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ALA ITALIANA
SEPT. 1943; JULY 1944 - OCT. 1946

"ITALAVIA " Company.

Rome, 3/7/44

To: Colonel Charles Poletti.
Regional Commissioner.

Rome.

After having been officially constituted, the " Italavia" Company puts very willingly its energies at your disposal, as to the Regional Commissioner of Rome.

The ordinance you have lately issued, although inspired by a swift and human conception of justice, represents to all Italians, and to Romans particularly; a clear token of the intention of the Allied Government to discriminate guilty from real Italians. Among the latter you will undoubtedly find the aeronautical workers, who had, from September 1943, joined a surreptitious organization, so as to create a front of resistance against Germans and Fascists who have been useless by trying to transfer them to Northern Italy.

This organization, after Rome's deliverance, has made its appearance and has legally constituted itself as the " Italavia" Cooperative Company for Aeronautical Enterprises, in order to attain the other two aims relating to programme : to participate to the struggle in progress and to collaborate with the remaining sound energies to Italy's reconstruction.

But both these aims could not be attained without an acknowledgment of trust from the Allies and particularly from Rome's Regional Commissioner. For this reason the acclued and concise memorandum tries to give you, placing them under your judgement, some schematic details which we will be able to develop and testify, if required.

As organizer of the front of resistance and as present President of the " Italavia " Company, I keep myself completely at your disposal.

The President /

A. BALISTRERI

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The President /

A. BALISTRERI

"ITALAVIA" COOPERATIVE COMPANY

Rome's deliverance has found the airmen organized in the "Italavia" Cooperative Company, surreptitiously born in September 1943 in order to keep aeronautical workers united and to gather them in a front of resistance against the pressure which was brought to bear upon them by Germans and Fascist.

In the programme of an ample collaboration between the Allies and Italy's living forces, the "Italavia" Company intends to stand in one of the most privileged positions having grouped organically more than 80% of Italian aeronautical navigators, technicians and workers.

Schemes of "Italavia's" staff and financial means.

The schemes readied up to now by the Company are divided as follows :

Present in Rome:

- 165 Pilots (12 atlantic flyers, 85 pilots with a million Kms. flight and 123 with more than 1000 hours night flying.)
- 95 Radiomen (7 atlantic flyers, 63 radiomen with a million Kms. flight and 86 with more than 1000 hours night flying.)
- 118 motorists (12 atlantic flyers, 82 motorists with a million Kms. flight and 102 with more than 1000 hours night flying.)

navigating staff

- 80 Technicians (18 engineers, 62 technicians divided in : motor, cellulose, radio division chiefs designers.)

ground staff

- 38 landing field employees.
- 360 Administrative clerks (technical, administrative, commercial and personnel service.)

- 893 workers, divided as follows:
 - 55 ground motorists
 - 93 engine fitters
 - 56 Electricians
 - 28 radio fitters
 - 43 autogenous -

35

Present in Rome.

navigating staff

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service.)

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56 Electricians
 28 radio fitters
 43 autogenous -

ground crew

welders

49 turners
 32 instrument -

fitters

63 upholsterers
 36 decorators
 66 varnishers
 104 tinkers
 96 carpenters
 22 propeller -

fitters

66 adjusters
 103 mechanics
 15 sailors
 8 tractor drivers
 26 pipe fitters
 43 smiths

-3-

Moreover the Italian Air Register's Engineers present in Rome and the Physicians of the Medical and Legal Air Institute have also adhered as a corporation.

According to circumstances, the " Italavia " Company has restricted her activity to national propaganda and to studying and laying out aeronautical problems, with reference to economical views, strictly connected with civil aviation's international system as it is foreseen.

For this reason an appropriate " Center of Studies " committed to expert technicians, economists and aviation physicians, has been created and it is expected to solicitate the collaboration of the most eminent Italian and foreign personalities who are connected with the aviation.

A specialized " Sanitary Office " is also being made ready; its aims are to secure the most efficient and swift assistance to airmen and airplane passengers.

Staff cut out in North Italy

The " Italavia " Company has taken pains to undertake an effective propagandistic campaign directed towards those flying crews and remaining ground personnel who found themselves detached on duty in northern Italy on the 8th September and could not, for innumerable and insurmountable difficulties, transfer themselves to the South.

3024

The aims of this propaganda have been to give to those well-trained units the impression of not having been abandoned, to give them a certainty for the morrow, so as to help them

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The aims of this propaganda have been to give to those well-trained units the impression of not having been abandoned, to give them a certainty for the morrow, so as to help them resist to the pressure which was brought to bear upon them.

From confidential letters received and from verbal relations, we have ascertained the status of intolerance which reigns amid the aeronautical workers detained in the North, and to the enthusiastic assent they have given to "Italoavia" and to its national and social aims.

From what has now been said we may conclude that, as soon as the northern provinces of Italy will gradually be set free, the "Italoavia" Company will go on gathering new profits from her hard and untiring work of preparation, which has

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always been effectuated under menacing danger; moreover it will be able to bring forward still more numerous energies so as to contribute to Italy's deliverance and resurrection.

The Company's financial reliabilities consist of a large social capital.

Nevertheless a possible participation of Allied funds is not to be excluded.

" Italoavia " Company's aims

1) - To collaborate in the amplest and most intimate way with Allied Authorities in order to undertake, with all the formalities which will be required, the various auxiliary and supporting missions in military operations that the aforementioned Authorities will entrust to the Company (aircraft repairs, and upkeep military transports, management of some semi-military and civil lines concerning the Italian sector);

As the Company constitutes already an ordered unit and would accomplish its tasks following the indications of the Allied Authorities, these could therefore obtain an alleviation in their aeronautical services on some of the lines concerning Italian territories, being sure at any moment of the Company's utmost reliability.

Collaboration with the Allies could eventually be obtained through accords with the great English and American Companies, during and even after the actual war period.

2) - To consent effectively to all pilots, techni -

3023

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2) - To consent effectively to all pilots, technicians and aeronautical staff of the free part of Italy to resume their work in the most efficient way, in order to support the Allies, avoiding the scattering of the staff.

3) - To avoid that former fascist directors, or any persons deeply compromised with the old Fascist regime, use their remaining personal supports in order to maintain important positions, without giving a real contribution to aeronautical activities.

We must particularly mention the fact that "Ala Littoria" and "Iati" Companies who up to the 5th of June 1944 have been under the direction of fascist and filo-nazi chiefs, dismissed all the staff because it refused to be transferred to the North

in order to server under the Germans.

The two mentioned Companies remaine mere names now, as do not possess any planes, nor material nor staff. They are moreover irre- mediably prejudiced, having been one of the instruments used by Fascism in attaining its aims.

As the former of the aforesaid Companies was being monopolized by a set of Fascist leaders, while the latter was enslaved to a most shameless form of nepotism, they have both been able to undergo remarkable changes during the last ten months, contriving to survive at any cost. The aforesaid policy of political influence has rendered the companies extremely unpopular, not only among the staff, but among all Italians, who used to see a Fascist symbol in them.

4) - To consent to the airman to work under just conditions, basing themselves on the democratic principles which inspire the Allied Nations and new Italy.

Conclusion: - " Italavia " Company places its organization at the complete disposal of the Allies and requests them that it should be utilized, committing to it the fulfilment of proper tasks under Allied supervision.

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ITALAVIA

SOC. COOP. IMPRESE AERONAUTICHE

ROMA - VIA DUE MACELLI, 97

Perd. 3/Ris.

61C

ROMA, 3 Luglio 1944
Telefono 62034

T.C.U.

Illmo Sig. Colonnello
CHARLES POLETTI
Commissario Regionale
R o m a

Dopo la sua costituzione ufficiale, la Società "ITALAVIA" compie di buon grado il dovere di mettere le proprie energie a disposizione della S.V. Illma, quale Commissario Regionale di Roma.

L'Ordinanza recentemente emanata da V.S., pure ispirata ad un rapido ed umano criterio di giustizia, costituisce per i romani in specie e per gli Italiani tutti un segno inequivocabile dell'intendimento Alleato di discriminare gli italiani colpevoli dai veri Italiani.

Tra questi ultimi ci sono indubbiamente i lavoratori aeronautici, che fin dal settembre 1943 si sono raccolti in una organizzazione clandestina con lo scopo di costituire un fronte di resistenza contro i fascisti e tedeschi, che hanno inutilmente tentato di trasferirli al Nord.

Detta organizzazione, dopo la liberazione di Roma, è venuta alla luce e si è legalmente costituita in una società la "ITALAVIA" Società Cooperativa Imprese Aeronautiche, per il conseguimento degli altri due scopi programmatici: partecipare validamente alla lotta di liberazione e collaborare con le altre sane energie alla ricostruzione dell'Italia.

Ma ambedue questi scopi non potrebbero essere raggiunti senza un riconoscimento di fiducia da parte degli Alleati ed in particolare del Commissario Regionale di Roma.

A tal'uopo l'accluso sintetico "memoriale" tende a fornire alcuni schematici elementi di giudizio, che potranno essere ampiamente sviluppati e documentati.

Quale organizzatore, fin dai mesi della dominazione tedesca, del fronte di resistenza della Gente dell'Aria ed attuale presidente della "ITALAVIA", mi tengo a completa disposizione della S.V. illma.

"ITALAVIA"Soc. Coop. Imprese Aeronautiche
IL PRESIDENTE

Angelo Galistey

SOCIETA' COOPERATIVA "ITALAVIA"

La liberazione di Roma ha trovato la Gente dell'Aria inquadrata nella Soc.Coop. "ITALAVIA", sorta clandestinamente fin dal settembre 1943, allo scopo di tenere uniti i lavoratori aeronautici e di raccogliarli in un fronte di resistenza contro le tante pressioni esercitate dai tedeschi e dai fascisti.

Nel quadro della più vasta collaborazione fra gli Alleati e le forze vive dell'Italia, intende inserirsi fra le primissime la Soc.Coop. "ITALAVIA" che raggruppa in modo organico oltre l'80% dei naviganti, dei tecnici e delle maestranze aeronautiche italiane.

QUADRI DI PERSONALE E
MEZZI FINANZIARI DELLA
SOC.COOP. "ITALAVIA"

I quadri finora pronti della Soc.Coop."ITALAVIA" sono così distinti:

N a v i g a n t i	<u>PRESENTI A ROMA:</u> 165 Piloti	(stato di servizio: 12 atlantici, 85 milionari di Km.volati e 123 con oltre 1000 ore di navigazione notturna);
	95 Marconisti	(stato di servizio: 7 atlantici, 63 milionari di Km.volati e 86 con oltre 1000 ore di navigazione notturna);
	118 Motoristi	(stato di servizio: 12 atlantici, 82 milionari di Km.volati e 105 con oltre 1000 ore di navigazione notturna).

- 2 -

Personale impiegatizio	80 Tecnici	(Ingegneri 18; Capi Reparto motori, Capi reparto cellule, Capi reparto impianti radio-elettrici, disegnatori 62);
	38 di Scalo	
	360 Amministrativi	(Servizio tecnico - Servizio amministrativo - Servizio commerciale - Servizio del personale).

P e r s o n a l e O P E R A I O	893 Operai	(Motoristi a terra 55
		Montatori 93
		Elettricisti 56
		Radio-montatori 28
		Saldatori autog. 43
		Tornitori 49
		Strumentisti 32
		Tappezzieri 63
		Decoratori 36
		Verniciatori 56
		Lattonieri 104
		Falegnami 95
		Elicisti 22
		Aggiustatori 66
		Meccanici 103
		Marinai 15
		Trattoristi 8
		Tubisti 28
		Forgiatori 43).

Inoltre hanno aderito, come Ente, gli Ingegneri presenti a Roma del Registro Aeronautico Italiano ed i Medici, presenti a Roma, dell'Istituto Medico-Legale per l'Aeronautica.

Date le circostanze, la Soc. Coop. "ITALAVIA" si è limitata a svolgere un'attività oltre che propagandistica ai fini nazionali, anche di studio e di impostazione dei problemi aeronautici, guardati dal punto di vista economico, in stretta connessione con il prevedibile sistema internazionale dell'aviazione civile.

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All'uopo, è stato costituito un apposito "Centro Studi", affidato ad esperti tecnici, economici, sanitari dell'aviazione ed è previsto di sollecitare la collaborazione delle più eminenti personalità italiane e straniere, nel campo aeronautico.

E' altresì in corso di allestimento un "Ufficio Sanitario" specializzato, avente lo scopo di assicurare la più efficace e tempestiva assistenza alla Gente dell'Aria ed agli utenti aerei.

PRESENTI NELLA
ITALIA SETTENTRIONALE.

La Soc. Coop. "ITALAVIA" si è preoccupata di svolgere un'attiva opera di propaganda anche a favore di quegli equipaggi di volo e di quel personale tecnico ed amministrativo delle basi, che alla data dell'8 settembre 1943 era dislocato nell'Italia Settentrionale per ragioni di lavoro e che non ha potuto venire al Sud a cagione delle molteplici ed insormontabili coercizioni poste dall'autorità locale, oltre che dalle notorie difficoltà di trasporto.

Lo scopo della propaganda svolta è stato quello di dare a quei preziosi elementi la sensazione di non trovarsi abbandonati a se stessi, di dare loro una certezza per il domani, che li aiutasse a resistere alle pressioni esercitate su di loro.

Dalle lettere pervenute riservatamente e dalle relazioni degli emissari inviati sul posto, ^{30.18} rileva lo stato di insofferenza dei lavoratori aeronautici trattenuti al Nord, nonché la loro entusiastica adesione alla Soc. Coop. "ITALAVIA" per gli scopi nazionali e sociali da questa perseguiti.

Da quanto precede si trae la fondata conclusione che, via via che verranno liberate le provincie settentrionali d'Italia, la Soc. Coop. "ITALAVIA" andrà raccogliendo sempre nuovi frutti del suo tenace ed arduo lavoro di preparazione, fatto sotto una costante e grave minaccia, e potrà mettere in linea sempre più numerose energie per concorrere alla liberazione ed alla resurrezione d'Italia.

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La disponibilità finanziaria della Soc. Coop. "ITALAVIA" è assicurata da un cospicuo capitale sociale. Tuttavia non è esclusa una eventuale partecipazione di capitali Alleati.

Per il materiale necessario alle attività che verranno assegnate alla Soc. Coop. "ITALAVIA" saranno presi accordi particolari.

SCOPI DELLA SOCIETA' COOPERATIVA "ITALAVIA"

- 1)- Collaborare nel modo più intimo e vasto con le Autorità Alleate, per l'espletamento, con le modalità che le saranno indicate, di quei compiti aeronautici -anche ausiliari- e di fiancheggiamento nelle operazioni militari che dette Autorità vorranno affidare alla Società (riparazioni di velivoli, messa e mantenimento in efficienza dei campi di volo, trasporti aerei militari, esercizio di qualche linea semi-militare e civile interessante il settore italiano).

Dato che la Società costituisce un organismo già razionalmente ordinato ed essa svolgerebbe i suoi compiti esclusivamente in forma e con le modalità da indicarsi dalle Autorità Alleate, queste ultime potrebbero alleggerire i propri compiti in alcuni settori aeronautici concernenti il territorio italiano, potendo nutrire in qualsiasi momento la massima tranquillità al riguardo.

La collaborazione con gli Alleati potrebbe eventualmente aver luogo anche mediante accordi con le grandi Compagnie Americane ed Inglesi, per il periodo attuale e del dopoguerra.

- 2)- Consentire che praticamente tutti i piloti, i tecnici e le maestranze aeronautiche dell'Italia finora libera svolgano la loro opera, nel modo più efficace, a favore degli Alleati, evitando che il personale si disperda.
- 3)- Evitare che i vecchi dirigenti fascisti o comunque persone legate con il vecchio regime fascista si avvalgano dei propri residui appoggi per ottenere il mantenimento di posizioni personali, senza apportare alcun reale contributo all'attività aeronautica.

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In particolare si fa rilevare che l'Ala Littoria e la LATI, dirette fino al 5 Giugno 1944 da capi fascisti e filonazisti, hanno licenziato tutto il personale perchè esso rifiutò di trasferirsi in alta Italia per servire i tedeschi.

Esse non sono ormai che nomi vuoti di sostanza, in quanto non possiedono più né aeroplani, né materiale, né personale.

Dette due Società, inoltre, sono irrimediabilmente pregiudicate perchè sono state strumenti di cui il fascismo si è servito per tentare di raggiungere i suoi fini anticollaborazionistici all'estero ed antisociali all'interno.

Monopolizzata la prima da una cricca di gerarchi ed asservita la seconda al più sfacciato nepotismo, l'Ala Littoria e la LATI hanno saputo trasformarsi camaleonticamente a seconda delle circostanze intervenute negli ultimi dieci mesi, pur di sopravvivere a tutti i costi.

Tale atteggiamento le ha reso sospette ed invise, non solo a tutto il personale dipendente, ma anche agli italiani, che in esse altro non vedono se non una espressione fascista.

4)* Consentire alla Gente dell'Aria di lavorare a condizioni eque ed in base ai principi democratici cui si ispirano le Nazioni Alleate e la nuova Italia.

CONCLUSIONE

La Soc. Coop. "ITALAVIA" mette a completa disposizione degli Alleati la propria organizzazione e chiede loro che questa sia utilizzata, affidandole l'espletamento di quei compiti che Essi crederanno opportuni e con le cautele che riterranno necessarie.

3016

FROM :- AIR FORCES SUB COMMISSION, A.C. ROME.
 TO :- ITALIAN AIR MINISTRY, UFFICIO "I".
 DATE :- 29th OCTOBER, 1946.
 REF. :- AFSC/1167/1/DEF.

ING. MARINONI MARINO.

Reference your M/752518/o dated 7th June, 1946, the Allied Authorities have no objection to Ing. Marinoni proceeding to Eritrea for the purpose stated in your letter.

2. Application for permission to enter Eritrea should be made direct by Ing. Marinoni to the Displaced Persons Sub Commission (Major Hartman) at the Allied Commission.

Rich
 For S.M. LEGAT, PI/OFF.
 AIR VICE MARSHAL
 DIRECTOR
AIR FORCES SUB COMMISSION.

3615

Copy sent to Major Hartman with copy of 1A.

I-1429 5A

40/437/46

18th October, 1946.

To: Air Forces Sub-Commission,
Headquarters, Allied Commission, Rome.

From: British Embassy, Rome.

Your ref: AFSC/1107/1/Int. regarding
Engineer MARINONI Marino

This Embassy sees no objection to the proposed journey of Engineer Marinoni to Eritrea for the purpose stated in your letter under reference.

It is understood that the application for permission to enter Eritrea should be made direct by the person concerned to the Displaced Persons Sub-Commission (Major Hartman) at the Allied Commission.

*H. A. Hankey*

H. A. Hankey.

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GA

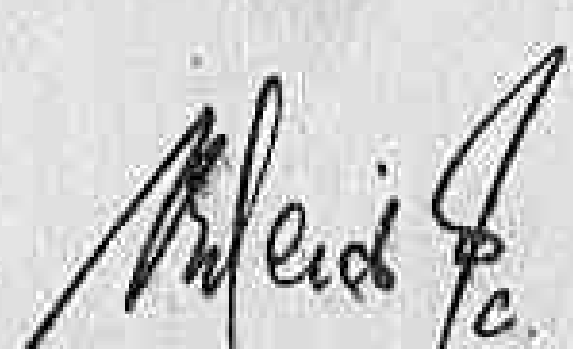
From: Air Forces Sub Commission, H.Q. Allied Commission, ROM
To: British Embassy,
ROME.
Ref: AFSC/1107/1/INT

Engineer MARINONI Marino.

A request was received last month for the above named Officer, who is a Director of the former Ala Italiana Company, to proceed to Eritrea with the aim of collecting information with regard to the former running of their Airlines and to close credit and debit accounts connected with their firm.

2. This request was forwarded to the Mediterranean Allied Air Committee for action and they have replied that, as far as they are concerned there is no objection to this movement. However, they recommend that final approval should be sought from the British Embassy, as to whether there are any political objections to Engineer Marinoni's journey.

3. Before, therefore, informing this Officer that he can depart, your comments would be appreciated.


M.E. REID W/CDR
FOR AIR VICE MARSHAL
DIRECTOR
AIR FORCES SUB COMMISSION.

3013

I 1343.

3A

From:- Mediterranean Allied Air Committee Secretariat.

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

Date:- 7th August, 1946.

Ref:- MAAC/4215/AFALS.

ENGINEER MARINONI MARINO.

Reference your AFSC/1107/1/INT. dated 13th July, 1946.

2. This Secretariat has no objection to Signor Marinoni Marino departing for Eritrea for the reasons outlined in the above mentioned letter. However it is recommended that approval be sought from the British Embassy Rome as to whether there would be any political objections to Signor Marinoni's trip before he is allowed to depart.

Maxwell Fisher.

(MAXWELL FISHER)
Wing Commander,
Secretary to The,
MEDITERRANEAN ALLIED AIR COMMITTEE.



2A

From: Air Forces Sub Commission, H.Q. Allied Commission, ROME.
To: Mediterranean Allied Air Committee Secretariat.
Date: 13th July, 1946.
Ref: AFSC/1107/1/INT

Engineer MARINONI Marino.

A request has been received from the Ala Italiana Company for the above mentioned official, who is a Director of the Company, to proceed to Eritrea with the aim of collecting information regarding the running of their airlines in East Africa, and to close credit and debit accounts connected with their Services.

2. This request is forwarded to you for action.

M.E. REID W/CDR
FOR AOR VOCE MARSHAL
DIRECTOR,
AIR FORCES SUB COMMISSION.

3012

c o p y

Rome, 7th June.

Stato Maggiore Regia Aeronautica.
Ufficio "I"

To: Aor Force Sub Commission
Intelligence Section
Rome.

Ref: UI/752518/C

Subject: Engineer MARINONI Marino.

The Ala Italiana Company has turned to this Office to obtain permission for Engineer MARINONI Marino, Director of the Company, in East Africa, to proceed to Eritrea with the aim of collecting information regarding the running of their air lines in East Africa and to close credit and debit accounts connected with their service in East Africa.

This Office requests your section to kindly take action to obtain the above permission.

Head of Ufficio "I"
Ten. Col. Pilota - F. SANTINI)

3011

I-1293

Copia

Roma, 11 7 giugno

1946



STATO MAGGIORE REGIA AERONAUTICA

UFFICIO "I"

AIR FORCE SUB COMMISSION

- Intelligence Section

= R O M A =

Protocollo N. UI/752518/C

Risposta al Foglio del

Div.

Sez.

N.

OGGETTO Ingegnere MARTINONI Marino.

La Società Ala Italiana si è rivolta a questo Ufficio per ottenere l'autorizzazione per l'Ingegnere MARTINONI Marino, già Direttore della Società stessa in Africa Orientale a recarsi in Eritrea allo scopo di raccogliere la documentazione concernente l'esercizio della rete in Africa Orientale e per chiudere tutte le partite di credito e di debito connesse con i servizi in Africa Orientale.

Questo Ufficio prega codesta Sezione di voler cortesemente interessarsi per ottenere l'autorizzazione di cui sopra.--

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

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[Signature]

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