

ACC

10000/135/721

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PRESS, CRITICISM OF IAF ORGANIZATION
JULY - DEC. 1946

min 1.A. Q. C.Ref 1A-4A

Investigations are going on to discover the authors of these articles. The author of the 1st Two is possibly an officer who is closely connected with 2 Generals who were not promoted recently.

The statements in these articles are substantially correct where direct accusations are made but as the "accusations" mostly say that officers were "Spanish Volunteers", and "Mowarchists", their guilt might be called "a matter of opinion."

25.7.46.

Inkedup kop.

2.

2511

S. I. O.Ref Min 1.

It seems that the Italian press requires educating. Can't the Air Minister get the council of ministers to issue a press edict that criticisms of Govt. departments & officers shall ^{NOT} be published anonymously? I don't think we can take this up officially, but I see no reason why the wheels should not be oiled unofficially. If I remember, I will mention this myself to Cingolani too. Is there a law of Blackmail in Italy? And if so how long does the process take?

RFB
26/7

3.

Col. Hamford.

Reference our conversation this morning please
see enclosures in this file, with particular reference to

5^A You will note that the malicious/^{unknown} writer
has begun to drag in L. A. F. S. C. and it seems
that there is more dirty washing coming. I don't like
it & if there is any action which can be taken - either
officially or unofficially - both the Italian Air Ministry &
ourselves will be most appreciative.

2. May we have your advice.

3. I have spoken to Blad (Mr. Parvitt) who is expecting this
file to be passed from you to him.

4. Please note that the Italian Air Ministry has taken some
(rather ineffectual) action - see 4^A p.

27 July 46.

W. P. P. P. P.
Dir. AFSC.

p.s. The new U.S. for Air - Fiorentino - is a
Socialist & perhaps he could do something himself with an
urge from us. The Avanti is a Socialist rag!

4.

AIR FORCE SIC (in Vice Marshal Brooke).

Polad (B)

1. The last article of the 'Ovanti' is certainly libel even in Italian law.
2. Remedy in law is impracticable and in any case would not yield any satisfactory results.
3. I suggest two courses
 - a) - Personally I will speak to Nenni's ex Chief of Cabinet, whom I know personally and draw his attention to the unfortunate consequences the articles of 'Ovanti' will have and ask him to speak to his Chief & to the Editor.
 - b) - Officially representations should be made by the C.C. to the President of the Council, as soon as Polads have agreed on the form such protest will take.

26 Jul 46

Legal S/C. 5.

G. S. Hannaford
H.C.

Col. Hannaford's suggestion at 3 (a) is, I think, a very good one. 3 (b) is possibly rather 'high level' - and in any case I suspect that the P.M.'s mind is in Paris, where his body will shortly follow.

Shaw Polad B. 29 July '46

Legal S/C. Returned to Air Force S/C
1 Aug 46

G. S. Hannaford H.C.

6.

St. Col. Hannaford
Mr. Pavitt 11/8

I wish to thank St. Col. Hannaford for
taking his unofficial action stated at
Min 4 para 3(a) which I think would be
enough. Therefore I propose to take no
official action, e.g. as suggested at Min 4 para 3(b).

1 Aug.

Air Force S/C.

noted. returned to Air Force S/C

Gen. P. D. D. D.

D. D.

G. S. Hannaford

H. L. L.

2 Aug.

Leyce S/C

From:- Air Forces Sub-Commission, Allied Commission, Rome.
 To :- Italian Air Ministry.
 Date:- 23rd December, 1946.
 Ref :- AFSC/1102/3/INT.

ITALIAN & ALLIED
S E C R E T

SECURITY - LEAKAGE OF INFORMATION.

Reference is made to the serious leakage of information which was revealed in the newspaper 'UNITA' on the 4th December concerning a conference held at the Italian Air Ministry on the 2nd December and which was attended by high ranking Italian and Allied Officers in order to discuss the re-organisation of the Inter-Italian Air Force.

2. The Director and Deputy Director of the Air Forces Sub-Commission have on several occasions discussed this leakage of information with the Air Minister and the Chief of Air Staff.

3. It is understood that an enquiry is being conducted in the Italian Air Ministry and it is requested that you will inform the Air Forces Sub-Commission of the result of your enquiry and of such disciplinary action or precautionary measures which you will be taking in regard to this particular breach of security and in order to lessen the possibility of similar leakages in the future.

4. For your information it is confirmed that the Allied Commission and The Supreme Allied Commander regard this breach of security with grave concern.

S.I.O.

*to be a valid action on φ
 as agreed by us.
 already done
 28/12.*

I.E. Broome 2509

I.E. BROOME,
 AIR VICE MARSHAL,
 DIRECTOR,
AIR FORCES SUB-COMMISSION.

D R A F T .

197

From:- Air Forces Sub-Commission, Allied Commission, ME.
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ITALIAN & ALLIED
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5. For your information it is confirmed that the Allied Commission and ^{The Supreme Allied} higher Allied authorities regard this ^{breach of security} matter with grave concern, ^{as} ~~because great~~ care has been taken by the Allies not to divulge to unauthorised persons, the ^{11 Commander} matters under discussion at the conference held on the 2nd December and mentioned above.

.A.V.M., etc.

SECRET

SECRET

OFFICE OF THE CHIEF COMMISSIONER
ALLIED COMMISSION

ARO 794

Ref :

December, 1946.

Subject: Report on Anglo-American - Italian Air Relations.

To : Allied Force Headquarters.

Copies to AAG Italy & AFCE

Reference your letter AF 148 undated (and received in the Allied Commission on the 20th December), concerning the article which appeared in the Italian newspaper 'UNITA' on 4th December, 1946, which revealed a leakage of information, it is believed that the leak occurred in the Italian Air Ministry. The following is the sequence of events in connection with this matter.

2. On the 2nd December a conference was held at the Italian Air Ministry, at which the following officers were present - The Director, Deputy Director and Senior Equipment Officer together with two Officer Interpreters of the Air Forces Sub-Commission and Squadron Leader Thompson of the British Air Ministry, Generals Almone Cat, Brigante, Monte, Coppi and Biffi and Colonel Gransanti of the Italian Air Force.

The purpose of the meeting was to discuss the re-organization and re-equipping of the Italian Air Force. It is apparent from the wording of the article in 'UNITA' (of 4th December) that one of the Officers present at this conference actually communicated information to the offices of the newspaper 'UNITA'.

3. On the same day (4th December), the Head of the Italian Intelligence Section informed the Air Forces Sub-Commission that the Chief of Air Staff (General Almone Cat) was intending to reply and that he was considerably concerned at the

the sequence of events in connection with this matter.

2. On the 2nd December a conference was held at the Italian Air Ministry, at which the following officers were present - The Director, Deputy Director and Senior Equipment Officer together with two Officer Interpreters of the Air Forces Sub-Commission and Squadron Leader Thompson of the British Air Ministry, General Aimonio Cat, Brigante, Monte, Coppi and Biffi and Colonel Cransanti of the Italian Air Force.

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3. On the same day (4th December), the Head of the Italian Intelligence Section informed the Air Forces Sub-Commission that the Chief of Air Staff (General Aimonio Cat) was intending to reply and that he was considerably concerned at the leak of information. Subsequently two further articles were published in 'UNITA' dated 6th and 7th December and another article appeared in 'GIORNALE DELLA SERA' on the 7th December; copies of these three subsequent articles are forwarded herewith for your information. From them it will be observed that the Air Minister took the matter seriously and his answers seem to have satisfied the Italian Press because no further articles on this subject have appeared.

4. It will also be observed that the names of the Italian Officers present at the Conference are given in a 'UNITA' article, General Porro was not present ('UNITA' admitted that he was not present in an article of the 14th December), but as was pointed out at the time by the Intelligence Section of the Italian Air Ministry, it is significant that the name of General Biffi was not mentioned.

...../Para. 5.....

- 2 -

5. On the 11th December and 13th December respectively, both the Italian Chief of Staff and the Italian Air Minister verbally admitted to the Director and Deputy Director Air Force Sub-Commission that there is little doubt that General Biffi was responsible for this serious leak of information. The Air Minister himself is already conducting an enquiry, the results of which are not yet known in the A.F.S.C. However, the Director A.F.S.C. is pursuing the matter and you will be informed of the ultimate result of the enquiry and of any disciplinary action which the Italian Air Ministry may decide to take.

6. I am assured by the Director A.F.S.C. that all precautions possible have been taken in the A.F.S.C. to keep these matters secret, for example :-

- (1) Soon after your signal UK.475 dated 15th November was received, the Director and Deputy Director A.F.S.C. went to the Italian Air Ministry on the 22nd November to discuss verbally the implications resulting from that signal, which approved the re-organisation of the Interim Italian Air Force under certain conditions. At the meeting (on 22nd November) the Director opened by saying that the subject to be discussed should be treated as 'SECRET' and ⁷⁵⁰⁷ confirming the information verbally released to the Italian Air Ministry, the A.F.S.C. letter (dated 26th November, 1946) was marked 'ITALIAN & ALLIED SECRET'. At a meeting on 2nd December it was again impressed upon all present that the subject matter under discussion should be treated as Secret.

(11) On 4th December and as a result of the extract in 'UNITA' dated

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the Director and Deputy Director A.F.S.C. went to the Italian Air Ministry on the 22nd November to discuss verbally the implications resulting from that signal, which approved the re-organisation of the Interim Italian Air Force under certain conditions. At the meeting (on 22nd November) the Director opened by saying that the subject to be discussed should be treated as 'SECRET' and that 2507 confirming the information verbally released to the Italian Air Ministry, the A.F.S.C. letter (dated 26th November, 1946) was marked 'ITALIAN & ALLIED SECRET'. At a meeting on 2nd December it was again impressed upon all present that the subject matter under discussion should be treated as Secret.

(ii) On 4th December and as a result of the extract in 'UNIMA' dated 4th December it was decided at an A.F.S.C. Weekly Staff Meeting that the attention of all ranks was to be drawn to a serious leak of information and that they were to be reminded not to divulge secret information.

7. I am satisfied that the leak did not occur from Allied Commission Personnel.

8. For your information the Director A.F.S.C. brought to my attention the series of articles in the Italian Press as soon as they had been translated and I am satisfied that he has taken all action possible to trace the source of the leakage and that his actions subsequent to the leakage, in his relations with the Italian Air Ministry, have been correct.

SECRETS E C R E T

2

4406

December 1946

18A

AP 148

SUBJECT: Report on Anglo-American - Italian Air Relations

TO : Chief Commissioner
Allied Commission
Rome*And done*

1. The following article appeared in the Italian newspaper 'UNITA' on 5 December 1946:

" 'UNITA' under the title 'Royal Air Force' states the Anglo-American solicitude for the fate and future of Italian aviation has always been great.

"Extraordinarily great. Almost worrying. And the rumours that are going about these days at the Air Ministry are such as to justify this anxiety. It is stated in fact at the Ministry that on the 2nd December a meeting took place there of high officials of the British and Italian aviation. In order to discuss the re-organization of Italian aviation, Air Marshall J. BRODIE, the head of the Allied Air Force Sub-Commission, is said to be responsible for this 'charming idea' and to have introduced to the Italian Air Commanders a certain Colonel THOMPSON, who has been especially sent by the British Government in order to reorganize Italian aviation. Apparently very important and delicate matters were discussed at the meeting connected with the future of Italian military and civil aviation, matters connected with staff, training, present and future availability of Italian air bases already formed part of the Royal Air Force. This is the story that is going about the Italian Air Ministry. Even names being quoted. Does Minister CINGOLANI know anything about it. The question appears to be so serious that we should be the first to welcome a denial."

2. The above article shows a gross leakage of information, considering that all correspondence dealing with the reorganization of the Italian Air Force has always been of a Top Secret or Secret nature.

3. It would appear that those responsible for security arrangements within the Air Forces Sub-Commission and/or the Italian Air Ministry have failed to carry out their duties properly.

4. The leakage referred to above is to be investigated immediately, and this Headquarters informed of the result.

L. C. JAYNES
L. C. JAYNES

Major General, U. S. Army
Deputy Chief of Staff

Copy to:

The Director of Air Forces
Sub-Commission, Allied Commission, Rome
G-2 AFHQ G-4 MTOUSA (Air Advisory Sec.)
G-3 AFHQ US POLAD
G-5 AFHQ BRIT POLAD
CA PRO AFHQ RAF LO
X AOC, AHq RAF, Italy

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SECRETS E C R E T

17#

From:- Director, Air Forces Sub-Commission, Allied Commission, ROME.
 To :- Squadron Leader Thompson, Assistant Director Organisation (Foreign Air Forces), Air Ministry, London.
 Date:- 16th December, 1946.
 Ref :- AFS/1102/3/124

PRESS CRITICISM OF THE ITALIAN AIR FORCE.

I enclose copies of translations of articles which have recently appeared in the Italian Press. I am sorry this leak occurred at the Italian Air Ministry, almost undoubtedly through General Biffi according to a check up we have made. However, as regards the contents of the press articles, I am not worried because it is typical of the Press in Rome and, in fact, the original L'Unita (Communist Paper) article was rather less vicious than it often is.

2. Though I send these to you personally because you were at the conference under discussion, I think it possible that Air Ministry Intelligence might like to see the attached papers.

3. This storm in a teacup seems to have calmed down, nothing further having appeared in the Press since 7th December.

IR
 I.E. BRODIE,
 AIR VICE MARSHAL
 DIRECTOR, 2805
AIR FORCES SUB-COMMISSION.

S.10. *File 1/2*

16/12

16A

EXTRACT FROM L'UNITA.

14 th Dec 1946

Il gen. Porro non c'era

L'Unità del 6 corr., nel corsivo del titolo «Ci dica, on. Cingolani», fece il nome del generale Porro tra gli ufficiali superiori dell'Aviazione italiana che parteciparono alla nota riunione con gli ufficiali superiori britannici. Il gen. Felice Porro ci scrive precisando di non aver partecipato alla riunione perché in congedo dal 1. ottobre. Gliene diamo atto volentieri.

General Porro Was Not There.

12A " L'Unità of the 6th inst. , in the article entitled " Tell Us: on. Cingolani " , gave the name of General Porro as being amongst the high-ranking officers of the Italian Air Force who took part in the reported meeting with high-ranking British officers. General Felice Porro has written to us stating that he was not present at the meeting because he has been in retirement since October 1st. We willingly give him justice..

JLM
17/12

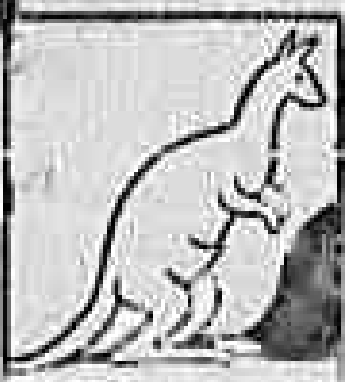
2504

JLM
16/12

WJ 16/12

EXTRACT FROM LA RIVISTA IDEALE . 5.12.46.

HONOUR TO MERIT..

Onore al merito

La malattia del emedagismo non ha fatto il suo tempo, in Italia come gli ingenui potrebbero credere. E' tuttora allo stato virulento. L'unica differenza, in confronto al passato, è che una volta si collezionavano medaglie italiane, mentre adesso si fa collezione di decorazioni straniere. Tra i neo-decorati figura il generale di squadra aerea Aimone Cat, al quale Alexander ha decretato una medaglia. Non conosciamo la motivazione, che sa-

rà senza dubbio brillantissima; e non potendo riportare quella autentica, vogliamo offrire ai nostri lettori, una non meno veritiera, sebbene certamente un po' diversa.

«Si decora il generale di squadra aerea Aimone Cat, meritevole di ogni encomio per aver esaltato a più non posso il Fascismo, come Direttore della Scuola di Guerra aerea; per essersi dimostrato inetto al compito di comandante delle Forze Aeree dell'Africa, secondo un esplicito giudizio formulato a suo riguardo il 2 aprile 1941; per avere infine rinnegato tutto il proprio passato militare e politico, accettando ricompense e onori nel campo dei vincitori del proprio Paese in armi».

The disease of "medalism" has not had its time as some ingenuous people might have believed. It is now in a virulent state. The sole difference, when compared with the past, is that once upon a time Italian medals were collected and now collections are made of foreign ones. Amongst the neo-decorated, figures General di S.A. Aimone Cat, to whom Alexander has awarded a medal. We do not know the motive, which is doubtless a most brilliant one; and not being able to quote it authentically, we want to offer our readers, a no less truthful one, even if somewhat different.

" General di S.A. Aimone Cat is decorated, being worthy of every praise for having exalted Fascism to its highest point, as Director of the air Scuola di Guerra; for showing himself unfit for the task of commanding Africa Air Forces, according to an explicit judgement formulated in respect of him on the 21st. April 1941; for having, finally, abjured all his own military and political past, obtaining recompenses and honours in the camp of the conquerors in arms of his own country. 2503

3 km
1/12

honour - no action

1948 10/12

10/12

INTERVISTE DEL "GIORNALE DELLA SERA"

Cingolani

Tutta la nostra aeronautica si compendierà in 200 apparecchi militari, 150 civili, necessariamente di provenienza inglese e americana

A proposito di alcune recentissime domande poste al Ministro dell'Aeronautica sulla riorganizzazione dei servizi e dell'organico dell'Arma Aerea abbiamo stamane chieste delle precisazioni all'on. Cingolani.

Dopo averci annunciato un comunicato dell'Ufficio Stampa che inquadrava il problema, il Ministro ci ha detto:

— Alle notizie pubblicate dallo stato fantasia dell'Unità è stato risposto col comunicato. Tuttavia desidero portare a conoscenza di tutti le limitazioni che l'armistizio — sia pure attenuato — ha imposto al funzionamento dell'Aeronautica militare italiana.

La guerra di liberazione — cui l'Arma aerea ha partecipato eroicamente con sacrificio di vite umane e di materiali — con al suo attivo ben 25.000 ore di volo guerreggiato — ha lasciato la nostra aeronautica sarda e orgogliosa negli spiriti ma quasi distrutta nel materiale.

Gli Alleati, dopo l'8 settembre, hanno alimentato le nostre forze con apparecchi, strumenti ed organizzazioni a terra. Sicché alla fine della guerra di liberazione i nostri stormi di combattimento si sono trovati, in gran parte, con dotazioni fornite dagli anglo-americani.

— *Controllano gli Alleati l'Arma aerea?*

— L'armamento e il funzionamento della Aeronautica militare sono controllati dalle sottocommissioni alleate, presiedute dall'armistizio, presiedute

la dal vice Maresciallo dell'Armata Brodie.

— *Sicché necessità di controllare*

— Naturalmente, con me e con lo Stato Maggiore. Ed è proprio per tali contatti — a quali s'è voluto attribuire il merito di un inquadramento dell'Aeronautica italiana in quella inglese — che la adunanza si è svolta.

— *Quale sarà l'efficienza dell'Arma aerea?*

— Per il trattato di pace le forze aeree italiane saranno ridotte a 350 apparecchi di cui solo 300 da guerra e 150 da trasporto e da scuola; che non possiamo costruire noi per la costrizione note ma anche per la necessità di un periodo di adeguamento della nostra industria ai progressi enormi compiuti dalla tecnica in questi anni durante i quali fummo avulsi dai grandi rinnovamenti mondiali nel campo dell'aviazione militare e civile.

Al fine della nostra ricostruzione aeronautica è necessario e doveroso mantenere efficiente la nostra aeronautica militare servendoci di mezzi e di apparecchi che solo gli Alleati sono in grado di darci.

— *Tutti gli alleati?*

— Che questi alleati nostri, diciamo così, fornitori siano solamente Americani ed Inglesi si è una constatazione di fatto data la carenza degli altri Alleati che attengono alla stessa fonte e si sono trovati, perciò, impossibilitati ad aiutarci.

Nicola Copi

OF WILSON

construct ourselves through the limitations already mentioned and also through the

CINGOLANI.

Our whole aviation will not exceed 200 military aircraft, and 150 civil, necessarily of english and american origin.

Ions put to the Air Minister on the re-organization of the Air Arm we requested some details

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MARY.....

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Nicola Capri

or
construct ourselves through the limitations already mentioned and also through the necessity for a period of adjustment for our industry to the enormous technical progress made in recent years during which world-wide changes have taken place in the field of military and civil aviation.

For the purpose of our aeronautical re-construction it is necessary and our duty to keep our military air force serviceable making use of means and aircraft that only the Allies are in a position to give us.

— ALL THE ALLIES?

— Let us put it this way: that the Allies who supply us are American and English only in an actual fact having the consequence of the other allies who are supplied from the same sources, and find it therefore impossible to help us.

Copy seen by 1 V.H. Bordin
Was given to C.C. 7/12

NICOLA CAPRI.

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MAZZO BRASCHI

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A propos of some recent questions put to the Air Minister on the re-organisa-
tion of the services and of the establishment of the Air Arm we requested some details
from the Hon. Cingolani.

After having shown us a communique from the Press Office that covers the pro-
blem, the Minister said:

- The news published through the enlarged services of L'Unita' has been replied
to in the communique. As always I want to make everyone understand the limitations
that the armistice, however attenuated, has imposed on the functioning of the
Italian Military Forces.

The war of liberation - in which the Air Arm heroically participated with the
sacrifice of human lives and material and with at least 25,000 operational flying
hours to its credit - has left our air force strong and proud in spirit but almost
destroyed materially.

The Allies, since the 8th. September, have supplied our forces with aircraft,
instruments and ground organisations. So that at the end of the war of liberation
our combatant groups were largely furnished with Anglo-American donations.

- DO THE ALLIES CONTROL THE AIR ARM?

- The armament and the functioning of the Air Force are controlled by the Allied
Sub-Commission, foreseen by the armistice, headed by Air Vice Marshal Brodie.

- SO THAT CONTACTS ARE NECESSARY.....

- Naturally, with me and with the General Staff. and it is exactly for such
contacts - to which it has been desired to attribute the distant object of incorpora-
ting the Italian Air Force in the English one - that the meeting took place.

- WHAT WILL BE THE STRENGTH OF THE AIR ARM?

- By the peace treaty the Italian Air Forces will be reduced to 350 aircraft
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SENA. 7TH DECEMBER 1946.

14A

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Copy seen by Air Vice Brodie

NICOLA OTT.

was given to C.C. (Ch)

gkm
11/12

EXTRACT FROM L'UNITA, 4TH DECEMBER, 1946.

ROYAL AIR FORCE.

The solicitude of the Anglo-Americans for the condition and future of our Air Force has always been great, extraordinarily great: to a point of concern. And some rumours circulating these days at the Air Ministry would fully justify such a concern. Let us be precise.

It is said at the Ministry that on December 2nd there should have taken place in the Ministry itself a meeting of high representatives of the British and Italian Air Forces, called to discuss the re-organisation of our aviation. The gracious initiative would have come from the Chief of the Allied Sub-Commission for Air Force Control, Air Marshal Jean Brodjs, who would have been presented to the Italian Air Force Generalis, Colonel Thompson, expressly sent by the Government in London "to re-organise the Italian Air Force" 2501

At the meeting, important and delicate questions regarding the future of our military and Civil Aviation would have been discussed: questions of organisation, of training, of disposal of Italian Air Force for the present and the future. Just as if

representatives of the British and Italian Air Forces, discuss the re-organisation of our aviation. The precious initiative would have come from the Chief of the Allied Sub-Commission for Air Force Control, Air Marshal Jean Breda, who would have been presented to the Italian Air Force Generals, Colonel Thompson, oppositely sent by the Government in London "to re-organise the Italian Air Force"

2501

At the meeting, important and delicate questions regarding the future of our military and Civil Aviation would have been discussed: questions of organisation, of training, of disposal of Italian Air Bases for the present and the future. Just as if the Italian Air Force was already a part of the Royal Air Force.

This is being said at the Air Ministry and precise names are given. Does Minister Cingolani, know something about it? The question seems so serious that we would be the first to rejoice over a denial: That is to say a denial not of the Pollman type.

EXTRACT FROM L'UNITA, 6TH DECEMBER, 1946.

TELE. US

ON. CINGOLANI

We have not been given a reply on the part of Minister Cingolani to our suspicions expressed regarding the meeting between some Italian Generals and Colonel Thompson of the R.A.F. for the re-organisation of Italian civil and military aviation.

Yesterday we expressed doubts and requested explanations on the subject of this meeting that we would not like to have been destined to open up new horizons to the development of the R.A.F. in Italy, closing down others to our own aviation at the same time.

Today we are able to detail for the Minister (in case he does not know them) the names of some of the generals taking part in the delightful re-union with the high-ranking Officer of his Britannic Majesty. Here they are :- Gen. Aimone Cat, Gen. Porro, Gen. Briganti, Gen. Monti, Gen. Coppi.

Would the Air Ministry press office be good enough to inform the press of the results of the meeting? The re-organisation of the services and of the establishment of the Air Force is of some interest to everybody.

2530

Italy, closing down others to our own aviation at the same time.

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Would the Air Ministry press office be good enough to inform the press of the results of the meeting? The re-organisation of the services and of the establishment of the Air Force is of some interest to everybody.

We would not like to do Minister Cingolani an injustice, in thinking that he does not read, even if as a political duty, our press. And neither would we even like to think that he, having read it, would not interest himself in the question that we reported. We return therefore to the charge reproaching the question. What intentions have the directors of the Air Ministry regarding our aerial fleet? And what intentions have the R.A.F. on the same subject.

Tell us please, Minister Cingolani. He must be informed, given his high office, of a few things.

EXTRACT FROM L'UNITA'. 27TH DECEMBER 1946.

ONCE,

ON. CINGOLANI

The Air Ministry press office has put out a statement concerning the meeting which took place between some of our air force Generals and high-ranking officers of the R.A.F. for the "re-organisation of the Italian Air Force" in reply to the question asked in our paper.

The statement says that the meeting was concerned with "the normal contacts" for the application of the armistice clauses; and affirms that questions of establishment were dealt with "only so far as they connected with the necessary substitution and integration of flying material and auxiliary services, destined to maintain in being the Air Forces allowed by the peace treaty", until Italy is in a position to provide for them herself. Which possibility, the statement adds, is excluded for some time yet by the limitations imposed by the armistice.

We thank Minister Cingolani for having given us the details which we had requested. The Air Minister has in fact confirmed that which, from the very beginning we had feared, that the Allied Anglo-Americans are taking particular care not to let the building up of our aviation out of their hands.

What else could explain this "re-organising" seal on the bases of the armistice clauses, on the eve of the conclusion of the Peace Treaty?

But then why not opportunely inform public opinion on the meeting of December 2nd? It would have been so much space saved for L'Unita' and so much less annoyance for the much occupied hon. Cingolani.

"In any case - says the statement - no provision has been or ever will be attempted, either in the field of organisation or finances, without the deci-

maintain in being the Air Forces allowed by the peace treaty, until Italy is in a position to provide for them herself. Which possibility, the statement adds, is excluded for some time yet by the limitations imposed by the armistice.

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What else could explain this 're-organising' deal on the bases of the armistice clauses, on the eve of the conclusion of the Peace Treaty?

But then why not opportunely inform public opinion on the meeting of December 2nd? It would have been so much space saved for L'Unità and so much less annoyance for the much occupied hon. Cingolani.

"In any case - says the statement - no provision has been or ever will be attempted, either in the field of organization or finance, without the decisions of the Republican Government, and therefore without the agreement of the Nation's representatives".

We have never asked anything else.

CONFIDENTIAL

TRANSLATION OF PROPOSED REPLY FROM ITALIAN
AIR MINISTRY TO ARTICLE HEADED "ROYAL AIR
FORCE" IN L'UNITA ON 4TH DECEMBER, 1946.

(This draft of a proposed reply from the Italian Air Ministry
was obtained unofficially and should not be quoted.)

PRESS COMMUNICATION.

With reference to the article "Royal Air Force"
which appeared in n. 234 of the daily newspaper "L'Unita", dated
4th December, 1946.

With reference to the article which appeared in
a daily paper of the capital, under the heading "Royal Air Force",
it is stated :-

On December, 1946, the 2nd of the month, a meeting
took place between representatives of the Air Forces Sub Commission and
of the General Staff of the Air Force.

The said meeting was concerned with the normal con-
acts existing between the two bodies, for the purpose of the application
of the armistice clauses, still effective, until the signature of the
Peace Treaty.

Also at this meeting, as at all the preceding ones,
"important and delicate questions were discussed regarding the future
of our military aviation": on the other hand no questions relevant to
civil aviation were discussed.

The discussions were carried out: as usual, within
the narrow limits of respective powers and respective rights and with
maximum respect for reciprocal positions.

Questions of establishments were dealt with only
in so far as they connected with necessary substitution and integration
of military personnel and auxiliary services, destined to maintain in being

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Questions of establishments were dealt with only in so far as they connected with necessary substitution and integration of flying material and auxiliary services, destined to maintain in being the Air Forces allowed by the Peace Treaty, within the limits of which we shall be quite free to decide between the maximum laid down, until the Italian aircraft industry has technical ability to do this directly: this is something which, in the field of most modern military and telecommunication needs, has to be excluded for some time yet for obvious and well known reasons.

It is in fact known that the Italian Military Air Force could not have taken part so efficiently in the war of National Liberation as it has done, without the help of allied type military aircraft: it is not strange therefore that they should take and interest today in maintaining this material, with indispensable supplies and spares.

No other point was dealt with regarding the establishments which will have to be, finally, those which the Government of the Republic will approve, according to the possibilities of its budget - in regard to training, today extremely reduced through petrol and spare part deficiencies and which will have to become uniform, in the future, with the most modern standards employed generally by Air Forces. Analogously no problem relative to air bases was discussed.

In any case it should be remembered that no provision has been or will ever be attempted, in any organisational or financial

field, without the decision of the Republican Government and therefore without the agreement of the Nation's Representatives.

(No action or advice by A.C. as to whether or not this should be published -- a purely Italian affair)

EXTRACT FROM L'UNITA', 6TH DECEMBER, 1946.

TELE. 18

ON. CINGOLANI

We have not been given a reply on the part of Minister Cingolani to our suspicions expressed regarding the meeting between some Italian Generals and Colonel Thompson of the R.A.F. for the re-organisation of Italian Civil and Military Aviation.

Yesterday we expressed doubts and requested explanations on the subject of this meeting, that we would not like to have been destined to open up new horizons to the development of the R.A.F. in Italy, closing down others to our own aviation at the same time.

Today we are able to detail for the Minister (in case he does not know them) the names of some of the Generals taking part in the delightful re-union with the high-ranking Officer of his Britannic Majesty. Here they are:- Gen. Aimeone Cat, Gen. Porro, Gen. Briganti, Gen. Monti, Gen. Corpi.

Would the Air Ministry press office be good enough to inform the press of the results of the meeting? The re-organisation of the services and of the establishment of the Air Force is of some interest to everybody.

We would not like to do Minister Cingolani an injustice, in thinking that he does not read, even if as a politician, our press. And neither would we even like to think that he, having read it, would not interest himself in the question that we reported. We return therefore to the charge posing the question. What intentions have the directors of the Air Ministry regarding our aerial fleet? And what intentions have the R.A.F. on the same subject.

Tell us please, Minister Cingolani. He must be informed, given his high office, of a few things.

2497

EXTRACT FROM L'UNITA. 6th DECEMBER 1946.

TELL US

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Tell us this, please. Minister Cin-

2496

AIR MINISTRY.

N O T E
PERSONAL FOR AIR VICE-MARSHAL BRODIE

(To be considered as a verbal reply from Minister CINGOLANI to the points put forward by the A.V.M. in the discussion which he had, on 22nd. November 1946 with the Director of civil aviation.)

1.- Draft of the letter that the ASSO proposed to send to the Air Ministry.

e) Reference whether it is opportune that the letter be sent.

I have studied with great attention the draft of the letter which you sent me in confidence. I see with pleasure that you confirm your interest in Italian civil aviation and your desire to help in its re-birth.

As you wish to have my opinion, prejudicially, on whether such a letter be sent, I will say frankly what I think.

In this unhappy phase of her political life, Italy has a particularly delicate sensibility, which might be disturbed at receiving suggestions on things which are naturally close to the hearts of those who intend to undertake civil aeronautical activity, such as the need to set the enterprises going on a solid commercial basis and to make sure that the undertakings themselves have the necessary technical qualifications.

Therefore, and apart from the intentions which inspir-

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Therefore, and apart from the intentions which inspired your gesture and which are appreciated by me, the sending of the letter might lead to the supposition that the ATSO feel it necessary to bring to the notice of the Air Ministry a reality that it already knows. And that I can tell you having seen only the draft of the letter, and not also the appendix A which would be attached to it.

For these considerations A.V.M., allow me to express the opinion that the sending of such a letter is not necessary, which opinion is backed up by the doubts which you yourself showed apropos of this.

b) On the points forming the subject of the letter.

I can assure you, A.V.M., that one of the duties for which I feel the greatest responsibility, is that of looking into, with the maximum care, the numerous requests for concessions for the exercise of air lines and to make division of them observing the most healthy economic standards, and only to those candidates who are financially and technically qualified for a satisfactory large undertaking.

2;

The standard of technical ability is linked, as you have suggested, with the responsibility which is incumbent on those undertaking the enterprise regarding the observance of new international regulations.

With reference to the what you have said regarding the newness and complexity of such regulations, which have their origins at the Chicago convention and of the consequent activity of the PICAO, I agree with what the director of civil aviation believed you to have already said: therefore we follow with the greatest attention, by means of the reports of our observers, the work of the PICAO, and know its regulations, but we will not be able to apply them yet and until such time as we are admitted to the-conventie Chicago convention we have to observe the obligations of the Paris Convention of 13 Oct. 1919 and in consequence the regulations of the international Commission for Aerial Navigations (C.I.N.A.)

Our solicited admission to the PICAO, therefore would satisfy ourselves which has no sterile justifications but is moved principally by the interest which Italy has in quickly adjusting her own regulations and aerial equipment to the new principals of international regulations.

I do not know A.V.M., if it is within the capacity of the AFSC to take any step which could help to accelerate the entry of Italy into the PICAO: if it is so, I can rely on your understanding of such an important problem.

And, apropos of this, it is my personal conviction that such an entry ought not to be opposed by insurmountable obstacles, granted that Italy in addition to taking part regularly in the two aeronautical organisations of which the PICAO has taken or will take the place (the CINA and the CITEJA), is already admitted to the International Labour Organisation, the international Institute for the unification of private direction, the international monetary Fondo (Loan?), in the international Bank for reconstruction and development, in the international Bank for coal to european countries).

vention of 13 Dec. 1944 (C.I.N.A.A.) the international Commission for Aerial Navigations (C.I.N.A.A.), therefore Our solicited admission to the PICAQ, therefore would satisfy a desire which has no sterile justifications but is moved principally by the interest which Italy has in quickly adjusting her own regulations and aerial equipment to the new principals of international regulations.

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c) Reference the conference of the 2nd December next.

The conference to which I have called, on 2nd. Dec. next, the representatives of the various societies which aspire to the undertaking of air-lines, will have the aim of facilitating, by means of direct contacts with all those interested, my difficult task of co-ordinating the various programmes, eliminating interferences as far as possible. It will therefore be an informative assembly, of an international character. For such considerations, I do not consider it advisable to have an AFSC representative as observer at the meeting; and in that also I am supported by the doubt expressed on your part, that such an intervention could make a bad impression on those attending.

2.- Reference the authorisation from the allied authorities for Italian civil aviation.

Agree with lively interest your prediction

3

concerning the possibility that authorisation for the initiation of the first Italian air lines may soon be given.

It gives me particular pleasure to realise that you consider little opportune the steps made by an Italian society with a mixed capital towards the AFSC with the aim of slowing down the release of the said authorisation: inopportune and accentuated by the fact that this society is in a large part financed by the Italian state.

Reference aerial activity other than for regular air-lines, (air-taxi, private aeroplanes and the like), I have noted your prediction that the authorisation for air-taxi services may come be much as before, but with some limitations; and regarding individual tourist ~~limitations~~, will take into consideration your suggestion of limiting to the minimum such a form of activity, with the object of pursuing an economy of fuel, which can be used in other more essential air activities.

3.- Future of the Military Air Courier.

I have noted your desire that the problem of the military air courier be attentively studied at the same time as the civil air-lines are initiated and developed.

I welcome your suggestion that such a problem be discussed in conference, at which you will participate, and will myself make the final proposals apropos of this.

4.- Training of Civil Pilots in Night-flying.

Our keen desire that the personnel navigating the ²⁴⁰³ civil air-lines should have a technical knowledge adequate to their delicate task is confirmed by the approaching opening of a finishing course ~~for night-flying~~, that, through the initiative of FIAT and under the control of the Air Ministry, will take place at Turin or Milan.

I am giving the greatest consideration to your opinion that use can be made of the installations existing at Bari to institute there a finishing course for night-flying, also such

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Though the points which you have dealt with in the conversation of the 22nd. inst. are many and all equally important, I believe I have given my point of view on each of them in the above note, strictly confidential and for you personally. Therefore allow me to express my grateful sentiments for this new confirmation of your interest in all that may facilitate the re-birth of civil aviation in Italy.

Rome 26th. November 1946

EXTRACT FROM L'UNITA. 7th. DECEMBER 1946.

OKEY,
on. CINGOLANI**Okey,
on. Cingolani**

L'ufficio stampa del Ministero dell'Aeronautica ha emesso un comunicato in merito alla riunione convenuta tra alcuni generali della nostra aviazione e alti ufficiali della RAF per la «riformazione» della «re-organizzazione italiana» in risposta alle domande rivolte dal nostro giornale.

Il comunicato precisa che la riunione rientra «tra i contatti normali» che si effettuano in applicazione delle clausole armistiziali; e afferma che si sono trattate questioni di organico «solo in quanto si riferiscono alla necessaria sostituzione e integrazione del materiale di volo e dei servizi ausiliari, destinato a mantenere in vita le forze aeree convinte dal trattato di pace», finché l'Italia non sarà in grado di provvedere da sé. La qual cosa, aggiunge subito il comunicato, è da escludere per vario tempo ancora, per le limitazioni imposte dall'armistizio.

Ringraziamo il ministro Cingolani per averci fornito le precisazioni che gli avevamo richieste. Il Ministero dell'Aeronautica è venuto infatti a confermare quelli che, fin dal primo momento, erano stati i nostri timori: che gli Alleati anglo-americani mostrino una particolare cura a non lasciar sfuggire di mano tutte le leve della nostra aviazione.

Come si spiegherebbe altrimenti questo zelo «riorganizzativo» sulla base delle clausole armistiziali, alla vigilia della conclusione del nostro trattato di pace?

Ma allora perché non informare tempestivamente l'opinione pubblica anche sull'incendio del 2 dicembre? Sarebbe stato tanto spazio risparmiato per l'Unità e tanto fastidio in meno per l'occupante.

Comunque — afferma il comunicato — nessun provvedimento è stato e sarà mai attuato.

The Air Ministry press office has put out a statement concerning the meeting which took place between some of our air force generals and high-ranking officers of the R.A.F. for the "re-organisation of the Italian air force" in reply to the question asked in our paper.

The statement says that the meeting was concerned with "the normal contacts" for the application of the armistice clauses; and affirms that questions of establishment were dealt with "only so far as they connected with the necessary substitution and integration of flying material and auxiliary services, destined to maintain in being the air forces allowed by the peace treaty", until Italy is in a position to provide for them herself. Which possibility: the statement adds, is excluded for some time yet by the limitations imposed by the armistice.

We thank Minister Cingolani for having given us the details which we had requested. The Air Minister has in fact confirmed, which, from the very beginning we had expected, that the Allied anglo-americans are taking particular care not to let the building up of our aviation out of their hands.

What else could explain this "re-organising" zeal on the bases of the armistices clauses, on the eve of the conclusion of the Peace Treaty?

134

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The Air Minister has in fact confirmed, which, from the very beginning, we had said, that the Allied anglo-americans are taking particular care not to let the building up of our aviation out of their hands.

What else could explain this "re-organising" zeal on the bases of the armistice clauses, on the eve of the conclusion of the Peace Treaty?

But then why not opportunely inform public opinion on the meeting of December 2nd? It would have been so much space saved for I' Unità and so much less annoyance for the much occupied hon. Cingolani.

"In any case -- says the statement -- no provision has been or ever will be attempted, either in the field of organization or finance, without the decisions of the Republican Government, and therefore without the agreement of the Nation's representatives."

We have never asked anything else.

gkm
12/12

Copy for C.C. pl.
12/12

normali, che si effettuano in applicazione delle clausole armistiziali; e afferma che si sono trattate questioni di organico e solo in quanto si riferiscono alla necessaria sostituzione e integrazione del materiale di volo e dei servizi ausiliari, destinato a mantenere in vita le forze aeree consentite dal trattato di pace, finché l'Italia non sarà in grado di provvedere da sé. La qual cosa, aggiunge subito il comunicato, è da escludere per vero tempo ancora, per le limitazioni imposte dall'armistizio.

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Come si spiegherebbe altrimenti questo zelo « riorganizzativo » sulla base delle clausole armistiziali, del nostro trattato di pace?

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« Comunque -- afferma il comunicato -- nessun provvedimento è stato e sarà mai attuato, tanto nel campo organico che in quello finanziario, senza le decisioni del Governo della Repubblica e quindi senza il consenso dei rappresentanti della Nazione ».

Noi non abbiamo mai chiesto altro.

EXTRACT FROM L'UNITA. 6th. DECEMBER 1946.

TELL US
on. CINGOLANI

We have not been given a reply on the part of Minister Cingolani to our suspicions expressed regarding the meeting between some Italian generals and Colonel Thompson of the R.A.F. for the "re-organisation" of Italian civil and military aviation.

Yesterday we expressed doubts and requested explanations on the subject of this meeting that we would not like to have been destined to open up new horizons to the development of the R.A.F. in Italy, closing down others to our own aviation at the same time.

Today we are able to detail for the Minister (in case he does not know them) the names of some of the generals taking part in the delightful re-union with the high-ranking officer of His Britannic Majesty. Here they are: Gen. Almone Cat, Gen. Porro, Gen. Briganti, Gen. Monti, Gen. Coppi.

Would the Air Ministry press office be good enough to inform the press of the results of the meeting? The re-organisation of the services and of the establishment of the Air Force is of some interest to everybody.

We would not like to do Minister Cingolani an injustice, in thinking that he does not read, even if as a political duty, our press. And neither would we even like

Ci dica, on. Cingolani

Non abbiamo avuto il dono di una risposta da parte del Ministro Cingolani sui sospetti da noi espressi in merito alla riunione tenuta fra alcuni generali italiani e il colonnello Thompson della R.A.F. per la « riorganizzazione » dell'aeronautica civile e militare italiana.

Non ieri esponemmo dubbi e chiedemmo spiegazioni sul contenuto di questa riunione che non vorremmo fosse destinata ad essere nuovi orpelli allo sviluppo della R.A.F. in Italia chiudendone contemporaneamente altri per la nostra situazione. Oggi siamo in grado di precisare al Ministro (nel caso non li avesse) i nomi di alcuni dei generali partecipanti alla preziosa riunione con l'ufficiale superiore di Sua Maestà Britannica: Eccoli, gen. Almone Cat, gen. Porro, gen. Briganti, generale Monti, gen. Coppi.

Vorrebbe l'ufficio stampa del Ministero dell'Aeronautica essere così gentile da informare le stampa sui risultati della riunione? La riorganizzazione dei servizi e dell'organico della Aeronautica italiana un po' tutti.

Non torremmo iere torto al Ministro Cingolani, pensando che egli non legga, ma pure per dovere politico, la nostra stampa. E non vorremmo neppure pensare che egli, avendo letto, si sia disinteressato della questione da noi citata. Terminando quindi alla carica riproponendo la domanda. Che intenzioni hanno i dirigenti del Ministero dell'Aeronautica nei riguardi della nostra

Gen Porro was not present - see 12A

12A

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We would not like to do Minister Cingolani an injustice, in thinking that he does not read, even if as a political duty, our press. And neither would we even like to think that he, having read it, would not interest himself in the question that we reported. We return therefore to the charge reopening the question. What intentions have the directors of the Air Ministry regarding our aerial fleet? And what intentions have the R.A.F. on the same subject?

Tell us this, please, Minister Cingolani. He must be informed, given his high office, of a few things.

*4 km
1/12*

Copy for C.C. pd.

Cingolani intends to reply in the house to the article on IIA in order to avoid continuing the press campaign.

The omission of Gen. Bitti among those present is significant or thought to be intentional. Incl 6/12.

*4 km
1/12*

espressi in merito alle riunioni comuni fra alcuni generali italiani e il colonnello Thompson della RAF per la riorganizzazione dell'aeronautica e della militare italiana.

Non terremo dubbi e chiederemo spiegazioni sul contenuto di questa riunione che non vorremmo fosse destinata ad evolvere in una riunione alla cui conclusione della RAF in Italia chiudessero contemporaneamente altri per la nostra aviazione. Oggi siamo in grado di precisare al Ministero (nel caso non li avesse) i nomi di alcuni dei generali partecipanti alla riunione: Gen. Aimone Cat, Gen. Porro, Gen. Briganti, Gen. Monti, Gen. Coppi.

Vorrebbe l'ufficio stampa del Ministero dell'Aeronautica essere così gentile da informare la stampa sui risultati della riunione? La riorganizzazione dei servizi e dell'organico della Aeronautica italiana è un po' tutti.

Non vorremmo fare torto al Ministro Cingolani, pensando che egli non legga, sia pure per dovere politico, la nostra stampa. E non vorremmo neppure pensare che egli, avendo letto, si sia disinteressato della questione da noi accennata. Thompson quindi alla carica riproponendo la domanda. Che intenzioni hanno i dirigenti del Ministero dell'Aeronautica nei riguardi della nostra forza aerea? E che intenzioni ha, sullo stesso argomento, la RAF?

Che lo dica, per favore, il Ministro Cingolani. Egli dovrebbe essere informato, dato il suo alto ufficio, dell'una e dell'altra cosa.

Confidential.

(11A)

TRANSLATION OF PROPOSED REPLY FROM ITALIAN
AIR MINISTRY TO ARTICLE HEADED "ROYAL AIR
FORCE" IN L'UNITA ON 4th DECEMBER 1946.

(COPY TO CHIEF COMMISSIONER.)

(This draft of a proposed reply from the Italian Air
Ministry was obtained unofficially and should not be
quoted.)

PRESS COMMUNICATION.

With reference to the article " Royal Air Force"
which appeared in n. 284 of the daily newspaper "L'Unità",
dated 4th. December 1946.

With reference to the article which appeared in
a daily paper of the capital , under the heading " Royal
Air Force", it is stated:

On December 2nd. a meeting took place between
representatives of the Air Forces Sub-Commission and of
the General Staff of the Air Force.

The said meeting was concerned with the normal
contacts existing between the two bodies, for the purposes
of the application of the armistice clauses, still effective,
ive, until the signature of the Peace Treaty.

Also at this meeting, as at all the preceding
ones, "important and delicate questions were discussed
regarding the future of our military aviation"; on the
other hand no questions relevant to civil aviation were
discussed.

The discussions were carried out; as usual,

1 7 8 5

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Also at this meeting, as at all the preceding ones, "important and delicate questions were discussed regarding the future of our military aviation"; on the other hand no questions relevant to civil aviation were discussed.

The discussions were carried out; as usual, within the narrow limits of respective powers and respective rights and with maximum respect for reciprocal positions.

Questions of establishment were dealt with only in so far as they connected with necessary substitution and integration of flying material and auxiliary services, destined to maintain in being the air forces allowed by the Peace Treaty, within the limits of which we shall be quite free to decide between the maximums laid down, until the Italian aircraft industry has technical ability to do this directly; this is something which, in the field of most modern military and telecommunication needs, has to be excluded for some time yet for obvious and well-known reasons.

It is in fact known that the Italian Military Air Force could not have taken part so efficaciously in the war of National Liberation, as it has done, without the help of allied - type military aircraft; it is not strange therefore that they should take an interest today in maintaining this material, with indispensable supplies and spares.

No other point was dealt with regarding the establishments - which will have to be, finally, those which the Government of the Republic will approve, according to the possibilities of its budget -- in regard to training, today extremely reduced through petrol and spare-part deficiencies and which will have to become uniform, in the future, with the most modern standards employed generally by air forces. Analogously, no problem relative to air bases was discussed.

In any case it should be remembered that no provision has been or will ever be attempted, in any organisational or financial field, without the decision of the Republican Government and therefore without the agreement of the Nation's representatives.

(No action or advice by A.C. as to whether or not this should be published ---- a purely Italian affair.)

118

COMUNICATO STAMPA

Con riferimento al trafiletto "Royal Air Force" apparso sul n.284 del quotidiano "l'Unità", in data 4 Dicembre 1946.

- - - - -

Con riferimento al trafiletto apparso su di un quotidiano della Capitale, sotto il titolo "'Royal Air Force'", si precisa:

Il giorno 2 dicembre c.a. ha avuto effettivamente luogo un convegno tra i rappresentanti della Sottocommissione Allegata per l'Aeronautica e quelli dello Stato Maggiore dell'Aeronautica Militare.

Detto convegno rientra tra i contatti normali esistenti fra questi due Enti, per effetto dell'applicazione delle clausole armistiziali, tuttora in vigore, fino alla firma del Trattato di Pace.

Anche in questo convegno, come in tutti quelli precedenti, sono state evidentemente "discusse importanti e delicate questioni riguardanti il futuro della nostra Aviazione Militare"; non è stata invece discussa alcuna questione relativa all'Aviazione Civile.

Le discussioni si sono svolte, come di consueto, negli stretti termini delle rispettive attribuzioni e dei rispettivi diritti e con il massimo rispetto della posizione reciproca.

Sono state trattate questioni di organico, solo in quanto riferito alla necessaria sostituzione ed integrazione del materiale di volo e dei servizi ausiliari, destinato a mantenere in vita le forze aeree consentite dal Trattato di Pace, nei limiti che sarà nostra piena facoltà di determinare entro quelli massimi stabiliti, fino a quando l'industria aeronautica italiana

/./

avrà la possibilità tecnica di provvedere direttamente; cosa, questa, che nel campo delle più moderne esigenze militari e delle telecomunicazioni, è da escludere per ovvie e ben note ragioni per vario tempo ancora.

E' noto infatti, che l'Aviazione Militare Italiana non avrebbe potuto partecipare tanto efficacemente alla guerra di Liberazione Nazionale, come ha fatto, senza l'ausilio di aerei militari di tipo alleato; nulla di strano, quindi, che debba oggi interessarsi per mantenere in vita questo materiale, con le scorte e le sostituzioni indispensabili.

Nessun altro argomento è stato tratto nei riguardi degli organici - che dovranno essere, in definitiva, quelli che il Governo della Repubblica approverà, secondo le possibilità del suo bilancio - nè circa l'addestramento, oggi estremamente ridotto per deficienza di benzina e materiale di ricambio e che dovrà comunque uniformarsi, in avvenire, ai più moderni criteri generali d'impiego delle forze aeree. Analogamente non è stato discusso alcun problema relativo alle basi aeree.

Comunque si ricorda che nessun provvedimento è stato e sarà mai attuato, in qualsiasi campo organico e finanziario, senza le decisioni del Governo della Repubblica e quindi senza il consenso dei rappresentanti della Nazione.

Roma, 11 4 dicembre 1945.

Royal Air Force

La sollecitudine degli anglo-americani per la sorte e l'avvenire della nostra aeronautica è stata sempre grande, straordinariamente grande: al punto da preoccupare. E alcune voci che circolano in questi giorni al Ministero dell'Aeronautica starebbero ampiamente a giustificare tale preoccupazione. Precisiamo.

Si racconta al Ministero dell'Aeronautica che il giorno 2 dicembre avrebbe avuto luogo, nei locali del Ministero stesso, un convegno di alti esponenti dell'aeronautica britannica e dell'aeronautica italiana, convocati per discutere il riordinamento della nostra aviazione. La preziosa iniziativa sarebbe partita dal Capo della Sottocommissione Alleata di controllo per l'aeronautica, Maresciallo dell'Aria Jean Brodie, il quale avrebbe presentato ai generali italiani d'aviazione il colonnello Thompson, appositamente inviato dal Governo di Londra « per riorganizzare l'Aeronautica italiana ».

Nel convegno sarebbero state discusse importanti e delicate questioni riguardanti il futuro della nostra aviazione militare e civile: questioni di organico, di addestramento, di disponibilità di basi aeree italiane per il presente e per il futuro. Il tutto come se l'Aeronautica italiana facesse già parte della Royal Air Force.

Questo si racconta al Ministero dell'Aeronautica e si fanno dei nomi precisi. Ne sa qualcosa il Ministro Cingolani? La questione ci pare tanto grave che saremmo i primi a rallegrarci di una smentita: s'intende, non di una smentita tipo Dollmann.

EXTRACT FROM L'UNITA . 4th. Dec. 1946.

ROYAL AIR FORCE.

The solicitude of the anglo-americans for the condition and future of our Air force has always been great, extraordinarily great: to a point of concern. And some rumours circulating these days at the Air Ministry would fully justify such a concern. Let us be precise.

It is said at the Ministry that on December 2nd. ~~that~~ there should have taken place in the Ministry itself a meeting of high representatives of the British and Italian Air forces, called to discuss the re-organisation of our aviation. The precious initiative would have come from the Chief of the Allied Sub-Commission for air force control, Air Marshal Jean Brodie, who would have presented to the Italian air force generals, Colonel Thompson, appositely sent by the Government in London "to re-organise the Italian Air Force."

At the meeting important and delicate questions regarding the future of our military and civil aviation would have been discussed: questions of organisation, of training, of disposal of Italian air bases for the present and the future. Just as if the Italian Air Force was already part of the Royal Air Force.

This is being said at the Air Ministry and precise names are given. Does Minister Cingolani know something about it? The question seems so serious that we would be the first to rejoice over a denial: that is to say a denial not of the Dollmann type.

g/km
17/12

NON BASTANO IL "CAPO," E IL "SOTTOCAPO,"

Il Capo di Stato Maggiore "Aggiunto,"

L'acrobatico gioco dell'assegnazione di cariche si fa ognora più difficile e per tenere sempre desta l'attenzione degli spettatori si vanno cercando nuovi esercizi. L'ultimo di questi è stato varato circa tre mesi fa e, badate, è davvero nuovo di zecca, sebbene non pericoloso (per il momento). Infatti, poichè il cavaliere dell'Aeronautica, l'ottimo generale Aimone Cai, ha dovuto recarsi a Parigi e per le sue continue assenze... giustificate il suo posto rimaneva vacante, si è creduto opportuno istituire la carica di « Capo di Stato Maggiore Aggiunto ». A coprire questa carica è stato chiamato il signor generale Briganti. Ora, a parte il fatto che, seguendo la tradizione tuttora vivissima nell'Aeronautica di collocare ai posti di maggiore responsabilità quante più persone compromesse col passato regime è possibile racimolare (Briganti risulta sull'annuario « squadrista ») è significativo constatare

sulla base dell'esperienza passata che di questo terzo capo di stato maggiore non c'era davvero bisogno.

Non ne senti necessità Mussolini che, Ministro dell'Aeronautica, si accontentava durante il periodo bellico di un Sottosegretario, il che è tutto dire!

Ma i nuovi, vecchi capi della nostra arma, non la pensano così (non per niente si dicono antifascisti). Pur esistendo un Ministro, un Sottosegretario, un Capo di Stato Maggiore e financo un Sottocapo, hanno fatto una bella trovata:

« Istituiamo — si son detti — un capo di S. M. aggiunto; ciò contribuirà a dare maggior lustro alla Regia Aeronautica della Repubblica! ».

(Continua in 2ª pag., 1ª col.)

A causa delle interruzioni di energia elettrica il 2 numero di "Alo Libero," esce con alcuni giorni di ritardo.

Ne chiediamo scuse ai lettori.

EXTRACT FROM "ALA LIBERA" 28th. October 1946

" Chief and assistant chief of staff are not sufficient."

" THE VICE CHIEF OF STAFF. "

"

The acrobatic game of the assignment of posts becomes more difficult hourly, and they are seeking new ways of keeping the lively interest of spectators. The latest of these was launched about three months ago, and is really brand-new, even if not dangerous (for the moment). In fact, since the "cavaliere" of the Aeronautica, the great general Aimone Cat, has had to go to Paris, and for his continued absences...justifiably causing his post to remain vacant, it has been considered opportune to institute the post of "Vice Chief of Staff". General Briganti has been appointed to fill the post. Now, apart from the fact that, following the ever-lively tradition of the Aeronautica of placing in posts of greatest responsibility, as many persons competent by the past regime as it is possible to get hold of, (Briganti appeared in the "annuario squadrista"), it is important to ascertain whether this third chief of staff is really necessary in the light of past experience.

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But the new, old heads of the pattern force do not think thus, (not for nothing are they called anti-fascists). Having already a Minister, an Under-secretary, a Chief of Staff, and an Assistant Chief of Staff, they have had a wonderful idea. "Let us establish a Vice Chief of Staff," they said to themselves, "which would add a greater lustre to the Regia Aeronautica of the Republic!"

But where is this going to lead us? ^{How long shall we be} Until we are obliged to watch the disgusting, breathless race for the better paid posts?

And now to finish, in the name of the force that is composed of honest men, and not to be discredited by the mania for command of a small hierarchy.

The airmen, the N.C.O.s, the officers and the public opinion of the country, have had enough of these special posts, of generations of men with ranks half-way up their sleeves, of "squadristi", more or less disguised, and with the other trash from an unlucky past that does not want to disappear. From every side come requests for a "rinnovamento"! But no-one wishes that in order to renew at all costs, they should create posts non-existent before, and absolutely useless today. When shall we become more serious?

fkim
du

Extract from LA UNITA , SrA. November 1946

"A Secretary General at the Air Ministry?"

"It is said that any day now there will be a Secretary General instituted at the Air Ministry. Is there any necessity?"

It seems to us that this branch would represent a new force in the hands of the higher military bureaucracy with which to control the ministerial components according to their own standards and without too much preoccupation with the existence of a civilian minister. In fact with the slowing down of contacts with director generals, and the renunciation of almost all "signatory powers" he will have to put himself at the discretion of the Secretary General, increasingly estranging himself the life of his department. 2485

At a moment like the present, when the necessity for a renewal is evident, and the need is felt for the "political" minister to invalidate all authority, to create a post for a "technician" as head of all the ministerial departments, is playing the game of the most reactionary conservatives.

However, foreseeing the necessity for a superior coordination, to collaborate directly with the Minister, there would be no need to create a new post with its relative department; it would be sufficient to make use of those already in existence. There is an unemployed Undersecretary who probably ardently desires to make himself useful. Why not consider him? An innocent question arises: how can a republican (and one of the most socialist) be considered, when there is a monarchist on the spot, who was one of the most willing volunteers for the war in Spain for the affirmation of fascist ideals;

Article based on a fundamentally wrong interpretation of his duties of the S.G. (which isn't surprising as the name S.G. misled us as well as apparently the public)

FEB 4/47

WJ s/n

JFK m
4/4

Extract from 14 UNITA , 3rd. November 1946

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mont dell'alta burocrazia militare per governare la compagine ministeriale secondo i propri criteri e senza troppe preoccupazioni per l'esistenza di un Ministro « civile ». Infatti questi, rallentando i contatti con i direttori generali e rinviando a quasi tutta la « firma », dovrà rimettere alla discrezione del Segretario Generale, estraniandosi sempre più dalla vita del suo Dicastero.

In un momento come il presente, nel quale la necessità di un rinnovamento si impone e si sente il bisogno che il Ministro « politico » faccia valere tutta la autorità, creare un incarico per un « tecnico », al quale praticamente facciano capo tutti gli organi ministeriali, vuol dire fare il gioco dei conservatori più reazionari.

Comunque, avvertendo la necessità di un coordinatore superiore, che collabori direttamente col Ministro, non ci sarebbe bisogno di creare una nuova carica con relativo organo. Basterebbe valersi di ciò che esiste. C'è un Sottosegretario disoccupato e che probabilmente ansia a rendersi utile. Perché non si pensa a lui? Domanda ingenua: come si può pensare ad un repubblicano (e per di più socialista), quando si ha sotto mano un monarchico e per di più volontario di guerra in Spagna per l'affermazione degli ideali fascisti.

Un Segretario Generale al Ministero dell'Aeronautica?

Si dice che a giorni verrà istituito presso il Ministero dell'Aeronautica un Segretario Generale. Se ne sente proprio la necessità?

A nostro parere, questo organo rappresenterebbe una nuova arma nelle

7A

EXTRACT FROM "IL MOMENTO DATED 8/9/46.QUESTION ASKED BY GEN. NOBILE REGARDING OFFICER'S RELEASE.

General Umberto Nobile, deputy at the constituent, asked the War Navy and Air Ministers "if according to the decree regarding the transfer to the reserve or auxiliary Forces of Junior or Senior Officers in the regular Service think it opportune, so as to insure a better judgement, to propose that the said releases be carried out on the advice of a parliamentary commission, to be named by the constituent Assembly".

Requests a written reply.

2484

An affair for his to settle themselves - I hope, however, that if the Parliamentary Committee comes into being, it will not have a left hand.

WJ 8/11

WJ 4/11

sono stati operati alcuni arresti, mentre la completa calma è tornata nel piccolo centro rurale.

Un'interrogazione del gen. Nobile sullo sfoltimento degli ufficiali

Il generale Umberto Nobile, deputato alla Costituente, ha rivolto ai Ministri della Guerra, della Marina e dell'Aeronautica, una interrogazione per conoscere « se per l'esecuzione del decreto relativo al collocamento nella riserva o nell'ausiliaria degli ufficiali generali e superiori in servizio permanente effettivo, non ritengano opportuno, allo scopo di assicurare una maggiore obiettività e serenità di giudizio, proporre che detto sfoltimento sia effettuato su parere di una apposita commissione parlamentare, da nominarsi dall'Assemblea Costituente ».

Chiede risposta scritta.

Prezzi di fabbrica - Pa

IL MOMENTO -

8/9/46

Extract from "Unità", Wednesday July 24, 1946.

At the Constituent Assembly

PROBLEMS OF OUR AVIATION IN AN OFFICIAL RESUME BY NOBILE

Agreements with TWA are committing our aviation industry to foreign interests.

Nobile Speaking:

After a long, and little listened to, speech by Hon. Vanoni, General Umberto Nobile took over.

The situation is still more serious, continues the speaker, in the Airforce, where in order to take charge of about 30000 aviators, there are about 3000 officers in the service. Then the speaker mentions how during the fascist period the main preoccupation of all Ministers of the Airforce was not the improvement of the service but an increase of the number of officers and tells how this cajolery is continued even today. It is true that last December 22 new generals of the Air Brigade were made, while 15 Air Brigade Generals were promoted to Division Generals, and three Division Generals got the rank of *Generale di Squadra*.

Among the promotees there were also two "squadristi".

From 1 to 40. The speaker quotes the following data in support of his statements: In the 1915-18 war there were only one general and only one colonel in charge of about 1000 aircraft of the air fleet. In 1940 there were about 60 generals in charge, with about 1300 aircraft in the service. At present there are about 40 generals in charge of about 228 aircraft in the service.

This large number of officers is filling up offices of the Air Ministry and hinders the functioning of the Ministry itself. 2483

Upon his statement that the Italian pilots always heroically performed their duty and that his criticism is not aimed at them, General Nobile requests that the Air Ministry should do its best to find work for those that will have to leave the service and for all civilian employees - technicians and workmen. In connection with this question the speaker emphasized that the workshops of Guidonia should be reestablished because they could still contribute a great deal to the national rehabilitation, above all, in the civil aviation.

He asks, therefore, that the assumption of ^{new personnel by} technical Ministries should be blocked ~~and they~~ could reabsorb officers who will have to leave the service.

Thus the speaker declares himself to be in favour of the Ministry of the Merchant Marine and asks the establishment of Civilian Air Ministry which

he wishes to enlarge.

The Agreement with TWA

The speaker then examines and strongly criticises the agreement with the American company TWA, recently concluded by the government.

The agreements with the American and British company, agreements which foresee the purchase of aircraft abroad and export of the money earned in Italy by the two companies, would give a very strong blow to our industry and would commit the future of our civilian aviation to foreign interests. In connection with this the speaker points out the great risk toward which we are heading if we let down a prospering aviation industry upheld by skillful workmanship which made out of our nation in thirty years a nation of first class aircraft exporters.

The speaker concludes, advising the government to meet the exigencies of our civilian aviation with means that we have in Italy and to submit for discussion to the Costituente any eventual agreement with foreign companies.

At the termination of the speech by general Nobile who was strongly applauded by all present deputies the Qualunquist-Demochristian deputies reentered. While the Air Minister Cignolani started to speak the communist deputies left the hall in sign of solidarity. He confirms to have held the two projects of the agreement with the anglo saxon companies for examination, and to have withheld his approval for the purchase of 22 Douglas aircraft. However, Minister Cignolani, promises to inform in greater detail the Costituente in a forthcoming session.

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L'Unità

ORGANO DEL PARTITO COMUNISTA IT

MERCOLEDÌ 24 LUGLIO 1946

ie) N. 171

ALL' ASSEMBLEA COSTITUENTE

I problemi della nostra aviazione in un documentato intervento di Nobile

Gli accordi con la TWA legano a interessi stranieri la nostra industria aeronautica - I deputati comunisti contro una indecorosa manifestazione democristiano-qualunquista

La seduta di ieri alla Costituente permette il riassorbimento della mano d'opera disoccupata. Parlando sui problemi di politica estera, Ivan Matteo Lombardo si pronuncia per un ingrandimento della zona internazionale di Trieste — sempre che non sia possibile modificare le decisioni di Parigi — e ad un plebiscito, da tenersi entro 10 anni, che lasci le popolazioni locali arbitre del proprio destino. L'on. Lombardo si dichiara favorevole infine ad una politica estera autonoma, che lasci il nostro paese in condizioni di indipendenza di fronte alle potenze che si dividono il mondo, ma che sia al contempo politica di amicizia soprattutto con l'Unione Sovietica e con i paesi anglo-sassoni.

Il discorso di Lombardo

Prende quindi la parola l'on. Ivan Matteo Lombardo, che parla un'ora tra l'attenzione generale. L'oratore socialista si dichiara sia pure velatamente, contrario ad

L'oratore afferma, con un palpito di dolore nella voce, che una riforma agraria si dovrà pur fare, ma — egli soggiunge — c'è ancora tempo, e non sarebbe male rimandarla. E' evidente, durante tutto il discorso dell'on. Perrone che egli rimpiange, malgrado l'apparente baldanza della sua voce, il tempo in cui gli organizzatori operai potevano esser impunemente uccisi, come accadde a Peppino Di Vagno. Non è vero on. Perrone Capano?

Parla Nobile

Dono un lungo e poco ascoltato discorso dell'on. Vandoni prende la parola il generale Umberto Nobile. Appena egli inizia il suo discorso i democristiani, i qualunquisti e i monarchici abbandonano ostentatamente l'aula, mostrando in tal modo la loro rabbia per l'adesione data

La spesa complessiva dei nostri tre dicasteri militari — rivela il gen. Nobile — ammonta a circa 90 miliardi, il 25,6 per cento del nostro bilancio. E' questa — dice l'oratore — una situazione assurda, per cui, un anno dopo la fine della guerra, le spese militari incidono nel bilancio dello Stato in proporzione maggiore di quanto incidessero nell'immediato dopoguerra. Nel 1933-39 le spese militari incisero infatti per il 21,9 per cento dell'intero bilancio statale.

L'on. Nobile mette in maggiore luce l'assurdità delle spese militari da noi sostenute rilevanco come invece il bilancio dei Lavori Pubblici, quando un vasto piano di lavori pubblici è richiesto da tutti gli italiani, incide solo per il 7,1 per cento sul bilancio generale.

La nostra industria aeronautica - I deputati comunisti contro una indecorosa manifestazione democristiana-qualunquista

La seduta di ieri alla Costituente è stata occupata principalmente dal discorso dell'onorevole Lombardo, segretario del Partito socialista, e dal discorso del generale Nobile.

All'inizio della seduta ha parlato l'on. De Martino, eletto a Salerno nelle liste dell'U.D.N. (di lui si ricordano i manifesti elettorali con la frase «Votate per De Martino: egli vi darà la pasta»). Il che era effettivamente vero, perché il ricco candidato dell'U.D.N. offriva 3 chiliogrammi di pasta a ogni elettore che si impegnava a votare per lui).

Il discorso di Lombardo

Prende quindi la parola l'on. Ivan Matteo Lombardo, che parla un'ora tra l'attenzione generale.

L'oratore socialista si dichiara, sia pure velatamente, contrario ad un aumento delle mercedi e chiede al governo una politica economica e di lavori pubblici intelligente che

permetta il riassorbimento della mano d'opera disoccupata.

Parlando sui problemi di politica estera, Ivan Matteo Lombardo si pronuncia per un ingrandimento della zona internazionale di Trieste — sempre che non sia possibile modificare le decisioni di Parigi — e ad un plebiscito, da tenersi entro 10 anni, che lasci le popolazioni locali arbitre del proprio destino.

L'on. Lombardo si dichiara favorevole infine ad una politica estera autonoma, che lasci il nostro paese in condizioni di indipendenza di fronte alle potenze che si dividono il mondo, ma che sia al contempo politica di amicizia soprattutto con l'Unione Sovietica e con i paesi anglo-sassoni.

Dolore di agrario

Prende quindi la parola Perrone Capano, capo degli agrari pugliesi, eletto nella lista dell'U.D.N. per la circoscrizione di Bari.

L'oratore afferma, con un palpito di dolore nella voce, che una riforma agraria si dovrà pur fare, ma — egli soggiunge — c'è ancora tempo, e non sarebbe male rimandarla. E' evidente, durante tutto il discorso dell'on. Perrone che egli rimpiange, malgrado l'apparente balanzatura della sua voce, il tempo in cui gli organizzatori operai potevano esser impunemente uccisi, com'è accaduto a Peppino Di Vagno. Non è vero on. Perrone Capano?

Parla Nobile

Dopo un lungo e poco ascoltato discorso dell'on. Vanoni prende la parola il generale Umberto Nobile. Appena egli inizia il suo discorso i democristiani, i qualunquisti e i monarchici abbandonano ostentatamente l'aula, mostrando in tal modo la loro rabbia per l'adesione data dal trasvolatore del Polo alle liste del P.C.I.

Il generale Nobile esamina il pro-

blema dell'organizzazione della nostra FF. AA. e quello della aviazione civile.

La spesa complessiva dei nostri tre dicasteri militari — rivela il gen. Nobile — ammonta a circa 90 miliardi, il 25,6% cioè del nostro bilancio. E' questa — dice l'oratore — una situazione assurda, per cui, un anno dopo la fine della guerra, le spese militari incidono nel bilancio dello Stato in proporzione maggiore di quanto incidessero nell'immediato dopoguerra. Nel 1938-39 le spese militari incisero infatti per il 21,9% dell'intero bilancio statale.

L'on. Nobile mette in maggiore luce l'assurdità delle spese militari da noi sostenute rilevando come invece il bilancio dei Lavori Pubblici, quando un vasto piano di lavori pubblici è richiesto da tutti gli italiani, incide solo per il 7,1% sul bilancio governativo.

L'oratore rivela come per comandare 143 mila soldati (tanti ne sono attualmente alle armi), vi siano 15.253 ufficiali, tra i quali 5096 tra i ufficiali superiori e generali. Tra questi ufficiali vi sono ben 4.009 richiamati, i quali non si capisce bene perché non vengono ancora rimandati alle loro case e alle loro professioni.

Il fenomeno è ancora più grave — prosegue l'oratore — nell'Aeronautica dove, per comandare circa 30.000 avieri, prestano servizio circa 3000 ufficiali. L'oratore ricorda quindi come nel periodo fascista sia stata costante preoccupazione di tutti i ministri dell'Aeronautica non di migliorare dei servizi, ma di aumentare del numero degli ufficiali e rileva come questo mal vezzo sia continuato anche oggi. Tanto è vero che nel dicembre scorso furono creati 22 nuovi generali di prima classe, mentre le sedici brigate venivano promossi generali di divisione e 3 generali di divisione ricevevano il grado di generale di squadra.

Tra i promossi vi erano anche 2 squadristi.

Da 1 a 40

L'oratore cita a sostegno delle sue affermazioni alcune cifre:

Nella guerra 1915-18, con circa 1000 aerei a disposizione della flotta aerea vi erano, nel ruolo navigante, un solo generale e un solo colonnello. Nel 1940 vi erano nel ruolo navigante 60 generali, con 1300 aerei in efficienza. Attualmente, con 228 aerei vi sono circa 40 generali, nel solo ruolo navigante.

Questo gran numero di ufficiali riempie gli uffici del Ministero dell'Aeronautica e impedisce all'apparato stesso del Ministero di funzionare.

Dopo aver premesso che i piloti italiani hanno sempre fatto eroicamente il loro dovere e che non

(Continua in 2. pag., 1. colonna)

L'UNITA'

Il discorso di Nobile alla Costituente

(Continuazione dalla 1. pagina)

« loro si riferiscono, le sue critiche, il generale Nobile chiede che il Ministero dell'Aeronautica faccia il possibile per procurare del lavoro a quanti dovranno lasciare l'arma e a tutti i dipendenti civili — tecnici e maestranze — dell'arma stessa. A questo proposito l'oratore sottolinea l'opportunità che vengano rimesse in efficienza le officine di Guidonia che potrebbero portare ancora un contributo notevole alla ripresa nazionale soprattutto nel campo della aviazione civile.

Egli chiede, infine su questo punto, che vengano bloccate le assunzioni nei Ministeri tecnici i quali potrebbero riassorbire gli ufficiali che dovranno lasciare le Forze Armate.

L'oratore si dichiara quindi favorevole alla creazione del Ministero per la Marina mercantile e chiede la istituzione di un Ministero per l'Aviazione civile, di cui auspica l'incremento.

L'accordo con la TWA

L'oratore esamina in seguito e critica vivacemente l'accordo recentemente progettato dal governo con la società americana TWA.

Gli accordi con la società americana e con la società inglese, accordi che tra l'altro prevedono l'acquisto di aerei all'estero e la esportazione del denaro guadagnato in Italia dalle due società, darebbero un fortissimo colpo alla nostra industria e legherebbero ad interessi stranieri le sorti della nostra aviazione civile. A questo proposito l'oratore rileva il pericolo grandissimo a cui andremmo incontro se lasciassimo morire una fiorente industria aeronautica, sorretta da maestranze abilissime, che per trenta anni ha fatto del nostro paese una nazione esportatrice di ottimi aerei.

L'oratore conclude esortando il governo a sopperire alle esigenze della nostra aviazione civile con i mezzi che abbiamo in Italia e a sottomettere al parere della Costituente ogni eventuale accordo con società straniere.

Al termine del discorso del generale Nobile, discorso che viene vivamente applaudito da tutti i deputati presenti, rientrano in truppa i deputati qualunque-democristiani. Prende quindi la parola, mentre i deputati comunisti in segno di solidarietà con l'on. Nobile abbandonano l'aula, il Ministro dell'Aeronautica Cingolani. Egli afferma di aver trattenuto per esaminarli i due progetti di accordo con le società anglo-sassoni e di aver per ora negato il suo assenso all'acquisto di 22 aerei Douglas. Comunque il Ministro Cingolani si impegna a informare più dettagliatamente la Costituente in una prossima seduta.

Oggi la Costituente si riunisce nuovamente. Parleranno il compagno Togliatti e gli on. Gronchi e Selvaggi. Oggi o domani l'on. De

With the Motto "Promotion up above, starvation down below" an Army of semi-retired Officers marches whose destiny is perhaps being decided among the golden curls of a beautiful foreigner.

5A

"AVANTI" - 27th July, 1946.

Enquiry into the Blue Arm.

THE AMAZON AMONG THE COLONELS.

(Extract)

"..... a "gentile signora" with a pretty name and a foreign accent, used to living in military circles, very beautiful, assiduously frequents the excellent Officer and his circle. A true "Amazon" among the Colonels. And it is her exotic accent, slightly Anglo-Saxon, which gives rise to a doubt that the Anglo-American Commands have many friends among the high-ranking Officers of the Italian Air Force, in preference to other military bodies. It must definitely be this way and we promise to explain the motives better when we come next to speak of certain airfields ceded to the American Company TWA and of other things.

2480

Note: This can only refer to Flight Officer Legat who is an Intelligence Officer in the A.F.S.C.

Note that this 5th article (of a series) is again unsigned and as before is malicious.

J.H.M.
6/8

my copy

Auth/

AFSC

27/7

anti!

ARTITO SOCIALISTA

Anno L — Nuova serie — N. 174

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INCHIESTA SULL'ARMA AZZURRA

L'amazzone tra i colonnelli

Al motto di "promuovere in alto, affamare in basso", marcia un esercito di ufficiali in licenza il cui destino forse si decide tra i riccioli d'oro d'una bellissima straniera

vazione al triplo delle penalità sopra indicate nel caso che il prodotto vincolato venga destinato al trasporto fuori del territorio nazionale; c) la confisca di tutti i veicoli terrestri e marittimi con i quali venga trasportato il cereale allo scopo di sottrarlo alla consegna.

Su proposta di Gullo è stato approvato un decreto con il quale si stabilisce che la denominazione di «Procuratore Generale del Regno» e di «Procuratore del Regno» è modificata, rispettivamente, in «Procuratore Generale della Repubblica» e in «Procuratore della Repubblica».

Il compagno Morandi ha fatto quindi una relazione sulla questione della lavorazione dei 30.000 quintali di cotone, forniti nell'ottobre del '45 dall'UNRRA.

Gli industriali come è noto non vogliono lavorare le materie prime a prezzi vincolati in favore delle classi più bisognose. Qualora le trattative con l'Associazione cotoniera, riprese in questi giorni, non portassero entro breve termine ad un accordo, il Consiglio dei Ministri ha deliberato che il Ministro competente sottoponga al prossimo Consiglio un provvedimento di legge per assicurare in ogni modo la lavorazione del cotone UNRRA a prezzi controllati per confezionare prodotti tipo destinati alle classi bisognose.

Sono stati inoltre approvati numerosi altri decreti di ordinaria amministrazione.

Il Consiglio tornerà a riunirsi probabilmente mercoledì prossimo.

Le precise denunce fatte dal generale Umberto Nobile davanti all'Assemblea Costituente, denunce che confermano, per altro dire, con impressionante fedeltà, le risultanze della nostra inchiesta sull'Arma Azzurra, ci persuadono dell'utilità di continuare ad occuparci dell'Aeronautica Militare Italiana. Di proseguire l'inchiesta che tende non a gettare il discredito su una categoria di ottimi soldati e di eroici piloti, bensì a isolare la buona fede e il patriottismo della gran massa, dalle gravissime responsabilità che ricadono su alcuni gruppi di alti ufficiali che hanno monopolizzato il «potere» dell'Aeronautica Militare, pregiudicando perfino (come dimostreremo in seguito) l'avvenire di una aviazione civile in Italia. Che la nostra iniziativa sia stata opportuna e giu-

stificata, è dimostrato dalle decine e decine di lettere di consenso inviateci da appartenenti all'Arma Aerea, di tutti i gradi da colonnello fino ad aviare scelto. Il colonnello Pilota S.B. a proposito delle recenti promozioni di generali si esprime testualmente così: «Si noti bene la buona fede dei manipolatori di bollettini: le promozioni di oggi sono retrodatate agli effetti amministrativi e dell'anzianità al 15 dicembre 1945, e questo per allineare i nuovi promossi nel vantaggio già concesso a quell'epoca ad un colonnello promosso generale, eccezionalmente e alla chetichella, per salvarlo in extremis dai sopraggiunti limiti di età». Per pura carità umana, omettiamo la pubblicazione del nome dell'anziano colonnello.

Sempre in tema di promozioni siamo in grado di aggiungere qualche ulteriore informazione a quelle fornite dal Ministero col suo comunicato alquanto risentito per la nostra inchiesta. Si è «chiarito» che le promozioni vengono decise in vista della riduzione d'organici, per non «privare benemeriti ufficiali di quei vantaggi economici che avrebbero ottenuti restando in servizio». Intanto c'è da dire in via di diritto che le promozioni al grado superiore spettano a quei militari che esercitano una funzione; quindi non spettano a chi, non solo è in licenza, ma non tornerà mai in servizio.

Dovendosi procedere alla riduzione del personale, gli ufficiali generali e superiori vanno dapprima in licenza in attesa di disposizioni con tutti i vantaggi economici (stipendio e indennità varie, compresa quella di volo). Questo periodo di vacanze non ha limiti fissati dalla legge. Finirà soltanto quando il ministro dell'Aeronautica (semprechè con lui sia d'accordo lo Stato Maggiore e vedremo perchè) si deciderà a proporre e far promulgare un decreto che mandi in congedo il personale che si trova in licenza. Andati in congedo i predetti ufficiali per due anni riscuoteranno l'intero stipendio con assegni familiari: dopo due anni, sarà loro detratto il quinto dello stipendio e questo fino al raggiungimento dei limiti di età nel grado. Trascorso quest'altro periodo avranno il trattamento di pensione.

colonnelli e generali che «manovra» anche senza i suoi ordini. Sembra infatti (e come non potrebbe essere così?) che il generale Almona Cat venga opportunamente sostituito nelle sue funzioni da un colonnello. Effettivamente il colonnello ha tutto il dovere di sostituirsi al capo a cui è immediatamente sottoposto.

Intanto giova delineare con maggiore precisione la figura dell'abile sostituto. Innanzitutto egli è ufficiale severissimo: infatti a suo tempo diramò ordini indiscutibili per l'emigrazione verso Salò di tutto il personale aeronautico. *9* via non significa che non avesse coscienza della sua missione, coscienza che dimostrò a sufficienza pochi giorni prima del 4 giugno 1944 diramando un radio-messaggio col quale chiedeva di restare al suo posto per «poter giovare al personale». Così, in aria, fondò le basi della leggenda del suo doppio gioco.

Ottimi ufficiali «repubblicani» attualmente lo circondano e lo aiutano a controllare i tre organi fondamentali dell'Aeronautica: il Gabinetto (che non dovrebbe dipendere dallo Stato Maggiore), l'Ufficio «I» (Informazioni) e l'Unità Aerea (un gruppo di un centinaio di aeroplani che costituiscono l'Arma Azzurra).

Una gentile signora dal bel nome e dall'accento straniero, avvezzata a vivere nei circoli militari, bellissima, frequenta assiduamente l'ottimo ufficiale e il suo circolo. Una vera «amazzone» tra i colonnelli. Ed è il suo accento esotico, leggermente anglosassone, a far sorgere il dubbio che i comandi anglo-americani abbiano molti amici fra gli alti ufficiali dell'aeronautica italiana, a preferenza sugli altri corpi militari. Deve essere senz'altro così e ci ripromettiamo di spiegarne meglio i motivi venendo prossimamente a parlare di certi campi d'aviazione ceduti alla società americana TWA e di altre cose.

L'AMICO FIORELLO VI SALUTA

La Guardia è partito
lasciando buoni concetti

A PER IL PANE QUOTIDIANO

Lo sciopero dei licenziamenti tra C.G.I.L. e Confindustria

La C.G.I.L. è sostanzialmente contraria al provvedimento, per attenuare le agitazioni sindacali che sono in corso

merosi disoccupati, è cessato lo sciopero generale.

Per risolvere l'agitazione a Pescara partirà domani un rappresentante della C.G.I.L.

A Milano sono state improvvisamente rotte le trattative per la composizione dello sciopero dei dipendenti alberghi e mense. Il compagno D'Aragnano, avvertito telefonicamente, partirà domani alla volta di Milano per risolvere la vertenza.

**Buona accoglienza
alla missione Nenni**

no provato quanto elastica fosse la loro concezione di tale principio. Parlando dell'Alto Adige, Nenni ha detto che avrebbe assai più gradito una composizione amichevole con gli austriaci, data la stretta collaborazione esistente durante la guerra fra le forze della resistenza italiane e quelle austriache.

In merito alla perdita di territori occidentali in favore della Francia, Nenni ha dichiarato che ne risulta nell'Italia settentrionale una grave penuria di energia elettrica, poiché una delle maggiori stazioni di tale energia è situata in questa zona.

«La tragica penuria di materie prime — ha detto l'oratore — che provenivano in passato dalla Germania, è attualmente la causa principale della disoccupazione di due milioni di lavoratori italiani». Poi

Extract from "AVANTI", Saturday, 20th July, 1946.

Investigation of Airforces

AN INTERMEZZO OF PROFITABLE CLARIFICATIONS

The Air Ministry communicates: In "Avanti's" issues of 14th and 16th July there were printed two articles entitled "Investigation of Airforces", in which contained, besides many inaccuracies, criticism regarding the promotions of high ranks in the Airforce.

We are stating in regard to this matter that the promotions in question have been effected in order to sanction the regularly acquired rights of parties concerned, while promotions were not promulgated ever since 1943.

According to the rigorous juridic rule the promotions were not delayed any longer in order not to deprive those who must leave the Airforce due to the reduction of strength - of a more favorable economic reward after many years of honourable service.

Same criteria was adopted by other State Administrations.

It is inexact that the generals in questions are to be appointed to the "Unita Aerea" Commands, the strength of which will be determined by the Allies.

Ultimately, we must say that the disparaging remarks regarding the strength and operations of the Italian Airforce during the war are inappropriate and malicious. If the author of the article would bother to consult the numerous data in existence pertaining to the subject he would find that the Airforce entered the war in June 1940, with 1209 aircraft for ready useage, besides the 37 wings for operations with the Army, and 2478 22 wings for operations with the Navy.

The contributions and sacrifices by the Airforce during the period of war are recorded in the gallant recognition of the ex-enemies themselves and are confirmed, aside from any other fact, by the total of 2536 dead and 3190 missing airmen.

With the usual communique of denial which confirms the Air Ministry would like to amalgamate the data discussed in our investigation. Since the sore point is concerning ^{high ranks} ~~high ranks~~ who let themselves be changed with a stroke into very ^{high ranks} ~~high ranks~~ it is also this which confirms in the Ministry's denial. It is said that the promotion was due to those who must leave the Airforce. It does not seem an honest or a moral motive. Anyway,

J. L. M.
6/8

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since we do not want to discuss ahead of time the topics of our articles which will follow about the investigation of the Airforce, we do warn our readers that we shall fully deal with the manner how these above mentioned poppies built themselves up to be able to leave the Airforce with all honours which they do not deserve and above all with all the money which they should not receive. We are putting only one question to the author of the denial which confirms: Why were there considered only the big generals and not the lower ranks? Do they believe that we are not aware of the enormous partiality of the procedure and injustices regarding the poor officers without high rank.

A last remark on the last insinuation. The "Avanti" did not make malicious insinuations or minimized the heroic contributions of our airmen. It only stated that their heroism was in vain because they were forced to fight with scarce means and because they were hindered by too many big generals, even if not all of them, who were sending to death criminally many valuable airmen fighters on card-board aircraft. The 2536 dead and the 3190 missing are requesting vengeance for this matter.

We receive and we publish:

Dear Editor:

I read in yesterday's issue the third article dealing with the Airforce. In it there are statements which can be interpreted as insulting to the honour of General Giagheddu.

I assume the full responsibility for the following statement: he belongs to the category of officers which still today honour very highly the Italian Army. I am ready to answer personally for the integrity and rectitude with which he always carried out his duties and I challenge any one to prove the contrary.

After September 8th invited by the "republicano" minister to take an important position in the Airforce, he replied that he would prefer to fight the Germans rather than become their servant. He went underground in the zone of Clevano together with his two children. Sought by the Italian and German SS he was surrounded and captured together with the two children and was by a miracle saved from being shot on the spot. 2477

After the arrival of the Allies, repeatedly invited by the minister Gasparotto to assume the direction of the Airforce Commissariat, he left with regret the work in the fields to which he devoted himself in Sardinia, to take over the delicate task assigned to him.

In spite of the extreme delicatness of the situation he always fought with all force for the interests of the Airforce, and thus for the State, so that it would not be compromised by partiality.

I repeat: I assume full responsibility for these statements and am challenging anyone to bring forward any fact which could prove the contrary. I am bound to General Giagheddu with an affectionate friendship which goes

back to times when I was financing the gang which was operating under his command. I am proud to be his friend and to be able to offer him publicly in a small way the unchanged esteem by which I am attached to him.

Cordially yours,

Primo Farrini.

We are very glad to publish the letter by comrade Farrini. His opinion agrees with ours and our aim to denounce a system which, in the interest of the State Administration itself, functions perfectly well.

We have not intended to offend General Giagheddu (who states that he had absolutely nothing to do directly or indirectly with the purchases with which our article is dealing) or General Bonicelli, who are out of discussions as far as their personalities go, but we only wanted to lift a curtain for which the time came to be lifted.

AVANTI.

Sabato 20 luglio 1946

Inchiesta sull'Arma Azzurra

Un intermezzo di
utili precisazioni

Il Ministero dell'Aeronautica comunica: « Nell'Avanti del 14 e 15 corrente, sono comparsi due articoli dal titolo "Inchiesta sull'Arma Azzurra" nei quali, attraverso molte inesattezze, si criticano le promozioni negli alti gradi dell'Aeronautica.

Si precisa in proposito che le promozioni in parola hanno avuto corso per sanzionare diritti regolarmente acquisiti dagli interessati, mentre gli avanzamenti non avevano più avuto luogo dal 1943.

Rispondendo le promozioni stesse ad una rigorosa norma giuridica, esse non sono state ritardate più oltre, anche per non privare ingiustamente gli aventi diritto — che debbono lasciare l'Aeronautica in seguito alla riduzione degli organici — di un più favorevole trattamento economico maturato dopo molti anni di onorato servizio.

Analogo criterio è stato del resto adottato da altre Amministrazioni Statali.

E' inesatto pertanto affermare che i generali in questione siano destinati ai comandi di Unità Aerea, la cui consistenza, oltre tutto, sarà determinata dalla volontà degli Alleati.

Non si può infine, fare a meno di osservare che risultano particolarmente inopportune e malevoli le considerazioni del primo articolo in cui si minimizza la consistenza e l'operato dell'Aeronautica Italiana negli anni di guerra. Se l'articolista si fosse data la pena di consultare i numerosi dati esistenti in proposito, avrebbe trovato che l'Armata Aerea ebbe contro in linea, nel giugno del 1940, oltre 1200 velivoli di pronto impiego, facendone scendere a poco più di 200, per le perdite subite, e che, in seguito, cooperando con l'Esercito e dalle 22 squadriglie di cooperazione con la Marina.

L'apporto ed i sacrifici dell'Aeronautica negli anni di guerra, sono documentati dal cavalleresco riconoscimento degli stessi ex-comandi e trovano conferma, a parte ogni altra considerazione, nel totale di 2508 aviatori morti e 3180 dispersi ».

Col solito comunicato di smentita che conferma, il Ministero dell'Aeronautica crede di unificare i dati organici della nostra inchiesta. Siccome il punto dolente riguarda soprattutto gli alti papaveri che si sono fatti trasformare, con un colpo di mano, in popucri altissimi, è questo anche il punto centrale della smentita che

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siderazioni del primo articolo in cui
si minimizza la consistenza e l'ope-
rato dell'Aeronautica Italiana negli
anni di guerra. Se l'articolo si fos-
se data la pena di consultare i nu-
merosi dati esistenti in proposito,
avrebbe trovato che l'Armata Aerea
entrò in linea, nel giugno del 1940,
con 1339 velivoli di pronto impiego,
precedendo dalle 37 squadriglie di
cooperazione con l'esercito e dalle 22
squadriglie di cooperazione con la
Marina.

L'apporto ed i sacrifici dell'Aero-
nautica negli anni di guerra, sono do-
cumentati dal cavalleresco riconosci-
mento degli stessi ex-nemici e tre-
vano conferma, a parte ogni altra
considerazione, nel totale di 2338
aviatori morti e 3190 dispersi.

Col solito commento di smentita
che conferma, il Ministero dell'Aero-
nautica crede di unificare i dati og-
getti della nostra richiesta. Siccome
il punto dolente riguarda soprattutto
gli alti papaveri che si sono fatti
trasformare, con un colpo di mano,
in papaveri altissimi, è questo anche
il punto centrale della smentita che
conferma. Si dice che spettava loro
la promozione dato che debbono la-
sciare l'aeronautica. Non ci sembra
un motivo onesto né morale. Tutta-
via, non volendo anticipare i capitoli
seguenti della nostra inchiesta, an-
veriamo i nostri lettori che diremo
ben ampiamente di come si siano
premutati i suddetti alti papaveri per
poterene andare dell'Aeronautica con
tutti gli onori che non meritano e
soprattutto tutti i quattrini che non
toccherebbero loro. Rivolgiamo sol-
tanto una domanda, ai solerte stesori
della smentita che conferme, perché
si è pensato soltanto ai generali, e
non si è pensato ai gradi inferiori?
Credono che non siamo a conoscen-
za della enorme parzialità di trat-
tamento usata, e delle ingiustizie nei
confronti dei poveri ufficiali apocri-
sti di grado?

Un'ultima parola sull'ultima insti-
tuzione. L'«Avanti!» non ha jut-
to maliziosi insinuazioni né ha mi-
nimizzato l'apporto eroico dei nostri
aviatori. Ha detto soltanto che il loro
eroinismo fu vano perché codardi a
combattere con scarso mezzi, e per-
ché ingannati da troppi generali, i
anche se non tutti, che mandavano
criminosamente al macello su appa-
recchi di cartone tanti valorosi com-
battenti dell'aria. I 2338 morti e i 3190
dispersi chiedono appunto vendetta
di ciò.

Riceviamo e pubblichiamo:

Caro Direttore,

ho letto nel numero di ieri il terzo articolo dedicato all'Aeronautica. In esso vi sono degli accenti che possono essere interpretati lesioni alla onorabilità del generale Giaghetdu.

Assumo la piena responsabilità di questa mia affermazione: egli appartiene alla categoria degli ufficiali che ancora oggi onorano altamente l'esercito italiano. Sono pronto a rispondere personalmente della probità e della rettitudine con cui ha sempre svolto i propri compiti e sfido chiunque a dimostrare il contrario.

Dopo l'8 settembre, invitato dal ministro repubblicano ad assumere un posto importante nell'Aeronautica, rispose che avrebbe preferito di combattere i tedeschi, piuttosto che di divenire un loro servitore. E si dette alla macchia, nella zona di Olévano, assieme ai due figliuoli. Braccato a sangue dalle S.S. italiane e tedesche, venne accerchiato e catturato assieme ai due figli e per miracolo non fu fucilato sul posto.

Dopo l'arrivo degli alleati, invitato ripetutamente dal ministro Casparotto ad assumere la direzione del Commissariato dell'Aeronautica, lasciò a malincuore il lavoro dei campi al quale si era dedicato nella natia Sardegna, per assumere il delicato compito che gli era stato assegnato.

Malgrado l'estrema delicatezza della situazione, egli si è sempre battuto con tutte le forze, perché l'interesse dell'Aeronautica, e quindi dello Stato, non venisse in alcun modo compromesso da favoritismi.

Ripeto: assumo tutta la responsabilità di queste mie affermazioni e sfido chiunque a portare una qualsiasi prova che possa dimostrare il contrario. Sono legato al Gen. Giaghetdu da una effettua amicizia che risale ai tempi in cui io ero un po' il finanziere della banda che operava al suo comando. Mi vanto di essergli amico e di potergli offrire pubblicamente una piccola dimostrazione dell'inalterabile stima che mi lega a lui.

Cordialità.

PRIMO PARRINI

Pubblichiamo volentieri la lettera del compagno Parrini. Egli ci dà modo di ribadire il nostro pensiero ed il nostro intendimento, mirante esclusivamente a denunciare un sistema che, nell'interesse della stessa Amministrazione statale, va assolutamente corretto.

Non non abbiamo affatto inteso offendere il Generale Giaghetdu (il quale del resto dichiara di non avere avuto alcuna ingerenza né diretta né indiretta negli acquisti di cui si fa cenno nel nostro articolo) o il Generale Bonicilli, la cui persona sono fuori discussione, bensì a sollevare un velo che era tempo fosse sollevato.



EXTRACT FROM "AVANTI" - 18.7.46.

③

3A

Investigation of AirforceTO BRUSH NECESSE EST TO NAVIGATE NON NECESSE.

^{Air Force}
The Aeronautic Commissariat is an organisation for the purchase of brushes. - Strange methods in the purchase of shoes. - The story of the twenty seven millions or adventures and mishaps of a general.

It is necessary to find another definition for the Airforce since the one in use before ("a body of colonels") is not appropriate any more after so many promotions from colonel to general. Thinking it over it seems that one of the most appropriate is: Airforce is a body of "commissioners". In the Airforce (for the person who does not know) the commissioner is the officer who at the airports and commands is bent behind the pay roles, examines handbooks and signs pay orders; however, if he holds a certain rank (from Lt. Col. up) he occupies himself mostly with purchases; if he is a general, he has nothing else to do.

^{de}
Why is Airforce a body of commissioners? The explanation is short. The army had, during the period of greatest activity of its ^{body} ~~body~~, only one Commissioner General, while the airforce had about ten (we could mention names, if we were not afraid to annoy readers); as to Officer Commissioners of other ranks, the army had about two hundred and sixty in all, while the airforce had in 1943 a whole four hundred, besides the total of about two hundred administration officers who were entrusted with the same duties as those persons mentioned above; to manage the cash on hand and food supplies. ^{Do you imagine} ~~Do you believe~~ that now, after the ^{war has been} ~~lost~~ ^{and the effected demobilization} ~~the airforce has reduced the com- its~~ ^{missioners} ~~missioners~~? On the contrary: there are not enough of those in regular service for the airforce and therefore they want to recall others from non*regular service. My dear readers, if you do not believe it, I do not know what to do about it. Yet, it is so. But if you want to know how many General Commissionere there are in service now, do not become wide-eyed: there are five.

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The most important of those is General Giagheddu, the chief of the Commissariat's Corps. Yes, exactly, the very man who ~~had been~~ promoted recently from the rank of Major General to that of Lt. General, Certainly! The rank of Major General Commissioner was not sufficient, for the airforce of fifteen aircraft; it was not enough, even though a certain English Officer who is well informed about the matters concerning the Italian Airforce, ~~had to say~~ some time ago that in Britain, in order to run a Commissariat of a force like this one, a captain or may be in times of emergency a major would be appointed to the post. But England of course is a country too attached to the old traditions; Here we are in Italy. Here there were two generals to be appointed (aside from the others) to good positions, positions in which one could make a career even during this damned period of scarcity. Of those two, Gen. Giagheddu was promoted as Chief of the Commissariat: his duty being to survey all

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services and especially to choose more efficient officers. As to the other one, Gen. Bonicelli, it was not easy to find ~~a~~ a position for him, but with a bit of thinking and a bit of imagination it was found: he was appointed as a counsellor to the minister for purchases. A nice job and full of satisfaction, full of responsibility, considering that there are many purchases made in the airforce of no negligible importance. One *does not* buy ~~not~~ aircraft (what have they got to do with this) or spare parts for those; a little of everything is bought, from blankets to material for straw mattress, from toothpaste to brushes, which the aviator should use (but often does not) to clean his shoes, and brush his uniform. Of course, the brushes! Purchases are, as I have said, the beloved task of Commissioner~~s~~ Generals; Generals Giagheddu and Bonicelli devoted themselves to this task, as well as Senior Officers Commissioners stationed in the peripheric "zones" (so large is this airforce). There was a time (not many months ago) ~~that~~ ^{when} generals Bonicelli and Giagheddu were buying brushes, brushes everywhere; the stores were full of them, there was no space to store them anymore, and yet they were buying; why? Just so: a ~~lot~~ ^{few} of Commissioner~~s~~ Generals.

Once, they were in need of shoes, many shoes (we believe it was this ~~last~~ January), thirty thousand pairs had to be found; ~~it~~ ^{had} it was a bit difficult, because of present times, and because the Allies ~~blocked~~ ^{guilt} all shoes with the producing firms in the north. What would you do to buy shoes? You would turn to the producing firms, to the Allies or to both. Of course, you are not Commissioner~~s~~ generals; the generals turn to intermediaries, send an adjutant to Milan, who immediately finds a way, a good way: he finds... Sgamellotto. Who is he? A firm, an agent? Nothing of this sort; Sgamellotto is a man who knows where shoes are to be found - thirty thousand shoes "blocked" by the Allies - who knows how to deblock them and allot them to the airforce; a man who ~~does not give~~ ^{guilt} ~~samples~~ ^{aspects} *a few* shoes as samples (~~as~~ ^{but} ~~saying this as~~ ^{us} a gracious ~~homage~~ ^{promise}); but who lets himself be payed a small sum in advance: 27 millions. Yes my dear reader, I understand. You want to say that at one time one used to pay after, ~~after~~ ^{waited} after the delivery. But not any more now, one must pay ahead, specially if it is a matter of small sums (what are ~~the~~ 27 millions in comparisson with tens and tens of millions spent by the airforce); ~~specially~~ ²⁴⁷⁴ if it is the state money and not private capital; naturally, ~~the~~ individuals are known to be stingy. The airforce is not, the airforce is great: it pays first, without guarantees; and when the shoes had to be delivered there were no more shoes: what happened? A trick (what a fox this Sgamellotto); the shoes in question were not available; they had believed - yes sir! They were promised... but then these Allies, dammit! And the 27 millions? What can you do - certain things go this way; one pays in good faith, and then something unexpected happens, and the sum once payed... good bye! This time, however, the generals showed evidence of severity, as well as the Minister. Think of it, the minister ordered a strict investigation, leaving in Rome General Bonicelli, trembling ~~of~~ ⁱⁿ fear, general Bonicelli with a beautiful pair of shining new shoes.

The result of the investigation personally conducted by ~~the~~ General Giagheddu, showed the guilt of Lt. Col Salerno and Major Novelli. With no consequences at least up to the present.

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As to general Bonicelli, who was waiting ~~the~~ promotion for this last "mouthful", and was not promoted and will have to wait for the next turn; don't you think this sufficient? The case of general Ghiageddu is different; he was promoted because the airforce had an absolute need of a Lt. General Commissioner.

The airforce needs shoes, brushes, major general commissioners; this is the supreme need. "To brush necesse est, navigate non necesse."

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INCHIESTA SULL'ARMA AZZURRA

**Spazzolare neccesse est,
navigare non neccesse**

Il Commissariato dell'Aeronautica è un'organizzazione per l'acquisto di spazzole - Strani modi per acquistare scarpe - Storia di 27 milioni, ovvero avventure e disavventure di un generale

III.

Occorre trovare un'altra definizione per l'Aeronautica, dato che quella in uso una volta («arma di colonnelli») non calza più, dopo tante promozioni da colonnello a generale. Pensa e ripensa, ci pare che una delle più adatte sia questa: l'Aeronautica è un'arma di «commissari». In Aeronautica (per chi non lo sapesse) l'ufficiale commissario è quel tale che negli aeroporti e nei comandi sta curvo dietro i registri degli stipendi, compulsa prontuari e firma ordini di pagamento; però, se ha un certo grado (da tenente colonnello in su) si occupa prevalentemente di acquisti; se poi è generale, non si occupa d'altro.

Perché l'Aeronautica è un'arma di commissari? E' presto detto. L'Esercito, nel periodo di massimo sviluppo dei suoi organi, aveva un solo generale commissario, mentre l'Aeronautica ne aveva una decina (potremmo farne i nomi, se non temessimo di annoiare i lettori); quanto agli ufficiali commissari degli altri gradi, l'Esercito ne aveva in tutto duecentosessanta, mentre l'Aeronautica ne aveva al 1943 ben quattrocento, oltre il complesso di un duecento ufficiali di amministrazione, cui erano devoluti esattamente gli stessi compiti di quegli altri: occuparsi del denaro contante e della «razione viveri». Credete voi che ora, a guerra perduta ed a smobilitazione attuata, l'Aeronautica abbia ridotto gli organi dei commissari? Al contrario; non le bastano quelli che ha in servizio permanente e vuole, quindi, richiamarne altri dai ruoli di complemento. Se non ci credete, lettori miei, non so che

farei; eppure è così. Ma se volete sapere quanti generali commissari siano ora in servizio, non spalancate gli occhi: ce ne son cinque.

Di questi il più importante è il generale Giagheddu, capo del Corpo di Commissariato; sì, esattamente quel tale che è stato promosso da poco dal grado di maggior generale a quello di tenente generale. Eh già. Non bastava il grado di maggior generale commissario, per l'Aeronautica dei quindici apparecchi; non bastava, anche se un certo ufficiale inglese, che è molto addentro alle cose dell'Aeronautica italiana, ebbe a dire tempo fa che in Inghilterra, a dirigere il Commissariato di un'arma come questa, avrebbero messo un capitano e forse, in tempi d'emergenza, un maggiore. Ma l'Inghilterra, si sa, è un paese troppo attaccato alle vecchie consuetudini; qui siamo in Italia; qui c'erano due generali da collocare (oltre gli altri) in buoni posti, in posti dove si potesse far carriera anche in questo dannato periodo di magra! Di quel due, infatti, il gen. Giagheddu fu collocato a capo del Commissariato, con il compito di sorvegliare tutto l'insieme dei servizi e di scegliere, in particolare, gli ufficiali più adatti. Quanto all'altro, al gen. Bonicelli, ebbene per lui non era facile trovare una carica, e ci volle un po' di riflessione, un po' di fantasia, ma poi si trovò: fu nominato, nientemeno, «consigliere del signor Ministro per gli acquisti». Bella carica e piena di soddisfazioni, piena di responsabilità, dato che in Aeronautica si fanno molti acquisti e per importi non certo trascurabili. Si compera... non apparecchi (che entrano quelli) né par-

ti di ricambio dei medesimi; si compra un po' di tutto, dalla coperta al fodero di pagliericcio, dal dentifricio alla spazzola, che l'aviere dovrebbe usare (ma sovente non usa), per pulirsi le scarpe e rassettarsi la divisa. Le spazzole, già. Gli acquisti, come ho detto, sono la cura prediletta dei generali commissari; ad essi infatti si dedicano i generali Giagheddu e Bonicelli, nonché tutti gli altri ufficiali superiori «commissari» dislocati nelle «zone» periferiche (è così grande questa Aeronautica!). C'è stato un tempo (non son trascorsi molti mesi) che i generali Giagheddu e Bonicelli compravano spazzole, spazzole a tutt'andare; ne erano pieni i magazzini, non v'era più posto per metterle, eppure quelli compravano; perché? Così: un gusto di generali commissari.

Una volta, peraltro, ebbero bisogno di scarpe, di molte scarpe (era, crediamo, nel gennaio di quest'anno) ed occorreva trovarne trentamila paia; era un po' difficile, dati i tempi e dato che gli Alleati avevano «bloccato» tutte le partite di scarpe giacenti presso le ditte produttrici del Nord. Che avreste fatto voi, per comprare scarpe? Vi sareste rivolti alle ditte produttrici, o agli Alleati, o a tutti e due; già, ma voi non siete generali commissari: i generali, invece, si rivolgono agli intermediari, mandano a Milano un luogotenente, che trova subito la via, quella buona: trova Sgamellotto. Chi è costui? Una ditta, un rappresentante? Ohibò: niente di tutto questo; Sgamellotto è l'uomo che sa dove si

L. d. L.

(Continua in 2. pagina 1. colonna)

Spazzolare nece-se est

(Continuazione della 1. pagina)

trovano le scarpe — trentamila scarpe « bloccate » dagli Alleati —; che sa come fare per farle « sbloccare » e per farle assegnare alla Aeronautica; l'uomo che ne anticipa anche qualche paio come campione (in, diciamo, grazioso omaggio); ma che si fa anticipare, in compenso, una piccola somma: ventisette milioni. Si lettore mio, capito; un tempo, vuoi dire, si usava pagare dopo, alla consegna; ora non più; ora si paga prima, specie se si tratta di somme non troppo forti (cosa volete che siano ventisette milioni, di fronte alle numerose decine di milioni che spende ogni mese l'Aeronautica!); specie se si tratta di denaro dello Stato e non di privati; perché i privati, si sa, sono un po' tirchi. L'Aeronautica no, l'Aeronautica è grande; essa paga prima, senza garanzie; e poi, quando va a ritirare le scarpe... queste non ci son più; che è stato? Uno scherzo (che maffacchione, Sgamellotto!); quelle scarpe non eran disponibili; egli aveva creduto, signori; gli avevano promesso... ma poi questi Alleati, maledizione! E i ventisette milioni? Cosa volete mai, si sa come vanno certe cose: si paga in buona fede, poi succede l'imprevisto e la somma, una volta pagata... addio! Questa volta, però, i generali dettero prova di severità e il Ministro pure; il Ministro, figuratevi, ordinò un'inchiesta severa, lasciando a Roma, a tremare di paura, il generale Bonicelli con un bel paio di scarpe nuove e fiammanti...

Il risultato dell'inchiesta, condotta personalmente dal generale Giagheddu, portò alla riconosciuta colpevolezza del ten. col. Salerno e del maggiore Novelli. Ma senza conseguenze, almeno fino ad ora, per costoro.

Quanto al gen. Bonicelli, che attendeva la promozione per questa ultima infornata, non è stato promosso, e dovrà aspettare il prossimo turno; o che vi par poco? Per il gen. Giagheddu il caso è diverso, egli è stato promosso perché l'Aeronautica aveva assolutamente bisogno di un tenente-generale commissario.

All'Aeronautica, si sa, occorrono scarpe, occorrono spazzole, occorrono maggiori generali commissari; questa è l'esigenza suprema. « Spazzolare nece-se est; navigare non est nece-se ».

AVANTI - 16.7.46.

②

2A

Investigation of I. Airforce.AERODYNAMIC PROCEDURES IN PROMOTION.

A Commission of Restless Strategists Drawing Effective Plans at the Air Ministry for Promotion of Generals.

In the first part of this investigation we dealt with a commission through which three Generals - Air Division, were promoted to Air Squadrons Generals (though the Squadrons do not exist). A second commission then proceeded to the promotion of generals from the 4th till 40th ~~grades~~ grades, all pilots, except for a brilliant general, "commissioner", about whom we will talk tomorrow and about four or five other "geniuses".

For reader's convenience we are reporting anew the members of the promotion commission. We are dealing with a group of strategists who are not drawing effective plans for the future air warfare, as the reader might suppose, but is contriving every device to create generals. While the active pilots are continuing to "put up" with about fifteen broken aircraft the strategists are embroidering golden brades on the hats of proud commandants of Air Divisions and Squadrons which do not exist. This exceptional research office is composed of the following generals: Giovine, Monti, Briganti, Bonola, and Perro.

It is interesting to observe how uniform and homogeneous the commission is in respect to its members. Giovine was a deteriorated apologist of the fascist regime, Monti, the chief of the "volunteers" to Spain, distinguished himself for his monarchist faction; Briganti, King's Aid de Camps; Bonola, known for his courage in beating. And here is the list of promotees from Brigade Generals to Division Generals:

Gambino Francesco, Cavallarin Franco (ex-Squadrist, submitted to the epuration procedures and regularly not epurated, therefore promoted), Grande Enrico, Gaeta Giuseppe (helper in the flight of numerous fascist personalities, made a rapid career, and is a fervent monarchist), Rigolone Virginio (education, 3rd grade of elementary school), Barba Giuseppe.

entrance
and.

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For convenience's sake we are mentioning now the following names in the list: Coppi Giovanni, Drago Carlo, and Agnesi Alfredo. The first one was in command of the airforce of Sardinia (during the absence of General Cappa, who was the head and at the time on the Continent) on September 8th, 1943 and the following days. While the Germans were methodically blowing up air bases with mines, Coppi was careful not to organize even a theoretical defence. During the period around 11th and 13th September he even ordered by phonogram that all airforce units on the island must give all available vehicles without resistance upon the request made by Germans, and have them accompanied by an officer and non-commissioned officer. He was seen to dine with German Officers all up to September 12th, and was found in the gay company of the royal courier coming from Brindisi with new Badoglio's orders. It is

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to be remembered that General Basso, the Military Commanding Officer of the island was Court Martialed for analogous negligence to that of General Coppi. However, General Coppi has been promoted.

General Drago was in Milan during the feverish and moving days which preceded the institutional referendum. It seems that Drago distributed in those days a sum of a half a million liras, certainly not on behalf of the republican cause. It would be interesting to determine the origin of the sum and the kind of propaganda carried out with it.

* NOT I.A.F.
Funds
Pub.

Alfredo Agnesi was the Commanding Officer of the 3 Territorial Air Zone the Hq of which is in Rome. It was immediately after Agnesi took over the command, which was on the June 2nd, that the republican non commissioned officers and airmen were suddenly transferred to posts removed from the centre. The last one on the list is the nonhonourable Cassiani Ingoni G. Batista Aid de Camps of Umberto of Savoy and one of the followers of the fugitive to Portugal.

* - 1 & 2
only.

We have had no time to find out if Cassiani has returned to Italy. The tradition in operattas and real life would require that the military family follows the king who is being sent to a perpetual exile. Therefore it would be interesting to ascertain whether the honourable Cassiani Ingoni has received the promotion to the Division General at Lisbon or at Rome.

Then there are those promoted from colonel to the Brigade General as follows: Leonardi Giuseppe (aid de camps of the King of May), Ribella Salvatore, De Capua Carlo, Bacchiani Augusto, Maiorino Diego, Bonino Stefano, Moscone Emanuele, Leone Leonello, Lorigio Achille, Bizzari Eugenio, Via Francesco, Ranieri Celso, Fresia Giuseppe, Mari Cesare, Cacciola Giuseppe (in airforces circles subject in anecdotes regarding his cultural background) ~~Ex~~ Federici Angelo, Gallo Luigi, Piroddi Mario (also Aid de Camps of one of the ex-kings), Balestracci Emilio, Questa Luigi. The last one promoted is Lalatta Sergio. Disguised as a monk he was hiding in the convent of St. Agnese during the German occupation. Preoccupied with his own safety he intended to forbid any clandestine activity by officers and non commissioned officers that were hidden. He even reported to the Head of the Convent who replied, that he could not oppose the carrying out of patriotic activities. 2470

As to the others there would be here and there a remark to be made of "administrative" character. In fact it seems that at least six in the list have been submitted to investigations due to grave administrative irregularities, but because the documents are secret, only the new minister is entitled to judge. This is the reason for not publishing the names of the presumed culprits.

It is to be pointed out that apart from individual merits and demerits the great number of promotees in military service would hinder the transformation into civil aviation if military service should undergo in the future new development. Then there would be a surplus of generals and colonels to run a few airlines. Tomorrow we will deal with the Commissariat.

AVANTI - 14.7.46. (Socialist).

①

1A

Investigation of Italian Airforce.

FLYING WINGS OF GENERALS

In view of the great efficiency of the Military Airforce and its great future there were created three Air Squadron Generals who will command platoons of grounded colonels.

In order to have an idea about the Italian Military Airforce one must remember what it was during the war years. When a few fighter escorts and some other asthmatic bombers had the task to spread terror among pilots of enemy forces. If, then, the war news bulletin reported an extensive air battle in which the enemy was reduced to pieces, it was already known, that there were as usual three heroic pilots with three unhinged aircraft to cause the destruction. And when there were reports about whole wings which participated in "death tournaments" it had to be understood that the mentioned wings were actually present, but there were one or at the most two aircraft per wing. However, it is not necessary to believe that others stayed in the hangar because of pilots' laziness (who are known to be among the best of all airforces). The other aircraft were to be constructed and designed with the maximum precision and with all consumption and all destructions estimated which they could have caused to the enemy, these constituted the most secret force which an army of generals and colonels held ready for the most certain victories of the terrible man who pretended to command them.

The Italians will remember not without bitterness that, which was called the "siege of Malta". Indeed, there should not be too few of the ingenious people who imagined the island surrounded by a curtain of iron and fire and submitted to deathly reins of air bombardments. In the imagination of the imbeciles Malta, the den of the "Home Fleet", would be sunk at any moment into the depths by swarms of s 79s which unendingly cruised above the objective, obscuring the sky.

But the truth is never what the imbeciles believe it to be: the truth of military deeds of a country destined to defeat and that of an army of generals and colonels ("all herces and all borne down" but are almost all alive) was hiding under overthrowing "plans", "glaring" bulletins and graphic "evidence". The makers of the totalitarian vic- 2469 -
tories were then, not meritous and often heroic pilots, who did their duty as technicians and fighters, but hundreds and hundreds of decorated swollen bellies, seated in their respective "command" headquarters of the "Royal" Airforce. To them goes all the glory of fascist victories.

The Italian Military Airforce was therefore identified and defined as a body of colonels. But we will soon see how necessary it is to modify one's judgement because the persons concerned should not be insulted. In fact, all the colonels have become generals now.

And now, thinking of the grotesque past of this enormous winged army, which crackled sparrows in the skies, while its superb strategists were swarming on the ground, one cannot but help to form an idea what

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the Italian Airforce is today. Without reference to the armistice clauses the idea is formed by certain recent signs, one of which, the most apparent is the departure of Umberto the King of May. The aircraft used by the melancholic fugitive was a four engined 385, bomber, which carried No 1 of 244th Formation, the Wing not being known. The readers will, however, know that very few of the 244 and other series of formations exist in reality and that those in existence, as it is natural for an airforce which in war had aircraft only for fleeing generals, are only relics or simply "spare parts". This is not at all surprising; and thus for objective reasons, it must be so, while it would be very unusual if a defeated country possessed a force which it did not have even before succumbing. But the comic side of it is that in order to maintain the only bird (almost) flying, there were necessary hosts of falconers, who, according to the best and most honest hypothesis, have only to talk among themselves about a single subject of their not unpaid for care.

One could say that the Italian Airforce is all "on its feet". On its feet behind the glass panes of the enormous workshop of certificates and promotions which is the Ministry of the "Royal" Airforce. Which are the fortunate units of this airforce, which if they fly, they fly in order to transport the king into exile, or in most normal times take some minister from Ciampino to Taliedo or to Mirafiori? In order to know them it is necessary to examine the recent decrees of promotions, the completion of which has formed the most brilliant activity of the high airforce ranks. And to be more precise who are members of the promotion commission which like a war council holds sessions day and night?

The Commission in question is composed of generals: Giovine, Monti, Briganti, (ex-Aid de Camps of the ex-King), Bonola and Porro. It must be immediately mentioned, however, that we are not dealing with generals of no importance. Three of them have been recently promoted from Air Division Generals to Air Squadron Generals and the fortunate are: General Monti Adriano, commandant of the "volunteers" corps in the Spanish war (a minor duty, which the generalissimo hid under the monk's apparel furnished to him by the abbot of the Basilica of St. Peter where fascists then finished him out), General Briganti Alberto and General Bonola Augusto. He, known also for his physical portliness, was according to his friends an embodiment of great moral courage commanding the Sardinia's airforce when the landing of Anglo-American forces seemed imminent on the island in May 1943. It must have certainly been the unpleasant bombardments that led him to ask for a transfer to the continent "for reasons of health" a short time before the estimated date of the desembarquement which afterwards did not come about. However it may be, glaring feats of military courage are in favor of this general's personality. An officer who was by him beaten in face during an inspection can testify. Another witness (certainly heard before the promotion was effected) must have been an old worker, who

who "did not salute" the general during a manifestation and was therefore beaten by the general to such an extent that he bled. It is true that the injured was payed by Bonola a great sum, so that he would not avail himself of legal action; the motive of the action is forgotten in the airforce circles.

The limited commission which made such exceptional promotions is composed of generals: Mazzucco, candidate of the "Qualuquist" party, Giovine and Aimone-Cat. General Giovine became specially known for his articles on "Air Routes" dedicated to the "terrible night" of the fascist wing.

But the interesting part of these promotions to Squadron Generals is that the Air Squadrons in Italy do not exist. These have been formed, to be correct, and put in action because of war. Since the promotions of non commissioned officers and men are blocked, it appeared appropriate to the competent bodies not to publish in the official bulletins (as it should be done) the listed promotions, which have been naturally communicated only to persons concerned.

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INCHIESTA SULL'ARMA AZZURRA

Volano stormi di generali

Vista la grande efficienza dell'Aeronautica militare e l'avvenire ad essa aperto, sono stati creati tre generali di squadra aerea che comanderanno plotoni di colonnelli appiedati

Chi vuol farsi un'idea della Aeronautica militare italiana deve ricordarsi di quel che essa era durante gli anni della guerra. Quando cioè un paio di squadriglie di « caccia » e qualche altra di aerei da bombardieri avevano il compito di spargere il terrore tra i piloti degli eserciti avversari. Allora, se il bollettino di guerra ci parlava di una grande battaglia aeronavale, in cui il nemico era stato ridotto in briciole, era già noto che a provocare il massacro erano stati i soliti tre eroi piloti con i soliti tre sgangherati apparecchi. E quando si parlava di interi stormi che avevano partecipato a « caroselli della morte » si doveva intendere che gli stormi citati erano stati presenti effettivamente, ma per tramite di uno o al massimo due apparecchi per ognuno di essi. Tuttavia non bisogna credere che gli altri restassero in hangar per la pigrizia dei piloti (i quali notoriamente sono tra i migliori di tutte le aeronautiche). Gli altri apparecchi erano invece ancora da costruire e, disegnati con la massima precisione e col calcolo di tutti i consumi e di tutte le distruzioni che avrebbero potuto arrecare al nemico, costituivano l'arma segretissima che un'Armata di generali e di

colonnelli teneva pronta per le certissime vittorie del terribile giorno che fingeva di comandarli.

Gli italiani ricorderanno, non senza amarezza, quello che veniva chiamato « l'assedio di Malta ». Non dovettero essere pochi gli ingegni che immaginarono l'isola, cinta di una cortina di ferro e di fuoco e sottoposta a micidiali piogge di bombe aeree. Nella fantasia degli imbecilli, Malta, covo della « Home fleet », sarebbe sprofondata da un momento all'altro negli abissi ad opera degli sciami di S. 79 che perennemente navigavano sull'obiettivo oscurandone il cielo.

Ma la verità non è mai questa a cui credono gli imbecilli: la verità dei fatti militari d'un paese votato alla sconfitta è quello che un'Armata di generali e di colonnelli (« tutti eroi o tutti accoppiati ») non sono quasi tutti vivi celava sotto i travolgenti « piani », i « fulgidi », « bollettini » e i « grafici » dimostrativi. Artefici delle vittorie ipotetiche, dunque, non erano i bravi e spesso eroici piloti, che facevano il loro dovere di tecnici e di combattenti, bensì i cento e cento panciuti galionati seduti nei rispettivi « comandi » della Regia Aeronautica. Ad essi va tutta la gloria delle vittorie lasciate.

Arma di colonnelli, fu definita la aeronautica militare italiana. Ma vedremo subito come occorra modificare il giudizio, anche perché gli interessati non abbiano ad offendersi. Oggi, infatti, i colonnelli sono diventati tutti generali.

Ed ora, ripensato al grottesco passato di questo enorme esercito alato, che scoppiettava nei cieli terrorizzando i passeri, mentre a terra pullulavano i suoi superbi stralci, non si può fare a meno di procurarsi una cognizione di quel che è oggi l'aeronautica italiana. Senza ricorrere alle elucubrazioni dell'armistizio, un'idea ce la fornisce alcune recenti manifestazioni, una delle quali, la più appariscente, è la partenza di Umberto Re di maggio. L'apparecchio adoperato dal malinconico fuggiasco fu un S. 85 quadrimotore da bombardamento, che portava il N. 1 della 244. squadriglia di non si sa bene quale stormo. Sappiano però i lettori che ben poche delle 244 squadriglie e delle successive in ordine numerico esistono in realtà e che quelle esistenti, come è naturale in una aeronautica che in guerra aveva apparecchi solo per far fuggire i generali, sono composte di relitti o semplicemente di « pezzi di ricambio ». La cosa non ci meraviglia af-

fatto: è così per ragioni obiettive, deve essere così, mentre sarebbe assai strano che un paese sconfitto possedesse un'arma che non aveva neppure prima di soccombere. Ma il ridicolo è che per sostenere in volo quell'unico uccello (o pressappoco) siano necessari nugoli di falconieri, che, nella migliore e più onesta ipotesi, non hanno da fare altro che parlare tra di loro del pressoché unico oggetto delle loro non gratuite cure.

Si potrebbe dire, che l'aeronautica italiana è tutta « in piedi ». In piedi dietro i vetri dell'enorme cantiere di attardati e di promozioni che è il Ministero della « Regia » Aeronautica. Chi sono i fortunati quadri di questo esercito dell'aria che, se oggi vola, vola per trasportare i re in fuga o, nei casi più normali, qualche ministro da Ciampino a Toliedo o a Mirafiori? Per conoscerli bisogna sfogliare i recenti decreti di promozione, l'elaborazione dei quali ha costituito l'attività più brillante degli alti gradi aeronautici. E, per essere più precisi, da chi è composta la Commissione di avanzamento che, a quanto sembra, come un

E. R.

(continua in quarta pagina)

Volano stormi di generali

(Continuazione della 1. pagina)

consiglio di guerra, siede notte e giorno?

La detta Commissione è composta dai generali: Giovine, Monti, Briganti (ex aiutante di campo dell'ex re), Bonola e Porro. Bisogna subito dire però che non si tratta di generali da nulla. Tre di essi infatti sono stati recentemente promossi da generali di Divisione Aerea a generali di Squadra Aerea e i fortunati sono: il generale Monti Adriano, comandante del Corpo «volontari» dell'aeronautica nella guerra di Spagna (piccolo incarico, questo, che il generalissimo nasconde sotto un abito da monaco fornitogli dall'abate della basilica di S. Paolo dove poi lo pescarono i fascisti); il generale Briganti Alberto e il generale Bonola Augusto. Costui, noto anche per la prestanza fisica che, secondo i suoi amici, era l'involucro d'un grande coraggio morale, comandava l'aeronautica della Sardegna nel maggio 1943, quando sembrava imminente lo sbarco nell'isola degli eserciti anglo-americani. Dovettero anche essere i non certo piacevoli bombardamenti ad indurlo a chiedere il trasferimento in continente «per motivi di salute» poco prima della data prevista per lo sbarco che poi non avvenne. Comunque, fulgide azioni di coraggio militare in favore di questa figura di generale. Un ufficiale, da lui sudiato in volto durante una rivista, può farne fede. Altro testimone (certamente sentito prima del conferimento della promozione) deve essere stato un vecchio operaio, ferito a sangue dal bastone del generale, perché, durante una manifestazione, «non aveva salutato». Vero è che il Bonola pagò al ferito una grossa somma per indurlo a non agire per vie legali, motivo per cui l'azione, negli ambienti dello Stato Maggiore Aeronautico, è considerata esatta.

La ristretta commissione che ha provveduto alle suddette eccezionali promozioni è composta dai generali: Mazzucco, candidato del partito qualunquista, Giovine e Aime-Cat. Il generale Giovine, divenne noto specialmente per i suoi scritti sulle «Vie dell'aria» dedicati alla «terribile potenza» del Duce fascista.

Ma il lato interessante di queste promozioni a Generale di Squadra Aerea è dato dal fatto che non esistono in Italia Squadre Aeree. Esse non andiamo errati, vennero formate e poi sciolte solo in occasione della guerra. Dato, poi, che gli avanzamenti di sottufficiali e truppe sono bloccati, è sembrato opportuno agli organi competenti non pubblicare sul bollettino ufficiale (come sarebbe prescritto) le promozioni elencate, le quali sono state comunicate, naturalmente soltanto agli interessati.

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"AVANTI" - 2.7.36.

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Is it Still the "Royal" Air Force?

THIRTY FIVE NEW GENERAL PROMOTED ON THE RECOMMENDATION OF UMBERTO.

It is learned that the Air Force "Bollettino" is about to be published (unfortunately it still ought to be called Royal, at least as far as its directors are concerned) which contains the promotions of 35 Generals: 3 to Squadra Aerea, 11 to Divisione Aerea, 21 to Brigata Aerea. All the decrees of nomination were signed by the fallen Umberto, and alas, countersigned and published by a Democratic Minister who, in the past, has personally declared himself to be a Republican.

This news from an authoritative source - a high-ranking officer who is naturally worried in case this should give rise to a scandal damaging to the Air Force - is so astonishing that we hope that it will be denied. If this is not the case the Government must act in time and revoke this inexcusable decree as there is no necessity for this in the establishments, it can not be signed juridically and it is in direct contrast to the present internal and foreign political situation.

If this information is exact, as it seems to be, the decree could be revoked on the grounds that the signing of decrees within the arrears of institutional decisions could not take place and that, when the Republic was elected and proclaimed the Minister of the Government which had resigned and which was only in office to deal with administrative matters, should have suspended the passing and publishing of promotions for many very obvious reasons.

In any case it is a fact that the 35 promotions to General are nonsense from the point of view of the strength of the I.A.F., and an insult from the political and moral standpoint. ~14390t they might be called the first monarchist promotions in a Republican regime and the clearest demonstrations of a state of mind which is in direct contrast with the real and basic necessities of the Republic.

We have lost the war, our co-belligerency only redeems us by not letting us be crushed, the new Republic finds itself facing arduous problems which have to be solved, but the high ups in the Air Ministry find the time and the means to "dedicate promotions" as though they are the victors. In this case we don't

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know which is a most to be admired, the lack of conscience, the impudence or the hidden hope and presumption in scorning the people's will with such impunity.

For this reason it will be useless to point out that almost all of those promoted did not take part in the war of liberation and that among them there are Aides de Camp of the King, officers who held Fascist posts, people who were favourites throughout their careers of the past regime, volunteers of the Spanish War and people who had never been with a unit, let alone to the wars. Among those promoted you cannot find, at least easily, an officer with Republican ideas and who has at least maintained a strictly neutral institutional line. All this is very serious and very sad and makes it necessary to consider the extreme urgency of putting men in key positions who think of the future and do not regret the past.

Those men in responsible posts justify these promotions saying that by law they have to fill establishments made prior to 8th September 1943 which is still in force, but they don't say that they have always opposed them and they have done nothing to make new ones. Actually it would have been their absolute duty to keep to the strength laid down by the Armistice terms.

People do not count, but what does count is the future organisation of the country and the efficiency of the Italian Air Force which, in its fighting ranks, wants to see the end of 434 undeserved careerists and a decisive democratic renewal which will give a guarantee of stability and efficiency with the sole aim of taking care of the higher interests of the nation.

E' ANCORA "REGIA", L' AERONAUTICA?

TRENTACINQUE NUOVI GENERALI promossi su designazione di Umberto

Ci risulta che è di imminente pubblicazione il «Bollettino» dell'Aeronautica (purtroppo sarebbe il caso di dire ancora Regia almeno nei suoi dirigenti) contenente le promozioni di ben 35 generali: 3 di Squadra Aerea, 11 di Divisione Aerea, 21 di Brigata Aerea. Tutti i decreti di nomina furono firmati dal decaduto Umberto e, purtroppo controfirmati e dati alla pubblicazione da un Ministro democratico che a suo tempo ha fatto una dichiarazione personale nettamente repubblicana.

La notizia di fonte autorevole — un alto Ufficiale dell'Arma giustamente preoccupato che il provvedimento costituisce uno scandalo dannoso all'Aviazione — è tanto strabiliante che ci auguriamo possa essere smentita. In caso contrario è necessario che il Governo repubblicano giunga in tempo a revocare il provvedimento, perché inammissibile, non esistendo necessità organiche ed essendo infirmabile in via giuridica ed in contrasto alla situazione politica interna ed estera in atto.

Se la notizia risponde a verità, come tutto fa pensare, la revoca del provvedimento trova ragione di essere nel fatto che la firma dei decreti non poteva aver luogo nelle more delle decisioni istituzionali e che, ciò accaduto e proclamata la Repubblica, il Ministro di un Governo dimissionario, solo in carica per il disbrigo dell'ordinaria amministrazione, doveva soprassedere alla convalida e pubblicazione delle promozioni per molte ragioni di opportunità e di diritto.

Sta di fatto che le 35 promozioni dei generali costituiscono un non senso nel campo organico ed una offesa in quello morale e politico. Di fatti, esse possono essere considerate le prime promozioni monarchiche in regime repubblicano e la più palese dimostrazione di uno stato d'animo nettamente in contrasto con le necessità reali e di principio, della Repubblica.

Abbiamo perduto la guerra, il riscatto della coobelligeranza ci consente solo di non essere schiacciati, la nascente Repubblica si trova di fronte ad ardui problemi da risolvere, ma le alte cariche dell'Aeronautica trovano tempo e modo di fare «la sagra delle promozioni» come se fossimo dei vincitori! Di questo provvedimento non si sa se ammirare di più l'incoscienza, la spavalderia o la covata speranza e presunzione di sfidare impunemente la volontà popolare.

Per questo non sarà inutile rilevare che la quasi totalità dei promossi non ha preso parte alla guerra di liberazione o che fra essi ci sono aiutanti di campo del re, insigniti di cariche fasciste, noti fautori di carriera del passato regime volontari combattenti la guerra di Spagna elementi mai stati al reparto e tanto meno in guerra. Fra i promossi nessuno può trovare, almeno per caso, un Ufficiale di idee repubblicane e, almeno, che

abbia mantenuto una linea di stretta neutralità istituzionale. Tutto ciò è molto grave ed anche molto triste e porta a considerare l'estrema urgenza di mettere ai posti di comando uomini che pensano allo avvenire e non si sentano chiamati dal passato.

Gli uomini responsabili in carica giustificano le promozioni dicendo che giuridicamente devono coprire gli organici ante 8 settembre 1943 tuttora in vigore, ma però non dicono che si sono sempre opposti o niente hanno fatto per stabilirne dei nuovi. Comunque sarebbe stato loro preciso dovere attenersi agli organici stabiliti dalle clausole dell'armistizio.

Le persone non contano, ma conta il sistema per l'avvenire del Paese e l'efficienza dell'Aviazione Italiana che, nei suoi ranghi combattenti, auspica la cessazione di un carriera inmeritata ed un rinnovamento democratico decisivo che dia garanzia di stabilità e competenza al solo fine di curare i superiori interessi della Nazione.

AVANTI -
9/7/46.

MINISTERO STATO MAGGIORE
DELLA REGIA AERONAUTICA

ESERCITO
Ufficio "I"

UI/...../Z 2
Prot. N. Allegati

Roma, 22 MAR 1946 I 1139 2a

Al l'A.F.S.C./I.S.

= ROMA =

Risposta al foglio del

Div. Sez. N.

OGGETTO: S.A. Caproni Aeronautica Bergamasca di Ponte S. Pietro
(Bergamo).-

Si trasmettono, allegati, gli stralci
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Si trasmettono altresì le rettifiche
ai suddetti articoli.-

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IL CAPO UFFICIO "I"
(Ten. Col. Pilota- F. SANTINI)

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

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