph. Altogether, three and a half million passengers were carried in 1938 on world airlines, together with 165,000 tons of mail and freight. You could post a letter in England for Australia at the cost of 1½d. (the taxpayer made up the deficit) and it would get there in about 10 days.

By the summer of 1939 you could fly all round the world on regular airlines, covering slightly more than 24,000 miles in 11 days—poor Jules Verne—at an average speed of 71 mph, including stops, compared with about 30 mph for surface travel. The airline journey would have cost you 500 pounds, which is fivepence per mile or nearly 30 shillings an hour.

Indeed, Air Transport was just begin-

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by PETE

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The Cost

Yet, not so long ago Scotla thought of by Londoners in some same terms. Scotland was six da London by stage coach. The march gress brought London within six h Edinburgh by rail. In the same wa tion is now about to bring places 2,0 away as near to London in time by Edinburgh is in time by rail—Lon Edinburgh six hours by rail; Lon Cairo six hours by air.

One fact remains. No matter ho you telescope time and crack on sp long air journey must be more cost the short land or sea journey, thou may occupy the same time. In f air journey which covers 2,000 mile hours will be about five times m pensive than a rail journey of six which covers only 400 miles, thou cost per mile may be about the sa

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OVER THE POLE

The charting of new routes, the gathering of important navigation data has gone on despite the war. Only a few weeks ago the RAF completed an historic and hazardous flight over the North Magnetic Pole from Goose Bay, Canada. The aerial expedition was commanded by Wing-Commander McKinley, DFC, AFC, photographed above during the flight.

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...and have shown. By instituting a system of "payment for services rendered," Americans who send letters by air pay a postal surcharge sufficient not only to cover the expenses of the airlines, but also to provide a profit for the Post Office. In this way the United States have avoided direct subsidies and have, instead, made the public pay for its airlines on a commercial basis.

* * *

Now, so far, the short-haul air routes of the North American Continent have yielded the greatest returns. But the swift technical development of aviation may add big rewards on the long distance routes. Because of this fact, which we will examine in more detail in a moment, Air Transport holds out extraordinary possibilities for the British peoples. If we act with the foresight, vigour, imagination, courage and technical understanding — tempered with hard-headed business sense—with which our forefathers mastered the challenge of sail and of steam, we in the United Kingdom and in the British Commonwealth and Empire have perhaps the most expansive opportunities of any nation, or of any group of nations, of taking advantage of all the cultural, commercial, economic and social benefits which Air Transport has to offer. Not even our friends in the United States have the same opportunities. This is not propaganda, but cold, hard facts. We must use Air Transport commercially, not because it is a luxury, not merely because it may be convenient, but because if we do not use it we shall not be able to compete internationally with our rivals who do in the world of commerce, and particularly in the sphere of export trade.

Why is it that the most salubrious outposts of Empire are not more popular, and so less sparsely populated? One powerful reason is because their communications are bad. So Empire-builders are thought of as a tough and rugged breed.

The Cost

Yet, not so long ago Scotland was thought of by Londoners in somewhat the same terms. Scotland was six days from London by stage coach. The march of progress brought London within six hours of Edinburgh by rail. In the same way aviation is now about to bring places 2,000 miles away as near to London in time by air as Edinburgh is in time by rail—London to Edinburgh six hours by rail; London to Cairo six hours by air.

One fact remains. No matter how much you telescope time and crack on speed, the long air journey must be more costly than the short land or sea journey, though both may occupy the same time. In fact, an air journey which covers 2,000 miles in six hours will be about five times more expensive than a rail journey of six hours which covers only 400 miles, though the cost per mile may be about the same.

Now many people, brought up on the rather rigid ideas of surface transport, believe fixedly that speed must cost money, basing their ideas on the fact that, at sea level, to double the speed of a vehicle you

by PETER MASEFIELD

...peoples of the world—and to the British peoples in particular—is that by flying they can cover more miles in a given time, not merely the same number of miles in less time. More miles mean wider interests, wider markets, more contacts, more revenue, more employment, more usefulness, more happiness—a more widespread view of the world, its peoples and its doings—which is badly needed.

And so, if—as the old school believes—more speed, and hence more miles covered, necessarily means more money spent, then aviation is handicapped at the start.

But it need not be so.

It is true that the aeroplane is handicapped in comparison with surface vehicles by the fact that it has to expend energy in keeping itself up in the air. The effect of this on even the most efficient aeroplane is that it is perpetually climbing an invisible hill with a gradient of at least one in 20. But what about surface forms of transport? The railway locomotive operates at an over-all efficiency of something like 10 per cent.—that means that of all the calorific energy latent in the coal, only one part in 10 is used to move the load; the other nine parts are wasted. A steamship, ploughing its way through resistant water, is little better.

First Aims

An aero engine turns about 30 per cent. of the energy in its fuel into useful work and 20 per cent. of that energy is lost in the slipping airscrew, while another 20 per cent. goes in keeping the aeroplane up—in overcoming the invisible hill. That leaves an over-all efficiency of about 19 per cent. Not very good, but a lot better than a train or a ship. By the time you take into account the speed (which reacts against the aeroplane because speed demands power), the basic cost of transportation from "A" to "B" by air is not very different from the cost of first-class travel over the same distance by rail or ship. And that is for the comparatively crude aeroplane of to-day.

As yet we are only just beginning in the air. Much higher efficiencies will be possible before long. Every one per cent. increase in propulsive efficiency means a ...of Air Transport.

Will it be done? He is a rash man who prophesies. But I believe that it can be done—and perhaps more quickly than some may think.

The atmosphere in which we fly is a fairly "treacly" substance near the ground. It is not a suitable medium in which to plough along efficiently. We only think it is because we cannot "see the spray." All the time an aeroplane is flying, Nature is trying to bring it to rest by clutching at the wings and fuselage with sticky hands called "skin friction," "parasite drag" or "head resistance"—holding it back.

No. The right answer is not to plough through the air near the ground. The atmosphere is all very well as a jumping-off board and as a cushion on which to alight softly. To go anywhere, you want to get out of it into the super-stratosphere where the density of the "air" is infinitesimal—hence Nature's resistance, or objection, to motion is infinitesimal also.

Bugbears

Fortunately, even in the upper regions Sir Isaac Newton still holds sway and there remains "to every action an equal and opposite reaction." Hence V2. And *there*, perhaps, is Air Transport's highway in the future.

It sounds fantastic? Certainly. But then an Atlantic flight from New York to London non-stop in 17½ hours by a Minister of the Crown—196 mph block-to-block—would have sounded fantastic when Queen Victoria made her first railway journey. But such a New York-London flight has been made — I was on it. Soon it will be commonplace.

New York to London in two hours is not an immediate proposition. But it is not fantastic. All the bugbears are not unsolvable. They are now merely subjects for engineering development.

But that takes us into an unpredictable future. Let us look for a moment at what has been achieved so far because it clears our minds to face those tremendous possibilities of the air future.

Technically, Air Transport from 1919 can be divided into two main stages—what might be called the "Built-in-Headwind" Era, and the "Low-Wing Monoplane" Era. The ...plane surface.

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(b) Air bases for landplanes have been built everywhere under the duress of war. They have long, hard-surfaced runways such as were not even contemplated before the war. These bases are the stepping-stones whereby Air Transport can cover the earth.

(c) War has resulted in the amassing of a vast number of flying hours on military air transport operations. This experience has "got the bugs out" of new aircraft and has given air and ground crews at least basic experience of world trunk routes.

On the debit side, the war has held up true commercial development and has substituted extravagant military operations which are not a good training school for economic results in Air Transport.

Civil airlines will emerge into the peace-time air, freed from the geographical walls which fenced them into two main areas of development be- and the Stratocruisers—are nearly all straight-ahead developments on orthodox lines. Pressure cabins—when they are successfully developed for these types (which they are not yet)—will add to the comfort of long flights and make possible higher and more economical operation.

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This combination is the greatest technical step forward in transport aeronautics since the "built-in headwinds" disappeared. And it is likely to be more far-reaching in its consequences.

So, technically we have much to do, with any amount of scope for inspiration, imagination and new ideas. We have, as yet, but scratched the surface of air developments. Speeds will go up; costs will come down. Faster and cheaper—until to-day's aircraft will appear much as the stage-coach of 200 years ago seems to us now. But this new revolution will not take 200 years. Much can be done in 20 years if we spend the money on research which is vital to our national wellbeing.

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The Avro Tudor, a new four-engined long-range transport for the Atlantic route. Twenty have been ordered. The first flew a few weeks ago and production will begin next month.

The Vickers Viking, developed from the Wellington bomber, but with a completely re-designed fuselage. It seats 27, is twin-engined, and designed for shorter runs. Production begins at the end of this year.

The Handley-Page Hermes, another big, new four-engined job. No orders have been placed for this yet, as the prototype is not due to fly until September.

The Short Shetland flying-boat, which has recently gone into service. It is the largest British flying-boat and takes up to 70 passengers.

Meanwhile, British Overseas Airways Corporation is now carrying on services to Australia, Stockholm, India, South Africa and Egypt with Sunderlands, Lancastrians, Ensigns, Lockheed Lodestars and Dakotas.

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This Week's Almost-True Story i

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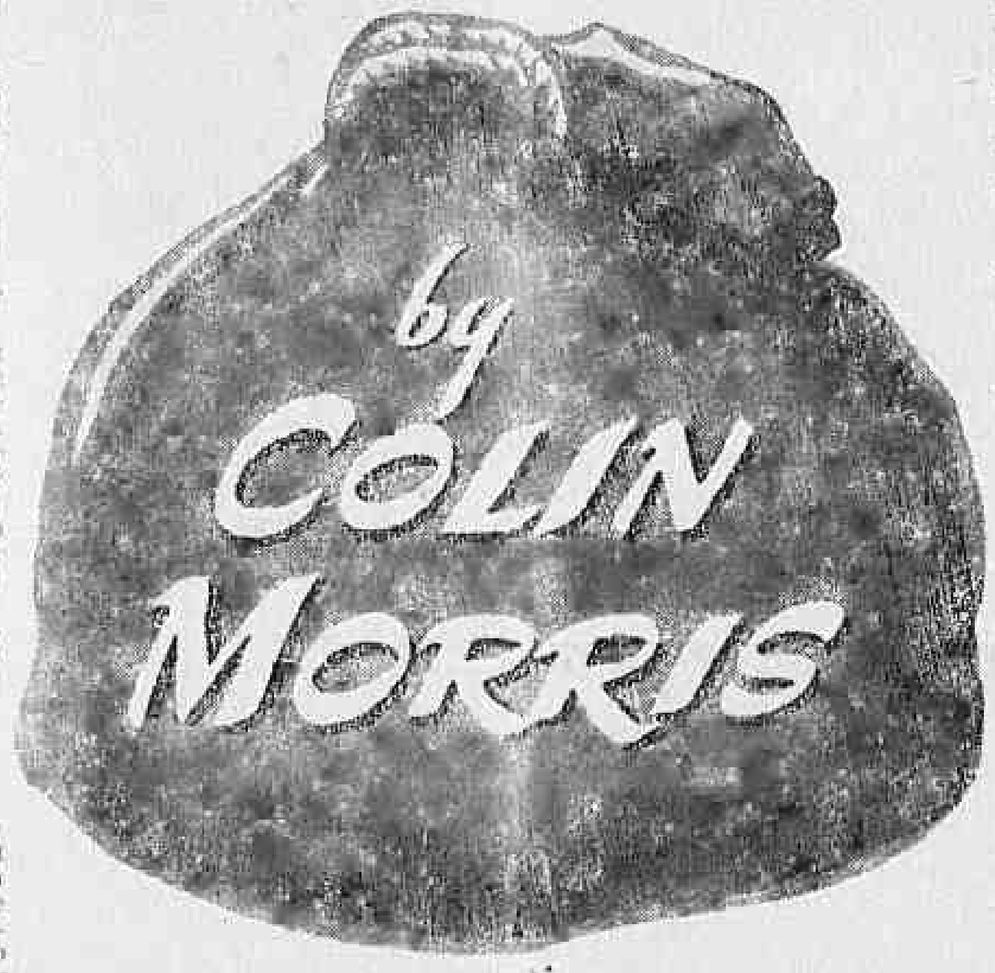

by COLIN MORRIS

IT was the day after the initial Sicilian landings and Serjeant-major Davies was cycling up the hill to the Greek amphitheatre outside Syracuse in search of the air landing brigade headquarters.

A most confident traffic cop, newly-established in the main piazza of Syracuse, had said: "Up the hill for n mile; then take the first on the left. You can't miss it."

Davies was certain after he heard those famous last words that something would happen.

He didn't look like a serjeant-major. He had landed in Sicily after a half-mile swim. He had landed naked and had set about clothing himself as best he could. He had managed to find British ammunition boots and trousers, but his shirt was Italian. His chief regret was his drowned, red beret. Rather than wear any other form of headgear he cycled bareheaded.

After the long climb up the hill beneath the searching Sicilian sun Davies was pleased to find that the "first turning on the left" led downhill, and soon he found himself passing a huge gorge on the right. (The Temple of Diana, if you know the district.)

Two hundred yards ahead was a crossroads. To the left of the intersection was a cafe, and standing outside the cafe, unarmed and hands in pockets, stood a solitary Italian soldier.

Davies placed his borrowed cycle against the wall, walked up to the soldier and tapped him on the shoulder. The latter turned round, smiled, and then when his eyes travelled down the serjeant-major's body and he saw a .38 pistol in a strange-looking holster, and a pair of strange-coloured trousers, and a pair of strong, but strange boots, his expression changed.

Davies explained by gestures and a word or two from the back page of the "Soldier's Guide to Sicily" that, as an Italian soldier, he ought to have been in the prisoner-of-war cage downtown, and not standing there enjoying the scenery. Scared to death, the Italian said: "Si, si," and added some remark about "amici," indicating with a trembling hand that his friends were somewhere in the gorge. Davies told him to produce his "amici" with hands in the air, and he would undertake to put them on the right road for the prisoners' cage.

The soldier disappeared quickly, and Davies sat on the wall in front of the cafe and awaited his return. He sat there, cooling down after his ride, thinking that it was very peaceful and somewhat off the beaten track. South of Syracuse the vast flotilla of ships unloaded their cargoes of men and munitions. Davies could understand how the Italian defenders must have felt when they saw their sea screened by a thousand [illegible] taking a long time in making up their minds to surrender.

"Why you no go breeng dem here?" she asked.

"Why should I?"

"Dey no come here. You to dem, go for dem."

"Why?"

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Davies looked at his bicycle with its newly-acquired typewriter strapped to the carrier and the bag of emergency rations hung on the crossbar. Several unshaven gentlemen had gathered to whose integrity Davies was not prepared to trust his sole means of transport until he regained his headquarters.

"I guard your bicicle and you go to breeng dem here," said the little temptress. "Dey no come here if you no go. Much, much fear dey have."

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"Where?" asked Davies, waving his hands towards the visible end of the gorge.

She did not speak—perhaps her husband was one of the waiting soldiers—but merely indicated the path ahead and on they [illegible] friends was what appeared to be an entire company of infantry with machine-guns, rifles, revolvers and grenades.

His first instinct was to turn and run like a hare, but he realised that the few hundreds who had followed him down the path, now, rapidly swelling to a thousand as the news spread, were having their first glimpse of the invaders and he felt that the prestige of Britain was at stake. The group of soldiers nearest to him seemed harmless enough and they had sprung to attention the instant they saw him.

He walked to the threshold of the grotto while they watched him carefully, and there he tried to give the impression of a divisional commander (with his division just out of sight) who had become quite weary of taking prisoners.

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Davies shouted "Silencio," but no one heard. Then he waved his arms and yelled: "For God's sake, shut up!" One of the carabinieri gathered from his arm-waving that Davies wanted silence, pointed this out to his neighbour, who passed it on to his neighbour, and, gradually, after three minutes, Davies had a perfect and expectant silence.

"Does anyone here speak English?"

No one did.

So, by gestures, Davies separated all those civilians who had become mixed up with the soldiers, replaced three carabinieri at the head of the disorganised column and fell in the rest of the band on the markers.

The prisoners had been in such a panic that they had thrown everything, including arms, water-bottles, food and blankets, upon the ground. A vast heap of equipment six feet high stood near Davies. They seemed such a pitifully helpless collection of humanity that Davies thought he had better make them as self-supporting as possible before they entered a prisoners' cage. Each watch, on the second day of the invasion, could not possibly be fully organised for food and shelter.

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Immediately disorder broke out in the ranks. Some made a mad scramble to find food and water in the heap at his feet, while others dived into the grotto to recover their suitcases made of thick cardboard. Pandemonium reigned for five minutes until they were back in line with suitcases, mangiare, acqua and all, waiting for the command to move off.

"Forward!" shouted Davies.

The column remained stationary.

"Quick march!"

Still the column [illegible] ground.

Then, out of the [illegible] memory, Davies remembered [illegible] Italian newspaper he had found in an abandoned [illegible] the desert.

"Avanti!" he said.

With an understanding [illegible] the prisoners moved off. Those in the rear marched their wives, sweethearts, brothers and then, detached themselves from the womenfolk, caught up with comrades.

Davies halted the [illegible] the entrance to the [illegible] sidering it wise to [illegible] road first in case his [illegible] shot up. He was at the word to halt, having as a traffic sign on [illegible] from Cassibile. He [illegible] and the column, tragedy, came to [illegible]

His little friend was [illegible] bicycle, but she was [illegible] and although she [illegible] cently if Davies "had" he suspected that she a spectator of the [illegible] had not been a very [illegible] todinn of his Italian [illegible] Italian typewriter.

Mounting his cycle [illegible] ling round and round [illegible] prisoners like a shepherd marched them down [illegible] the centre of Syracuse.

Inside half an hour [illegible] reached the military collecting point along the main piazza. Davies, and rode up [illegible] cap in charge.

He noted that his [illegible] began to chatter among themselves.

"Attention!" he [illegible] chattering ceased [illegible]

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"Speak English, [illegible] serjeant. "Then you [illegible] stand me when I tell [illegible] at the end of the [illegible] wait your turn?"

"I'm a British [illegible] you damned idiot," [illegible] "These are my [illegible]

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The serjeant [illegible] cycle, typewriter [illegible] shirt.

"Let's have a [illegible] AEG."

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"Tell me another [illegible] line and wait [illegible] here! Give me [illegible] pistol of yours."

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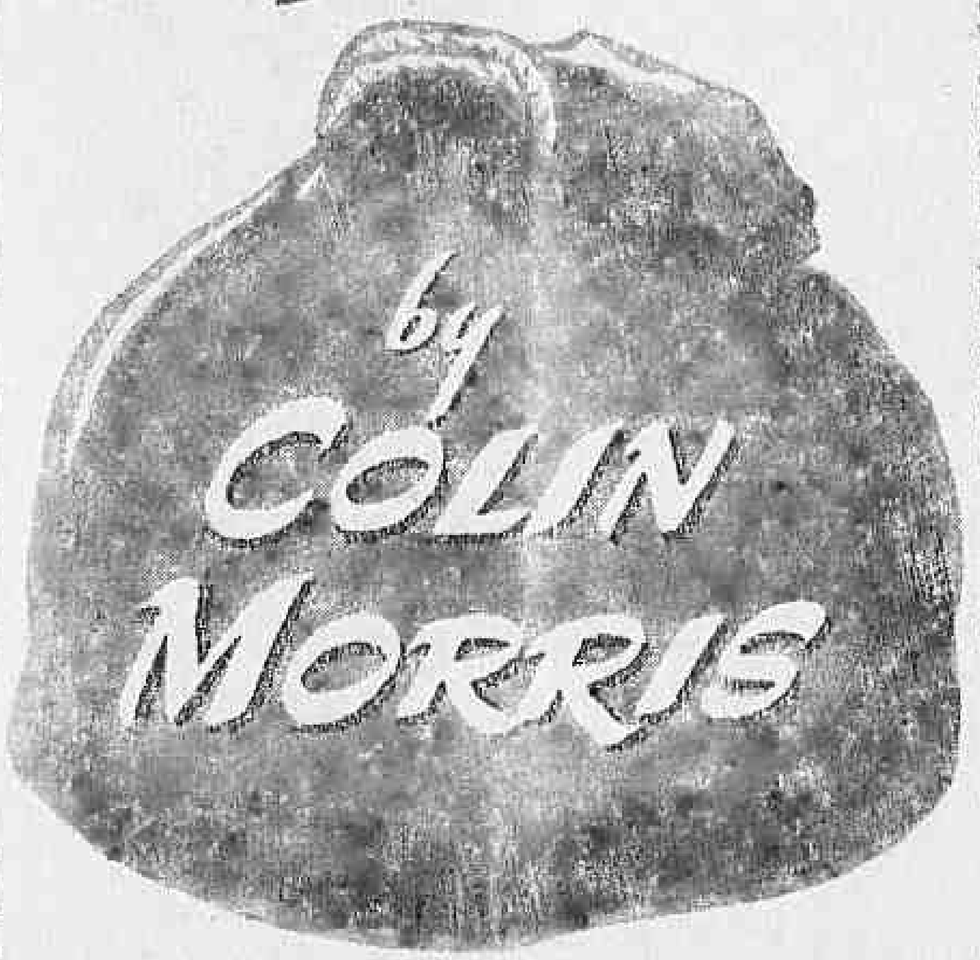
This Week's Almost-True Story is

IN THE



by COLIN MORRIS

was the day after the first Sicilian landings and Sergeant-major Davies was up the hill to the Greek theatre outside Syracuse which of the air landing headquarters.

Port confident traffic cop, established in the main of Syracuse, had said. "Up for a mile; then take the the left. You can't miss

It was certain after he those famous last words something would happen. didn't look like a sergeant- He had landed in Sicily half-mile swim. He had packed and had set about himself as best he could. managed to find British battle boots and trousers, shirt was Italian. His regret was his drowned, rest. Rather than wear the form of headgear he had unloaded.

the long climb up the beneath the scorching Then Davies was pleased that the "first turning left" led downhill, and found himself passing gorge on the right. "The of Diana, if you know street."

hundred yards ahead was crowds. To the left of the tion was a cafe, and outside the cafe, una- and hands in pockets, a solitary Italian soldier. placed his borrowed against the wall, walked up soldier and tapped him on shoulder. The latter turned smiled, and then when his rolled down the sergeant- body and he saw a .38 in a strange-looking and a pair of strange-looking trousers, and a pair of but strange boots, his ex- changed.

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"I guard your bicicle and you go to breeng dem here," said the little temptress. "Dey no come here if you no go. Much, much fear dey have."

Davies left the girl and his entire worldly possessions on the island of Sicily and started down the path through the Temple of Diana. He admitted to himself that if it had not been for the precaution of wheedling her return of the "brave Inglese" he would have been content to remain seated on the wall, as unconcerned to go down the gorge as the soldiers apparently were to come up.

He passed small air-raid shelters dug out of the solid cliff wall. In these shelters, sometimes crowded by rushes and sometimes open to the world, lived scores of families. He began to understand that this tourists' beauty spot was now a complicated system of air-raid shelters for half the population of Syracuse. Each family regarded him with excited curiosity as he passed, and a representative left his cave and followed along behind. He was feeling a somewhat nervous Pied Piper of Hameln when a sad-faced woman of thirty drew away from the following crowd and fell into step beside him.

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He walked to the threshold of the grotto while they watched him carefully, and there he tried to give the impression of a divisional commander (with his division just out of sight) who had become quite weary of taking prisoners.

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The prisoners had been in such a panic that they had thrown everything, including arms, water-bottles, food and blankets, upon the ground. A vast heap of equipment six feet high stood near Davies. They seemed such a pitifully helpless collection of humanity that Davies thought he had better make them as self-supporting as possible before they entered a prisoners' cage which, on the second day of the invasion, could not possibly be fully organised for food and shelter.

Raising his voice to a pitch it had rarely reached before, he cried: "Portare mangiare, acqua, ——". Then he thought hard, picked up a blanket and told them to carry that, too.

One man in the column said something which sounded like "valeesha," and, rightly thinking he was asking if he might carry his suitcase, Davies replied, self-consciously: "Si!"

Immediately disorder broke out in the ranks. Some made a mad scramble to find food and water in the heap at his feet, while others dived into the grotto to recover their suitcases made of thick cardboard. Pandemonium reigned for five minutes until they were back in line with suitcases, mangiare, acqua and all, waiting for the command to move off.

"Forward!" shouted Davies.

The column remained stationary.

"Quick march!"

Still the column held its ground.

Then, out of the mists of memory, Davies remembered the Italian newspaper he had once found in an abandoned truck in the desert.

"Avanti!" he said.

With an understanding lunge the prisoners moved up the track. Those in the rear made a run to their wives, sweethearts and mothers and then, disentangling themselves from their weeping womenfolk, caught up with their comrades.

Davies halted the prisoners at the entrance to the gorge, considering it wise to appear on the road first in case his column was shot up. He was at no loss for the word to halt, having seen it as a traffic sign on the way up from Cassibile. He yelled "Alt," and the column, somewhat ruggedly, came to rest.

His little friend was near his bicycle, but she was panting hard and although she asked innocently if Davies "had found dem" he suspected that she had been a spectator of the incident and had not been a very reliable custodian of his Italian bicycle and Italian typewriter.

Mounting his cycle and pedalling round and round his prisoners like a sheepdog, he marched them down the hill to the centre of Syracuse.

Inside half an hour they reached the military police's collecting point along a road off the main plaza. "Alt!" cried Davies, and rode up to the red-cap in charge.

He noted that his long column began to chatter among themselves.

"Attention!" he yelled. The chattering ceased abruptly.

The red-caps were already at work searching the carabinieri at the head of the column. Little heaps of cameras, fountain pens, wrist watches were forming.

A red-cap sergeant came up to Davies and forcibly took away his cycle. "What the hell——?" began Davies.

"Speak English, eh?" said the sergeant. "Then you can understand me when I tell you to get at the end of the column and wait your turn."

"I'm a British sergeant-major, you damned idiot," said Davies, "These are my prisoners!"

"What? One man captured this lot?"

The sergeant viewed his bicycle, typewriter and Italian shirt.

"Let's have a look at your A.B.64."

"I lost it during the landing."

"Tell me another. Get in the line and wait your turn. And here! Give me that British pistol of yours."

Sergeant-major tells the story up to this point quite well and without bitterness, but he does not care to discuss the day he spent in a PoW cage before he finally convinced the red-caps

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standing outside the cafe, unarmed and hands in pockets, stood a solitary Italian soldier.

Davies placed his borrowed cycle against the wall, walked up to the soldier and tapped him on the shoulder. The latter turned round, smiled, and then when his eyes travelled down the serjeant-major's body and he saw a .38 pistol in a strange-looking holster, and a pair of strange-coloured trousers, and a pair of strong, but strange boots, his expression changed.

Davies explained by gestures and a word or two from the back page of the "Soldier's Guide to Sicily" that, as an Italian soldier, he ought to have been in the prisoner-of-war cage downtown, and not standing there enjoying the scenery. Scared to death, the Italian said: "Si, si," and added some remark about "amici," indicating with a trembling hand, that his friends were somewhere in the rocks. Davies told him to produce his "amici" with hands in the air, and he would undertake to put them on the right road for the prisoners' cage.

The soldier disappeared quickly, and Davies sat on the wall in front of the cafe and awaited his return. He sat there, cooling down after his ride, thinking that it was very peaceful and somewhat off the beaten track. South of Syracuse the vast flotilla of ships unloaded their cargoes of men and munitions. Davies could understand how the Italian defenders must have felt when they saw their sea screened by a thousand foreign hulls.

A few civilians began to gather round, and one girl, aged about 16, came up and spoke to him. She was very thin, with large amber eyes, and a gentle smile revealing perfect white teeth. She had learnt a little English at school and told Davies that we had bombed her house, but she bore the "Inglesi" no animosity for the act. When her news and vocabulary began to run dry Davies remarked that the Italian and his friends were through the Temple of Diana. He admitted to himself that if it had not been for the impression he wished her to retain of the "brave Inglesi" he would have been content to remain seated on the wall, as unanxious to go down the gorge as the soldiers apparently were to come up.

He passed small air-raid shelters dug out of the solid cliff wall. In these shelters, sometimes screened by rushes and sometimes open to the world, lived scores of families. He began to understand that this tourists' beauty spot was now a complicated series of air-raid shelters for half the population of Syracuse. Each family regarded him with excited curiosity as he passed, and a representative left his cave and followed along behind. He was feeling a somewhat nervous Pied Piper of Hamelin when a sad-faced woman of thirty drew away from the following crowd and fell into step beside him.

"Where?" asked Davies, waving his hands towards the visible end of the gorge.

She did not speak—perhaps her husband was one of the waiting soldiers—but merely indicated the path ahead, and on they went.

The gorge ended in a grotto and the woman pointed silently through the arch of the grotto, abandoning her place at his side. Davies noticed that the crowd, which had been behind him, now fanned out to the right. He looked through the arch and he saw a sight which made his heart ricochet off the roof of his mouth and then drop palpitatingly into place.

In the grotto where he had expected to see his Italian and a few friends was what appeared to be an entire company of infantry with machine-guns, rifles, revolvers and grenades.

His first instinct was to turn and run like a hare, but he realised that the few hundreds who had followed him down the path, now, rapidly swelling to a thousand as the news spread, were having their first glimpse of the invaders and he felt that the prestige of Britain was at stake. The group of soldiers nearest to him seemed harmless enough and they had sprung to attention the instant they saw him.

He walked to the threshold of the grotto while they watched him carefully, and there he tried to give the impression of a divisional commander (with his division just out of sight) who had become quite weary of taking prisoners.

"Come out, you bastards," he said in a voice which he tried to make seem bored, and then, turning his back, he strolled a few yards from the arch waiting for this order to be obeyed. His revolver was pointing rather vaguely in their direction, just as a precaution, as if there was a regiment of twenty-five pounders on call to execute further persuasion if necessary.

The first soldier came out holding his rifle as high above his head that he seemed seven feet tall . . then a second . . then a third. By signs he instructed them to drop their arms at his feet and take up a position under the wall of the cliff. Those owning pistols he disarmed personally and hung their weapons by the Sam Brownes around his chest. Finally, seeing that everything was going smoothly, he put up his own pistol because it was becoming entangled in the labyrinth of Italian leather around his body.

After a while Davies had a hundred and thirty prisoners, and what a motley they were! There were soldiers, sailors, airmen, and some who said they were "carabinieri." At the time Davies did not know that carabinieri were military police, and, thinking they were a special kind of troops requiring priority, he placed them at the head of the column—to the utter disgust of a man who said he was a "Tenente." This "Tenente" left Davies quite unimpressed, and he ordered him back into the ranks with a warning not to bother him again.

When the civilians realised there was to be no shooting they began to chatter among themselves. When the soldiers, sailors and airmen realised there was to be no shooting they began to chatter to the civilians. If you can imagine a thousand chattering Italians within the re-echo-

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"Forward!" shouted Davies.

The column remained stationary.

One or two men in the rear smiled encouragingly to him.

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The Bombed City

I HAVE seen my sons go marching to many an alien war,
While the women wept behind them and the gay bands played before;
Scornful if they were pitied, with a song they went away,
They with the shining morning eyes that scarce had seen the day.

And the grey years passed and they came again, triumphal flags unfurled . . .
And my heart cried out to the unreturned on the other side of the world.

Why now should I mourn that the scars of war on my own broad bosom fall?
What matters it if my body be torn when my spirit is grown so tall?
So pity me not that my homes are dark and my streets are empty of mirth . . .
I am one at last with my fallen sons in every part of the earth.

J.P.

An ODD

Love in the Valley

When from bed she rises clothed from neck to
In her long nightgown sweet as boughs of M
Beautiful she looks, like a tall garden lily
Pure from the night, and splendid for the
George Meredith

Love in Thames Valley

When to bed she hastens tasselled round the m
In her neat pyjama striped and tiger-bright
Beautiful she looks, more fit than any fiddl
Pure from the day, and splendid for the ni
James Agat

HENRY KING

Who chewed bits of String, and was early cut o
Dreadful Agonies.

The Chief Defect of Henry King
Was chewing little bits of String.
At last he swallowed some which tied
Itself in ugly Knots inside.
Physicians of the Utmost Fame
Were called at once; but when they came
They answered, as they took their Fees,
"There is no cure for this Disease.
Henry will very soon be dead."
His Parents stood about his Bed
Lamenting his untimely Death,
When Henry, with his Latest Breath
Cried—"Oh, my friends, be warned by me,
That Breakfast, Dinner, Lunch and Tea
Are all the Human Frame requires . . ."
With that, the Wretched Child expires.
Hilaire B

And an EN

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When the civilians realised there was to be no shooting they began to chatter among themselves. When the soldiers, sailors and airmen realised there was to be no shooting they began to chatter to the civilians. If you can imagine a thousand chattering Italians within the re-echoing walls of a cliff path you can imagine the din.

...feet high stood near Davies. They seemed such a pitifully helpless collection of humanity that Davies thought he had better make them as self-supporting as possible before they entered a prisoners' cage which, on the second day of the invasion, could not possibly be fully organised for food and shelter.

Raising his voice to a pitch it had rarely reached before, he cried: "Portare mangiare, acqua, ——". Then he thought hard, picked up a blanket and told them to carry that, too.

One man in the column said something which sounded like "valeesha," and, rightly thinking he was asking if he might carry his suitcase, Davies replied, self-consciously "Si!"

Immediately disorder broke out in the ranks. Some made a mad scramble to find food and water in the heap at his feet, while others dived into the grotto to recover their suitcases made of thick cardboard. Pandemonium reigned for five minutes until they were back in line with suitcases, mangiare, acqua and all, waiting for the command to move off.

"Forward!" shouted Davies.

The column remained stationary.

One or two men in the rear smiled encouragingly to him.

the centre of Syracuse.

Inside half an hour they reached the military police's collecting point along a road off the main piazza. "Alt!" cried Davies, and rode up to the red-cap in charge.

He noted that his long column began to chatter among themselves.

"Attention!" he yelled. The chattering ceased abruptly.

The red-caps were already at work separating the carabinieri at the head of the column. Little heaps of cameras, fountain pens, wrist watches were forming.

A red-cap sergeant came up to Davies and forcibly took away his cycle. "What the hell——?" began Davies.

"Speak English, eh?" said the sergeant. "Then you can understand me when I tell you to get at the end of the column and wait your turn!"

"I'm a British sergeant-major, you damned idiot," said Davies. "These are my prisoners!"

"What? One man captured this lot?"

The sergeant viewed his bicycle, typewriter and Italian shirt.

"Let's have a look at your AB64."

"I lost it during the landing."

"Tell me another. Get in the line and wait your turn. And here! Give me that British pistol of yours."

Sergeant-major tells the story up to this point quite well and without bitterness, but he does not care to discuss the day he spent in a PoW cage before he finally convinced the red-caps that he was an authentic sergeant-major in His Britannic Majesty's Forces.

The Bombed City

HAVE seen my sons go marching to many an alien war,
While the women wept behind them and the gay bands played before;
But if they were pitied, with a song they went anon,
With the shining morning eyes that scarce had seen the day.

The grey years passed and they came again, triumphal days unfurled . . .
My heart cried out to the unreturned on the other side of the world.

Why should I mourn that the scars of war on my own broad bosom fall?
What matters it if my body be torn when my spirit is grown so tall?
Tell me not that my homes are dark and my streets are empty of mirth . . .
I am one at last with my fallen sons in every part of the earth.

J.P.

An ODD

Love in the Valley

When from bed she rises clothed from neck to ankle
In her long nightgown sweet as boughs of May,
Beautiful she looks, like a tall garden lily
Pure from the night, and splendid for the day.

George Meredith.

Love in Thames Valley

When to bed she hastens tasselled round the middle,
In her neat pyjama striped and tiger-bright,
Beautiful she looks, more fit than any addle,
Pure from the day, and splendid for the night.

James Agate.

HENRY KING

Who chewed bits of string, and was early cut off in Dreadful Agonies.

The Chief Defect of Henry King
Was chewing little bits of String.
At last he swallowed some which tied
Itself in ugly Knots inside.
Physicians of the Utmost Fame
Were called at once; but when they came
They answered, as they took their Fees,
"There is no cure for this Disease.
Henry will very soon be dead."
His Parents stood about his Bed
Lamenting his untimely Death,
When Henry, with his Latest Breath
Cried—"Oh, my Friends, be warned by me,
That Breakfast, Dinner, Lunch and Tea
Are all the Human Frame requires . . ."
With that, the Wretched Child expires.

Hilaire Belloc.

And an END

29 B
(t)

.T IS NECESSARY TO AGREE TO THE RESUMPTION OF AIR TRAFFIC IN ITALY.

40 Aircraft would be sufficient for the renewal of the Civil Air Lines and these could be produced in a very few months without assistance.

The British White Paper on future international air communication, one of the many published lately in the United Kingdom, condiders it essential to have a form of international collaboration for the future Civil Air Lines and an equal participation by the countries concerned.

Recently the Allied Authorities removed the restrictions which were imposed in Europe on Commercial Air Lines after the invasion of North Africa, and the respresentatives of the various European countries have already taken measures to reactivate the principal Air Lines.

All this, naturally, does not concern Italy who still has to keep to the clauses of the Armistice which were dictated two years ago in a situation very different from the present one, by the conquerors to the conquered.

Any spirit of understanding is therefore made impossible by the relations between Italy and the Allies, concerning the resumption of Civil Air Lines.

A request for permission to reactivate one service only to connect Rome with Milan and Turin was refused. The release, even in the form of a loan, of 25 twin-engined American transport aircraft and 10 seaplanes to be used for the civil line was asked for six months ago in the form of preliminary assistance but this was not granted. The purchase of a few aircraft abroad has also been recently denied.

PRESENT CONDITIONS. 5.8?

In Italy today flying only takes place under the title of military aviation because in this fashion the armistice is formally respected. If, however, the public is obliged to use aircraft several years old, with engines that often pack up, risking lives in order to carry out official duties, or duties connected with reconstruction, then this is our business

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Although her position in the Mediterranean Basin would justify it, Italy nurtures no aims of expansion in the field of civil aviation and has no intention of interfering with those of anyone else. She is only concerned with putting at the disposal of her citizens, whether they are government functionaries or industrialists, merchats or business men, a quick and safe means of transport which permits everyone to carry out their activities and look after their interests with as much speed as possible.

This is an obvious need of the country, in a period in which all its forces have to be mobilised for an effective economic reorganisation.

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Today, in order to go from Palermo to Milan or Turin at least five days are necessary, during which one runs risks, expenses, and irritations of every kind. The resumption of railway communications with the North, if the Allies supply oil and coal necessary for the passenger service, would shorten the journey by a few hours only.

In effect we have gone back several years and it is probable that even in the most remote regions of East Africa t communications are better than they are here.

OUR POSSIBILITIES.

The first difficulties have at last been overcome. In fact Italy can now reconstitute by herself the necessary basis of aircraft for the resumption of the civil service.

Before the war 140 aircraft were employed on these services which included 49 international lines, including those to East Africa, West Africa and Albania. There were only 11 internal lines.

Actually, in order to reopen just the internal lines, those which we are concerned with, about forty aircraft would be sufficient for the regular function of the services and our industry would probably only require a few months to produce them.

The industrial plants, the ground services and the personnel of the various Civil Aviation Services who today are at a stand-still in anticipation of the necessary authorisation for putting the complex machinery of the Air Services into working order again, cannot be expected to wait much longer for something which never happens. Other activity and employments will shortly have to be found for the personnel which has to work in order to live, and for the plant which cannot remain idle.

The dispersion of this property will occur although as the British Air Minister; Lord Swinton, declares that future air transport must be carried out on conditions of equality. It will occur although it is evident that the great international lines, which before very long will touch Italy, would get considerable advantage from an internal communications network which functioned well and was well organised.

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Because there is no doubt that the Italians know their job and know how to fly.

Extracted from "IL GLOBO" dated 18th July 1945.

by Air AFSC
Comment: (i) Who mentor of who is to supply R.O.L.
(ii) £" with engine that often packs up" is a gross exaggeration.

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Occorre consentire all'Italia la ripresa del traffico aereo

Per il ripristino delle linee civili sarebbero sufficienti quaranta velivoli, che potrebbero essere costruiti senza aiuti in pochissimi mesi

Il Libro Bianco inglese sulle future comunicazioni aeree internazionali, uno dei tanti pubblicati in questi ultimi tempi nel Regno Unito, riconosce essenziale una forma di collaborazione internazionale per i futuri servizi aerei civili ed una equa partecipazione ad essi dei vari paesi interessati.

Recentemente, le Autorità Alleate hanno rimosso le restrizioni imposte in Europa per i servizi aerei commerciali dopo l'invasione del Nord Africa ed i rappresentanti di diversi paesi europei hanno già preso misure per riattivare le principali linee.

Tutto ciò, naturalmente, non riguarda l'Italia, per la quale vigono le clausole di armistizio, dettate due anni fa, in situazione ben diversa da quella attuale, da vincitori a vinto.

Qualsiasi spirito di comprensione è, quindi, bandito dai rapporti fra l'Italia e gli Alleati, riguardanti il ripristino dei servizi aerei civili.

Alla richiesta di autorizzare la riattivazione di una sola linea, per collegare Roma con Milano e Torino, è stato risposto negativamente. La cessione, anche sotto forma di noleggio di 25 bimotori americani da trasporto e di 10 idrovolanti da adibire al servizio civile, chiesta sei mesi fa nel piano di primo aiuto, non è stata accordata, così com'è stato recentemente negato l'acquisto all'estero di qualche apparecchio.

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Gl'impianti industriali, le attrezzature a terra ed il personale dei diversi servizi dell'aviazione civile, che oggi sono fermi in attesa delle autorizzazioni necessarie per poter rimettere in funzione la complessa macchina dei servizi aerei, non potranno attendere ancora a lungo un placet che non viene. Altre attività ed impieghi dovranno essere scelti fra non molto per il personale, che ha bisogno di lavorare per vivere, e per gli impianti, che non possono restare inutilizzati.

La dispersione di questo patrimonio avverrebbe mentre il ministro britannico dell'aeronautica, Lord Swinton, dichiara che i trasporti aerei futuri dovranno svolgersi in condizioni di parità. Avverrebbe, mentre è palese che le grandi linee internazionali, che fra non molto toccheranno l'Italia, si avvantaggerebbero notevolmente di una rete di collegamenti interni funzionante e ben organizzata.

Perchè non v'è dubbio che gli italiani conoscono il mestiere e sanno volare.

Condizioni attuali

Oggi, in Italia, si vola soltanto sotto l'etichetta dell'aviazione militare, perchè in tal modo l'armistizio è formalmente rispettato. Se, poi, il pubblico è costretto a servirsi di velivoli vecchi di parecchi anni, muniti di motori che spesso fanno cilecca, rischiando la vita per compiere doveri di ufficio od attività inerenti alla ricostruzione, questo è affare nostro.

Sebbene la sua posizione nel bacino del Mediterraneo possa giustificarle, l'Italia non nutre mire espansionistiche nel campo dei servizi aerei civili, e non intende interferire con quelle altrui. Si preoccupa principalmente di mettere a disposizione dei suoi cittadini, siano essi funzionari governativi od industriali, commercianti od uomini d'affari, un mezzo di trasporto veloce e sicuro, che consenta ad ognuno di svolgere le sue attività e di tutelare i suoi interessi con la maggiore celerità possibile.

Questa è una evidente esigenza del Paese, in un periodo nel quale le tutte le sue forze dovranno essere mobilitate per una efficace ripresa economica.

Oggi, per andare da Palermo a Milano od a Torino, occorrono almeno cinque giorni, durante i quali è necessario affrontare rischi, spese e disagi di ogni genere. Il ripristino dei collegamenti ferroviari con il nord, se gli Alleati forniranno nafta e carbone necessari per il servizio passeggeri, potrà abbreviare il viaggio soltanto di qualche ora.

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Attualmente, per ripristinare i soli collegamenti [illegible] quelli che ci interessano, una quarantina di velivoli sarebbe sufficiente per il regolare esercizio delle linee, e, per costruirli, la nostra in-

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ANNONARIA

MITÀ. — Solo per oggi 18 luglio ai bini di età inferiore ai 3 anni l'assione di latte sarà di gr. 200. Tutte altre assegnazioni rimangono invariate.

e di Anzio
no regolatore

re gli immigrati in Milano dopo 8 settembre 1943.

Di fatto si può osservare che il ovvedimento in atto tende più

...quello di equipo operaio mitigando dalla diminuzione degli introiti extra lavoro) anche all'avanzarsi della stagione estiva che ha consentito una lieve diminuzione n...l'alimentazione.

L'abbondanza d... ni sul mercato (i prezzi della carne sono stati i più bassi registrati da oltre un anno) è stato il fatto più importante dell'alimentazione di Roma di questo mese.

I prodotti ortofrutticoli hanno continuato ad affluire con una certa abbondanza ed hanno contribuito non poco nell'alimentazione dei lavoratori. La quota delle calorie raggiunta nel mese passato (2461 calorie) che rappresentava il massimo raggiunto dal 1943 ...pol, non è stata però mantenuta è lievemente diminuita (2313 calorie).

I problemi mezzadrili dibattuti dai dirigenti a "Confida,, e la C.G.I.L.

Dopo una riunione tenutasi sotto la presidenza del prof. Mira della presidenza del consiglio, si sono nuovamente riuniti ieri alla sede della C.G.I.L. i rappresentanti della Confederazione degli Agricoltori, Sanese, Donnini e Carrara, con i segretari della C.G.I.L. Di Vittorio e Lizzadri. Era presente anche Vidmari della Federterra.

Nelle due sedute sono stati ampiamente esaminati i problemi più urgenti riguardanti l'agricoltura italiana, e specialmente quello dei mezzadri.

ervizio ferroviario Viterbo-Sipicciano

Dal 20 corrente sarà aperto all'esercizio il ...atto Viterbo-Sipicciano della linea Viterbo-Orte con l'attivazione di una coppia di treni in allacciamento ai treni che attualmente si effettuano fra Viterbo e Roma il cui orario verrà di conseguenza alquanto modificato.

L'orario delle comunicazioni sarà: Sipicciano part. ore 4, Viterbo P. F. arr. 5,15; Viterbo P. F. part. 5,20, Roma Termini arrivo 8,40; Roma Termini part. 16,30 Viterbo P. F. arr. 20,09; Viterbo P. F. part. 20,14, Sipicciano arrivo 21,25.

Sip	1630 —	1630 —
Meridionale Elettricità	1650 —	1600 — a
Adriatica Elettr.	750 —	750 —
Edison	1950 —	1900 —
Mol. Piac. Asc. Pic.	— —	— —
Pantanella	590 —	620 — a
Cidanea	4400 —	— —
Distillati	— —	— —
Zuccheri	560 —	570 — a
Anic	154	155 —
Risanamento	3650 —	3450 — a
Immobiliari	2960 —	2750 — a
Beni Stabili	1840 —	1900 —
Rustici	1000 —	— —
Condotte	570 —	— —
Palermo	850 —	— —
Serino	1800 —	— —
Marcia	3000 —	— —
Italgas	76 —	75 — a
Forni	450 —	— —
Viamini	660 —	— —

Valore e quantità dei titoli trattati nella giornata

TITOLI DI STATO. — Rendita 5 per cento 1.300.000; Redimibile 3,50 per cento 700.000; Redimibile 5 per cento 50.000; B. T. 48 700.000; B. T. 50 prima serie 150.000; seconda serie 300.000; del 5 per cento 300.000; del 4 per cento 650.000.

AZIONARI. — Credito Edilizio 25; Assicurazioni 25; Italcable 100; Cotoniere Meridionali 225; Iliva 100; Finsider 100; Montecatini 250; Adriatica 100; Ansaldo 700; Caldarno 175.

OBBLIGAZIONI. — Irimare 200; Imi 50; Credito Edilizio 6 per cento 200; Credito Edilizio 5 per cento 125; Miglioramento 50.

TITOLI TRATTATI COMPLESSIVAMENTE. — Stato 4.150.000 in grida; 3.600.000 fuori grida; obbligazioni 625 in grida; 1.250 fuori grida; azionari 1.650 in grida; fuori grida 500.

Borsa nera delle valute e dell'oro

	16-VII	17-VII
Sterlina oro	9.725	9.450-9.500
Marengo	7.700	7.500
Sterlina unifaria	930	920
Sterlina egiziana	1.100	1.100
Dollaro blu	325	316-320
Dollaro giallo	140	140
Franco francese n.	1,95	1,95
Franco svizzero	183	176-175
Oro fino (24 k.)	1.100	1.050
Oro grezzo id.	1.000	1.010
Argento 1000/1000 kg.	16.500	16.000

Mercato ortofrutticolo e del pesce

I prezzi medi indicativi per la vendita al minuto dei generi provenienti dai Mercati Generali per la giornata di oggi sono seguenti (in lire per 1 chilogramma):

PRODOTTI ORTOFRUTTICOLI. — Cavoli 10; Cipolle 15; Fagioli regina 55; Fagiolini stecconi 20; Fagiolini corallo 38; Melanzane 17; Peperoncini 38; Pomodori rossi 20; Pomodori rossi (Sicilia) 10; Pomo-

Città di Roma 5 %	—	482 —
Città di Milano	—	— —
I.C.F. Roma 5 %	—	— —
» » 4 %	502 —	503 —
» » (c) 4 %	505 —	506 —
» » 3 1/2 %	422 —	— —
I.C.F. Ven. 4 %	512 —	— —
» » (c) 4 %	511 —	— —
C. F. Sardo 4 %	472 —	— —
» » (c) 4 %	498 —	— —
Banco Napoli 5 %	556 —	556 —
» 4 %	— —	— —
» (c) 4 %	547 —	— —
M. Paschi 5 %	545 —	— —
» » 4 %	536 —	— —
» » (c) 4 %	533 —	— —
» » 3 1/2 %	525 —	— —
S. Paolo - Tor. (c) 4 %	562 —	— —
» » 3 1/2 %	570 —	— —
Cr. Edilizio 6 %	527 —	526 —
» » 5 %	513 —	510 —
» » 3.50 %	502 —	503 —
Banca Lavoro 4 %	510 —	— —
» (c) 4 %	510 —	— —
Agr. Migl. 5 %	498 —	498 —
» » 4 %	492 —	— —
» » (c) 4 %	501 —	— —
Cr. Nav. (ser.S.) 6,50 %	198 —	— —
I.M.I. (1 Emiss.) 6 %	993 —	993 —
Pubbl. Utilità %	511 —	— —
» » (ser. Tell 5 %	525 —	523 —
Edison El. 6 %	537 —	538 —
S.E.T. Napoli 6 %	523 —	523 —
El. Sicilia Seso 5 %	530 —	— —
Mer El. 5 %	523 —	525 —
» » 5 %	518 —	516 —
Un. Es. El 6 %	528 —	— —
La Centr. 5 %	506 —	503 —
Romana Elettric. 5 %	531 —	— —
» (ex med.) 6 %	533 —	— —
Acqua Pia 5 %	550 —	— —
» » 4 %	505 —	— —
Zuccheri Romani 5 %	508 —	— —
Pignone 5 %	48 —	— —
Credito Edilizio	153 —	153 —
Credito Fondiario	600 —	— —
La Centrale	3775 —	— —
Siet	2950 —	2850 — a
Meridionali	3700 —	— —
Fondiaria Vita	— —	— —
Assicuraz Generali	9100 —	9050 —
Navigazione	135 —	— —
Italcable	1200 —	1150 —
Teti	2400 —	2650 — a
Cotoni	1850 —	1850 —
Viscosa	2200 —	2150 —
Siele	1900 —	— —
Amiata	2100 —	— —
Montecatini	611 —	615 —
Iliva	335 —	340 — a
Terni	195 —	185 — a
Finsider	695 —	620 —
Metallurgica	— —	— —
Pignone	195 —	— —
Veneziane	160 —	153 — a
Motta Fraschini	185 —	170 — a
Breda	635 —	610 — a
Ansaldo	295 —	291 —
Snia	2100 —	1950 — a
Caldarno	2400 —	2400 —
Cines	590 —	585 — a
Romana Elettricità	2400	2350 —

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Sip	1930 —	1920 — n
Merid. Elettricità	1650 —	1600 — n
Adriatica Elettr.	750 —	750 —
Edison	1950 —	1900 —
Mol. Pan. Ass. Pic.	— —	— —
Pantanella	590 —	630 — n
Eridania	4400 —	— —
Distillati	— —	— —
Zuccheri	560 —	570 — n
Anic	154	155 —
Risanamento	3650 —	3450 — n
Immobiliari	2900 —	2753 — n
Beni Stabili	1800 —	1900 —
Rustici	1009 —	— —
Condotte	570 —	— —
Palermo	850 —	— —
Serino	1800 —	— —
Marcia	3800 —	— —
Italgas	76 —	78 — n
Forni	450 —	— —
Viscosa	660 —	— —

Valore e quantità dei titoli trattati nella giornata

TITOLI DI STATO. — Rendita 5 per cento 1.300.000; Redimibile 3,50 per cento 700.000; Redimibile 5 per cento 50.000; B. T. 48 700.000; B. T. 50 prima serie 150.000; seconda serie 300.000; del 5 per cento 300.000; del 4 per cento 650.000.

AZIONARI. — Credito Edilizio 25; Assicurazioni 25; Italcable 100; Cotoniero Meridionali 225; Iiva 100; Finsider 100; Montecatini 250; Adriatica 100; Ansaldo 700; Aldano 175.

OBBLIGAZIONI. — Primare 200; Imi 50; redito Edilizio 6 per cento 200; Credito dilizio 5 per cento 125; Miglioramento 50.

TITOLI TRATTATI COMPLESSIVAMENTE. — i Stato 4.150.000 in grida; 3.600.000 fuori rida; obbligazioni 625 in grida; 1.250 ori grida; azionari 1.650 in grida; fuori rida 500.

Borsa nera delle valute e dell'oro

	16-VII	17-VII
	—	—
terlina oro	9.725	9.450-9.500
Marengo	7.700	7.500
terlina unitaria	930	930
terlina egiziana	1.100	1.100
Dollaro blau	325	316-320
Dollaro giallo	140	140
Franco francese n.	1,95	1,95
Franco svizzero	183	176-175
Oro fino (24 k.)	1.100	1.050
Oro grezzo id.	1.000	1.010
Argento 1000/1000 kg.	16.500	16.000

Mercato ortofrutticolo e del pesce

I prezzi medi indicativi per la vendita al minuto dei generi provenienti dai Mercati Generali per la giornata di oggi sono i seguenti (in lire per 1 chilogrammo):

PRODOTTI ORTOFRUTTICOLI. — Cavoli 30; Cipolle 15; Fagioli regina 55; Fagiolini stecconi 26; Fagiolini corallo 38; Melanzane 17; Peperoncini 38; Pomodori rossi 20; Pomodori rossi (Sicilia) 10; Poma-

SERVIZIO MERCI
VAGONI SCORTATI
MOTOVELIERI PER
Pier Busseti - Uff.
Elena, 24
Collettame per
Piccoli e grandi trasporti

I problemi mezzadrili dibattuti dai dirigenti a "Confida,, e la C.G.I.L.

Dopo una riunione tenutasi sotto la presidenza del prof. Mira della presidenza del consiglio, si sono nuovamente riuniti ieri alla sede della C.G.I.L. i rappresentanti della Confederazione degli Agricoltori, Sanne, Dentini e Carrara, con i segretari della C.G.I.L. Di Vittorio e Lizzadri. Era presente anche Vidmari della Federterra.

Nelle due sedute sono stati ampiamente esaminati i problemi più urgenti riguardanti l'agricoltura italiana, e specialmente quello dei mezzadri.

Servizio ferroviario Viterbo-Sipicciano

Dal 20 corrente sarà aperto all'esercizio il tratto Viterbo-Sipicciano della linea Viterbo-Orte con l'attivazione di una coppia di treni in allacciamento ai treni che attualmente si effettuano tra Viterbo e Roma il cui orario verrà di conseguenza alquanto modificato.

L'orario delle comunicazioni sarà: Sipicciano part. ore 4, Viterbo P. F. arr. 5,15; Viterbo P. F. part. 5,20, Roma Termini arrivo 8,40; Roma Termini part. 16,30 Viterbo P. F. arr. 20,09; Viterbo P. F. part. 20,14, Sipicciano arrivo 21,25.

I.M.I. (7 Emiss.) 6 %	988 —	990 —
Pubbl. Utilità %	511 —	— —
» » (ser. Tel) 6 %	525 —	523 —
Edison El. 6 %	537 —	535 —
S.E.T. Napoli 6 %	523 —	523 —
El. Sicilia Seso 6 %	530 —	— —
Mer El. 6 %	523 —	525 —
» » 5 %	518 —	516 —
Un. Es. El 6 %	525 —	— —
La Centr. 6 %	506 —	503 —
Romana Elettric. 6 %	533 —	— —
» (ex med.) 6 %	533 —	— —
Acqua Pia 5 %	550 —	— —
» » 4 %	505 —	— —
Zuccheri Romani 4 %	508 —	— —
Pignone 5 %	68 —	— —
Credito Edilizio	153 —	153 —
Credito Fondiario	600 —	— —
La Centrale	3775 —	— —
Stet	2950 —	2850 — n
Meridionali	3700 —	— —
Fondiaria Vita	— —	— —
Assicurar Generali	9100 —	9050 —
Navigazione	135 —	— —
Italcable	1200 —	1150 —
Teti	2900 —	2850 — n
Cotoni	1850 —	1850 —
Viscosa	2200 —	2150 —
Siele	1900 —	— —
Amiata	2100 —	— —
Montecatini	611 —	615 —
Ilva	335 —	340 —
Terni	695 —	685 — n
Finsider	695 —	620 —
Metallurgica	— —	— —
Pignone	195 —	— —
Peggiane	160 —	153 — n
Sotta Fraschini	185 —	170 — n
Breda	635 —	610 — n
Ansaldo	295 —	291 —
Fiat	2100 —	1950 — n
Valdarno	2400	2400 —
Unes	590	585 — n
Romana Elettricità	2400	2350 —

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Extract from "Il Globo" of 11th July, 1945

The need for a civil aviation which is independent, ecomical and practical.

To separate the two branches of the Aeronautica and to commit the air lines to open competition, are the immediate problems in this line of traffic.

The "Globo" of 3rd June reported a declaration by the Minister of the Aeronautica, in which it was stated that the military aviation is at present running air connections which civilians are able to use. If, however, until yesterday the subordination of the civil aviation to the military Air Force was justified owing to the exigencies of the service, now that the reasons which an administrative structure was built up to support have ceased to exist, and now that the war is over, the Italian Civil Aviation must live its own life, completely independent and no longer as a secondary branch of the Aeronautica, conceived solely for military purposes.

The Two Different Branches

The separation of the two branches of the Aeronautica; the entrusting of the working of civil air lines to open competition among the Societies; the creation of a civil governing body (Undersecretariat) for the civil administration of live assets and for purposes of coordination and general administration, generally form a part of the urgent work of reconstruction to be carried out in Italy. But there are other needs, just as urgent, and which give warning to expedite a satisfactory solution.

The questions of civil aviation in general should be taken up with foreign states, and in particular the question of mercantile air navigation. Questions which concern all technical problems, problems of organisation and economics, and anything to do with the works and various departments of civil aviation should be discussed with corresponding bodies and departments of other states, not merely as a right but with the advantage of reestablishing contacts which already existed at the time of war. For example, the international conventions of the Society of Air Navigation; recognition signs, exchange of services, and technical adjustments of recognition; exchange of services and technical adjustments of the Italian Air Force Register with

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For example, the international conventions of the Society of Air Navigation; recognition signs, exchange of services, and technical adjustments of recognition; exchange of services and technical adjustments of the Italian Air Force Register with other states adhering to the Association of International Registers reports of exchanges in important matters and in productions belonging to constructive societies, supplied by other countries; contacts made by the Pioneers Association and the Aero Club of Italy with all similar foreign associations.

All of the large body of workers which for many years has given its services and prepared itself from the professional point of view for this one aim of civil aviation, making of it the centre and one possibility of livelihood, will be severely prejudiced in their interests in the present situation.

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"Binomial skilled man"
(Binomio homo-capacita)

To prepare this civil aviation the State has expended many millions and precious time, and it would therefore be a grave waste to neglect and allow this specific "Binomial skilled man" to become dissipated, who at the expense of these millions and of so much time was created and perfected, thus accumulating a potential wealth for the State; not to mention the loss of a opportunity to function immediately in the form most suitable at the resumption of work.

It would be in the interests of those military personnel who desire to follow a career in the civil aviation to see this last comes into its own. Thus organised, it would offer to them a guarantee of work, a certain future and a new security.

To conclude, all these motives and the technical necessities which call for the desired solution, begin fully to coincide with the interests of the country which is in need of an efficient civil aviation which is practical and economical, especially today when air transport could substitute almost entirely for the serious lack of every other type of land or sea transport which slows up and impedes the progress of reconstruction and resumption of work.

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11TH JULY 1945. EXTRACT FROM "IL GLOBO"

Necessita un'aviazione civile autonoma, utile ed economica

Separare le due branche dell'aeronautica e affidare le linee alla libera concorrenza, sono i problemi immediati in questo campo di traffici

Il «Globo» del 3 Giugno ha riportato una dichiarazione del Ministro dell'Aeronautica, dalla quale si apprende che l'aviazione militare attualmente esercisce collegamenti aerei di cui possono servirsi i civili. Ora, se fino a ieri poteva essere giustificata da necessità militari la subordinazione dell'aviazione civile all'aviazione militare, allo stato attuale delle cose, caduti gli scopi per i quali era stata creata l'impalcatura amministrativa che la aveva sorretta, finita la guerra, l'aviazione civile italiana dovrà vivere di vita propria, assolutamente autonoma e non più come branca secondaria dell'Aeronautica concepita solo a scopi militari.

Due rami diversi

Il separare le due branche dell'Aeronautica; affidare l'esercizio delle linee aeree civili alla libera concorrenza delle Società; creare un organo governativo *civile* (Sottosegretariato) per l'Amministrazione *civile* dei beni strumentali e per quegli scopi di coordinamento e di direzione generali, fa parte dell'urgente opera di ricostruzione dell'Italia. Ma vi sono altri motivi, altrettanto urgenti, e che premono per affrettare la soluzione che si auspica.

Si dovranno intavolare trattative con gli Stati esteri sulle questioni dell'Aviazione civile in genere, ed in particolare, della navigazione aerea mercantile. Questioni che investono tutti i problemi tecnici, organizzativi ed economici ad esse connessi ed il cui trattamento spetta agli organi e agli enti dell'aviazione civile, e ciò non soltanto per diritto e per competenza, ma perchè esse dovranno essere discusse con i corrispondenti organi ed enti civili degli altri Stati, col vantaggio quindi di potersi riallacciare ai rapporti preesistenti al tempo di guerra. Per es. le convenzioni internazionali delle Società di Navigazione Aerea; i rapporti di riconoscimento, scambio di servizi e normalizzazioni tecniche di riconoscimento, scambio di servizi e normalizzazioni tecniche del Registro Aeronautico Italiano con gli altri stati aderenti all'Associazione Internazionale Registri; i rapporti di scambi di materie prime e prodotti forniti con l'Estero di pertinenza delle Società costruttrici; i rapporti con tutte le Associazioni similari straniere della Associazione Pionieri e dell'Aero Club d'Italia.

Tutta una numerosa schiera di lavoratori che per tanti anni ha prestato servizio e si è preparata dal punto di vista professionale a questo solo scopo, facendone centro ed unica possibilità di vita, viene ad essere pregiudicata

bero supplire quasi completamente alla grave carenza generale di ogni altro tipo di trasporto terrestre o marittimo che rallenta ed ostacola il ritmo della ripresa e della ricostruzione.

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cose, caduti gli scopi per i quali era stata creata l'impalcatura amministrativa che la aveva sorretta, finita la guerra, l'aviazione civile italiana dovrà vivere di vita propria, assolutamente autonoma e non più come branca secondaria dell'Aeronautica concepita solo a scopi militari.

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Binomio uomo-capacità

Per preparare i quadri della Aviazione civile lo Stato ha speso miliardi e tempo, e sarebbe ora una grave forma di sperpero trascurare e disperdere il binomio uomo-capacità specifica, che la spesa di questi miliardi e di questo tempo hanno creato e perfezionato professionalmente, accumulando una ricchezza potenziale per lo Stato, oltre a perdere la possibilità di funzionare immediatamente nella forma più idonea all'atto della ripresa.

Sarebbe nell'interesse stesso di quei militari che desiderano seguire un'attività professionale nell'Aviazione Civile trovare questa ultima veramente tale. Così organizzata essa offrirebbe loro lavoro sicuro, di certo avvenire e con nuove garanzie.

Per concludere, tutti questi motivi e le necessità tecniche che richiedono la [illegible] auspicata vengono a [illegible] pienamente [illegible] interessi [illegible] che [illegible] un'

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...della strada

...ogni illegalismo, si inizi la discussione in sede nazionale, facilitando gli accordi locali secondo delle diverse situazioni, si fissino equi criteri di intesa, senza portare contro questioni estremamente complesse e delicate, e senza pregiudicare posizioni di diritto sulle quali — non l'arbitrio di una parte — ma gli organi espressi dalla volontà del Paese, possano a suo tempo portare il loro coscienzioso esame e la loro maturata decisione.

Il Co... aggirerà su una cifra non inferiore a L. 1000 il metro quadrato e quindi l'intero fabbisogno di area importerà una spesa di 110 milioni circa. La spesa per le costruzioni può essere valutata a lire 150.000 a vano. I 6000 vani importeranno quindi una spesa di 900 milioni circa. Altri 100 milioni, cioè 5000 lire a vano, occorreranno per la manutenzione straordinaria dei 20.000 vani circa che si ritiene possano essere per ora conservati nelle borgate popolari periferiche.

Demolizione dei rifugi antiaerei

Data la grave situazione della disoccupazione in Roma, la Camera del Lavoro ha fatto ripetutamente presente come uno dei problemi da risolvere sia quello della demolizione dei rifugi antiaerei di Roma.

Siamo oggi informati che la Dire...

...risma di qualche piccola frazione di punto.

Tra le obbligazioni le Irimare e le Iri-ferro 4,50 per cento cedevano parecchio terreno su scambi limitati, ed anche le Opere Pubbliche si mantenevano deboli chiudendo a 471.

I fondiari erano oggetto di buon interessamento, in parte su prezzi nominali di assestamento, senza i successivi rincari di alcune speciali tendenze.

In ripresa sono risultate le Imi 5 per cento, le Edison 6 per cento, le Unes 6 per cento e le Meridionali Elettricità 5 per cento, mentre piuttosto offerte si dimostrarono le Sel Napoli 6 per cento e le Meridionali Elettricità 6 per cento.

Nel settore azionario regna parecchia incertezza, e la tendenza è incerta.

Nel complesso si nota ancora un fondo debole, specialmente su Meridionali, Coloni (che hanno staccato il dividendo di L. 12) sulle Finsider, sulle Sip, sulle Pantanella, e specialmente sulla Romana Zuccheri piuttosto offerta.

Ma qualche altro titolo come la Montecatini, le Unes, la Romana Elettricità e le Edison si dimostra ricercato con sbalzi tuttavia contenuti.

Può darsi che il mercato sia alla ricerca di un equilibrio, anche in relazione ai corsi di Milano, sul quale è probabile possa innestarsi una ripresa ed un miglioramento della tendenza.

TITOLI	prec.	10
Rendita 3,50 % o.	110 —	109 —
» » f.	110.30	108.75
» 5 % o.	97.50	97.55
» » f.	97.50	97.80
Redimib. 3,50 % o.	91.20	91.05
» » f.	91.30	91.10
» 5 % o.	98 —	—
» » f.	98.20	— —
B. T. 1948 5 %	97.80	97.90
» » 1949 5 %	97.70	97.90
» » 1950 5 %	97.60	97.70n
» » 1950 5 %	97.55	97.50
» » 1951 5 %	97.50	97.55
» » 1951 4 %	91.55	91.70
Ferrovie Italiane %	468 —	— —
IRI - Mare 4 1/2 %	767 —	740 —
IRI - Ferro 4 1/2 %	758 —	745 —
» » op. 4 1/2 %	508 —	— —
Opere pubbliche 4 %	473 —	471 —
IRI 4,50 %	491 —	— —
Elfer 4.50 %	494 —	495 —
Città di Roma 5 %	475 —	— —
Città di Milano 5 %	482 —	— —
I.C.F. Roma 5 %	524 —	523 —
» » 4 %	502 —	501 —
» » (c) 4 %	508 —	— —
» » 3 1/2 %	435 —	485 —
I.C.F. Ven. 4 %	512 —	— —
» » (c) 4 %	524 —	— —
C. F. Sardo 4 %	470 —	472 —
» » (c) 4 %	498 —	— —
Banco Napoli 5 %	547 —	— —
» » 4 %	532 —	— —
» » (c) 4 %	547 —	— —
M. Paschi 5 %	580 —	550 —
» » 4 %	550 —	540 —
» » (c) 4 %	550 —	540 —
» » 3 1/2 %	535 —	525 —
S. Paolo - Tor. (c) 4 %	550 —	552 —
» » 3 1/2 %	570 —	— —
Cr. Edilizio 6 %	525 —	526 —
» » 5 %	513 —	513 —
» » 3,50 %	501 —	— —
Banca Lavoro 4 %	510 —	— —
» » (c) 4 %	510 —	— —
Agr. Migl. 6 %	500 —	— —
» » 4 %	492 —	— —
» » (c) 4 %	501 —	— —
Cr. Nav. (ser.S.) 6,50 %	498 —	— —
I.M.I. (7. Emiss.) 6 %	991 —	994 —
Pubbl. Utilità %	511 —	— —
» » (ser. Tal) 6 %	532 —	— —
Edison El. 6 %	530 —	534 —
S.E.T. - Napoli 6 %	530 —	528 —
El. Sicilia Seso 6 %	533 —	— —
Mer El. 6 %	532 —	530 —
» » 5 %	514 —	518 —
Un. Es. El 6 %	522 —	526 —
La Centr. 5 %	514 —	— —
Romana Elettric. 6 %	533 —	— —
» (ex med.) 6 %	532 —	— —
Acqua Pia 5 %	550 —	— —
» » 4 %	500 —	— —
Zuccheri Romani 6 %	509 —	— —
Pignone 5 %	48 —	— —
Credito Edilizio	151 —	155 — n
Credito Fondiario	610 —	— —
La Centrale	4400 —	4400 —
Stet	3200 —	— —
Meridionali	4450 —	4200 — n
Fondiaria Vita	— —	— —
Assicuraz. Generali	9900 —	— —
Navigazione	138 —	135 — n

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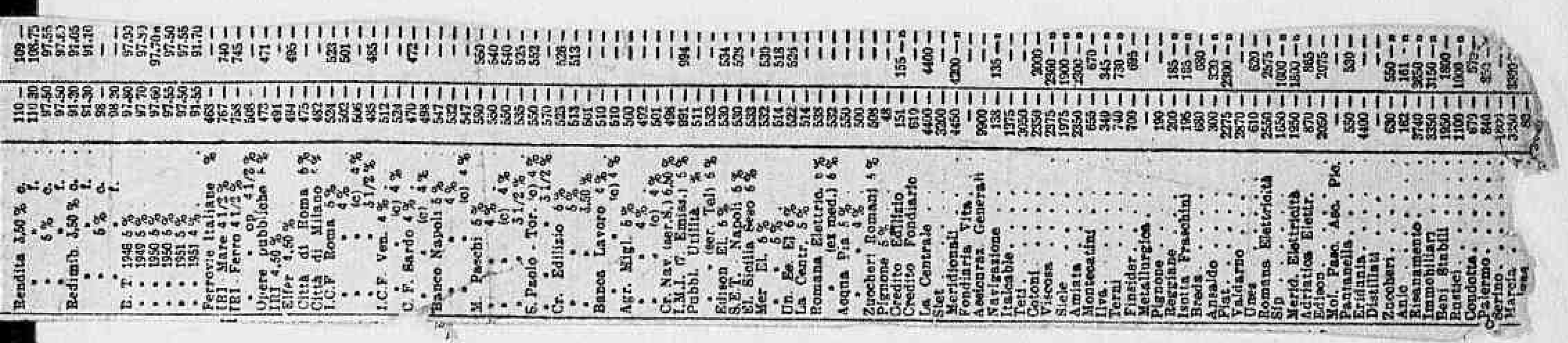

AN ALLIED PROPOSAL FOR THE REACTIVATION OF A FEW CIVIL AIR LINES.

The Allied Commission for Italy has proposed to the Combined Chiefs of Staff in Washington that Italy should be permitted to run "modest" Civil Air Lines in her own territory with the material available, with the aim of contributing to the solution of the serious transport problems of the country.

However, it seems extremely improbable that the Italian Aircraft Industry can be reactivated for some years. A spokesman of the Allied Commission has stated that this problem will have to be solved at the Peace Conference and cannot be dealt with now by the Anglo-American Control Organisations at present in Italy.

THE PRESENT AIR LINES.

Internal air lines are already running in Italy, but these are only for the use of the Italian or Allied authorities. These lines employ about 10 old 3-engined Savoia Marchette Transport aircraft. Four of these aircraft, assigned to the Allied Commission, are flown by crews of the "Ala Italiana" who are paid by the State and come under the direction of Gen. del Duca of the Italian military avation.

The Italians thus provide for daily air communications between the centres of AMC, that is in Milan, Florence, Venice and Bologne. The Italians also have six aircraft for their own use which carry out a daily service to Sicily.

THE AIRCRAFT.

According to the calculations of the authorities 25 passenger and freight carrying aircraft could be provided with Italian crews. Other Italian aircraft could probably be made serviceable and used for the services and if the Chiefs of the Combined General Staff approve the proposal to run internal civil air lines it is possible that some aircraft of the American Air Force, now unsuitable for war purposes, might be put at the disposal of the Italian lines.

The spokesman of the Allied Commission has stressed the

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Aircraft Industry can be reactivated for some years. [illegible] sman of the Allied Commission has stated that this problem will have to be solved at the Peace Conference and cannot be dealt with now by the Anglo-American Control Organisations at present in Italy.

THE PRESENT AIR LINES.

Internal air lines are already running in Italy, but these are only for the use of the Italian or Allied authorities. These lines employ about 10 old 3-engined Savoia Marchette Transport aircraft. Four of these aircraft, assigned to the Allied Commission, are flown by crews of the "Ala Italiana" who are paid by the State and come under the direction of Gen. del Duca of the Italian military avation.

The Italians thus provide for daily air communications between the centres of AMG, that is in Milan, Florence, Venice and Bologna. The Italians also have six aircraft for their own use which carry out a daily service to Sicily.

THE AIRCRAFT.

According to the calculations of the authorities 25 passenger and freight carrying aircraft could be provided with Italian crews. Other Italian aircraft could probably be made serviceable and used for the services and if the Chiefs of the Combined General Staff approve the proposal to run internal civil air lines it is possible that some aircraft of the American Air Force, now unsuitable for war purposes, might be put at the disposal of the Italian lines.

The spokesman of the Allied Commission has stressed the fact that Italy has great need of Civil Air Lines because of the disorganisation of its railways due to bombing and the lack of motor transport. The proposals of the Commission would permit of a limited service on the mainland and to the neighbouring islands. It is clearly stated that it is not intended that Italy should run the lines which formerly linked her with strategic points maintained by her beyond the Mediterranean and the Adriatic.

1029

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The United States have improved or built ex novo, important Air Force installations, which are used for the necessities of their military transport. The cost of these works will presumably be included in the war reparations owed by Italy. (A.P.)

Extract from "Il Globo" 31.7.45.

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

1031

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

Rome, Italy
July 16, 1945

My dear Mr. Ambassador:

I have the honor to apprise you, for the information of your Government, that the American Embassy has requested the Italian Government to grant temporary rights to the United States Government for United States civil air services to perform transit and make non-traffic stops in Italian territory and the right to pick up and set down international traffic in cargo, mail, and passengers at Rome. In the note verbale transmitting this request to the Royal Italian Ministry of Foreign Affairs, attention was called to the view of the United States Government that the question of more definite rights or of permanent rights for United States airlines and that of reciprocal rights for the Italian Government constitute subjects which cannot be discussed until peace negotiations.

In connection with the foregoing, I wish to add that my Government assumes that the British Government may desire to make similar interim arrangements with the Italian Government relating to the operation of British civil air services in Italian territory and to state that my Government, of course, has no objection to the making of such arrangements.

Believe me, my dear Mr. Ambassador,

Sincerely yours,

Alexander Kirk

5.76

His Excellency
Sir Noel Charles
British Ambassador
Rome

Identical notes sent to the French and the Soviet Union Ambassadors.
J.C.S.

JLG:hep

FIAT

SOCIETÀ PER AZIONI

DIREZIONE

Mod. 3763

26A

TORINO
Corso IV Novembre, 300

9th July, 1945

TO AIR VICE-MARSHALL I.E.BRODIE,
Air Officer Commanding,
Air Force Sub-Commission,
Allied Commission,
R O M E .

11A

Sir,

We beg to acknowledge receipt of your letter AFSC/39 of the 15th June and to tender best thanks for the kind attention which has been given to our application dated the 23rd of May 1945.

We note that at present for political reasons it is not possible to grant the AVIO LINEE ITALIANE, Ltd., which is controlled by us, an authorization to re-establish its flying activity.

We trust however that this temporary impossibility will shortly cease to exist, and that you will then kindly take into account that such our Company has never availed itself of any political support.

In accordance with this principle, the AVIO LINEE ITALIANE Company stopped its activity in September, 1943, and on all occasions declined the various proposals and subsidies of the so called Fascist Government; and it similarly declined to take into consideration the various requests to organize airlines in collaboration with the Germans.

We therefore desire to inform you concerning its activity up to the 8th September, 1943.

The AVIO LINEE ITALIANE were organized in 1927 with entirely private capital and they are still privately owned (mostly by FIAT).

They began their activity with 150.000 kilometres, flown in the first year, gradually reaching 3.000.000 kilometres per year and, had not circumstances intervened, a much higher figure would have been reached.

5 : 75

Airways were established across the Alps connecting Italy with Paris and London; Frankfort, Rotterdam and Brussels; Budapest, Warsaw, Gdydia; and towards the Balkans, with Belgrade and Bucherest. Besides

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

TO AIR VICE-MARSHALL I.E.BRODIE,
Air Officer Commanding,
Air Force Sub-Commission,
Allied Commission,
R O M E .

IIA

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5.175

Airways were established across the Alps connecting Italy with Paris and London; Frankfort, Rotterdam and Brussels; Budapest, Warsaw, Gnydia; and towards the Balkans, with Belgrade and Bucharest. Besides these, they had lines crossing the Mediterranean, such as the most important one connecting Milan with Tripoli.

S.S.O.

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From the beginning of the war the Company was compelled to gradually reduce its flights and to finally suppress them. However, in order to keep the workers and the installations busy, it has temporarily developed other kinds of activity, and is now repairing aeroplanes and engines, until the time comes for the re-establishment of its normal activity.

With this view in mind, arrangements had also been made during the war with the Swedish Aerotransport A.B. for establishing, as soon as conditions would permit, routes beyond Gnydia, as far as Stockholm and Helsinki, while negotiations were being carried on with the Russians to fly as far as Moscow.

We have tendered this information, trusting that you will take into consideration the past activity and the sacrifices sustained by the Avio Linee Italiane, Ltd, and will, consequently restore it, as soon as possible, to its normal occupation, which in the beginning might be limited to the operation of airlines, over Italian territory.

We beg to remain, Sir,

Yours respectfully,
F I A T
Società per Azioni
GESTIONE PROVVISORIA
UN COMMISSARIO

(Dr. Aurelio Secci)

5474

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1035

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24A

HEADQUARTERS ALLIED COMMISSION

APO 394

Office of the Executive Commissioner

Ref: 8506/28/EC. 12 July 45.

Subject: Italian Civil Air Transport.

To: A.O.C., Air Forces Sub-Commission. 20A

Reference your AFSC/39/AIR of 7 July. Attached please find amended draft for preparation in its final form for signature of Chief Commissioner.

CSO
To Executive Commissioner.

Encl - 1.

A973 13/7/45

5173

39/Air

DRAFT.

24B

ORIGINAL DRAFT

/

TO: SACMED FROM CHIEF COMMISSIONER.

ITALIAN CIVIL AVIATION.

Now that the war in Europe is over it is requested that consideration be given to amending the directive issued by you in your FX.25720 of the 13th February 1945, copy to M.A.A.F. That directive stated that Civil Aviation was not to be discussed with the Italians on the grounds that it would be impossible to find resources either in equipment or in suitably trained personnel without detriment to the war effort, and that until further notice the Italians should confine their air transport activities to the use of such aircraft of the Italian Air Force as may be approved for this purpose by the Air Forces Sub-Commission.

2. The needs of the Allied Commission and Government officials are met by aircraft made available from the Italian Air Force which are now engaged on Courier Services. In order to prevent abuse of these Services, one of the steps taken by the Italian Government has been to instruct all Ministries that all air passanges booked must be paid for on an inter-departmental basis, placing the charge to the credit of the Italian Air Ministry's funds; other steps are also being taken.

3. The situation now is that a number of factories and a fair amount of material

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

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3. The situation now is that a number of factories and a fair amount of material have been found in the North of Italy in an undamaged state. Some of these factories have been given instructions to complete certain aircraft which were being built, and they will be turned over to the Italian Air Force as necessary, to reinforce the Courier Services. As and when these aircraft are finished, the older

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

aircraft already in the Italian Air Force are being sent to the Firms for complete overhaul with a view to improving the general standard of aircraft safety in the Italian Air Force./4. These measures are, however, insufficient to keep the Firms sufficiently employed, and it is thought that if the Italians were permitted to develop Civil Air Transport, it would be of some assistance in finding employment in the North, ~~and a long term policy~~ in helping the Italian Government in their transportation problems. In this connection it should be stated that the Italian Air Ministry has, so far as we know, earnestly complied with the instructions not to discuss Civil Aviation, but it is known that several groups of individuals and also firms in the North are planning future Civil Aviation, and consequently it is thought that in any event the Allied view should be communicated to the Italians if only to save unprofitable labour and expense of the parties concerned.

5. I therefore recommend that a communication may be sent to the Italian Government giving the Allied interim policy without prejudice to anything which the peace terms may lay down, and that this letter should be on the following lines:-

"Now that hostilities in Europe have ended, it may be possible to find some resources and trained personnel with which preparations for Italian Civil Aviation may be made. It is not, however, at this stage intended to

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

in the North, and a long term policy in helping the Italian Government in their transportation problems. In this connection it should be stated that the Italian Air Ministry has, so far as we know, earnestly complied with the instructions not to discuss Civil Aviation, but it is known that several groups of individuals and also firms in the North are planning future Civil Aviation, and consequently it is thought that in any event the Allied view should be communicated to the Italians if only to save unprofitable labour and expense of the parties concerned.

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"Now that hostilities in Europe have ended, it may be possible to find some resources and trained personnel with which preparations for Italian Civil Aviation may be made. It is not, however, at this stage intended to imply that action may be taken to begin operating Civil Air Lines, but rather to inform you of the policy which it is desired that you should follow if you wish to prepare Civil Aviation. It is known, for example, that certain groups and firms are interested in this matter and are already making arrangements and plans, and that they may quite well be wasting time, energy, and money, ~~which it is desirable should be avoided.~~

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Your preparations should, therefore, include the following provisions:

(i) Air Lines to be restricted to the Mainland of Italy, and to SARDINIA and SICILY, using only those airfields approved by the Allies.

(ii) The Air Lines to be controlled by the Government if it is not the policy of the Italian Government to own the lines.

(iii) Non-Military type aircraft only to be used.

(iv) No German or Japanese type aircraft or components to be used, except, if you wish, those components which were previously manufactured in Italy under license, e.g. engines type DB.603B used in the MACCHI 205 Fighters, etc, nor are personnel of German or Japanese origin to be employed.

(v) A limited amount of factory space may, subject to approval of the Allies, be allotted to the manufacture of Civil type aircraft, by agreement with the Allied Commission, provided the said factory space is not required for the rehabilitation of Italy or for Allied purposes.

(vi) The designs of Civil type aircraft, and specifications, are to be approved by the Allies, largely to ensure that the safety conditions laid down in various existing International agreements are complied with, and to

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(vi) The designs of Civil type aircraft, and specifications, are to be approved by the Allies, largely to ensure that the safety conditions laid down in various existing International agreements are complied with, and to ensure that the design of the aircraft does not readily allow of those aircraft being quickly converted to Military types."

6. Depending upon the length of time that it is probable will elapse before the peace terms are declared, it may be profitable not to allow Civil Air Lines to be flown until such time that the future of the Italian Air Force be made known, because if it is the intention seriously to reduce the size of the Italian Air Force

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

it would be a very great advantage politically, and psychologically, to introduce Civil Aviation at the same time, in order that a large number of Italian Air Force personnel may be finally retired (without liability to recall) and transferred to Civil Aviation. This includes not only aircrew, but also administrators, ground staffs and mechanics. This suggestion is made because if a very great decrease in the size of the Italian Air Force is made, an outlet for these people should, if possible, be found.

Air Forces Sub-Commission,
Allied Commission, Rome.
7th July, 1945.

5469

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

1643

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

23A

Dalla : Air Forces Sub Commission,
Allied Commission, Roma.

Al : Dott. Alfonso Gallo,
Corso d'Italia N° 40, Int.1, Roma.

Data : 12 Luglio 1945

Ref : AFSC/39/Air.

In riferimento alla vostra lettera in data 6 luglio, indirizzata al Vice-Maresciallo dell'Aria Brodie, in risposta alla sua lettera del 20 Giugno, ref. AFSC/39/Air.

Ritengo vi sia stato un leggero malinteso nella lettura della citata lettera.

Il Vice-Maresciallo Brodie non intendeva significare che un eventuale assegnazione di aeroplani ex-trasporti bellici sarebbe stata sicuramente fatta in vostro favore, ma soltanto che egli era in attesa, da parte di autorità superiori, di una risposta a proposito di tale argomento.

T.E. de BENEDUCCI, F/O,
Aiutante personale del A.V.M.

5168

1044

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229
(4)

From :- Doctor Alfonso Gallo.

To :- Air Forces Sub Commission, A.C. ROME.

Date :- Rome, 6th. July 1945.

ASSIGNMENT OF EX-WAR TRANSPORT AIRCRAFT. 112 B

Receipt of your letter dated 20th. June is acknowledged and appreciated. And I am very grateful for the eventual assignment of ex-War Transport A/C for passengers.

What can we do?

I will be glad to receive the instructions which will, in due time, be forwarded to you from London and Washington and, I would like to point out that the Company I represent wishes to stand ready so as to initiate its Transport Services as soon as Allied Authority is granted.

Sincerely Yours,

(SGD) Dott. Alfonso Gallo.

ALLIED AIR FORCES SUB-COMMISSION
D857 9/7/45
ORDERLY ROOM
39 Air
COMMISSION

5487

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

DOTT. ALFONSO GALLO

TELEFONO: 83-869

ROMA 6 Luglio 1945
CORSO D'ITALIA 40 INT. 1

39/AIR

Spettabile
Air Forces Sub-Commission
Allied Commission
Roma

Ref: AFSC/39/Air
assegnazione aeroplani ex trasporti bellici

Riscontro la gradita Vostra lettera del 20 giugno scorso mese relativa ad un'eventuale assegnazione di ex trasporti aerei bellici per passeggeri e Vi ringrazio per la vostra cortesia.

La Compagnia aerea da me rappresentata, dedi= derebbe tenersi pronta per iniziare i suoi trasporti aerei appena sarà possibile e permesso dalle Autorità Alleate; e pertanto resto in attesa di ulteriori vostre cortesi comunicazioni non appena avrete ricevuto da Lon= dra e da Washington.

Con singolare ossequio.

(Dott. Alfonso Gallo)

Gallo

1046

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

209

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

TO: CHIEF COMMISSIONER, THROUGH EXECUTIVE COMMISSIONER,
HEADQUARTERS, ALLIED COMMISSION, ROME.

DATE: 7TH JUNE, 1945.

Confidential

REF: AFSC/39/AIR.

ITALIAN CIVIL AIR TRANSPORT.

With reference to your 8506/19/EC dated 21st June, the attached draft memorandum is forwarded.

2. I saw the Chief of Staff, M.A.A.F. (AIR VICE-MARSHAL BAKER) on the 5th June on his return from the U.K. where the future of the Italian Air Force was discussed with the British Air Ministry. It seems that it is most unlikely that Italian Civil Aviation will be permitted at this stage, but I see no reason why we should not now put our cards on the table and inform the Italian Government they may make preparations in the lines I have suggested. The only objection I can see to this policy is that it is just possible, but very unlikely, that the Italians may be allowed no Civil Aviation during the next few years.

3. Personally I hope that no executive action (as distinct from preparatory action) to introduce Italian Civil Aviation will be made, because a large part of the Italian Air Force is now employed on Courier Services and will shortly, I hope, be partially supervised by M.A.T.S, so that if, as seems likely, the Italian Air Force is reduced, the personnel concerned in the Courier Services at least will be able to find jobs immediately, otherwise I am afraid that very grave hardships will be inflicted, and in any event I see no reason why we should allow the Italians to expend petrol and oil in teaching people how to fly and navigate. In this connection please see my last paragraph in the attached memorandum.

4. If you agree with me in principle, we will, no doubt, have to amend the draft a little.

I.E. BRODIE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

TO; SACMED FROM CHIEF COMMISSIONER.

ITALIAN CIVIL AVIATION.

Now that the war in Europe is over it is requested that consideration be given to amending the directive issued by you in your FX.25720 of the 13th. February 1945, copy to M.A.A.F. That directive stated that Civil Aviation was not to be discussed with the Italians on the grounds that it would be impossible to find resources either in equipment or in suitably trained personnel without detriment to the war effort, and that until further notice the Italians should confine their air transport activities to the use of such aircraft of the Italian Air Force as may be approved for this purpose by the Air Forces Sub-Commission.

2. The needs of the Allied Commission and Government officials are met by aircraft made available from the Italian Air Force which are now engaged on Courie Services. In order to prevent abuse of these Services, one of the steps takenby the Italian Government has been to instruct all Ministries that all air passages booked must be paid for on an inter-departmental basis, placing the charge to the credit of the Italian Air Ministry's funds; other steps are also being taken.

3. The situation now is that a number of factories and a fair amount of

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

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3. The situation now is that a number of factories and a fair amount of material have been found in the North of Italy in an undamaged state. Some of these factories have been given instructions to complete certain aircraft which were being built, and they will be turned over to the Italian Air Force as necessary, to reinforce the Courier Services. As and when these aircraft are finished, the older aircraft already in the Italian Air Force are being sent

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

to the Firms for complete overhaul with a view to improving the general standard of aircraft safety in the Italian Air Force.

4. These measures are, however, insufficient to keep the Firms sufficiently employed, and it is thought that if the Italians were permitted to develop Civil Air Transport. it would be of some assistance in finding employment in the North, and a long term policy in helping the Italian Government in their transportation problems. In this connection it should be stated that the Italian Air Ministry, has, so far as we know, earnestly complied with the instructions not to discuss Civil Aviation, but it is known that several groups of individuals and also firms in the North are planning future Civil Aviation, and consequently it is thought that in any event the Allied view should be communicated to the. Italians if only to save unprofitable labour and expense of the parties concerned.

5. I therefore recommend that a communication may be sent to the Italian Government giving the Allied interim policy without prejudice to anything which the peace terms may lay down, and that this letter should be on the following lines;-

" Now that hostilities in Europe have ended, it may be possible to find some resources and trained personnel with which preparations for Italian Civil Aviation may be made. It is not, however, at this stage

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

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

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Your preparations should, therefore, include the following provisions:

(i) Air Lines to be restricted to the Mainland of Italy, and to SARDINIA and SICILY, using only those airfields approved by the Allied.

(ii) The Air Lines to be controlled by the Government if it is not the policy of the Italian Government to own the lines.

(iii) Non-Military type aircraft only to be used.

(iv) No German or Japanese type aircaft or components to be used, except, if you wish, those components which were previously manufactured in Italy under license, e.g. engines type DB 603B. used in the MACCHI 205 Fighters, etc. nor any personnel of German or Japanese origin to be employed.

(v) A limited amount of factory space may, subject to approval of the Allies, be allotted to the manufacture of Civil type aircraft, by agreement with the Allied Commission, provided the said factory space

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

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(iv) No German or Japanese type aircaft or components to be used, except, if you wish, those components which were previously manufactured in Italy under license, e.g. engines type DB 605B. used in the MACCHI 205 Fighters, etc. nor any personnel of German or Japanese origin to be employed.

(v) A limited amount of factory space may, subject to approval of the Allies, be allotted to the manufacture of Civil type aircraft, by agreement with the Allied Commission, provided the said factory space is not required for the rehabilitation of Italy or for Allied purposes.

(vi) The designs of Civil type aircraft, and specifications, are to be approved by the Allies, largely to ensure that the safety conditions laid down in various existing International agreements are

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

complied with, and to ensure that the design of the aircraft does not readily allow of those aircraft being quickly converted to Military types."

6. Depending upon the length of time that it is probable will elapse before the peace terms are declared, it may be profitable not to allow Civil Air Lines to be flown until such time that the future of the Italian Air Force be made known, because if it is the intention seriously to reduce the size of the Italian Air Force it would be a very great advantage politically, and psychologically, to introduce Civil Aviation at the same time, in order that a large number of Italian Air Force personnel may be finally retired (without liability to recall) and transferred to Civil Aviation. This includes not only aircrew, but also administrators, ground staffs and mechanics. This suggestion is made because if a very great decrease in the size of the Italian Air Force is made, an outlet for these people should, if possible, be found.

5164

Air Forces Sub-Commission,
Allied Commission, Rome.
7th. July, 1945.

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

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5167

Air Forces Sub-Commission,
Allied Commission, Rome.
7th. July, 1945.

917

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

19A

From:- Allied Liaison Section, Headquarters MAAF. CMF.

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

Date:- 25th. June, 1945.

Ref:- MAAF/4215/AIS.

Civil Air Lines in Italy. 13A

1. Reference is made to your letter AFSC/39/Air dated 20th. June, 1945.

2. The question of civil aviation being allowed to operate in Italy is out of the question at the present time.

3. The policy on this matter has been clearly defined and it is considered unnecessary, at this stage, to pursue the subject further.

39/A
26/6
D48

(C. CONEY),
Squadron Leader,
for Air Vice-Marshal,
Chief of Staff/RAF. MedME.

5154

1050

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

189.

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

TO: H.Q. M.A.A.F. C.M.F. (A.I.S.)

DATE: 25TH JUNE, 1945.

REF: AFSC/39/AIR.

CONFIDENTIAL.

The Chief Commissioner has asked me to prepare a paper for his signature to SACMED requesting that now that hostilities are over in Europe, a new directive may be issued on the subject of Italian Civil Aviation, because the development of Civil Aviation would aid employment in the North and the Italian Government and A.C. transport problems.

2. I have suggested to the Chief Commissioner that the preparation of the memorandum be postponed until the return of AIR VICE-MARSHAL BAKER from the U.K. as I understood from him that he was going to discuss the future of the Italian Air Force at the Air Ministry, and no doubt he will have discussed Italian Civil Aviation and Italian aircraft factories at the same time.

3. It is, therefore, requested that on his return, A/V/M BAKER be shown this letter, and I would appreciate it if he would let me know the earliest moment at which he could see me on these matters, particularly as the Royal Air Force must inform the Italian Air Ministry officially as to the Liberia policy, which has now been held up for a month awaiting a directive from M.A.A.F. Without this directive it is not practicable to carry through a lot of re-organisation at the Italian Air Ministry, and elsewhere, which I consider should be done as soon as possible.

I.M. BROOKE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

5158

COPY:
FILE AFSC/AIR.

1057

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

17A.

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

TO: CHIEF COMMISSIONER, THROUGH EXECUTIVE COMMISSION,
HEADQUARTERS, ALLIED COMMISSION.

DATE: 25TH JUNE, 2945.

REF: AMSC/39/AIR.

15A

With reference to the Executive Commissioner's letter 8506/19/EC dated 21st June which states that you wish me to prepare a paper for your signature to SACMED concerning a new directive on the development of Italian Civil Air Transport. Air Vice-Marshal BAKER, the Chief of Staff, M.A.A.F, is now in England and he told me that one of the things he was going to take up at the British Air Ministry was the question of the future of the Italian Air Force, and I have no doubt that he will connect with this the matter of Civil Aviation.

2. Therefore may I suggest that it will be better to await the return of A/V/M BAKER in about a week's time before you put up a case to SACMED. If you agree I will submit a paper for your signature as soon as possible after I have seen A/V/M BAKER.

I.E. BRODIE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

5457

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

Via Frattina 16A

DOTT. ALFONSO GALLO

TELEFONO 83-869

ROMA CORSO D'ITALIA 40 INT. 1

9-6-1947.

Spettabile
Comando Generale dell'Aviazione Americana

R O M A

Per un breve periodo e per i primi collega= menti che una Compagnia Aerea Italiana, da me rappresentata, intenderebbe realizzare in Italia, desidererei conoscere se codesto Spett. Comando Generale sarebbe disposto a vendere alcuni aeroplani anche usati, capaci di trasportare da 12 a 20 passeggeri o di trasportare merci.

La mia Compagnia è pronta ad un tale acquisto, e pertanto resto in attesa di cortese riscontro per trattare.

Ringrazio.

(Dott. Gallo Alfonso)

Gallo

545

1054

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

15A

HEADQUARTERS ALLIED COMMISSION

APO 394

Office of the Executive Commissioner

Ref: 8506/19/EC. 21 June 1945.

SUBJECT: Italian Civil Air Transport.

TO : Director,
Air Forces Sub-Commission.

8A

HEADQUARTERS ALLIED COMMISSION
AIR FORCES SUB-COMMISSION
D. 3521/V
HAD
R/A/Sec A

1. I refer to your AFSC/R/8/SPEC INT of 26 April 1945, on the development of Italian civil air transport.

2. The Chief Commissioner requests you to prepare a paper for his signature to SACMED requesting that now that hostilities are over in Europe, a new directive should be issued on this subject. The prosecution of the devlopment of the Italian civil air transport would aid employment in the North and the Italian Government and AC transport problems.

MSL/JG. Sec 16A

MS Lucas
Brigadier,
Executive Commissioner.

5455

1060

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

14A

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

TO: DOCTOR ALFREDO GALLO,
CORSO D'ITALIA 40 INT 1,
ROME.

DATE: 20TH JUNE, 1945.

REF: AFSC/39/AIR.

12A

I have to thank you for your letter dated 9th June 1945 and appreciate your request for the purchase of a number of Transport type aircraft. I have, however, to inform you that no Civil Aviation is at present permitted in Italy, a fact which I think you probably already know. Therefore I presume your letter is an indication that you wish to make preparations in the event of Civil Aviation being allowed.

2. The purchase of aircraft is a matter of high policy which I am referring to higher authority for a decision. No doubt this will have to be referred to LONDON and WASHINGTON, and therefore it will probably be some time before I can give you a definite reply.

SK 29/6
1 Encl 21C
350 y 9 E.O.
Pass to D/D.

I.E. BRODIE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

See 19A & 22A.

Copy:
Italian Air Ministry - for information.

5454

1061

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

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

TO: H.Q. MAAF, C.M.F. A.L.S.

DATE: 20TH JUNE, 1945.

REF: AFSC/39/AIR.

CIVIL AIR LINES IN ITALY - PURCHASE OF AIRCRAFT.

I have received a letter from DOCTOR ALFONSO GALLO who represents an Air Line Company in Italy, and who wishes to know whether we would be prepared to sell a number of Transport aircraft, either new or old, capable of carrying goods or 12 to 20 passengers.

2. I have replied to DOCTOR GALLO stating that this is a matter of high policy which will probably have to be referred to LONDON and WASHINGTON. It is requested that a policy ruling may be given.

3. It seems to me that one of two alternatives will have to be decided upon, namely whether or not the Italians will be allowed to build aircraft in their own factories which are capable of doing so, or whether the Allies will supply the aircraft and not permit any aircraft construction in Italy.

4. This pre-supposes in effect that Italian Civil Aviation will be permitted in Italy either at an early date, or under the Peace terms. Meanwhile so far as the rehabilitation of Italy is concerned, the Italian Air Force Courier Services, with small extension, should be sufficient to meet the immediate needs of the country.

I.E. BROME,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

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

12 A

TRANSLATION

FROM : DOCT. ALFONSO GALLO - ROMA Corso D'Italia 40

TO : R.F.S.C.

DATE : 9/6/45

I represent an Air Line Company which is interested to know if you are prepared to sell a number of transport a/c even used ones, capable to carry goods or 12 to 20 passengers.

These a/c are to be used for a short period with the intention to re-open Air routes.

My Company is ready to purchase these a/c and therefore, a favourable reply on this subject is awaited.

I thank you very much.

Disg 16/6/48 39/Air

DOCT. ALFONSO GALLO

T. by SGT CURTIS

5452

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

DOTT. ALFONSO GALLO

TELEFONO: 63-869

ROMA
CORSO D'ITALIA 40 INT. 1

ROMA 9 Giugno 1945

Spettabile
Headquartere Allied Commission
Sezione Aviazione
R O M A

Per un breve periodo e per i primi collegamenti che una Compagnia Aerea da me rappresentata intenderebbe realizzare in Italia, desidererei conoscere se codesto On. Commissione, sarebbe disposta a vendere alcuni aeroplani anche usati, ex trasporti bellici, capaci di trasportare da 12 a 20 passeggeri o merci.

La mia Compagnia é pronta ad un tale acquisto, e pertanto resto in attesa di cortese riscontro per trattare.

Ringrazio.

(Dott. Alfonso Gallo)

Galla

54

1064

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

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION, ROME.

15th June, 1945.

AMSC/39/AIR.

Dear Sirs,

We thank you for your letter C.S./Fe.n.32 of the 23rd May 1945 in which you offer to run a Civil Air Line between TURIN, MILAN and ROME. It is regretted, however, that it is not the Allied policy to permit Civil Aviation in Italy at this time, and therefore your offer cannot be accepted.

2. In order, however, that the personnel at your disposal may be kept in employment, every effort will be made to absorb as much as possible by the N.A.F. - for example WING COMMANDER DUNN of No.149 Staging Post, MILAN and TURIN; this aspect is rather outside my particular scope, but I have no doubt that the number of civilians who can be locally employed by the N.A.F. will not be great, and therefore I suggest that you get in touch with the Italian Air Ministry so as to find employment for the remainder. I have discussed this matter verbally with COLONEL PENCHENATO of the Italian Air Ministry.

I.M. BROWN,
AIR VICE-MARSHAL.
AIR OFFICER COMMANDING.

Messrs. Fiat Ltd,
Corso IV Novembre, 300,
TURIN.

COPY:
ITALIAN AIR MINISTRY.
INDUSTRY SUB-COMMISSION, H.Q. A.C.
REGIONAL COMMISSIONER, H.Q. PIEDMONTE REGION, ALLIED MILITARY GOVERNMENT APO.394.
WING COMMANDER DUNNING, H.Q. M.A.A.F. C.M.F.

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

COPY:

11 B

FLAT
TURIN
CORSO IV, NOVEMBRE, 300.

May 23rd, 1945.

TO THE REGIONAL COMMISSION
Piedmonte Region,
Attention of Industry Division.

Dear Sirs,

Under the present conditions the FIAT Co. as well as other Industires of Piemonte have a very urgent need to contact Italian and Allied Authorities in Milan and Rome.

As it is now impossible to solve this problem by railways or other transports, it would be convenient to dispose of a flying service between Turin-Milan and Turin-Rome at least twice a week.

To this purpose our Associated Company Aviolinee Italiane, which has suspended the service in these past months, is in a position of resuming the above lines as soon as possible, as it has saved the ground installations and can rapidly rebuild its flying equipments.

The route from Turin to Milan and Rome could be flown at once with a S.79 aeroplane, taken back from the Germans and which we hope to have at our disposal; this aeroplane can carry goods and mail and would be fitted for the transport of 5/6 passengers.

Later on, about the beginning of July, we will be in a position of transporting passengers with a Fiat G.12 aircraft, to which 4 more planes of the same type, at present under construction, will follow.

In order to fulfil such a program we ask you to give us all necessary permits and put at our disposal a quantity of 6.000 kgs of fuel and 500 kgs of lubricant per week.

We feel sure you will give this problem, which is for us very important, your best attention, and thanking you in antipcation, we beg to remain, dear Sirs,

Faithfully yours,

ER. ANCETTO SECC. 5.49
FIAT CO.

Note: Original of this letter passed back to
Industry Sub-Comission 16/6/45.

1066

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

104

HEADQUARTERS ALLIED COMMISSION
AFO 394
Communications Sub-Commission WKG/aaa

F.39.9.03. 5th June 1945.

SUBJECT: Internal Air Services.

TO : Under Secretary of State for P.T.

Reference your 495307/P.A. of the 2nd inst.

1. Nothing is known in this Sub-Commission regarding the "Tazacren" organisation, nor has enquiry of other Sub-Commissions, likely to be concerned, revealed any useful information regarding the project mentioned. It would be appreciated if, before submitting any other similar case, you could ascertain ~~the writer~~ from the person making representations to your Ministry precisely what and to which Allied Authority the proposal has been referred, so that time may not be wasted in fruitless enquiries.

2. It is understood from the Air Forces Sub-Commission that there is very little prospect that any civil organisation would be given facilities to operate air services in this country in the near future.

3. In these circumstances, it would seem preferable that any question of extending the existing network of internal air mail services, to provide connections between North and South, could best be discussed in the first instance between your Administration and the Italian Air Ministry (wich operates such services), and any concrete proposal can then be considered by the Sub-Commission concerned.

CSPA 6/6/45.
39/Air.

for H.H. SCUDDER
Lt.Colonel, Sig.C.,
Deputy Director.

Copy to: Air Forces Sub-Commission.

5/48

TOP SECRET

FROM: AIR FORCES C[illegible], MEDITERRANEAN,
ALLIED CONTROL COMMISSION, ROME.

TO: CHIEF COMMISSIONER, HEADQUARTERS, A.C. ROME.
ACTING VICE PRESIDENT, ECONOMIC SECTION, H.Q. A.C. ROME.
H.Q. M.A.A.F. C.M.F.

DATE: 26TH APRIL, 1945.

REF: AFCC/S/8/SECO 128. SECRET.

DEVELOPMENT OF ITALIAN CIVIL AIR TRANSPORT.

With reference to your memorandum dated 20th April in which you asked for any studies on Civil Aviation in pre-war Italy; also to the Acting Vice President, Economic Section (Mr. Antolini) memorandum 1208/ES dated 23rd April in which it is stated that the Interministerial Committee for Reconstruction, Italian Government, wish to discuss the possibility of taking steps towards the rehabilitation and reconstruction of Civil Air Transport; I am enclosing (i) a copy of A.F.H.Q. directive contained in FX.2572) dated February 15th, 1945, for ready reference at Appendix "A", (ii) an interim report on pre-war Italian Civil Aviation at Appendix "B", (iii) a note on the existing Italian Air Force, as far as it affects this problem, at Appendix "C".

2. It appears that the Italian Ministries, (other than the Air Ministry) and certain groups of civilians are beginning to talk officially and unofficially about Civil Air Transport with a view to speeding up communications, particularly within Italy, because Italy is air minded and because other means of transport are seriously impeded. Therefore the Economic Section of the A.C. suggests that [illegible] be invited to review the matter and establish a new policy.

3. As you know we are not permitted to discuss Civil Aviation during the war because it was not, in February, possible to find resources either in equipment or suitably trained personnel without detriment to the war effort, but a small part of the Italian Air Force was authorised to run a limited courier service which may be increased within reason provided sufficient Italian aircraft are available. It is possible that certain Italian aircraft may be available in the near future for an extension of the service, but I propose to discuss this matter with M.A.A.F. with a view to finding out whether M.A.A.F. intend to continue to use Italian Air Force Bomber/Transport aircraft which are not rapidly becoming out of operational range, except for about routine air transport to Yugoslavia (Tirana area.)

4. It may be more profitable to employ more Italian aircraft on internal communications partly in order to relieve the Allied war effort being expended in air transportation.

5. Until the fate of the Italian Air Force after the war, is decided, it would appear that it would be better to employ the Italian Air Force on courier services than to develop, as distinct from planning, Civil Air Transport in the immediate future, because if the Italian Air Force is disbanded after the war, or if it is mostly grounded during the period between the cessation of hostilities and the announcement concerning the fate of the I.A.F, there would be grave political reactions, unless the personnel could be employed, for example, in Civil Air Transport.

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

Revival of Italian Civil Air Transport.

With reference to your memorandum dated 20th April in which you asked for any studies on Civil Aviation in pre-war Italy; also to the Acting Vice President, Economic Section (Mr. Antelmi) memorandum 1230/AS dated 23rd April in which it is stated that the Interministerial Committee for Reconstruction, Italian Government, wish to discuss the possibility of taking steps towards the rehabilitation and reconstruction of Civil Air Transport; I am enclosing (i) a copy of A.M.G. directive contained in FX.25720 dated February 15th, 1945, for ready reference at Appendix "A", (ii) an interim report on pre-war Italian Civil Aviation at Appendix "B", (iii) a note on the existing Italian Air Force, as far as it affects this problem, at Appendix "C".

2. It appears that the Italian Ministries, (other than the Air Ministry) and certain groups of civilians are beginning to talk officially and unofficially about Civil Air Transport with a view to speeding up communications, particularly within Italy, because Italy is air minded and because other means of transport are seriously impeded. Therefore the Economic Section of the A.C. suggests that SACMED be invited to review the matter and establish a new policy.

3. As you know we are not permitted to discuss Civil Aviation during the war because it was not, in February, possible to find resources either in equipment or suitably trained personnel without detriment to the war effort, but a small part of the Italian Air Force was authorised to run a limited courier service which may be increased within reason provided sufficient Italian aircraft are available. It is possible that certain Italian aircraft may be available in the near future for an extension of the service, but I propose to discuss this matter with U.S.A.A.F. with a view to finding out whether U.S.A.A.F. intend to continue to use Italian Air Force Barbey Transport aircraft which are not rapidly becoming out of operational range, except for almost routine air transport to Yugoslavia (Tirana area.)

4. It may be more profitable to employ more Italian aircraft on internal communications partly in order to relieve the Allied war effort being expended in air transportation.

5. Until the fate of the Italian Air Force after the war, is decided, it would appear that it would be better to employ the Italian Air Force on courier services than to develop, as distinct from planning, Civil Air Transport in the immediate future, because if the Italian Air Force is disbanded after the war, or if it is mostly grounded during the period between the cessation of hostilities and the announcement concerning the fate of the I.A.F, there would be grave political reactions, unless the personnel could be employed, for example, in Civil Air Transport.

6. There is no doubt that there is a sufficient number of experienced air and ground personnel in the Italian Air Force to meet the needs of all air transport requirements (both Civil and Military) in Italy, but without using British light Bombers (Baltimores) and obtaining further Allied aircraft suitable for the purpose, e.g. D.C.3's and/or Wellingtons, it is doubtful whether the Italian Air Force will be able to meet the needs of Italy in Air Transport when the North is fully liberated. The courier service at present in existence is fully used: it will, in the near future, probably be slightly extended by using some Italian Seaplanes, of which about 60 reasonable type aircraft exist.

Continued /.....

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7. I think you will find that the attached interim note on pre-war Italian Civil Air Lines will meet your needs, but when a full report has been prepared, I will inform you of any parts not now covered.

8. I will be glad to discuss this matter with you and Mr. Antolini when convenient to you, after which, I think you may wish to take this matter up with SACMED, either direct or through this Sub-Commission and the usual channels. You may also wish to make a statement or to discuss the matter at one of your weekly Vice President's meetings.

I.H. IVELAW,
AIR VICE-MARSHAL,
AIR DEPUTY COMMANDER.

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TOP SECRET

53

Appendix B.

(post Armistice)

The two pre-war civil aviation companies were: Ala Littoria, and L.A.T.I. (Linee Aeree Transatlantiche Italiane.) Both were state-controlled.

Ala Littoria first saw the light of day in 1925 under the name of "Societa Aerea Mediterranea". Its initial achievements were the establishing of air lines between Rome and Sardinia, and in Albania, eventually absorbing in its orbit all the "Societa di Nave Aeree Italiane", with one exception. At the outset Ala Littoria was financed principally with industrial capital, but during its evolution it became an entirely State-controlled organisation.

The activities of Ala Littoria rapidly expanded and grew to cover a field as large as the whole of the Mediterranean and the continent of Europe. In the year 1939, 8,000,000 miles were flown: from Magadoro, Africa to Berlin; from Portugal to the Black Sea; and from Rome to Paris. Its fleet, which was comprised of about 140 aircraft, drew its maintenance from four large factories; one at Venice for the "apparecchi metallici" (metal construction) and "motori stellari", (radial motors) one at Rome Littorio for the aircraft "a struttura mista" (part metal, part wood,) one at the Lido, Rome for hydroplanes and motors; and one at Asmara for the colonial machines. The large number of personnel included: 450 expert pilots, including 100 commander pilots; approximately 2,500 specialised workers; and 1,500 functionaries and administration personnel.

In 1937 a similar organisation was established in South America, chiefly with Italian capital and material, which was employed in carrying transport over the large rivers. The following year a branch of Ala Littoria was formed for communication between South America and Italy. This branch was given the nomenclature of L.A.T.I. and was directed and controlled by Bruno Mussolini, son of the Duce.

At the time of Italy's entry into war in 1940 most of the two organisations' flying personnel were immediately recalled into military service and formed into a nucleus for military transport with Ala Littoria aircraft, continuing, wherever possible, to make use of the civil organisations of the company. Also, during the first period of the war, a certain number of civil air lines continued to function.

The events which followed the signing of the Armistice resulted in the dispersing of the greater part of the personnel and the destruction or rendering useless of the factories. The personnel which was in Southern Italy on the 8th September 1943 remained intact, whilst another nucleus was isolated in Venice. All over Europe aircraft and pilots found themselves immobilised.

Almost contemporary with the news of the Armistice the representative of the Deutsche Luft Hansa arrived in Rome bearing a letter from the German Air Minister to the effect that all Ala Littoria material was to be placed at the disposal of the D.L.H. Shortly afterwards this act of seizure was camouflaged with the nomination of delegates and special commissioners by the Republican Government.

The consequences of this move can be briefly stated to have been the following:

(a) The transport to the North of all efficient [illegible]

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Declassified E.O. 12356 Section 3.3/NND No. 778017

a field as large as the whole of the Mediterranean and its coastlands.
In the year 1939, 8,000,000 miles were flown: from Marocco, Africa, to Berlin; from Portugal to the Black Sea; and from Rome to Paris. The fleet, which was comprised of about 440 aircraft, drew its maintenance from four large factories; one at Venice for the "aquaveoni metallici" (metal construction) and "motori stellari", (radial motors) one at Roma Littorio for the aircraft "a struttura mista" (part metal, part wood,) one at the Lido, Rome for hydroplanes and motors; and one at Aurara for the colonial machines. The large number of personnel included: 150 expert pilots, including 100 commander pilots; approximately 2,500 specialised workers; and 1,500 mechanics and administration personnel.

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Almost contemporary with the news of the Armistice the representative of the Deutsche Luft Hansa arrived in Rome bearing a letter from the German Air Minister to the effect that all Ala Littoria material was to be placed at the disposal of the R.L.M. Shortly afterwards this act of seizure was camouflaged with the nomination of delegates and special commissioners by the Republican Government.

The consequences of this move can be briefly stated to have been the following:

(a) The transport to the North of all efficient planes.
(b) The consigning of all available material contained in the warehouses to the Deutsche Luft Hansa on the orders of the appointed commissioners.
(c) The transferring to Venice of small groups of pilots, technicians and specialised workers.

Continued /2...

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After the liberation of Rome some of the administrative groups united themselves with flying personnel elements, to the exclusion of all previous controlling elements, and attempted to form a co-operative concern out of the old Ala Littoria. They met with little success -- for many reasons, one of these being that the Italian temperament is not the most suitable for co-operative movements.

The Ala Littoria was renamed Ala Italia some time ago and General Del Duca, late I.A.F., was nominated president of the new concern. He is principally occupied in liquidating the old personnel and attempting to collect outstanding debts. It is estimated that it would be possible to supply crews for at least 25 large transport and passenger planes from civilian personnel to be found in liberated Italy.

Mr. Pirotmi has been appointed President of L.A.T.I, and the position of this company is very much the same as that of Ala Italia at the present time.

The third civil air line company, Avioliness, was controlled by the Fiat Co. and had its headquarters in Turin. There is no information to hand about this company at the present time.

Attached are to be found details of Italian Air Line Routes and aircraft used for civil aviation before the war.

(OSI) KILPATRICK BYRNES
Intelligence Staff,
A.F.S.C.
Allied Commission,
Rome.

April 24th, 1944.

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1. ALA LITTORIA (NOW ALA ITALIA=.)

(a) Internal Air Lines.

i Rome - Alghero, N.W. Sardinia (Km 450)
daily, Sundays excluded - three engined hydroplane S.M.66

ii Rome - Ancona (Km 210)
daily, Sundays excluded - three engined aircraft S.M.75

iii Rome - Bologna - Venice (Km 454)
daily, Sundays excluded - three engined aircraft S.M.75

iv Rome - Cagliari (Km 470)
daily, Sundays excluded - three engined hydroplane S.M.76

v Rome - Tiran (Km 600)
three times weekly - three engined aircraft S.M.75

vi Trieste - Brindisi - Siracuse (Km 1220)
three times weekly - twin engined hydroplane Macchi C.94

vii Trieste - Pola - Lussino - Zara - Ancona (Km 422)
twice daily, Sundays excluded - twin engined hydroplane Macchi C.94.

viii Venice - Pola, Fiume (Km 225)
twice daily, Sundays excluded - twin engined hydroplane Macchi C.94.

ix Venice - Trieste (Km 113)
twice daily, Sundays excluded - twin engined hydroplane Macchi C.94

(b) Internal Air Lines in Albania.

i Tiran - Coritza - Argirocastro (Km 209)
three times weekly - twin engined aircraft Breda 44

ii Tiran - Devoli (Km 75)
twice weekly - twin engined aircraft Breda 44 5413

iii Tiran - Mukas (Km 120)
twice weekly - twin engined aircraft Breda 44

iv Tiran - Pescopeja (Km 70)
three times weekly - twin engined aircraft Breda 44

v Tiran - Scutari (Km 95)

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ii Rome - Ancona (Km 210)
daily, Sundays excluded - three engined aircraft S.M.75

iii Rome - Bologna - Venice (Km 454)
daily, Sundays excluded - three engined aircraft S.M.75

iv Rome - Cagliari (Km 470)
daily, Sundays excluded - three engined hydroplane S.M.76

v Rome - Tiran (Km 690)
three times weekly - three engined aircraft S.M.75

vi Trieste - Brindisi - Siracuse (Km 1220)
three times weekly - twin engined hydroplane Macchi C.94

vii Trieste - Pola - Lussino - Zara - Ancona (Km 422)
twice daily, Sundays excluded - twin engined hydroplane Macchi C.94.

viii Venice - Pola, Fiume (Km 225)
twice daily, Sundays excluded - twin engined hydroplane Macchi C.94.

ix Venice - Trieste (Km 113)
twice daily, Sundays excluded - twin engined hydroplane Macchi C.94

(b) Internal Air Lines in Albania.

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three times weekly - twin engined aircraft Breda 44

ii Tiran - Devoli (Km 75)
twice weekly - twin engined aircraft Breda 44 5413

iii Tiran - Mukas (Km 120)
twice weekly - twin engined aircraft Breda 44

iv Tiran - Pescopeja (Km 70)
three times weekly - twin engined aircraft Breda 44

v Tiran - Scutari (Km 95)
twice weekly - twin engined aircraft Breda 44

vi Tiran - Scutari - Mukas - Tiran (Km 299)
twice weekly - twin engined Breda 44

vii Tiran - Valona - Argirocastro (Km 185)
twice weekly - twin engined aircraft Breda 44

Continued /2.....

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

(c) Air Lines to Italian Colonies.

i Rome - Naples - Siracuse - Malta - Tripoli (Km 1225)
three times weekly - three engined hydroplane S.M.66

ii Rome - Marsala - Tripoli (Km 1102)
three times weekly - three engined hydroplane Cant Z.506

iii Rome - Tunis - Tripoli (Km 1230)
three times weekly - three engined hydroplane S.M.66

iv Tripoli - Bengasi (Km 796)
three times weekly - three engined aircraft S.M.73 and 75

v Rome - Siracuse - Bengasi - Cairo - Wadi - Halfa - Certum - Asmara - Addis Abeba (Km 6101)
three times weekly - Rome - Bengasi - Cant Z.506 hydroplanes - Bengasi - Addis Abeba - aircraft S.M.75

vi Addis Abeba - Neghelli - Magadoxo (Km 1242)
weekly - three engined aircraft S.M.73

vii Addis Abeba - Dire Dawa - Corrahei - Magadoxo (Km 1370)
weekly - three engined aircraft S.M.73

viii Addis Abeba - Ginma - Neghelli (Km 707)
weekly - three engined aircraft Caproni 133

ix Addis Abeba - Ginma - Sambela - Dembidollo (Km 582)
weekly - three engined aircraft Caproni 133

x Addis Abeba - Dessié - Asmara (Km 820)
twice weekly - three engined aircraft S.M.73

xi Addis Abeba - Ginma - Lechenti - Assea (Km 702)
weekly - three engined aircraft Caproni 133

xii Addis Abeba - Dire-Dawa - Assab (Km 771)
twice weekly - three engined aircraft Caproni 133

xiii Asmara - Assab (Km 511)
twice weekly - three engined aircraft Caproni 133

xiv Addis Abeba - Dire Dawa - Gibuti (Km 637)
twice weekly - three engined aircraft Caproni 133

xv Addis Abeba - Gondar - Asmara (Km 804)
twice weekly - three engined aircraft S.M.73

5442

(d) International Air Lines.

i Rome - Brindisi - Athens - Rhodes - Caifa - Bagdad - Bassora (Km 3919) - three times weekly - three engined aircraft S.75

ii Rome - Brindisi - Tiran - Salonica - Sofia (Km 1365)
three times weekly - three engined aircraft S.75

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v Rome - Siracuse - Bengasi - Cairo - Wadi - Halfa - Certum - Asmara - Addis Abeba (Km 6101)
Three times weekly - Rome - Bengasi - Cant Z.506 hydroplanes - Bengasi - Addis Abeba - aircraft S.M.75

vi Addis Abeba - Neghelli - Mogadoxo (Km 1242)
weekly - three engined aircraft S.M.73

vii Addis Abeba - Dire Daua - Corrabei - Mogadoxo (Km 1370)
weekly - three engined aircraft S.M.73

viii Addis Abeba - Ginma - Neghelli (Km 707)
weekly - three engined aircraft Caproni 133

ix Addis Abeba - Ginma - Casbela - Dembidollo (Km 582)
weekly - three engined aircraft Caproni 133

x Addis Abeba - Dessié - Asmara (Km 820)
twice weekly - three engined aircraft S.M.73

xi Addis Abeba - Ginma - Lechemti - Assosa (Km 702)
weekly - three engined aircraft Caproni 133

xii Addis Abeba - Dire-Daua - Assab (Km 771)
twice weekly - three engined aircraft Caproni 133

xiii Asmara - Assab (Km 511)
twice weekly - three engined aircraft Caproni 133

xiv Addis Abeba - Dire Daua - Gibuti (Km 637)
twice weekly - three engined aircraft Caproni 133

xv Addis Abeba - Gondar - Asmara (Km 804)
twice weekly - three engined aircraft S.M.73

5442

(d) International Air Lines.

i Rome - Brindisi - Athens - Rhodes - Haifa - Bagdad - Bassora (Km 3919) - three times weekly - three engined aircraft S.75

ii Rome - Brindisi - Tiren - Salonica - Sofia (Km 1365)
three times weekly - three engined aircraft S.75

iii Rome - Brindisi - Athens - Rhodes (Km 1675)
three times weekly - three engined aircraft S.75

iv Rome - Belgrade - Bucarest - Costanza (Km 1432)
three times weekly - three engined aircraft S.75

v Rome - Rimini - Venice - Trieste - Bratislava - Praga (Km 1350)
daily, Sundays excluded - three engined aircraft S.73 and 75

vi Genoa - Alghero (N.W. Sardinia) - Cagliari - Tunis (Km 1083)
three times weekly - three engined hydroplane S.66

Continued /3...

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

vii Rome - Marseilles - Paris (Km 1410)
three times weekly - three engined aircraft S.75

viii Rome - Genoa - Marseilles - Barcellona (Km 1190)
three times weekly - three engined hydroplane Cant Z.506

ix Rome - Palma di Majorca - Barcellona (Km 1053)
three times weekly - three engined hydroplane Cant Z.506

x Rome - Palma di Majorca - Melilla - Cadice (Km 2040)
three times weekly - three engined hydroplane Cant Z.506

xi Melilla - Malaga (Km 220)
daily, Sundays excluded - three engined aircraft S.73

xii Melilla - Seville - Lisbon (Km 703)
daily, Sundays excluded - three engined aircraft S.73

xiii Melilla - Tetuan (Km 235)
daily, Sundays excluded - three engined aircraft S.M.73

xiv Tetuan - Malaga - Seville (Km 332)
daily, Sundays excluded - three engined aircraft S.M.73

xv Rome - Naples - Palermo - Tunis (Km 1028)
three times weekly - three engined aircraft S.M.75

xvi Rome - Naples - Palermo - Catania - Malta (Km 1056)
three times weekly - three engined aircraft S.M.75

xvii Marsala - Tunis (Km 231)
three times weekly - three engined hydroplane S.M.66

(e) International Air Lines in conjunction with foreign Air Line Companies.

i Ala Littoria and Deutsche Lufthansa
Rome - Venezia - Munich - Berlin (Km 1336)
Daily -including Sundays - three engined aircraft S.75 and Junkers 52

ii Ala Littoria and Deutsche Lufthansa
Milan - Venice - Vienna - Budapest (Km 979)
Route Milan - Vienna - daily, not including Sundays, Vienna - Budapest - three times weekly -three engined aircraft S.75 and Junkers 52.

2.

AVIOLINEE

5141

(a) Internal Air Lines.

Private concerns belonging to the FIAT GROUPS.

i Rome - Milan (Km 526)
Twice daily, including Sundays - three engined aircraft S.M.73

ii Rome - Turin (Km 546)
twice daily, including Sundays, three engined aircraft S.M.73

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

daily, Sundays excluded - three engined aircraft S.73

xii Melilla - Seville - Lisbon (Km 703)
daily, Sundays excluded - three engined aircraft S.73

xiii Melilla - Tetuan (Km 235)
daily, Sundays excluded - three engined aircraft S.M.73

xiv Tetuan - Malaga - Seville (Km 332)
daily, Sundays excluded - three engined aircraft S.M.73

xv Rome - Naples - Palermo - Tunis (Km 1028)
three times weekly - three engined aircraft S.M.75

xvi Rome - Naples - Palermo - Catania - Malta (Km 1056)
three times weekly - three engined aircraft S.M.75

xvii Marsala - Turis (Km 231)
three times weekly - three engined hydroplane S.M.66

(c) International Air Lines in conjunction with foreign Air Line Companies.

i Ala Littoria and Deutsche Lufthansa
Rome - Venezia - Munich - Berlin (Km 1336)
Daily -including Sundays - three engined aircraft S.75 and Junkers 52

ii Ala Littoria and Deutsche Lufthansa
Milan - Venice - Vienna - Budapest (Km 979)
Route Milan - Vienna - daily, not including Sundays, Vienna - Budapest - three times weekly -three engined aircraft S.75 and Junkers 52.

2. AVIOLINEE

5441

Private concerns belonging to Gruppo FIAT.

(a) Internal Air Lines.

i Rome - Milan (Km 520)
Twice daily, including Sundays - three engined aircraft S.M.73

ii Rome - Turin (Km 546)
twice daily, including Sundays, three engined aircraft S.M.73

iii Milan - Rimini (Km 325)
daily, Sundays excluded - three engined aircraft S.M.73

(b) International Air Lines.

i Venice - Milan - Turin - Paris - London (Km 1404)
daily, except Sundays - Fiat G.18 - Douglas D.C.2

ii Milan - Bruxelles (Km 770)
three times weekly - Fiat G.18, G.18.V, Douglas D.C.2.

Continued /4....

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

(c) International Air Lines in conjunction with Foreign Air Line Companies.

i Rome - Venice - Budapest - Warsaw - Gdynia (Km 1957) daily, except Sunday - Aviolinee - Malert (Hungarian) - Lot - (Polish) aircraft Fiat G.18 D.M. 75 Douglas D.C.2

ii Rome - Milan - Frankfurt - Cologne - Rotterdam - Amsterdam (Km 1526) daily, including Sundays - Aviolinee - Deutsche Lufthansa K.L.M. (Dutch) Fiat G.18 aircraft - Junkers 42 - Douglas D.C.2

iii Turin - Milan - Venice - Zagreb - Belgrade (Km 1099) daily, except Sundays - Aviolinee, Aeroput (Yugoslavian). Larco (Roumanian) aircraft Fiat G.18

3. L.A.T.I. (LINEE AEREE TRANSATLANTICHE ITALIANE)

i From 21st December - Rome - Seville - Villa Cisneros - Isola del Sal - Natal - Pernambuco - Bahia - Rio de Janeiro (Km 10876) weekly - three engined aircraft S.M.83

24/4/45

5/49

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

iii Turin - Milan - Venice - Zagreb - Belgrade (Km 1099)
daily, except Sundays - Aviolinee, Aeroput (Yugoslavian).
Larce (Roumanian) aircraft Fiat G.18

3. L.A.T.I. (LINEE AEREE TRANSATLANTICHE ITALIANE)

i From 21st December - Rome - Seville - Villa Cisneros -
Isola del Sal - Natal - Parnambuco - Bahia - Rio de
Jeneiro (Km 10876)
weekly - three engined aircraft S.M.83

24/4/43

5:40

93

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At the outbreak of war all the traffic was taken over (controlled & finance) by the S.O.S. (Lines of Communication - Special Ops Executive) - and after the evacuation by the Transport Wing. The three companies working before the war (Belgian - Belgium & the "Colonies") have now left and are working to relieve them ~~of~~ of the ~~duties~~ duties & the Belgians to take - except the ~~Belgians~~ Belgians to proceed again their duties.

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BEST COPY POSSIBLE

FILMED AS FOUND

IN COLLECTION

TOP SECRET

WEEKLY WAR OPERATIONS BULLETIN
2nd MARCH, 1945.

PERSONNEL.

In Unita Aerea (Operational Command) there are approximately 2,600 men listed as pilots and aircrew, and about 4,000 men listed as ground personnel. For the most part these air and ground crews are experienced and efficient, though their navigation and navigational equipment is poor. These figures include most of the aircrew personnel in the Italian Air Force in liberated Italy, but at the moment I can only give you figures of the Operational Command (Unita Aerea) because our figures for other units, most of which are depots etc. have not yet been broken down as between aircrew and ground personnel.

AIRCRAFT.

BOMBER/TRANSPORT.

S.82 Strength 21 Serviceable 5 Reserve 5

This aircraft is a good weight lifting aircraft and usually carries some 30 passengers or equivalent freight. One has been converted to carry folded up Spitfires.

CR.1007 Strength 16 Serviceable 7 Reserve 5

These are rapidly dying out and cannot be considered in planning air transport for the future.

S.79 Strength 18 Serviceable 13 Reserve 4

This was designed as a civil aircraft, carrying 8 passengers or approximately 3,500 lbs freight.

There are many other types of transport aircraft, of which only a few of each is held, and most of these can be written off as far as future air transport is concerned.

LIGHT BOMBERS.

British Multisores Strength 43 Serviceable 35 Reserve 3

These can be converted to carry 6 passengers or equivalent freight, but for courier service they are not permitted to be used within the terms of the directive as they are British aircraft.

FIGHTERS.

Consist of Macchis, British Spitfires and American P.39's; 5428 the latter are listed to be withdrawn from Italy on the cessation of hostilities. Details are not given because except for personnel, these aircraft do not affect the problem of Civil Air Transport under discussion.

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1084

our figures for other units, most of which are depots etc. have not yet been broken down as between aircrew and ground personnel.

AIRCRAFT.

BOMBER/TRANSPORT.

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LIGHT BOMBERS.

British Baltimores Strength 43 Serviceable 35 Reserve 3

These can be converted to carry 6 passengers or equivalent freight, but for/courier services they are not permitted to be used within the terms of the directive as they are British aircraft.

FIGHTERS.

Consist of Macchis, British Spitfires and American P.39's; 5438 latter are listed to be withdrawn from Italy on the cessation of hostilities. Details are not given because except for personnel, these aircraft do not affect the problem of Civil Air Transport under discussion.

REGULAR COURIER SERVICES.

(i) [illegible], every day excepting Sundays - each way.

[illegible]. 3 days per week - circular trip.

3 days per week - circular trip.

[illegible]

to CAIRO, [illegible] and KARACHI (DRIGH ROAD).

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

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

From : Air Forces Sub-Commission,
Headquarters Allied Military Government,
Naples Commune, A.P.O. 394.

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

Date : 26th May, 1945.

Ref : AFSC/N/39/Air.

AIR FORCES SUB-COMMISSION
C.635
28/5
GRADELY
39/Air

AIRFIELDS IN ITALY.

I. Attached please find copies of letters reference I39/JBH/A.I.1 dated Ist April and R.947369-/40/A.I.1 dated I6th April, addressed to the under-signed by Mr J.B.Hogan; Head of Department A.I. 1, Air Ministry, London.

2. It had been hoped that it would have been possible to obtain some information from Wing Commander Wheatley, Royal Air Force Liaison Officer attached to Headquarters, Army Air Force Engineer Command, Mediterranean Theatre of Operations, Naples, which is the engineering organisation responsible for all the Airfields in this theatre operated by the Allies.

3. Unfortunately, however, Wing Commander Wheatley contracted pneumonia just about the time the first letter was received from A.I.1, and upon being discharged he was put straight on the boat for the U.K. This valuable source of information is, therefore, no longer available, and no other means are known in this area. It will be appreciated, therefore, if you will handle the matter in Rome, letting this Office know in due course what steps you eventually take.

W.L.Minter

(W.L.Minter)
Wing Commander,
Officer Commanding,
Air Forces Sub-Commission Detachment,
Naples.

5137

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

7B

COPY

SECRET

Air Ministry,
Seaford House,
37, Belgrave Square,
London, S.W.1.

I39/JHB/A.1.1

1st April, 1945.

Dear Wing Commander Minter,

AIRFIELDS IN ITALY

Practically all our information on Airfields in territory under Allied control now comes from Headquarters, U.S.A.A.F. Engineer Command, but this Command does not report on Airfields the maintenance of which it is not responsible for, i.e. former enemy Airfields not taken over by the Allied Air Forces, or Airfields which have been de-requisitioned.

Presumably in many cases such sites are returned to cultivation, but some of them may perhaps still be usable as emergency landing grounds, particularly when there are permanent features such as concrete runways, hangars etc. It is also possible, for all we know, that the Italian Air Force may be using some of them if the U.S.A.A.F. Engineers are not responsible for the maintenance of their Airfields.

In the circumstances, I enclose a list of these abandoned Airfields and should be glad if you would obtain and let us have information:

(i) as to their present condition
(ii) whether any of them are in use by the Italian Air Force. (If so, could some regular report be made of dimensions, surface, serviceability and facilities).

D /(iii) 5435 whether

Wing Commander W.L.Minter,
Air Forces Sub-Commission,
Allied Commission,
CENTRAL MEDITERRANEAN FORCES.

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

(iii) whether it is proposed to use any of them
(iv) whether any of them can now be used for emergency landings
(v) whether some system for keeping us informed about them can be instituted.

We shall be grateful for any assistance the Head of your Sub-Commission or yourself can give in the matter.

Yours sincerely,

(Sgnd) J.B.Hogan.

Head of A.I. 1

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

COPY

SECRET

Air Ministry,
Seaford House,
37, Belgrave Square,
London, S.W.I.

I39/ZHB/A.I.1

1st April, 1945.

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/(iii) whether

ing Commander W.L.Minter,
Air Forces Sub-Commission,
Allied Commission,
CENTRAL MEDITERRANEAN FORCES.

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

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(v) whether some system for keeping us informed about them can be instituted.

We shall be grateful for any assistance the Head of your Sub-Commission or yourself can give in the matter.

Yours sincerely,

(Sgnd) J.B.Hogan.

Head of A.J. 1

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

COPY

R.94/309/40/A.I.1

Air Ministry,
Seaford House,
37, Belgrave Square,
LONDON S.W. I

16th April, 1945

Dear Wing Commander,

With reference to your letter AFSC/N/39/Air dated 8th March, 1945, this matter has been raised with the B.O.A.C. Authorities in this country who deny all knowledge of B.O.A.C. party engaged in examining airfields in the Rome area.

They have received information however to the effect that the aerodrome at Ciampino/Rome has been developed, also that the runway is being lengthened and constructed in concrete by United States Engineering Command. As there is only one prepared strip at this airfield any constructional work on this strip would render the landing area wholly or partly unserviceable. No notification to this effect has been received however and doubts are felt as to whether the airfield in question is suitable for development owing to the topographical restrictions of the site. It is possible however that the American Authorities are contemplating certain improvements and I shall be grateful if you will kindly institute enquiries regarding the following points.

(a) Whether further development is contemplated.

(b) If so whether it applies to the existing prepared strip only, or whether it is intended to construct additional runways.

Yours sincerely,

J.B.Hogan.

Wing Commander W.L.Minter,
Allied Control Commission,
ITALY

5434

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

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

9th March, 1945.

Dear Air Vice Marshal,

I thank you for your AFSC/S.9/AIR dated 5th March and have passed on the information contained therein to Mr. Hogan.

In view of the fact that the B.O.A.C. have a strong party out here investigating matters on the spot one cannot help wondering why Mr. Hogan should seek information through us. Perhaps it is yet another case of water-tight compartments.

Yours sincerely,

W L Minter

Air Vice-Marshal
W.A.B. Bowen-Buscarlet,
C.B.E., D.F.C.
Air Forces Sub-Commission,
Allied Commission, ROME.

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

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION,
ROME.

AFSC/39/AIR.

5th March 1945.

Dear

3A

I have been into the question of the information which you passed to Mr. Hogan on the subject of airfields in the Rome Area, and I think that this is about the best that we can do for him.

2. The alternative proposals, which was a typical grandiose fascist scheme is really quite impracticable, and would not be of the slightest interest to the ~~C-in-C~~ or to Air Ministry.

3. Will you write and tell Hogan that I have no further information beyond that which you have already given him. In any case as you know B.O.A.C. have a strong party here who have been deeply into the question of the Rome airfields.

Yours

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

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

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

5A

FORCES SUB-COMMISSION, ALLIED [illegible]MISSION,
ROME.

AFSC/39/AIR.

5th March 1945.

Dear

3A

I have been into the question of the information which you passed to Mr. Hogan on the subject of airfields in the Rome Area, and I think that this is about the best that we can do for him.

2. The alternative proposals, which was a typical grandiose fascist scheme is really quite impracticable, and would not be of the slightest interest to the ~~C-in-C~~ or to Air Ministry.

Q.S. Arc

3. Will you write and tell Hogan that I have no further information beyond that which you have already given him. In any case as you know B.O.A.C. have a strong party here who have been deeply into the question of the Rome airfields.

Yours

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

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

5/32

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

4A

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

2nd March, 1945.

Dear W. Hogan,

3A.

With reference to my AFSC/N/39/AIR of yesterday's date, my chief, Air Vice-Marshal Bowen-Buscarlet, was here to-day when I put before him the correspondence exchanged between us regarding the B.O. A.C.

He will be looking into the matter upon his return to Rome and will probably be writing you direct.

Yours sincerely,
W.L.Minter

5431

J.B.Hogan Esq.
Dept. A.T. I.
Air Ministry,
LONDON.

AIR FORCES SUB-COMMISSION ALLIED COMMISSION A459 4/3

Arch ck Brenda for
letter to him from W/C Minter
4/3/45

3A

From : Wing Commander W.L.Winter,
Air Forces Sub Commission,
Allied Commission,
Central Mediterranean
Forces.

SECRET

March Ist, 1945

Dear Mr Hogan,

1A.

I have been up to Rome for a few days and found your R.947369/40/A.I.I dated 3rd February, 1945, waiting for me upon my return.

In order to enable me to reply to the queries raised in your letter I shall of course have to get into touch with the Italian Air Ministry, Rome, which will involve a little delay. I am, however, handling this end of the matter through our Rome Office and have requested them to let me have their reply as soon as possible.

In the meantime, however, I can give you particulars of the Airfields in the vicinity of Rome which have been cleaned up by the Allies and are at present in use, viz :-

APUNO 41° 47'50" N. 12° 35'30" E.

This Airfield consists of one prepared land-ing strip N.N.W. by S.S.E., 2000 yards long by 50 yards wide. There is a parking area 260 feet by 465 feet covered with Pierced Steel Planking. Part of the taxi-way is also covered with steel planking. Another parking area 300 feet by 400 ft of earlier construction.

I understand that in summer weather this air-field could accommodate any aircraft up to the York type, but in winter weather there are days when landing on this Airfield could be dangerous for such aircraft. The U.S.A.A.F. Engineers have repaired this Airfield and brought it to its present stage of operational efficiency. There is no intention on the part of U.S. or British Engineers, so far as I am aware, of constructing concrete or other hard run-ways.

ROME LITTORIA 41° 57'15" N. 12° 29'55" E.

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

SECRET

March 1st, 1945

Dear Mr. Horgan,

1A.

I have been up to Rome for a few days and found your R.947369/40/A.I.I dated 3rd February, 1945, waiting for me upon my return.

In order to enable me to reply to the queries raised in your letter I shall of course have to get into touch with the Italian Air Ministry, Rome, which will involve a little delay. I am, however, handling this end of the matter through our Rome Office and have requested them to let me have their reply as soon as possible.

In the meantime, however, I can give you particulars of the Airfields in the vicinity of Rome which have been cleaned up by the Allies and are at present in use, viz:-

CIAMPINO 41° 47'50" N. 12° 35'30" E.

This Airfield consists of one prepared landing strip N.N.W. by S.S.E., 2000 yards long by 50 yards wide. There is a parking area 260 feet by 465 feet covered with [illegible] Steel Planking. Part of the taxi-way is also covered with steel planking. Another parking area 300 feet by 400 ft of similar construction.

I understand that in summer weather this airfield would accommodate any aircraft up to the York type, but in winter weather there are days when landing on this Airfield would be dangerous for such aircraft. The U.S.A.A.F. Engineers have repaired this Airfield and brought it to its present stage of operational efficiency. There is no intention on the part of U.S. or British Engineers, so far as I am aware, of constructing concrete or other hard run-ways.

ROME CENTOCELLA 41° 57'15" N. 12° 29'55" E.

This Airfield has two parallel prepared landing strips, running N.W - S.E. One is 1400 yards by 85 yards, and the other is 1200 yards by 85 yards. This is a fair weather field and would be quite unsuitable for the landing of large U.S.A.A.C. aircraft at any time. There is no intention of U.S. or British Engineers to do any further work on this Airfield.

Cont.....2

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3 A.
Contin.

SECRET

LIDO DI ROMA 41° 44'55" N. 12° 18'30" E.

This has one prepared landing strip 1200 yards by 50 yards, with parking areas connected by taxiways. It would not be suitable for landing and take-off of large B.A.O.C. aircraft.

There is no information down here regarding the proposed Magliana aerodrome and seaplane station, but it is definitely not being used at the moment. I hope, however, that our Rome Office will be able to give us some enlightenment also on this matter.

I should suggest that it would be advisable for one of the B.O.A.C's Engineers to come out and discuss the whole matter with the Italian Ministry. I feel confident that neither the U.S. nor British Services will put any work in hand on airfields which has not a direct bearing on the war effort and that any constructional work for future civil aviation needs will have to be undertaken either by the Italians themselves or by the civil Organizations concerned working through and in agreement with the Italian Air Ministry.

I shall be writing you further as soon as I get a reply from our Rome Office, and meantime,

I am,
Yours sincerely,
A.D. Hunter

S.B. Rogan Esquire,
Air Ministry,
Department A.I. I.
37, Belgrave Square, London, S.W.I.

5129

1097

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

2A

From : Air Forces Sub=Commission,
Allied Commission, Naples.

To : Air Forces Sub=Commission,
Allied Commission, Rome.
(Attention Colonel C.Brenta.)

Date : 1st March, 1945.

SECRET.

Ref : AFSC/M/39/AIR

BRITISH OVERSEAS AIRWAYS CORPORATION.

1A

1. Attached please find copy of letter R.947/39=/40/A.I.I. dated 3rd February, 1945, addressed to the under=signed by Mr J.B.Hogan, A.I.I., Air Ministry, together with copy of our reply of even date.

2. It will be appreciated if you will take this matter up with the Italian Air Ministry and endeavour to ascertain from them their intention regarding possible enlargement and im=provement schemes for Airfields capable of handling large B.O.A.C. aircraft.

3. At the same time will you please let us have any information you can regarding the future prospects of the Maglione Aerodrome and Seaplane Station as referred to in paragraph two of the Air Ministry letter.

4. As the Air Ministry have sent us a signal soliciting a prompt reply, it will be appreciated if this matter may be treat=ed with the utmost urgency.

(W.L.Minter) 5/28
Wing Commander,
for Air Vice-Marshal,
Air Officer Commanding.

Enclosures = 2.

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

To : Air Forces Sub-Commission,
Allied Commission, Rome.
(Attention Colonel G.Brents.)

Date : 1st March, 1945.

SECRET.

Ref : AFSC/W/59/AIR

BRITISH OVERSEAS AIRWAYS CORPORATION.

1A

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

Enclosures = 2.

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

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

1A

Copy

Tel. No. Sloane 0611

Air Ministry,
37 Belgrave Square,
LONDON. S.W.1.

Reference:-
R.947369/40/A.I.1.

3rd February, 1945.

Dear Wing Commander

The Civil Aviation Department has had under consideration the proposed future operation of large B.O.A.C. aircraft via Rome which will demand hard runways about 2,000 - 2,500 yards long. Such installations do not at present exist at any aerodrome near Rome, and that Department is anxious to ascertain details of any prospective enlargement and improvement schemes that may be under consideration by the Italian authorities, with particulars of the size, orientation and material of proposed runways.

In the same connection, they would like to know the present condition and future prospects of the Magliana aerodrome and seaplane station, which was being constructed prior to 1942 in the Tiber Valley, 13 kilometres south-west of Rome.

I shall be grateful, therefore, if you will let me have, as soon as possible, any available information which may be of assistance in this matter.

Yours sincerely,
J.B.Hogan.

Wing Commander W. L. Minter,
Allied Control Commission,
ITALY.

5:27

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

FROM: AIR FORCE SUB COMMISSION, ALLIED COMMISSION, ROME.

TO :

DATE:

REF : AFSC/39/ASF.

CIVIL AVIATION IN ITALY.

At the present time Civil Aviation in Italy is forbidden by the terms of the Italian Armistice. Discussions of proposals for Civil Aviation in Italy is contrary to Allied policy. Any proposal you may wish to submit to this Sub Commission on the above mentioned subject will be returned without prejudice, pending any future amendment to Allied policy. If this policy is revised, these will be forwarded to such authority as may be empowered to deal with them.