

ACC

10000/135/694

0/135/694

UNEMPLOYMENT
JULY - NOV. 1944



COMUNE DI PISONIANO

Municipalità di Pisoniano

Pisoniano, li 25 novembre 1944 =

Al Comando dell'Aviazione "Alleata "

R o m a

Il sottoscritto fa domanda di arruolamento volontario presso codesto reparto.

Fa presente che è disposto a far parte dei reparti navali, gantisti come dei reparti logistici.

Inoltre è iscritto nelle leve aeronautiche italiane, è telegrafista, telefonista, ed attualmente Capo Ufficio Zona Statistico Economico dell'Agricoltura del luogo.

In attesa di riscontro saluta cordialmente;

Gerroni Amelio
Ufficio Comunale s.o.a.
- PISONIANO - (roma)

1333

1
From : AIR FORCES SUB COMMISSION, H.Q. ALLIED COMMISSION
To : AIR FORCES SUB COMMISSION, ALLIED COMMISSION, NAPLES
Date : 7th November 1944
Ref. : AFSC/INT/22/1 245

Lieut. TAHIRAJ SHEMSI - Albanian Pilot.-

Your memo of the 30th. October ref. ASC/5 addressed to Bari has been sent on to this Office for attention.

The above mentioned pilot approached us in August through the Displaced Persons Sub Commission and the matter was taken up at the time with the A.C.C.

Attached is a copy of a letter sent to the Displaced Persons Sub Commission dealing with this request.

It is regretted that there does not seem to be any possibility of satisfying Lt. Tahiraj Shemsi's request, but it would appear from reports that he is doing good work with the Balkan Air Squadron.

Baltimore

P. DE HAAN S/LDR INT.
AIR VICE MARSHAL
AIR OFFICER COMMANDING

1332

15 A
COPY

From : AIR FORCES SUB COMMISSION

To : DISPLACED PERSONS SUB COMMISSION

Date : 23rd August 1944

Ref. : AFSC/INT/22

For attention Lt/Col.C.F.FOTHERGILLLt.Pilot SHEMSI TAHIRAJ

With reference to the above Albanian Air Force Officer's request to join the Allied Air Forces, the matter has been taken up with the Air Officer Commanding this Sub Commission, Air Vice Marshal Bowen-Puscarlet during his recent visit to Rome.

He does not think there is much likelihood of Lt.Pilot TAHIRAJ being enrolled in the Allied Air Forces. In so far as the Balkan Air Force is concerned they could not accept him without authority from M.A.A.F. and they in turn would most probably have to obtain Air Ministry authority before posting him.

It is regretted under circumstances this Sub Commission cannot do anything to assist the above mentioned Pilot.

P. DE HAAN S/LDR INT
AIR VICE MARSHAL
AIR OFFICER COMMANDING

1331

1245 R 14A

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

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

Date :- 30th October, 1944.

Ref :- ASC/5

Lieut. TAHIRAJ SHEKSI. Albanian Pilot

Attached please find translation of letter dated 27th October received from the above-mentioned pilot requesting to be enrolled as a member of the Royal Air Force.

2. It will be noted that it seems to be a very worthy case and it will be appreciated if you will look into the matter and let us know if anything can be done.

S/LDR R. F. HARRIS
for

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

1330

Albanian Volunteer Contribution - Brief

Yannus Alkold.

The under-signed, Mr. P. L. TALLER, born 1919 is of service, born at Delvend, (Albania) on 17th Feb. 1919 is of Albanian nationality and is at present on the strength of the "Militant" Group.

He is now serving as a volunteer for service in the I. A. and he gives the following details:-

As there are no Albanian Military Schools in 1938, King Zogu's Albanian Government sent the under-signed with a party of other Albanians to the Military School at Rome. There he remained until 1939. After which, the matter passed into the Italian Royal Air Force Academy at Caserta.

In 1942 he was promoted to the rank of Pilot Officer (Pilot Tenente) in regular service. After having completed a training course on bombing at various airfields, he was promoted to the rank of Flying Officer (Tenente).

In September '43, having completed a course on the subject of aviation (ultra) he left his unit following the Armistice signing at the same time to avoid the recalling of then captured by the Fascist Regime by escaping to the Italian Alps and joining the regular Patriot group, I. A. However, he learned that the Germans were in occupation there, so he made his way back to Italy and in Rome he came into contact with other Albanian resistance.

Subsequently he took part in activities of the under-signed in the resistance group under the leadership of Generali.

On 13th March he was arrested by German troops and was transferred to Via Tevere. When he was subjected to various methods to make him confess the fact that he was in contact with the Italian resistance.

He remained imprisoned and segregated in the cells at Via Tevere for a period of fifty days and was only released on the promise that he would return to Albania, by German conveyance and by placing himself at the disposal of the Italian resistance.

1329

[illegible]

He remained imprisoned and was only released on the grounds for a period of fifty days and was only released on the grounds that he would return to Albania, by German authorities and by placing himself at the disposal and in service under German orders. 1329
Eventually, however, he received while still in Rome, and he the city until the arrival of the Allies.

After having presented himself to various Allied authorities, the Alauden Minister for Foreign Affairs in London, Mr. Edmund Gonsara took a personal interest in his position, referring him to the Balkan Air Force Section of the C.I.F. (in Paris). The result of which was assumed to have been favourable. On 27th Aug 48 an interview with Lt. Col. C.F. Goodwin, of the A.C.C., granted an opportunity to, in the . . . at home regarding an early opportunity to . . . about the present to

[illegible]

any other radio and television station which has been licensed by the Federal Communications Commission.

Spl. De Hann I245

*90A
14A*

From :- Air Forces Sub-Commission,
Allied Commission, NAPLES.
To :- Air Forces Sub-Commission,
Allied Commission, BARI.
Date :- 30th October, 1944.
Ref :- ASC/5



Lieut. TAHIRAJ SHEMSI. Albanian Pilot

B.

Attached please find translation of letter dated 27th October received from the above-mentioned pilot requesting to be enrolled as a member of the Royal Air Force.

2. It will be noted that it seems to be a very worthy case and it will be appreciated if you will look into the matter and let us know if anything can be done.

*Send to Rome.
S.*

for

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



Prev. Ref.	
Next Ref.	1328

T r a n s l a t i o n

ALLIED CONTROL COMMISSION - R.A.F.

Vesuvius Airfield.

The under-signed, Ten. Pil. TAHIRAJ SHFESI, in regular service, born at Telepeni, (Albania) on 12th Feb. 1919 is of Albanian nationality and is at present on the strength of the "Baltimore" Stormo.

He requests to apply as a volunteer for service in the R.A.F. and he gives the following details :-

As there were no Albanian Military Schools in 1936, King Zogu's Albanian Government sent the under-signed with a party of other Albanians to the Military School at Rome, where he remained until 1939, after which, the writer passed into the Italian Royal Air Force Academy at Caserta.

In 1942 he was promoted to the rank of Pilot Officer (Sotto Tenente) in regular service. After having completed a training course on bombing at various airfields, in May he was promoted to the rank of Flying Officer (Tenente).

In September '43, having completed a course on the airfield at Aviano (Udine) he left his unit following the Armistice trying at the same time to avoid the re-calling up then enforced by the Fascist Republican Party by escaping to the Lubian Hills and joining Yugoslav Patriot groups, intending thus to go back to Albania at the first opportunity. Latef, however, he learned that the Germans were in occupation there, so he made his way back to Italy, and in Rome he came into contact with other Albanian nationals.

Subsequently he took part in activities of the underground I.A.F. resistance group under the leadership of Generale Biffi.

On 28th March he was arrested by German SS troops and transferred to Via Tasso, where he was subjected to third degree methods to make him confess the fact that he was in principle an antinazi and an antifascist.

He remained imprisoned and segregated in the cells at Via Tasso for a period of fifty days and was only released on the promise that he would return to Albania, by German conveyance and by placing

course on bombing at various airfields, in May 1943, he was promoted to the rank of Flying Officer (Tenente).

In September '43, having completed a course on the airfield at Aviano (Udine) he left his unit following the Armistice trying at the same time to avoid the re-calling up then enforced by the Fascist Republican Party by escaping to the Lubian Hills and joining Yugoslav Patriot groups, intending thus to go back to Albania at the first opportunity. Latef, however, he learned that the Germans were in occupation there, so he made his way back to Italy, and in Rome he came into contact with other Albanian nationals.

Subsequently he took part in activities of the underground I.A.F. resistance group under the leadership of Generale Biffi.

On 28th March he was arrested by German SS troops and transferred to Via Tasso, where he was subjected to third degree methods to make him confess the fact that he was in principle an antinazi and an antifascist.

He remained imprisoned and segregated in the cells at Via Tasso for a period of fifty days and was only released on the promise that he would return to Albania, by German conveyance and by placing himself at the disposal and in service under German orders. Eventually, however, he escaped while still in Rome, and he hid in the city until the arrival of the Allies.

1327

After having presented himself to various Allied authorities, the Albanian Minister for Foreign Affairs in London, Mr. Mehmet Koniza took a personal interest in his position, referring him to the Balkan Air Force Section of the R.A.F. (in Bari). The result of which was assumed to have been favourable. On 27th Aug he was granted an interview with Lt. Col. C.F. FOTHERGILL, of the A.C.C. at Rome regarding an early opportunity to join the R.A.F.

Not having heard any more since then, about his request to be called-up, the writer is once more applying, with the hope that he will be granted the chance to realise his wish as an Albanian which is to be able to fight in the RAF against the common enemy, on any front, in the same manner as the Greeks, Poles, French and many other Allies have been doing.

The under-signed offers his thanks in advance for any interest that may be taken in his case and he remains at your disposal for

U.S. AIR FORCE - WASHINGTON, D.C.

whatever information or explanation that may be required.

NOTES ON CONTRIBUTORS

(Signed)
 Ten. TAHIRAJ SHEMSI,
 Stormo "Baltimore" 28^o Gruppo
 Vesuvius Airfield.

Vesuvius Airfield, 27th October, 1944.

Vesuvius Airfield, 27th October, 1944.

[illegible][illegible]

and an assistant.

To make his course the fact that he was in principle an opponent of the war, "there he was subjected to hindrances and setbacks."

On 28th March he was arrested by German SS troops and transferred to the prison at the airport of London.

I.V.E. requested that the Government of London should, in order to help him to keep him in the hospital in the United Kingdom.

[illegible]

UNITED CONTROL COMPANY - R.A.L.

Westview Airfield.

The under-armed Gen. Pll. Tahiraj Writshi, in regular service, born at Toleteni, (Albania) on 19th Feb. 1919 is of Albanian nationality and is at present on the strength of the "Balkans" Stormo.

He requests to apply as a volunteer for service in the U.S.A.R. and he gives the following details:-

as there were no Albanian Military Schools in 1936, King Zogu's Albanian Government sent the under-signed with a party of other Albanians to the Military School at Rome, where he remained until 1939. After which, the writer passed into the Italian Royal Air Force Academy at Caserta.

[illegible]

the rank of flying officer.

In September '43, having completed a course on the airfield at Aviano (Udine) he left his unit following the armistice trying at the same time to avoid the recalling up then enforced by the Fascist Republican Party by escaping to the Italian Hills and joining Yugoslav Patriot groups. Later, however, he learned that Albania at the first opportunity.

Later, however, he learned that the Germans were in occupation there, so he made his way back to Italy, and in 1944 he came into contact with other Albanian nationalists.

Subsequently he took part in activities of the underground.

On 28th March he was arrested by German SS troops and transferred to Via Veneto, where he was subjected to third degree methods to make him confess the fact that he was in principle an anti-Nazi and an anti-fascist.

and an untraceable. He remained imprisoned and re-arrested in the cells at Via Casso for a period of fifty days and was only released on the promise of a conference and by paying

[illegible]

Italy, and in Rome he came into contact with the under world, consequently he took part in activities of the underworld, and he was a member of the "Mafia".

On 28th March he was arrested by German SS troops and brought to the resistance camp near the coast. He was subjected to third-degree methods referred to via Tasso, where he was in principle an anticomunist to make him confess the fact that he was in principle an anticomunist. He was collected via Tasso.

and an informant.
He remained imprisoned and segregated in the cells at Via Tasso for a period of fifty days and was only released on the promise that he would return to Albania, by German conveyance and by placing himself at the disposal and in service under German orders. 1326
eventually, however, he escaped while still in Rome, and he hid in the city until the arrival of the Allies.

the city until the arrival of . . .

After having presented himself to various Allied authorities, . . . request
the Albanian Minister for Foreign Affairs in London, Mr. Zemanet
Konica took a personal interest in his position, referring him to
the Balkan Air Force Section of the R.A.F. (in Paris). The result
of which was assumed to have been favourable. On 27th and he as a
granted an interview with Lt. Col. C.F. FORTINGHAM, of the A.C.G.S.
at Rome regarding an early opportunity to join the R.A.F.

There has been no contact to . . .

Not having heard any more since then, about his request to be called-up, the writer is once more applying, with the hope that he will be granted the chance to realize his wish as an Albanian which is to be able to fight in the war against the common enemy, the Greeks, Turks, French and on any front, in the same manner as the Greeks, Turks, French and many other Albanians have been doing.

Many other Allies have been coming. The underlined offers are thanks in advance for any interest that may be taken in his case and he remains at your disposal for

Transmitted

ALLIED CONTROL COMMISSION - R.A.I.

Vesuvius Airfield.

The under-signed, P. M. FIL. TAHIRI, in regular service, born at Telepni, (Albania) on 12th Feb. 1913 is of Albanian nationality and is at present on the strength of the "Baltimore" Stormo.

He requests to apply as a volunteer for service in the R.A.I. and he gives the following details:-

As there were no Albanian Military Schools in 1936, King Zogu's Albanian Government sent the under-signed with a party of other Albanians to the Military School at Rome, where he remained until 1939, after which, the writer passed into the Italian Royal Air Force Academy at Caserta.

In 1942 he was promoted to the rank of Pilot Officer (Sotto Tenente) in regular service. After having completed a training course on bombing at various airfields, in May he was promoted to the rank of Flying Officer (Tenente).

In September '43, having completed a course on the airfield at Aviano (Udine) he left his unit following the practice trying at the same time to avoid the recalling up then enforced by the Fascist Republican Party by accepting to the Italian Hills and joining Jugoslav Patriot Groups, intending thus to go back to Albania at the first opportunity. Later, however, he learned that the Germans were in occupation there, so he made his way back to Italy, and in Rome he came into contact with other Albanian nationals.

Subsequently he took part in activities of the underground I.A.P. resistance group under the leadership of Generale Biffi.

On 26th March he was arrested by German SS troops and transferred to Via Tasso, where he was subjected to third degree methods to make him confess the fact that he was in principle an anti-Nazi and an anti-fascist.

He remained imprisoned and segregated in the cells at Via Tasso for a period of fifty days and was only released on the promise

In 1942 he was promoted to the rank of flying officer (tenente). After having completed a course on the airfield at Aviano (Udine) he left his unit following the armistice trying to avoid the re-calling to the Italian hills and at the same time to avoid the re-calling to the Italian hills and at the same time to avoid the re-calling to the Italian hills and

In September '43, having completed a course on the airfield at Aviano (Udine) he left his unit following the armistice trying to avoid the re-calling to the Italian hills and at the same time to avoid the re-calling to the Italian hills and at the same time to avoid the re-calling to the Italian hills and

Subsequently he took part in activities of the underground I.A.F. resistance group under the leadership of Generale Biffi.

On 26th March he was arrested by German SS troops and transferred to Via Tasso, where he was subjected to third-degree methods to make him confess the fact that he was in principle an anti-fascist and an antifascist.

He remained imprisoned and segregated in the cells at Via Tasso for a period of fifty days and was only released on the promise that he would return to Albania, by German conveyance and by placing himself at the disposal and in service under German orders. Eventually, however, he escaped while still in Rome, and he hid in the city until the arrival of the Allies.

After having presented himself to various Allied authorities, the Albanian Minister for Foreign Affairs in London, Mr. Mehmet Konisa took a personal interest in his position, referring him to the Balkan Air Force Section of the R.A.F. (in Bari). The result of which was assumed to have been favourable. On 27th Aug he was granted an interview with Lt. Col. C.S. TOMLINSON, of the A.C.C. at Rome regarding an early opportunity to join the R.A.F.

Not having heard any more since then, about his request to be called-up, the writer is once more applying, with the hope that he will be granted the chance to realise his wish as an Albanian which is to be able to fight in the RAF against the common enemy, on any front, in the same manner as the Greeks, Poles, French and many other Allies have been doing.

The underlined offers his thanks in advance for any interest that may be taken in his case and he remains at your disposal for

1325

AIR FORCES SUB COMMISSION
ALLIED CONTROL COMMISSION
R O M E

8th October '44

Giuseppe MOSCHELLA
S. TERESA DI RIVA
(M E S S I N A)

In answer to your letter fo Sept. 28th in which you offer your services to the Allied Air Forces, whilst your offer is appreciated it is pointed out that the Allied Air Forces cannot engage Italians, all the more so as Italy has her own Air Force.

P. DE HAAN S/LDR INT
AIR VICE MARSHAL
AIR OFFICER COMMANDING

1324

0-6543

2A

ISS

Suspense Date _____

[illegible]

A / 655
7 / 101323



To A.C.C. of Rome

123

1. Giuseppe Moschetti of Carmel and of Rosaria Mantoreo, born in S. Gerardo di Reiva (Messina) on July 8, 1923, living and dwelling in S. Gerardo di Reiva (Regina Marchetta) St. 10885, a student of the last year in law's faculty by the Royal University of Messina, was a Pilot in the Italian R.A.F., too this honorable A.C.C. take me in your R.A.F. also in the American, if it is possible, R.A.F. that are in Europe or in the Ocean Pacific.

I have a little English and will be able to live with the Allied troops.
Hoping in your help I am

Giuseppe Moschetti

S. Gerardo di Reiva (Messina) 28th September, 1944.

1322

AIR FORCES SUB COMMISSION
ALLIED CONTROL COMMISSION
R O M E

11A

5 ottobre 1944

AFSC/INT/22

STATO MAGGIORE R. AERONAUTICA
Ufficio "I"
Via Piemonte, 51
R O M A

Oggetto : VERGA Alfonso di Giovanni

8M/ Come richiesto dal Ten.Col. Santini
ed in via riservata si allega copia della
lettera indirizzata al Vice Maresciallo
dell'Aria W.A.B. Bowen Buscarlet dal suindi-
cato motorista.

La lettera s'intende a puro titolo
informativo.

P. DE HAAN S/LDR. INT.
AIR VICE-MARSHAL
AIR OFFICER COMMANDING

1321

AIR FORCES SUB COMMISSION
H.Q. ALLIED CONTROL COMMISSION
R O M E

10 A

AFSC/INT/22

Roma 24 settembre 1944

Signor Giacinto LEPOREALE
Via S. Eufemia n° 8
VILLA CASTELLI
(Brindisi)

In riscontro alla Vs/ domanda di arruola-
mento nell'aviazione Americana si fa presente che
essendo Voi cittadino Italiano essa non può essere
accolta.

P. DE HAAN S/LDR. INT.
AIR VICE-MARSHAL
AIR OFFICER COMMANDING

1320

*S/ra de HAAN**I 32**9A*Subject: Volunteer for Enlistment.Military Mission
Italian Army,
R O M E
AQ/30*21*Sep 44Air Force Sub Commission, ACC ✓

1. The attached letter and translation received by this HQ from HQ Fifteenth Air Force US Army, is forwarded for your information and necessary action.

*S.P. Archer Capt.*S.P. ARCHER Capt.
For Major General.
M. M. I. A.

SPA/hh



1319

RESTRICTED

18 July 1944

93

From : Leporale Giacinto living in Villa Castelli (Brindisi)
TO : Command of the U.S. Aviation in Bari

I undersigned Leporale Giacinto submit you my request to enlist me in the U.S. Army Air Forces. It was always my wish to belong to the glorious U.S. Air Forces, and to participate in your just and holy fight. I served in the Italian Air Forces as a electrician specialist.

Signed Leporale Giacinto 1318
Via Eufemia No 8
Villa Castelli
(Brindisi)

RESTRICTED

Incl #4

RESTRICTED 13 July 1944

From : Leporale Giacinto living in Villa Castelli (Brindisi)
TO : Command of the U.S. Aviation in Bari

I undersigned Leporale Giacinto submit you my request to enlist me in the U.S. Army Air Forces. It was always my wish to belong to the glorious U.S. Airforces, and to participate in your just and holy fight. I served in the Italian airforces as a electrician specialist.

Signed

Leporale Giacinto 1317
Via Eufemia No 8
Villa Castelli
(Brindisi)

RESTRICTED

RESTRICTED

Al Comando Superiore per
l'Azienda Americana
Bari

Io sottoscritto Sottosettore Giovanni di Giuseppe e di
Pasquale Maria, nato il 22-3-1921 a Villa Castell' (Brindisi)
ed ora residente in via S. Eufemia n. 8, faccio domanda
a Codesto Superiore Comando affinché venga ammesso in
qualità di militare nelle forze armate dell'Azienda
Americana -

Ho sempre voluto appartenere all'alta
grandiosa Armata del Cielo degli Stati Uniti d'America
e ora mi son permesso di rivolgere la preme-
ta domanda. Siano di una benedizione e di una
prospice chiamata per servire la causa
giusta e santa delle forze armate degli Stati
Uniti d'America -

Mi permetto per notare che provengo
dall'Azienda Italiana in qualità di specialista
elettricista.

1316

Nell'attesa che abbia una
RESTRICTED

Scer

U. A. J. Bigsardik

Avv Communiore

presso Ministero dell'Aeronautica

sec II A.

84

VERGA Alfonso E di Giovanni, motorista d'aeromo-

bili - brevetto Internazionale e munito di "licenze

To drive a motor" rilasciate dalla Commissione del

Distretto di Kessala (Queen) n. 606 in data 17.11.1937

espone questo segue:

Sin dal 1937 l'esponente si trovava in servizio

presso l'aeroporto di Kessala quale motorista. A con-

so di personale dispettelle che di mostro allora e che

ha sempre nutrito e mantenuto per la Libere Nazioni

Altre fu oggi da perseguitazioni un parte delle ab-

torità italiane e soprattutto della polizia fascista

che imbestia e danno dell'istante delle fondone.

l'esponente a Kessala contrasse delle malattie con

VIRRO ALFONSO F. DI GIOVANNI, motorista a' serono
 villa e brevetto Internazionale - munito di "Licenze
 To drive a motor" rilasciate dalla Commissione del
 Distretto di Kassala (Sudan) n. 506 in data 17.11.1957
 espone quanto segue:

Sin dal 1937 l'esponente si trovava in servizio
 presso l'aeroporto di Kassala, quale motorista. A cau-
 sa di personali simpatie che dimostrò allora e che
 fu sempre nutrito e mantenuto per le libere Nazioni
 alleate fu oggetto di persecuzioni da parte delle au-
 torità italiane e soprattutto della polizia fascista
 che lo molestò a gennaio dell'istante delle fardone.

L'esponente a Kassala contrasse delle amicizie con
 delle personalità di nazionalità Inglese e Greca, e
 per questo egli fu imposto delle autorità italiane
 di interrompere tali amicizie e tali contatti, l'i-
 stante non volendo mai subire tali stolte imposizioni.

1315
 seguito nel coltivare le amicizie. Su questo foglio
 potrebbe narrare un'infinità di episodi, che si ripro-
 nta far presente a voce, che varrebbero a dimostra-

See blue files "S"

From : AIR FORCES SUB COMMISSION

7A

To : ECONOMIC SECTION, A.C.C.

Date : 13th. September 1944

Ref. : AFSC/INT/22

CONFIDENTIAL

For attention Major G. LEIBEL

Herewith information on Giorgio U.
SALVADORI which appears to be satisfactory.

P. DE HAAN S/LDR INT.
AIR VICE MARSHAL
AIR OFFICER COMMANDING

SALVADORI Giorgio -

SALVADORI Giorgio di Riccardo e di Alatri Ermelinda, nato a Genova il 27.8.1911 e domiciliato in Roma, Piazza Sallustio n°9, risulta di buona condotta morale e politica.

E' ammogliato con **BALLIO** Luciana, nata a Roma il 20.12.1912, donna di casa ed ha due figli, Paolo di anni 7 e Antonella di anni 4.

Il SALVADORI Giorgio, dopo la permanenza di sette anni a Monfalcone, ove era occupato in qualità di ingegnere presso quei cantieri di costruzioni aeronautiche, ha fatto rientro a Roma il 4.12.1943.

Presentemente è impiegato presso la ditta Cesi-Rotorex in Via Regina Margherita n°46. Si occupa di ingegneria civile ed aeronautica.

E' ritenuto professionista serio, capace e gode ottima reputazione fra i superiori e colleghi.

Conduce vita piuttosto familiare e pienamente rispondente alle sue condizioni economiche.

Non risulta che abbia ricoperto in Roma cariche politiche.

Nello stesso stabile abitano i suoi genitori. La madre è di razza ebraica. Per questa ragione il padre Riccardo fu vigilato dalla pubblica sicurezza per più anni e fino a quando non riuscì a provare con documenti la sua appartenenza alla razza ariana.

Il SALVADORI Riccardo, anch'egli ingegnere che si dedica alla radio e televisione, è persona professionalmente molto a posto.

Nell'anno 1939 ottenne il passaporto per gli stati centro europei esclusa la Russia e la Spagna.

E' stato per otto anni consigliere della Società Italo-Radio; ha rappresentato per cinque anni il Ministero delle Corporazioni nel

Presentemente è impiegato presso la ditta Cesi-Rotorex in Via Regina Margherita n°46. Si occupa di ingegneria civile ed aeronautica.

E' ritenuto professionista serio, capace e gode ottima reputazione fra i superiori e colleghi.

Conduce vita piuttosto familiare e pienamente rispondente alle sue condizioni economiche.

Non risulta che abbia ricoperto in Roma cariche politiche.

Nello stesso stabile abitano i suoi genitori. La madre è di razza ebraica. Per questa ragione il padre Riccardo fu vigilato dalla pubblica sicurezza per più anni e fino a quando non riuscì a provare con documenti la sua appartenenza alla razza ariana.

Il SALVADORI Riccardo, anch'egli ingegnere che si dedica alla radio e televisione, è persona professionalmente molto a posto.

Nell'anno 1939 ottenne il passaporto per gli stati centro europei esclusa la Russia e la Spagna.

E' stato per otto anni consigliere della Società Italo-Radio; ha rappresentato per cinque anni il Ministero delle Corporazioni nell'Associazione Nazionale per controllo della combustione; ha insegnato elettro tecnica presso la scuola ingegneri di Roma ed è stato per quattro anni ingegnere capo presso la società telefonica T.I.T.I.

Le cariche di cui sopra sono state ricoperte dal SALVADORI prima dell'anno 1935.

Presentemente è amministratore della Società Anonima Italiana "Gorgos" con ufficio nella propria abitazione, siccome di malferma salute.

Altro suo figlio si trova in America.

Possiede un automobile non autorizzata alla circolazione.

In famiglia ha avuto servitù (anche tre persone) fino a quando non vi fu impedimento dall'appartenenza alla razza ebraica della moglie.

Era iscritto al disciolto P.N.F. dal 1922.

Roma, 10.9.1944.

General Piacentini's Scheme for utilising Airfields, etc.

Saw Major Ohrbach, P.A. to Brigadier General William O'Dwyer, Vice-President of the Economic Section of A.S.C. and arranged for General Piacentini to attend a meeting at 1100 hrs. in General O'Dwyers' office. Mr. A.G. Antolini of the Economic Section was likewise present as also Lt. Col. Jenny of Public Works and Utilities.

General Piacentini explained his scheme and his requirements. Brigadier General O'Dwyer wholeheartedly approved the scheme and Lt. Col. Jenny had no objections to raise. It was agreed that the final word rested with the A.F.S.C. and M.A.A.P. the latter's sanction being required before undertaking any work on airfields.

With regard to General Piacentini's requirements, which mainly concern transport, Brigadier General O'Dwyer pointed out that for the time being it was quite impossible to provide transport or other equipment. The position might change at any moment, may be in a few weeks. He suggested that General Piacentini make a start by collecting his men, put them to work on the airfields sorting out material, and preparing dumps so that, when transport and equipment is available, it can be brought into use immediately.

General Piacentini is to keep in touch with Mr. A.G. Antolini of the Economic Section and Lt. Col. Jenny of Public Works and Utilities.

2.9.44

1313

5A

From : GEN PIACENTINI

To : AIR FORCES SUB COMMISSION

Date : 24th August 1944

Ref. : 6050/S

Use of Materials and Unused Ground.

1. In Italy there are quantities of fixed and moveable materials belonging to the State, now no longer of use on account of demolition and bombardment, (barracks, depots, shops and hangars) and some unused a/ds and ground space in the vicinity of a/ds in use.
2. The utilization of these grounds and materials (iron and bricks) of the bombed buildings could be carried out by means of organizations formed of ex Air Force personnel and repatriated prisoners, so as to reduce as far as possible the crisis arising out of an Air Force now limited in numbers.
3. This Ministry has forwarded these proposals to the Council of Ministers, who, recognising the usefulness and importance of the work, has asked RUINI and various other Ministers of the Armed Forces, Communications, Agriculture, Industry and Commerce to study ways and means.
4. The first meeting, held on August 22nd, decided to study the project, making use of the experts nominated by each Ministry, in the case of Agriculture, consulting the Associazione Nazionale Combattenti, and for the salvage part the organizations interested in National reconstruction.
5. The carrying out of the project should be always done by means of co-operatives, employing, as already stated, Armed Forces personnel not in service, and those who, as more of Italy is liberated, will not be required for further service. In this way much land can be cultivated with beneficial results in food supply, and much mate

of the number of ex Air Force personnel and repatriated prisoners, so as to reduce as far as possible the crisis arising out of an Air Force now limited in numbers.

3. This Ministry has forwarded these proposals to the Council of Ministers, who, recognising the usefulness and importance of the work, has asked RUINI and various other Ministers of the Armed Forces, Communications, Agriculture, Industry and Commerce to study ways and means.
4. The first meeting, held on August 22nd, decided to study the project, making use of the experts nominated by each Ministry, in the case of Agriculture, consulting the Associazione Nazionale Combattenti, and for the salvage part the organizations interested in National reconstruction.
5. The carrying out of the project should be always done by means of co-operatives, employing, as already stated, Armed Forces personnel not in service, and those who, as more of Italy is liberated, will not be required for further service. In this way much land can be cultivated with beneficial results in food supply, and much material can be salvaged for reconstruction of buildings and industries.
6. In order to do this work the A.C.C.'s sanction is necessary, and the person appointed to ask sanction is the Air Minister to whom the idea first occurred.
7. However, in view of the above it is only right to inform the A.F.S.C. of the project and to have its approval and support in order that an interview can be arranged between the undersigned and the Head of the A.C.C. for the purpose of getting matters started.
8. The proposal outlined is of an urgent character because of fast approaching winter, with regard to agricultural and salvage work.

Signed P. PIACENTINI

From : AIR FORCES SUB COMMISSION
To : DISPLACED PERSONS SUB COMMISSION
Date : 23rd August 1944
Ref. : AFSC/INT/22

For attention of Lt. Col. C.F. POTTERGILL

Lt. Pilot SHEHBI TAHIRAY

With reference to the above Albanian Air Force Officer's request to join the Allied Air Forces, the matter has been taken up with the Air Officer Commanding this Sub Commission, Air Vice Marshal Bowen-Buscarlet during his recent visit to Rome.

He does not think there is much likelihood of Lt. Pilot TAHIRAY being enrolled in the Allied Air Forces. In so far as Balkan Air Force is concerned they could not accept him without authority from M.A.A.F. and they in turn would most probably have to obtain Air Ministry authority before posting him.

For obvious reasons it would be impossible to enroll him in the Italian Air Force.

It is regretted under circumstances this Sub Commission cannot do anything to assist the above mentioned Pilot.

With reference to the above Albanian Air Force Officer's request to join the Allied Air Forces, the matter has been taken up with the Air Officer Commanding this Sub Commission, Air Vice Marshal Bowen-Buscalet during his recent visit to Rome.

He does not think there is much likelihood of Lt. Pilot TAHIRAY being enrolled in the Allied Air Forces. In so far as Balkan Air Force is concerned they could not accept him without authority from M.A.A.F. and they in turn would most probably have to obtain Air Ministry authority before posting him.

For obvious reasons it would be impossible to enroll him in the Italian Air Force.

It is regretted under circumstances this Sub Commission cannot do anything to assist the above mentioned Pilot.

1311

P. de Maan
S/Ldr Int.
Air Vice Marshal
Air Officer Commanding

S/L. de Haan

4A

I don't think there is much hope for this chap! B.A.F. could not accept him without authority from MAAF, and they in turn, would, I think have to get Air Ministry authority.

In any case we would want details of hours flown, types flown etc, before putting up the case.

15/8/44.

W B ace



17-8-44

3A

Ministero dell'Aeronautica

IL CAPO DI GABINETTO

Caro Maggiore

Le accludo la lettera
relativa alle vedove dei caduti.

Come vede sono poche e
sono certo che ella farà tutto
il possibile per metterle
a posto -

Le ringrazio molto e la
saluto molto cordialmente

Lei. Capina

2A

Meeting with Gen Cappa on August 13th.-

Gen. Cappa called at this Office and raised the following points :-

1) He referred to a visit I had from Gen. Biffi who had brought up the question of unemployment among ex officers who had been discharged from the I.A.F. Gen. Biffi had suggested that the AFSC find means of employing these officers in some Allied organisation.

Gen Cappa stated that Gen. Biffi's initiative enjoyed his support.

I pointed out to Gen. Cappa as I had already pointed out to Gen. Biffi that the problem was one that affected not only the Italian Air Force but also the Army and Navy, and that consequently the Italian Government should take the initiative. In so far as I was concerned I had asked Gen. Biffi to let me have a list of the personnel and I would pass it on to proper quarters. The list comprises about 200.

2) Gen. Cappa then raised the question of twenty widows who were at one time employed by the Air Ministry and had recently been dismissed. All they had was a pension of Lit. 400 a month. I suggested to let me have their names and I would see what I could do for them. *21 widows mentioned as per list.*

3) There are at present 10,500 Italian Air Force personnel who are entitled to back pay from Sept. 8th onwards. The amount involved is Lit. 112,000,000. Whereas the Army and Navy have sufficient funds to meet their liabilities in this connection the I.A.F. have no such reserves and the Italian Minister of Finance refuses to grant this amount.

4) Gen. Cappa would very much like the Air Vice Marshal to grant him an appointment when next he comes to Rome to discuss these and other matters.

1308

15th August 1944

P. de Haan S/Ldr

Yes. I will see anyone you
like. Up to 1600 hrs. to-day.
16.8.44. *UB acc.*

*all points
discussed
at meeting
A.M. Cappa
16.8.44*

PUBLIC RELATIONS BRANCH
ALLIED CONTROL COMMISSION

1A

PRB/R 10

August 6, 1944

Trend of Copy filed by Correspondents

Representatives of the General Confederation of Italian Labour called on Gronchi, Minister of Industry, Commerce and Labour, and made strong appeals for urgent measures to be taken to relieve unemployment in liberated Italy. The delegates said that the real solution of the problem lay in sponsoring public and private works of reconstruction of devastated villages, towns and cities, but that if the Government delayed beginning works on a large scale their organisation would be forced to demand exceptional provisions "to guarantee the unemployed the elementary right to existence".

Gronchi replied that he recognised the gravity of the situation for the working masses especially in Rome and Lazio Provinces and declared that his Ministry is planning to reactivate those industries which it would at least be possible to operate on a reduced scale.

At the same time the Italian Cabinet announced the setting up of an emergency Committee to work on the problem of reconstruction. Headed by Bonomi the Committee had already started to work on housing but owing to the shortage of raw materials and transport this can probably only mean emergency provisions for sheltering the homeless before winter comes.

The representatives also mentioned that salaried workers in Rome were in a deplorable condition because of

the rising prices. Wages did not suffice to buy even rationed goods.

1B

In order to allow the C N A and Pirelli firms to resume their activity - important to the Italian Air Force - I pray you will examine the following requirements : -

- a) The de-requisitioning of the G.1 property belonging to the Italian Ministry of War, which has been requisitioned by REAME, but not yet occupied. These properties would be assigned to the C N A firm for the overhauling of Allison engines and Airacobra repairs.
- b) The dispatch of two specialist technicians for the overhauling of Allison engines, together with two or more competent technicians, assuming that the properties above mentioned are available.
- c) The de-requisitioning of a part of the Pirelli property in Via Assisi, Rome, in order that repairs to Aircraft tyres can be undertaken as soon as possible.
- d) Restitution of a plastic oven for moulding synthetic rubber and a wire drawing machine which are at present in the above mentioned place, to be used at the workshop of Pirelli at Tivoli.

Attached is a pro-memoria in which is briefly stated the programme of reorganisation of industries in the Rome region, together with the principal difficulties to be overcome.

I shall be most grateful if you can consider the question raised and for any help that you can give.

Signed Gen. Placentini

1305

10

Industries at Rome which could be utilized by the Italian Air Force.

The liberation of Rome has made possible the use of certain industries in the interest of the Italian Air Force - industries which by their specialization are necessary, and cannot in fact be substituted if the present difficulties are to be overcome.

These industries were badly damaged by the Germans, who in any case took with them a large percentage of machinery and fittings. However, it is possible to reactivate certain of them so as to confront the more urgent of present problems.

The actual necessities are as follows :

- a) Overhaul of Allison engines at the rate of forty to fifty per month.
- b) Air frame repairs at the rate of twenty to twenty five per month.
- c) Making and repairing of parachutes, supply containers, rubber boats, fittings etc.
- d) Making and repair of pneumatic tyres.
- e) Construction and repair of instruments (flying)
- f) Making of small spares.

To carry out the above the following premises could be used by the firms stated :

a) and b) Overhaul of Allison engines and air frame repairs. The C N A firm could undertake the work. It has machinery, specialists etc. Their workshop, however, on the Rome airfield, has been completely destroyed. To make it possible for them to begin work it would be necessary for the A C C to intervene with regard to premises.

Premises. They could use the Ministry of War property, in Via Prenestina, about 4 km outside Rome, now held by G.I. Attached is a photograph of the lay-out. But to do so the requisition by REME would have to be cancelled.

Spare parts and fittings for Allison engines and repair of Airacobra frames. These will have to be furnished by the A.C.C. in sufficient quantities.

Technical Specialists. These would have to be placed at the disposition of the C N A (the two technical specialists mentioned in the introduction) in order that their experience can be passed on to others who have to undertake the work.

2.-

Note. In case the premises are immediately available the fitting up of machinery can be undertaken at once and lists of materials required to initiate work.

Construction and repair of parachutes, supply containers, escape boats etc. The Aerostatica Averio (Salvator) firm can undertake the work so far as premises, machinery and technicians are concerned. But the intervention of the A C C would be necessary concerning electric current (500 kwh per month), restitution of sewing machine spare parts requisitioned and taken to Naples by Capt. Fox of the R A O C. With regard to the last Col. Eliot has taken some steps. Lastly, an assignment of petrol for the transport of workers, which would amount to between ten and fifty litres per day.

So much arranged the firm could undertake the following production

Make 100 Salvator parachutes per month
Repair 200 parachutes per month
Construct 20 pneumatic boats per month
" adequate parachute harnesses.

The same firm could make parachutes of any type desired provided the raw material was provided as well as a few technical experts capable of instructing the Italian personnel.

Construction and repair of Aircraft tyres. The Pirelli firm has premises at Tivoli, although somewhat damaged and antiquated, but it can produce, so far as machines and specialists are concerned. Damage to the fabric can be repaired. The premises, therefore, could be put in working order in from 100 to 120 days. The A C C would have to furnish the following :

Electric current. 200 kw Hrs per day

Supply of oxygen, carbon of lime, acetylene in containers etc

Restitution of a thermic oven for plastification and a 4th 303 drawer at present in Via Assisi, requisitioned by the Allies.

The assignment of ten thousand quintals of cement, forty thousand roof tiles, thirty thousand perforated bricks or alternatively two thousand square metres of fir or pine planking 3cm.

Electrical requirements : 500 kw power. Daily consumption of 8,000 kwh.

Coal requirements : 300 tons monthly

Raw materials : Proportionate assignment of synthetic rubber and natural rubber, cotton textile, metal wire, sulphur, various

2.-

Note. In case the premises are immediately available the fitting up of machinery can be undertaken at once and lists of materials required to initiate work.

Construction and repair of parachutes, supply containers, escape boats etc. The Aerostatica Avorio (Salvator) firm can undertake the work so far as premises, machinery and technicians are concerned. But the intervention of the A C C would be necessary concerning electric current (500 kwh per month), restitution of sewing machine spare parts requisitioned and taken to Naples by Capt. Fox of the R A O C. With regard to the last Col. Elliot has taken some steps. Lastly, an assignment of petrol for the transport of workers, which would amount to between ten and fifty litres per day.

So much arranged the firm could undertake the following production

Make 100 Salvator parachutes per month
Repair 200 parachutes per month
Construct 20 pneumatic boats per month
" adequate parachute harnesses.

The same firm could make parachutes of any type desired provided the raw material was provided as well as a few technical experts capable of instructing the Italian personnel.

Construction and repair of Aircraft tyres. The Pirelli firm has premises at Tivoli, although somewhat damaged and antiquated, but it can produce, so far as machines and specialists are concerned. Damage to the fabric can be repaired. The premises, therefore, could be put in working order in from 100 to 120 days. The A C C would have to furnish the following :

Electric current. 200 kw Hrs per day

Supply of oxygen, carbon of lime, acetylene in containers etc

Restitution of a thermic oven for plastification and a 4' x 3' x 3' drawer at present in Via Assisi, requisitioned by the Allies.

The assignment of ten thousand quintals of cement, forty thousand roof tiles, thirty thousand perforated bricks or alternatively two thousand square metres of fir or pine planking 3cm.

Electrical requirements : 500 kw power. Daily consumption of 8,000 kwh.

Coal requirements : 300 tons monthly

Raw materials : Proportionate assignment of synthetic rubber and natural rubber, cotton textile, metal wire, sulphur, various

3.-

chemical ingredients, oil and greases for lubrication, solvent benzine and oil and petrol for trucks.

Given the above the firm could produce 100 tyres per day of various types. The needs of the I A F would absorb about one third of that production. The rest could be placed at the disposition of the Allied Air Forces.

To meet the needs of Operational Units - since the making of new tyres will not be possible for some months - could be met by remaking old ones. However if the Firelli firm is to undertake the work the A C I would have to de-requisition the premises in Via Assisi.

Making and repair of flying instruments. Three firms are available for the production of the above :

- Ottico Meccanica Italiana
- Sabbatini
- Industria Radiotecnica Italiana.

These are in condition to begin work in so far as premises, machinery, fittings and specialists are concerned. They have also some small reserves of raw materials. Their productive capacity is excessive with regard to the actual requirements of the I A F. Some repair and installation work could be entrusted to these firms on Baltimore and Airacobra aircraft.

Construction and repair of small parts and spares. The following four firms can undertake work :

1302

- A.I.S.I.
- Gregorini
- L.I.C.M.A.
- S.A.L.A.

These are all in condition to undertake work.

In the Rome area there are other industries, among which the Società Romana Costruzioni Meccaniche, the MOTOR, Centin, BRED Aermi, OSA, Benigni etc etc, which have almost been entirely destroyed or transferred North, and which cannot for the moment come under consideration.

It is hoped that the materials cited above can be obtained and that the premises will not be requisitioned by the Allied authorities.

Rome 29th July 1944

Signed Col. Tolino

10104