

ACC

10000/135/748

0000/135/748

CIVIL AVIATION, PRESS ARTICLES  
FEB. - AUG. 1947

Director.

Ref 13a, 2 articles practically identical with the present one were published in a Milan paper on 29/7 & 31/7. Santini is suing them. He has good reason to be sure that the author of these articles is a gen. Coppa who was head of the Clemantine I.A.F. front during the occupation, and who has tried to blacken Santini's character in a similar manner on many previous occasions.

13.8.47.

Subeg 950/0. 3424

2

From :- Air Forces Branch, Allied Force Headquarters, A.P.O. 794.

To :- A.F.H.Q., M.A.A.C. Secretariat.

Date :- 27th August 1947.

Ref :- AFB/1107/INT.

20A

STRIKE OF ITALIAN CIVIL AIR LINES PERSONNEL.

Reference is made to our recent signals regarding the strike of Italian Civil Aviation personnel which ended on the 26th August.

The new agreements give the 1st Pilot a basic salary of L 50,000 per month with mileage allowance etc. which brings the total up to approximately L 190,000 per month on the basis of 20,000 kilometres flown.

Increases have also been given to specialist, technical and office personnel to a much lesser degree and subsistence allowances have been brought into line with present living costs.

The original demands, particularly of flying personnel, appear to have been met by these concessions.

17A, 14A, 12A

3423

*Smh*  
S.M. LEGAT. SQ/OFF.  
for Director  
Air Forces Branch  
Allied Force Headquarters.

*I am glad  
the Air Hostess  
is a "Good Girl"  
that a good advertisement  
a bad one in the  
Companies.*  
*28/8.*

## THE WHOLE OF THE PENINSULAR IN 2 HOURS.

In a few months civil air traffic in Italy has developed and progressed greater than expected.

On July 6th, at 8 o'clock, the first Italian civil aircraft left Ciampino airport on a long trip outside Italy.

It was 4-engined S.M.95 of the Alitalia en route to Oslo, with 38 passengers on board.

For the first time after two years, the director of the airport had made his signature on the documents aboard an Italian aircraft flying overseas.

On the 8th of July, a second trip was made by a Fiat G.12 to the same city. But the first regular line will be Roma-Tripoli, which will begin in a few days, immediately followed by connections with Paris, London, Switzerland and perhaps South America.

This is our present position regarding overseas air connections.

The position of our internal line is different.

Four months, (perhaps even less) have passed since the Italian civil air navigation restarted activity; nevertheless it has made very notable development and successes.

Such a rapid development has been rendered possible chiefly because of the precarious nature of the maritime services and the inefficiency of land services. Regarding the latter, particularly notable is the railway, which, in spite of many laudable efforts, still leaves much to be desired.

For this reason, travellers ~~are~~ being offered the possibility of betraying the old means of transport, which is not only uncomfortable but also too slow for present day requirements, have tried air transport and have found it comfortable and preferable to other methods of transport.

The influx of travellers has served to strengthen the lines; the expansion of the lines has attracted more travellers and air traffic has been organised with really exceptional rapidity.

Precise information regarding the length of the air network, the ~~daily~~ number of kilometers flown and the transport of passengers is not yet available.

This is mainly because official statistical data is not available and new lines are added daily. Nevertheless from a rough calculation taken from the time-table of the civil air lines, edited by the Ministry of Defence (General Directorate of Civil Aviation and Air Traffic) it appears that on the 1st August, the network is approximately 15000 kilometers and that more than 30 kilometers are covered for transporting

Such a rapid development has been hindered by the inefficiency of the precarious nature of the maritime services and the rail-land services. Regarding the latter, particularly notable is the railway, which, in spite of many laudable efforts, still leaves much to be desired.

For this reason, travellers are being offered the possibility of betraying the old means of transport, which is not only uncomfortable but also too slow for present day requirements, have tried air transport and have found it comfortable and preferable to other methods of transport.

The influx of travellers has served to strengthen the lines; the expansion of the lines has attracted more travellers and air traffic has been organized with really exceptional rapidity.

2  
Precise information regarding the length of the air network, the number of kilometers flown and the transport of passengers is not yet available.

This is mainly because official statistical data is not available and new lines are added daily. Nevertheless from a rough calculation taken from the time-table of the civil air lines, edited by the Ministry of Defence (General Directorate of Civil Aviation and Air Traffic) it appears that on the 1st August, the network is approximately 15000 kilometers and that more than 30 kilometers are covered for transporting more than 500 passengers.

Of the three great Companies existing in Italy before the war, the "LATI", the "ALA LITTORIA" and the "AVIOLINE", only the latter has kept its former status. The other two have been merged with the

Companies (LAI) and Alitalia. In addition to these there are other minor companies - "Mesco", "Airose", the "SISA" (Italian Air Services Company), the Transadriatic and the Salpanavi.

The service, using twin engined "Douglas C2" or Fiat, capable of transporting passengers plus their baggage, is first class. In addition to speed, regularity and security, it offers all those modern comforts which serve to satisfy the most exacting passengers - from transport by autopullman to and from the airport, to assistance by a beautiful girl - the flying hostess. (Please do not misunderstand this. The hostess is a ~~very~~ good girl and though the duties are many they are all merged into one,

2.

to give a good example to the passengers so that they do not suffer from air sickness. But the institution of the flying hostess, an American idea which reached us after the war with the appearance of the first "Big Four" films and the arrival of the "Pin Happy Girl" reviews, has been adopted by our Companies more as a "Souvenir of America". That is all on the subject.)

Not everyone can afford the price of a ticket, but it is nearly equal to the railway fare for the same journey in a sleeping car. This is also one of the reasons which explains the preference of most travellers for air passage instead of train journeys. "The cost is the same" they say and we arrive sooner, much sooner. In 1 hour 50 minutes, one reaches Milan from Rome, from Catania to Rome it takes 2 hours 30 minutes, from Padua to Milan it takes 50 minutes, from Milan to Bari it takes 3 hours 45 minutes. On the 1st August, the lines numbered 27, but we believe that they are now more than 30. They are not all direct, but a single line joins different centres.

Rome has the largest network. From here leave or pass 14 lines, next comes Milan with 9, then follows Cagliari with 6.

In addition to these services, there are also the so-called services by request, which are what the taxi service is to the filobus. The aircraft carrying out these services are known as Air Taxis. For the transport of goods the companies are being organised but some of these can now carry out such a service. At the present moment small packages are being transported in the baggage racks of aircraft used for passenger transport. But if the baggage question becomes more important, probably in the future aircraft will be used exclusively for transporting goods.

3421

# Tutta la Penisola in due ore

**In pochi mesi il traffico aereo civile, all'interno, ha raggiunto uno sviluppo e un successo superiori ad ogni aspettativa**

La mattina del 6 luglio scorso, alle ore 8, dall'aeroporto di Ciampino partiva il primo aereo civile italiano per un lungo viaggio fuori i confini d'Italia.

Era un quadrimotore S.M. 95 della società Alitalia, diretto a Oslo, con a bordo 38 passeggeri.

Per la prima volta dopo quattro anni il direttore dell'aeroporto aveva opposto la sua firma sui documenti di bordo di un aereo italiano diretto all'estero.

La mattina dell'8 luglio un secondo viaggio per la stessa destinazione veniva compiuto da un « Fiat G. 12 ».

Ma la prima linea regolare sarà la Roma-Tripoli che avrà inizio fra giorni, immediatamente seguita dalle comunicazioni con Parigi, Londra, la Svizzera e forse l'America del Sud.

Questa la nostra attuale situazione nei riguardi dei collegamenti aerei con l'estero. Diversa è invece la situazione delle linee interne.

Saranno quattro mesi, e forse neppure, da quando la navigazione aerea civile italiana, all'interno, ha ripreso la sua attività; tuttavia ha essa raggiunto uno sviluppo ed un successo notevolissimi.

Un così rapido sviluppo è stato principalmente possibile a causa della preparazione dei

servizi marittimi e la scarsa efficienza di quelli terrestri: fra questi ultimi in particolare modo quelli ferroviari che, nonostante i lodevoli sforzi fatti, lasciano ancora molto a desiderare.

Appunto per questo i viaggiatori, non appena si è offerta loro la possibilità di tradire il vecchio mezzo di locomozione, divenuto scomodo oltre che non rispondente alle odierne esigenze di rapidi trasferimenti, hanno tentato le vie del cielo, le hanno trovate comode ed hanno finito per preferirle a tutte le altre.

L'afflusso dei viaggiatori ha sollecitato l'incremento delle linee; l'aumento delle linee ha richiamato nuovi viaggiatori, ed il traffico aereo si è organizzato con una rapidità veramente eccezionale.

Non si può ancora stabilire con precisione la lunghezza della rete aerea, né i chilometri che giornalmente vengono percorsi, né il movimento dei passeggeri.

Innanzi tutto perché non esistono dati statistici ufficiali, e poi perché ogni giorno nuove linee si aggiungono a quelle esistenti. Tuttavia da un no-

stro calcolato approssimato — desunto dall'orario delle linee aeree civili italiane edito dal Ministero della Difesa (Direzione Generale Aviazione Civile e Traffico Aereo) — risulterebbe, al primo agosto, che la rete è di chilometri 15 mila circa e che giornalmente vengono percorsi oltre 30 chilometri con un traffico di oltre 500 passeggeri.

Delle tre grandi Compagnie esistenti prima della guerra in Italia, la L.A.T.I., l'Ala Littoria e l'Aviazione solo quest'ultima è sussistita come tale. Le altre due sono state assorbite dalle Società Linee Aeree Italiane (L.A.I.) e Alitalia. Accanto ad esse sono sorte altre società minori: la Teseo, l'Alione, la S.I.S.A. (Società Italiana servizi aerei), la Transadriatica, la Salpanavi.

Il servizio, disimpegnato da bimotori « Douglas C 2 » o Fiat, capaci di trasportare 22 passeggeri più i rispettivi bagagli, è veramente pregevole. Alla celerità, regolarità, sicurezza esso accoppia tutti quei comfort moderni che riescono a soddisfare i più esigenti passeggeri: dal trasporto in autotaxi per e dall'Aero-

porto, all'assistenza, durante il volo, da parte di una bella ragazza: l'hostess. (Non si fraintenda, beninteso. L'hostess è una brava signora le cui mansioni, sebbene siano tante, si risolvono, tutto sommato, in una sola: dare il buon esempio ai viaggiatori a non sentirsi male. Ma l'istituzione dell'hostess, che è un'istituzione americana giunta a noi, dopo la guerra, con la ricomparsa dei primi film delle « Big Four » e l'arrivo delle riviste con le « Pin-happy-girl », è stata accolta dalle nostre Società più che altro come un « Souvenir of America ». Ecco tutto).

Il prezzo del biglietto non è certamente alla portata di tutte le borse, ma è quasi uguale a quello delle ferrovie dello Stato per uno stesso percorso in vagone letto. Anche questa è una delle ragioni che spiega l'orientamento di molti viaggiatori per i viaggi in aereo anziché in ferrovia. « Si paga lo stesso — essi dicono — e si fa prima, molto prima ».

In un'ora e cinquanta minuti, infatti, si va da Roma a Milano; in due ore e mezza da

Catania a Roma; in cinquanta minuti da Padova a Milano; in tre ore e 45 da Milano a Bari.

Le linee al primo agosto erano ventisette, ma è da credere che oggi abbiano già superato la trentina. Esse non sono tutte dirette, ma una stessa linea unisce diversi centri.

Roma ha la rete aerea più fitta. Da essa si partono o passano ben 14 linee; seconda è Milano con 9; segue Cagliari con 6.

In aggiunta a questi servizi di linea ci sono, poi, i cosiddetti servizi a domanda, i quali stanno ai primi costi come i comuni servizi tassistici a quelli autotaxi. E gli apparecchi che li esplicano si chiamano appunto acrotaxi.

Per il trasporto delle merci le Società si stanno organizzando, ma già qualcuno di esse è in grado di poter far fronte a un tale servizio. Per ora si tratta di piccoli colli che viaggiano nei bagagliai degli apparecchi destinati al traffico dei passeggeri, ma se la cosa prende piede, non è escluso che quanto prima appositi apparecchi saranno destinati all'esclusivo trasporto delle merci.

Vittorio Ragusa

Date:- 27th, August, 47.

## NOTABLE IMPROVEMENTS IN PAY GRANTED TO CIVIL AIR PERSONNEL

184

Better pay has been granted flying personnel, employees and workmen of civil air transport companies following agreements made between the representatives of the National Federation of Companies for civil air transport, the Italian Federation of the civil air personnel together with the representatives of the Confindustria and the Italian Labour Confederation.

The agreement, which ended the strike, fixes the new monthly wages in the following way; No.1 Commander 50,000 lire, Commander 45,000 lire, second pilot 1st class 32,000 lire, second pilot 2nd class 19,000 lire, chief wireless operators and chief engineers 32,000 lire, wireless operator and engineers 2nd class 18,000 lire, flying assistants 18,000, stewards 17,000. To these wages, besides the normal 'extras' allowance is added the kilometre flying allowance, for flying personnel, from L.5.50 for No.1 Commander and the minimum of L.1 for stewards, payed on a 3 monthly balance basis. For each extra duty a kilometre allowance of L.1 is paid. Summing up the points governing the whole sum, including the kilometre allowance, which relates to an average of 20,000 kilometres flown per month, a No.1 Commander will receive about 190,000 monthly. The danger involved in this job, its shortness ~~was~~ compared with other professions and the great responsibility incumbent on the commander should be considered in connection with this fairly high wage.

Notable pay increases have also been made <sup>to</sup> employees (No.1 class wage basis 33,000 per month). For employees and those with factory technical jobs (also airfield duties) a special wage has been granted equal to 5 per cent of the minimum contract payment, excluding 'extras' and all other allowances. Specialist workmen will have a fixed salary of 105 lire per hour.

This agreement, besides fixing the mission payments (2,400 lire per day for flying personnel) also stabilises the allowance for a transfer flight, equal to the number of meals eaten and cost of lodgings, and based on the following figures; breakfast 150, meal 750, lodging 300. Insurance for flying personnel is fixed on basis of a 100 times monthly pay (excluding the extras allowance) ~~with~~ a minimum of 2,500,000 lire for those over 25 years.

is added the kilometre flying allowance, for flying personnel, from L.5.50 for No.1 Commander and the minimum of L.1 for stewards, paid on a 3 monthly balance basis. For each extra duty a kilometre allowance of L.1 is paid. Summing up the points governing the whole sum, including the kilometre allowance, which relates to an average of 20.000 kilometres flown per month, a No.1 Commander will receive about 190.000 monthly. The danger involved in this job, its shortness ~~was~~ compared with other professions and the great responsibility incumbent on the commander should be considered in connection with this fairly high wage.

Notable pay increases have also been made <sup>for</sup> employees (No.1 class wage basis 33.000 per month). For employees and those with factory technical jobs (also airfield duties) a special wage has been granted equal to 5 per cent of the minimum contract payment, excluding 'extras' and all other allowances. Specialist workmen will have a fixed salary of 105 lire per hour.

This agreement, besides fixing the mission payments (2,400 lire per day for flying personnel) also stabilises the allowance for a transfer flight, equal to the number of meals eaten and cost of lodgings, and based on the following figures; breakfast 150, meal 750, lodging 900. Insurance for flying personnel is fixed on basis of a 100 times monthly pay (excluding the extras allowance) ~~with~~ a minimum of 2,500.000 lire for those over 25 years.

## Notevoli miglioramenti di paga accordati alla "gente dell'aria,"

Sensibili miglioramenti economici sono stati accordati al personale di volo, impiegatizio ed operaio delle società di trasporto aerei civili a seguito delle trattative svoltesi tra i rappresentanti della Federazione Nazionale Imprese trasporti aerei civili, della Federazione Italiana della Gente dell'Aria, con l'intervento anche dei rappresentanti della Confindustria e della CGIL. L'accordo che ha posto fine allo sciopero fissa i nuovi stipendi mensili nella misura seguente: 1. comandante L. 50 mila, comandante 45 mila, secondo pilota di 1. classe 32 mila, secondo pilota di 2. classe 19 mila, marconista e motorista capo 32 mila, marconista e motorista di 2. classe 18 mila, assistente di bordo 18 mila, barista di bordo 17 mila. A questi stipendi, oltre la normale indennità di contingenza, si aggiunge specificamente l'indennità chilometrica di volo, per il personale di volo che va da un massimo di L. 5,50 per il primo comandante ad un minimo di L. 1 per il barista di bordo, e che è pagata in base a conguaglio trimestrale. Per ogni funzione suppletiva, inoltre, è corrisposta una indennità chilometrica di L. 1. Sommando gli elementi costituenti la remunerazione complessiva, ivi comprese le indennità chilometriche che si rapportano in media a 20 mila chilometri volati al mese, un primo comandante verrà a percepire una somma che si avvicina alle 100 mila lire mensili. Bisogna tener conto tuttavia, di fronte alla cifra assai ragguardevole di tale remunerazione, la pericolosità dell'attività svolta, la durata assai più breve di questa in rapporto alla quasi totalità delle altre professioni e la particolare responsabilità che pesa sul comandante.

Notevoli miglioramenti economici sono apportati anche alle retribuzioni del personale impiegatizio (funzionario di 1. classe, stipendio base 33 mila lire mensili). Al personale impiegatizio ed impiegatizio con funzioni tecniche di officina (anche se di linea) è corrisposta una indennità speciale pari al 5 per cento sugli stipendi minimi contrattuali esclusa la contingenza ed ogni altro compenso accessorio. L'operaio specializzato avrà un salario fissato nella misura di lire 105 orarie.

L'accordo oltre regolare la indennità di missione che, per il personale di volo è fissata

nella misura unica di lire 2400 giornaliere, stabilisce anche la misura dell'indennità di trasferta in servizio di linea ragguagliata al numero dei pasti consumati e dei pernottamenti in base alle seguenti cifre: per la prima colazione L. 150, per ogni pasto L. 750 e per il pernottamento L. 900. Infine le assicurazioni per il personale navigante sono fissate sulla base di cento volte lo stipendio mensile (esclusa la indennità di contingenza) con un minimo di L. 2.000.000 per i dipendenti di età superiore ai 25 anni.

AIR FORCE IRAN, ALLIED FORCE HEADQUARTERS, DOR.

27.1200. A. 17A

A.F.H.Q. FOR M.A.A.G. SECRETARIAT.

UNCLASSIFIED.

A.I.S. 27/1200 (.) FURTHER TO OUR A.I.S. 18/1200 (.) REMAINING  
DIFFERENCES HAVE NOW BEEN SETTLED AND ALL PERSONNEL RETURNED TO WORK  
YESTERDAY (.) DETAILS OF MEASURES FOLLOWING BY LETTER (.)

3418

REF/1407/INT.

URGENT.

EMERGENCY.

A.S.

S.M. LEGAT. SQUAD/CS

IL GLOBO

AUG 26

16A

WAGE AGREEMENT FOR THE CIVIL AIR PERSONNEL

With the intervention of the General Confederate of Industry and the Italian Confederation Of Labour, the National Federation of Air Transport and the Italian Civil Air Personnel Federation yesterday signed a wage agreement thus settling the controversy which resulted in the personnel going on strike for twenty days. With the conclusion of this agreement, the Civil Air Personnel are going back to work.

stria e Commercio on. Togni, ga  
ne  
ra  
la  
va  
di  
te  
ta  
la  
te  
R.  
pe  
mi  
to  
ne  
co  
ve  
mi  
mi  
Pr  
ed  
er  
mi

**Accordo retributivo  
per la gente dell'aria**

Con l'intervento della Confederazione Generale dell'Industria e della C.G.I.L. la Federazione Nazionale Escenti Trasporti aerei e la Federazione Italiana Gente dell'Aria hanno sottoscritto ieri un accordo retributivo con cui è definita la controversia che aveva determinato da 20 giorni lo sciopero dei lavoratori interessati. In conseguenza del raggiungimento di detto accordo il personale della Gente dell'Aria riprende la sua attività.

3417

AIR PERSONNEL RETURN TO WORK

15A

Representatives of personnel of the air companies 'Teseo' of Florence, Cagliari 'Airone', Trieste, 'Sisa' and Venice 'Transadriatica' held a meeting in Venice with representatives of the respective companies and reached a mutual understanding. As a result the strike is now over. The civil air lines of the above-mentioned companies will reactivate their services as from the 14th of August.

The above four companies, having a limited number of employers, were able to reach a solution of the financial problem arising from granting better concessions to their employee with greater speed than the other companies. Instead the bigger companies have necessarily to study the question deeply as notable pay increases, especially to the numerous flying personnel, could jeopardize the management of the services.

Negotiations are in progress between these companies and the Federation of Civil Air Personnel either for modifying, in part, the old work contract or for the revision of the personnel's wages.

It is hoped that a speedy agreement can be reached so that the principal internal air services can be resumed.

"IL GAZZETTA" - 13.8.47.

### Personale aereo di nuovo al lavoro

I rappresentanti delle compagnie aeree "Teseo" di Firenze, "Aironi" di Cagliari, "Sisa" di Trieste e "Transadriatica" di Venezia si sono riuniti a Venezia con i rappresentanti delle rispettive società ed hanno raggiunto un accordo di mutua comprensione in virtù del quale è stato imposto lo sciopero in forma di "linee aeree civili" e non dalle predette Società di

sviluppo  
enti di que  
no mostrati più  
ne confronti della  
mento americano. Essi  
sono infatti il dominio de  
capitale straniero e preferireb  
bero mantenere il pieno con  
trollo del loro sviluppo ind  
striale.

da  
no dell  
tri i  
fo d  
fenza  
rato  
denzi  
addita  
quasi  
hanno  
hanno  
d'accia  
il veto  
Scoop  
pagna  
legge  
stesso  
nismo  
Congre  
dare no  
le mass

3416

tract or for that a speedy agreement can be reached so that the principal internal air services can be resumed.

"IL GLOBO" - 13.8.47.

sviluppo  
anti di que-  
no mostrati più  
nei confronti della  
mento americano. Essi  
sono infatti il dominio de-  
capitale straniero e preferen-  
bero mantenere il piano con-  
trolo del loro sviluppo indus-  
triale.

### Personale aereo di nuovo al lavoro

I rappresentanti del perso-  
nale delle compagnie aeree  
«Teso» di Firenze, «Airo-  
ne» di Cagliari, «Sisa» di  
Trieste e «Transaeritalia»  
di Venezia si sono riuniti a  
Venezia con i rappresentanti  
de e rispettive società ed han-  
no raggiunto un accordo  
frutto di mutua comprensione.  
La virtù del quale è stato  
«annosio» lo sciopero in cor-  
sa. Le linee aeree «vini» ge-  
site dalle predette Società ri-  
prenderanno le loro attività  
c. 14 cori.

Le quattro compagnie anzi-  
dello, avendo un numero li-  
milito di dipendenti, hanno  
potuto risolvere con maggiore  
prestezza delle altre il pro-  
blema finanziario derivante  
dalla concessione di migra-  
mento ai propri dipendenti.  
Le maggiori imprese invece,  
che hanno necessariamente le-  
ro bene i loro conti dato che  
notevoli aumenti delle retri-  
buzioni soprattutto al numero-  
so personale di volo potrebbe-  
no rendere pratici la gesio-  
ne dei servizi.

Tra le iniziative sono in corso tra  
cure ultime imprese e la Fe-  
derazione della Genie degli A-  
viatori per alcune modifiche  
della parte normativa del vec-  
chio contratto di lavoro, sia  
per la revisione del tratamen-  
to economico del personale. Si  
spera che un accordo possa  
essere raggiunto al più pre-  
sto e che quindi i principali  
servizi aeronautici italiani so-  
no siano ripresi.

### Tassa per domande di importazione

Il Ministero del Commercio  
con l'Estero accorda  
tassa.

GLOBO - 13/8/47

3416

La I. A  
ca

L'inaug-  
Mostra Co  
che si sta  
dio è stat  
fissata per  
decisione è  
mitato Oro  
festazione  
presentanti  
spiali del  
zione Media  
Laziali, del  
cianti, dell  
sinistri di  
della Confe  
genti di As  
cretariato S  
Turismo, d  
Banea Pop  
degli aspe  
nici per le  
ecologiche  
atto delle  
nute che  
successo  
cordato  
manifest

147

AIR FORCE UNIT, A.F.E.C., INC. 1011000. AUG. 47.  
ALSO FROM INDUSTRY FOR U.S.A.C. INFORMATION.

UNCLASSIFIED

122

1467 (-) REFERRED TO ON AUGUST 14, 1947 (-) PERSONNEL OF THE  
SMA (-) AIRCRAFT AND TELECOMMUNICATIONS OPERATIONS PERSONNEL ON 12 AUGUST (-)  
THESE ARE CAUSED BY THE ACTING OF RECALCULATED PERSONNEL. THE  
SMA (-) NO INFORMATION RELAYED FROM THE ACTING OF PERSONNEL (-)

1011000.

3415

3415

140322Z

140322Z, A.P.D.

423

140322Z, 140322Z.

140322Z, 140322Z.

13A

EXTRACT FROM "L'UNITA" DATED 8TH AUGUST, 1947.

CINGOLANI GOVERNS OUR SKIES.

IN THE CLOUDS A MARCHETTI BECOMES A DAKOTA.

THE SAVCHES OF THE MINISTER - THE L.A.I. AND ALITALIA  
ANGLO SAXON COMPANIES AND CANTOAL HAVE THE MONOPOLY OF  
ITALIAN AIRLINES.

A FET SURVIVE "GASER" .

A small crowd was waiting on 19th July last at Bari Airport for the arrival of a four engined S.K.95, which was joining Milan to Bari for the first time after a rapid journey. But instead of the expected S.95 a more modest twin engined D.C.3 arrived.

It would take too long to explain how this happened and the Directors of SALPAVIA - the air navigation company which runs this line - preferred not to talk about it. However, the employees of the SALPAVIA were not of the same opinion and they sent a telegram of protest to Minister Cingolani. Also the employees of the SIAI Marchetti demanded an explanation from the Minister and the reasons why he had forbidden the use of the S.95 which had already been given to the SALPAVIA. No reply from Cingolani.

The Enterprising Gallo.

Let us try to make this reply ourselves. The freedom to run internal civil aviation was given to us by the Allies at the beginning of 1946. From the liberation until that moment the aircraft firms had been obliged to interrupt their operations and sack thousands of workers and technicians. When the "freedom" of the air was regained, about 40 air navigation companies arose in a short time. Their representatives gathered in Rome, where General Gallo, then Director of Civil Aviation, did everything possible to turn them from their plans. The Companies were thus reduced to 25, but General Gallo declared that the Government had already laid down a plan from which it did not intend to deviate.

This programme consisted basically of the constitution of the Italo-American L.A.I. Company, which had ~~not~~ been entrusted with all the principle airlines. Then came one of the many crises; Cingolani took the place of **3414** Brusasca, General Gallo retired and became Director General of the L.A.I., *Les jeux sont faits*: a simple game but perfectly successful. Cingolani had no objection <sup>rather</sup> he stated that there were now international obligations and that "we were in the hands of the Allies".

When interrogated, however, the Allies rather disturbed the Minister by <sup>had</sup> assured of imposing the Italo-American Airline.

The Entrepreneurial Gallo.

Let us try to make this reply ourselves. The freedom to run internal civil aviation was given to us by the Allies at the beginning of 1946. From the liberation until that moment the aircraft firms had been obliged to interrupt their operations and sack thousands of workers and technicians. When the "freedom" of the air was regained, about 40 air navigation companies arose in a short time. Their representatives gathered in Rome, where General Gallo, then Director of Civil Aviation, did everything possible to turn them from their plans. The Companies were thus reduced to 25, but General Gallo declared that the Government had already laid down a plan from which it did not intend to deviate.

This programme consisted basically of the constitution of the Italo-American I.A.I. Company, which had ~~its~~ been entrusted with all the principle airlines. Then came one of the many crises; Cingolani took the place of **3414** Brusasca, General Gallo retired and became Director General of the I.A.I.; Les jeux sont faits; a simple game but perfectly successful. Cingolani had no objection. ~~other~~ He stated that there were now international obligations and that "we were ~~in~~ the hands of the Allies".

When interpreted, however, the Allies rather disturbed the Minister by stating that they ~~had~~ never dreamed of imposing ~~an~~ Italo-American Airline.

Anglo-Saxon Airlines.

The first purely Italian airline, which wanted to begin its activity was the ~~SALENTO~~ ~~SALENTO~~VI which interposed also to use Italian aircraft, thus helping industrial recovery. Cingolani intervened rapidly - "Would you like the same Milan line? We will give it to you with an intermediary stop at Grosseto". The ~~SALENTO~~ ~~SALENTO~~VI was thus put into an inferior position with respect to the I.A.I. As regards the Milan Bari route, however, the favoured position was reserved for an Anglo-Italian society, ~~at~~ the Alitalia, which at that time had not even begun activities. As soon as Alitalia began to fly, ~~SALENTO~~VI was to have limited its routes to Ancona; in this way only Anglo-Italian capitalists would have profited from the normal and efficient lines between Milan and Bari.

...../over.....

- 2 -

This time, however, it seemed that the protests would have some result. On 19th July SALPANA VI was finally able to announce that a S.95 from the works at Sesto Calende would inaugurate a new line. A few hours before the departure the Minister unexpectedly forbade the use of the Marchetti aircraft and the Company was obliged to order a D.C.3 on the spot in order to complete the journey.

### The Story of Six S.95's.

Once again having reached this point we must try to explain the reason for the work of the Minister by telling the brief story of six four-engined S.95's built for the Government.

The four engined SIAI Marchettis are among the best built aircraft in Italy. When the Government refused to purchase these six aircraft which had been built specially for it and were lying at the works in Vergiate both the Alitalia and the SALPANA VI started to act. The Alitalia arranged to purchase three of the aircraft and the Government did not object; the SALPANA VI arranged to purchase the remainder and then the trouble began.

In the beginning everything went well, the SIAI, through their administrator Admiral Jachino, dealt with the purchase of these aircraft with the assurance that the Minister had issued the necessary Mulla-Osta for the sale. The SALPANA VI paid 15 million at first and 36 million later and should have paid the rest gradually in installments. The sum pocketed helped Admiral Jachino to improve the SIAI budget at least partly.

In order to be sure of the Government's mulla-osta the Directors of the SALPANA VI went to Cingolani. The latter assured them personally that the Ministry had no objection in the presence of the following witnesses :- Admiral Jachino, General Umberto CAPEA, Avv. ULISSE, MAGGIOLI, President Franco ADINOLFI, Director and the real boss of SALPANA VI.

Everything seemed to be in order, but the work of registration was incredibly prolonged. Finally the first S.95 received its registration and was transferred to Milan Airport for its departure. But an unexpected order arrived to suspend the journey because at the last moment the Minister had refused the famous mulla-osta for the cession of the aircraft. It was thus that the small crowd gathered at Bari saw a Dakota land. -----

that of the  
The simple fact was that the Minister had arranged ~~for~~ three ~~other~~ S.95's contracted for by SALPANA VI, two were to be given to "Italy" and the third with yet another still being constructed was to be given to an Italo-Egyptian Company which had not yet been formed.

We have spoken of the Italo-English Company; of the Italo-Egyptian Company  
which had not yet been formed.

313

In the beginning everything went well, the SIAI, through their administrator Admiral Jachino, dealt with the purchase of these aircraft with the assurance that the Minister had issued the necessary nulla-osta for the sale. The SAIPANAVI paid 15 million at first and 36 million later and should have paid the rest gradually in installments. The sum pocketed helped Admiral Jachino to improve the SIAI budget at least partly.

In order to be sure of the Government's nulla-osta the Directors of the SAIPANAVI went to Cingolani. The latter assured them personally that the Ministry had no objection in the presence of the following witnesses: - Admiral Jachino, General Umberto Cappa, Avv. ULESSI, MAZZOLINI, President Franco ADENOLFI, Director and the real boss of SAIPANAVI.

Everything seemed to be in order, but the work of registration was incredibly prolonged. Finally the first 3.95 received its registration and was transferred to Milen Airport for its departure. But an unexpected order arrived to suspend the journey because at the last moment the Minister had refused the famous nulla-osta for the cession of the aircraft. It was thus that the small crowd gathered at Bari saw a Dakota land. -----

The simple fact was that the Minister had arranged ~~for~~ three ~~of~~ 3.95's contracted for by SAIPANAVI, two were to be given to "Italy" and the third with yet another still being constructed was to be given to an Italo-Egyptian Company which had not yet been formed.

that of the

We have spoken of the Italo-English Company; of the Italo-Egyptian Company it is known that the General Director will be Colonel Klinger a former Director of ALA LITTORIA; it is known that Colonels Albavese and Santini of the Ministry of Defence supported the foundation of this Company.

It is therefore ~~evident~~ <sup>evident</sup> that preferential agreements favoured by the Minister ~~exist~~ for the concession of the civil airlines. Further, since the SIAI Marchetti and probably also other factories have the possibility of satisfying any request, it is not understood why the Italian Company like SAIPANAVI should find itself in an inferior position with respect to companies and capital partly foreign and often not even in existence.

Or perhaps it would be better to say that we understand very well when we bear in mind other similar international ~~pretences~~ <sup>pretences</sup> which have been ~~joined~~ <sup>shown</sup>, not today, by the Christian Democrat Government and its Ministers.

AIR FORCE BRANCH, A.F.S.O., RMC.

1112205 AUG.47.

ALLIED FORCE HEADQUARTERS (AFM. MAC SNOODMANIAT).

UNCLASSIFIED.

A.461.(.) THE STATE OF CIVIL AIRLINE WORKERS WHICH BEATON ON 6TH AUGUST STILL  
 GOVERNORS (.) THE FEDERATION NATIONALS DELLA QUINTE DELL' APLA (.) REPRESENTING  
 THE EMPLOYERS IS DEMANDING INCREASES IN PAY AND ALLOWANCES OF ALL CATEGORIES OF  
 WORKERS INCLUDING PILOTS FROM THE CIVIL AIRLINE COMPANIES (.) THE LATTER REFUSE TO  
 MEET THESE DEMANDS FULLY ALTHOUGH SUBSTANTIAL OFFERS HAVE BEEN MADE.  
 NEGOTIATIONS APPEAR TO BE PROCEEDING NORMALLY AND ANOTHER MEETING IS SCHEDULED FOR  
 TODAY (.) THE ONLY UNUSUAL FEATURES CONCERNING THE STRIKE APPEAR TO BE (A) A MOVEMENT  
 IN FAVOR OF HOLDING A *combination* ~~meeting~~ OF ALL AIRLINE COMPANIES AND (B) PRESSURES BEING  
 PUT ON THE GOVERNMENT TO FORCE THE CONCLUSION OF TAX FREE PETROL (.)

AFB/1107/112.

3412

129

COMPANIES (.) THE INTERNATIONAL HAZARDOUS WASTE TREATY ACTA (.) REPRESENTING THE NEGOTIATION IS REGARDING INCREASES IN PAY AND ADVANTAGES OF ALL CATEGORIES OF PERSONS INCLUDING PILOTS FROM THE CIVIL AIRLINE COMPANIES (.) THE LATTER MANNER TO MEET THESE ~~WEEK~~ DEMANDS FULLY ALTHOUGH SUBSTANTIAL OFFERS HAVE BEEN MADE. NEGOTIATIONS APPEAR TO BE PROCEEDING NORMALLY AND ANOTHER MEETING IS SCHEDULED FOR TODAY (.) THE ONLY UNUSUAL FEATURES UNDERLYING THE STRIKES APPEAR TO BE (A) A MOVEMENT IN FAVOR OF FORMING A *combination* ~~CONVENTION~~ OF ALL AIRLINE COMPANIES AND (B) PRESSURE BEING PUT ON THE GOVERNMENT TO FORCE THE CONCLUSION OF TAX FREE CONTROL (.)

ATB/2107/INT.

3412

INFORMATION.

DIRECTOR, A.P.S.

A.G. BISHOP, A/GEN.

A.G. BISHOP, A/DEPT.

EXTRACT FROM "THE CLASH" DATED 7TH AUGUST, 1947.

11A

# Civil Airline Personnel.

The National Federation of the Civil Airline Personnel, following the breakdown of negotiations with the air transport companies over the wage question and pilots' pay, went on strike yesterday in full agreement with the Secretariat of the C.C.I.L.

Regarding the strike of the personnel employed on the transport airlines the opinion of the companies is as follows.

Air Transport is of great national importance, but it is still in its initial stages as the majority of the companies started this service only four months ago. Moreover, air transport does not enjoy, as in the past, subsidies and monetary benefits. Indeed it has to charge low tariffs to compete with other means of transport.

Notwithstanding the intervention of the Minister of Labour, no agreement has been reached for determining new minimum wages. The companies carrying out air transport although within the right of referring to the salary agreement drawn up between the two confederations have declared themselves agreeable to pay the 1939 - 40 increased proportion of differences with respect to the pay levels of the other categories of the workers in this industry. Regarding further concessions they were prepared to increase them, thereby improving relations with the workers.

Consequently they have advanced offers which would give, for example to the chief category of flying personnel (1st Class Commander) a minimum guaranteed payment (basic wage, danger money and minimum kilometres flown) of 91,000 lire per month.

This minimum payment, ~~is~~ equivalent to a flight of 20,000 kilometres reached and often surpassed by the majority of the flying personnel, produced a monthly wage of 167,000 lire.

The Federation of the Air Personnel requested that the payment be not inferior to 107,000 per month, which would have meant a monthly wage of 193,000 on the basis of the normal flying activity.

The wages for the other categories (pilots, Wireless Operators and ~~Eng~~ were offered in proportion to those of the Commander.

The representatives of the workers did not accept the above proposals which ~~the~~ <sup>the</sup> minimum concessions the Directors are able to grant. Therefore a

3411

the 1939 - 40 increased proportion of differences with respect to the pay levels of the other categories of the workers in this industry. Regarding further concessions they were prepared to increase them, thereby improving relations with the workers.

Consequently they have advanced offers which would give, for example to the chief category of flying personnel (1st Class Commander) a minimum guaranteed payment (basic wage, danger money and minimum kilometres flown) of 91,000 lire per month.

This minimum payment, 22 equivalent to a flight of 20,000 kilometres reached and often surpassed by the majority of the flying personnel, produced a monthly wage of 167,000 lire.

The Federation of the Air Personnel requested that the payment be not inferior to 107,000 per month, which would have meant a monthly wage of 193,000 on the basis of the normal flying activity.

The wages for the other categories (Pilots, Wireless Operators and <sup>3341</sup>Ensigns) were offered in proportion to those of the Commander.

The representatives of the workers did not accept the above proposals which represent the maximum concessions the Directors are able to grant. Therefore a General Strike was declared.

pkm  
9/8

July 1940

*[Signature]*

UNITAAUG 6

10A

AIR TRAFFIC STOPPED YESTERDAYTHE PERSONNEL GO ON STRIKE

Today the aircraft of the civil air lines will remain stationary and silent on the airports.

Yesterday the personnel decided to go on strike after the breakdown of negotiations with employers at the Ministry of Labour.

The old generals of the Fascist Air Force removed their stripes and decorations acquired during the Fascist Regime, donned civilian clothes and passed into the services of the leading air line owners.

They thought they could deal with personnel in the manner of ten years ago, but the civilian air line personnel gave them the only answer possible.

J.E. 7/8

3410

Chubb  
8/8

AVANTI!

AUGUST 6

9A

THE GENERALS DECLARE WAR ON THE PILOTS  
CIVIL AIR LINE PERSONNEL ON STRIKE TODAY

The Civil Air Lines personnel had to go on strike today, having failed to obtain any guarantee of work or a fixed wage after working four months on the lines.

The directors offered wages in some cases inferior to those which the employees receive at the moment. For example, to an employee of the second grade they offered 12,500 lire per month; his present wage is 15,500. To the skilled workers-the highest grade possible-the directors offer 90 lire per hour. At present they receive 100 lire per hour.

To women who are employed as flying assistants (a degree and a knowledge of at least two languages are required) the directors offer - for a 12-14 hour working day - a total of 35,000 lire monthly including all indemnities.

The demands of the personnel did not aspire so much to a revision of wages though one must take into consideration the excellent physical working qualities of the flying personnel, the danger involved in the work, and that all the personnel are of first class quality and many have had many advantageous offers from abroad. But there is a whole series of questions that the directors do not wish to solve. The people of the air have no special privileges as regards length of service, no stipulated guarantee and an inadequate insurance premium.

To these requests the "great" generals whose careers prospered under the fascist regime and who nowadays are the "bosses" of the administrative councils of the various firms, turn a deaf ear because they are perhaps convinced that they have personnel under them whom they can sack at will.

3409

Charles  
Sta.  
Avanti!

J.E.M.  
9/8

Extract from "LA VOCE REPUBBLICANA". dated 18.6.47.

8A

(extract from the "Gossip Column")

.....

On Civil Aviation

*[Handwritten signature]*  
23/6

held in a Roman Theatre.

The speaker pointed out very frankly the compromise which most prejudices the reconstruction of our civil aviation: an Air Minister last year made a contract with an American Company and later with an English Company for concessions for our air lines, surreptitiously, arbitrarily, in any case underhandedly and certainly perniciously for our interests. This fact alone destroys all our best proposals at birth and weakens the faith of our technicians, our workers and our pilots. This is even contrary to the definite intervention of Admiral Stone, the American and British Governments, with existing laws and juridical procedure.

The illegality and invalidity of these criminal contracts has been brought to light by General Piacentini and openly denounced. At present the question is under examination by the Council of State although it is complicated and compromised by the agreements made, and even more so, by the official opening ceremony of the service in the presence of various ministers; it is to be hoped that this business can at least be straightened out.

We very much hope that this can be done but..... 3468

*[Handwritten signature]*

*[Handwritten signature]*  
9/8

sta, trovate  
e non so-  
re cosa che  
la stampa  
raccontano  
un mucchio  
d'azione sul-

#### vendita

sulle bencon-  
nere si ven-  
orre il comu-  
dere questo:  
vere venduto  
lat forniti. E'  
l'Italia e Ro-  
nte la capt-

#### porti ilità

#### Polizia

era riuscita a  
resentava, co-  
delicata e il  
rmava pronta  
la seconda di-  
Senza perder  
Ruvo inizia-  
ini che porta-  
iella Alelio.  
norsa degli in-  
una fissa per  
colpe facendo  
complet.  
noi il dott. De  
Musco, hanno  
i modi di atte-  
dall'ineffette  
e l'Alelio è una  
vicovera (e i  
l'acusino se in-  
amo del mara-

sta sera, la gente si gella nuda  
nella cittadina fontana di Tra-  
ni, con gravissimo scandalo che  
passa il servizio di polizia.

Date, dunque, il 13/11/54  
popolo, ma diamogli anche il  
cielo, secondo quanto richiesto  
dal gen. A. A. Piacentini in una  
recente conferenza

#### sull'Aviazione Civile

tenuta in un teatro di Roma.  
L'oratore ha indicato con  
molta franchezza il compromes-  
so che pregiudica maggiormen-  
te la ricostruzione della nostra  
Aviazione Civile: un Ministro  
dell'Aeronautica ha contrattato,  
l'anno scorso, con una Società  
americana e successivamente  
con una Società inglese la con-  
cessione delle nostre linee aeree,  
in modo surrettizio, arbi-  
trario, comunque poco chiaro e  
certamente pernicioso per i no-  
stri interessi. Quanto solo fatto  
uccida sul nascere tutti i no-  
stri migliori propositi e depri-  
ma la fiducia dei nostri tecni-  
ci, della nostra maestranza e  
dei nostri piloti. Ciò, per giunta,  
in contrasto con i precisi  
interventi dell'amn. Stone e  
del governo americano e ingle-  
se, in contrasto con le leggi vi-  
genti e con la stessa procedura  
giuridica.

L'illegalità e l'invalidità di  
questi contratti-capastro è sta-  
ta messa in luce dal gen. Pia-  
centini e apertamente denun-  
ciata. Oggi la questione è ri-  
messa all'esame del Consiglio di  
Stato, per quanto complicata e  
compromessa dalle stipulazioni  
avvenute e più ancora dalla ce-  
rimoniale ufficiale dell'inaugura-  
zione del servizio — con inter-  
vento di vari Ministri: è spa-  
rabile che la faccenda possa es-  
sere perlomeno raddrizzata.

Lo speriamo fermamente ma...  
E adesso per finire un'occhia-  
ta al

#### mercato ortofrutticolo

che il «Quotidiano» vorrebbe  
farsi accuratamente controllare.

Cl. Pirelli: San-  
via S. Giulio, ab-  
basso.

#### Il campo c squalificato per

In seguito agli  
il Brescia la Leg-  
Calcio ha dato  
Brescia per 2 a  
esto il campo d  
una giornata, l  
per due giorni  
Cappello e per

A pensare che  
inchiodato la Ro  
è partito dal pio  
questo squalific  
tardato, risultano

#### Il Torino a il 26 g

Sono state cor-  
lative per un 11  
Torino disputerà  
Barcellona. Il 26  
vedi, il Torino  
nerà in aereo per  
menica successive

Chi ha detto  
nato è lungo? I  
modo, oltre al di-  
menti e incontr-  
dra nazionale e d  
tute all'estero. È  
sto perire il ca-

Queste consid-  
soliamo al cong-  
rurgia.

#### Il «Criterium»

alle Cap

La riunione  
Capannello è  
«Criterium» di  
L. 800 mila, m

Ecco i favori  
di Roma: Cor-  
lo e Baresina; l  
po Imperatore.

Extract from "IL TEMPO" dated 13.6.47.

IL TEMPO -  
13.6.47.

The Air Academy will remain in Caserta.

7A

The Neapolitan political deputation whose president is the Hon. Porzio, has had the most serious consideration of the Neapolitan Aviation interests by the Minister of Defence.

Representatives of Neapolitan Civil Aviation have obtained from the Air Minister the definite suspension of the transfer to Capodichino of the IV Fighter Stormo while awaiting information on the detailed technical and economic project for the constitution of the Naples Airport Department; complete compliancy with the law regarding aeronautical work to be assigned to Southern Italy; speedy intensification of civil air lines terminating at Naples; extension to Naples of Foreign air lines which have so far terminated at Rome and finally that the Air Academy shall remain at Caserta.

IL TEMPO - 13.6.47  
**L'Accademia Aeronautica  
- resterà a Caserta**

La deputazione politica napoletana, presieduta dall'on. Porzio, ha avuto dal Ministro della Difesa la più attenta considerazione degli interessi aeronautici napoletani.

Esponenti dell'aviazione civile partenopea hanno ottenuto dal Ministero dell'Aeronautica la sospensione definitiva del trasferimento a Capodichino del IV Stormo da caccia, in attesa della presentazione del dettagliato progetto tecnico-economico per la costituzione dell'Ente Aeroportuale di Napoli; il più assoluto rispetto della legge sul volo per le lavorazioni aeronautiche da assegnarsi al meridione; un sollecito intensificare delle linee aeree civili facenti capo a Napoli; il prolungamento su Napoli di linee estere fino ad oggi terminanti a Roma ed infine che l'Accademia aeronautica resti a Caserta.

3407

Extract from "IL MOMENTO" 1st March 1947

**La Federazione Gente dell'Aria  
è estranea alla denuncia  
riguardante l'aviazione civile**

La Presidenza del Consiglio comunica:  
"A proposito della notizia che un Comitato di agitazione fra la Gente dell'Aria ha denunciato al Procuratore della Repubblica gli ex-ministri della aeronautica Cevolotto e Cingolani e l'ex-direttore dell'aviazione civile e traffico aereo, la Federazione Italiana Gente dell'Aria ha inviato al Presidente del Consiglio dei Ministri una lettera nella quale si precisa che essa Federazione è completamente estranea a detta denuncia; che non esiste nessun Comitato di agitazione fra la Gente dell'Aria, la quale agisce attraverso i suoi organi statutari; che infine, per di lavoratori menzionati nei giornali, la Federazione, anche in seguito alle prime proteste presentate da alcuni interessati, sta procedendo ad accertamenti, di cui saranno rese note le conclusioni."

**THE GENTE DELL'ARIA FEDERATION  
KNOWS NOTHING OF THE DENUNCIATION  
REGARDING CIVIL AVIATION.**

The Presidency of the Council states:

"A propos of the information that a Committee of agitation of the Gente dell'Aria has denounced to the Procurator of the Republic ex-Air Ministers Cevolotto and Cingolani and ex-Director of Civil Aviation and Air Traffic, the Italian Federation "Gente dell'Aria" has sent a letter to the President of the Council of Ministers in which it states "that the Federation has had nothing to do with the said denunciation; that no Committee of Agitation of the Gente dell'Aria exists who should act through its statutory bodies; that finally the Federation is making enquiries as to who are the workers mentioned in the papers, (also in consequence of protests mad by interested persons), the results of which will be made known."

*file m  
8/3*

*8/6  
8/3*

3406

*11/5/3*

5A

Extract from "IL MESSAGGERO" 1st March 1947.

THE ITALIAN AIR LINES CONTROVERSY.**La polemica sulla L.A.I.****Una precisazione della Federazione fra la gente dell'Aria**

Sulla questione della concessione delle linee aeree, il « Comitato permanente di agitazione fra il personale della Gente dell'Aria » ha fatto al « Giornale d'Italia » alcune precisazioni in seguito alla discussione avvenuta giovedì scorso alla Costituente.

Contrariamente a quanto ha dichiarato il ministro Gasparotto, non è esatto che la concessione delle linee italiane ad una società americana, sia stata fatta in base a un decreto: tale decreto non esiste.

Circa l'esposto al Procuratore della Repubblica (e non denuncia come fu detto) la Fed. Italiana Gente dell'Aria, facente parte della C.G.I.L., ha inviato al Presidente del Consiglio una lettera nella quale si dice che essa Federazione « è completamente estranea » alla « denuncia » o « esposto » che dir si voglia e che non esiste nessun Comitato di agitazione fra la Gente dell'Aria, la quale agisce attraverso i suoi organi statutori.

The Permanent Committee for Agitation of the personnel of the "Gente dell'Aria" has given the "Giornale d'Italia" some details on the question of air line concessions following the discussion which took place last Thursday at the Constituent Assembly.

Contrary to Minister Gasparotto's statement, it is not correct that the concession of air lines to an American company were made based on a decree: no such decree exists.

Regarding the exposé made to the Procurator of the Republic (and not denunciation as was said), the Italian Federation of the Gente dell'Aria, which is part of the C.G.I.L. (Italian labour organisation), has sent a letter to the President of the Council stating that the Federation knows nothing about the 'denunciation' or 'exposé' whatsoever, and that there is no Committee for Agitation of the personnel of the Gente dell'Aria, who act through their statutory bodies.

J.E.M.  
4/3J.E.M.  
4/3

3405

J.E.M.  
4/3

Extract from IL CICEC 1st March 1947

HA  
"GLOBO" (Economic)

THE STATE WOULD HAVE TO SPEND 1 MILLIARD TO LIQUIDATE  
THE "ALA ITALIANA"

With regard to the news which appeared in the press concerning a so-called denunciation by the Federation of the Cente dell'Aria of the executors of the agreements made with American and English financiers for the constitution of Italo-American and Italo-English Air Navigation Societies, a democratic exponent of the Federation itself has told the Globo that the National Association has had nothing to do with the matter, and that it is intended to make enquiries as to who were the signatories of the presented request.

From enquiries made by our paper it appears at any rate that it is not a question of a denunciation signed, as it was said by a thousand signatures, but of an exposé presented to the Procurator General of the Republic by the Agitation Committee of the Ala Italiana, (ex Ala Littoria), to ascertain if extremes exist for a future judicial enquiry, and if, in such a case, responsibility would be allocated for the provisions taken for the liquidation of already existing Italian Societies thereby making room for the constitution of new societies with the support of foreign capital.

The exposé, which refers in particular to the situation of the Ala Italiana, is approximately 26 typed sheets long and gives the history of the Society since its beginning, making a special point of criticising the motives which ~~have~~ have led to its liquidation.

In particular the exposé underlined the fact that the society had strong credits and that its liquidation will cost the State almost one milliard, while the objective situation ~~is~~ 3404 and offers on the part of the Americans and the English, does not make it necessary to proceed to liquidation.

In the exposé, as testimony for each separate point, a score of persons were cited, and it appears that documents exist that would prove that the provisions taken were not in the true interests of Italian Civil Aviation.

In favour of the guilds that have presented the exposé to the Procurator General of the Republic, many small societies have ranged themselves, those who, in consequence of the formation of I.W.A. have been excluded from concessions of lines of any importance, obtaining only secondary lines which they are unable to operate being completely inactive.

4/3.

## Lo Stato spenderebbe 1 miliardo per liquidare l'«Ala Italiana»

In merito alle notizie apparse sulla stampa circa una pretesa denuncia della Federazione della Gente dell'Aria avverso gli esecutori degli accordi con finanziatori americani ed inglesi per dar luogo alla costituzione di società di navigazione aerea Italo-Americane ed Italo-Inglesi, un esponente democristiano della Federazione stessa ha dichiarato al «Globo» che l'Associazione Nazionale della categoria è del tutto estranea alla cosa e che si riserva di svolgere indagini per conoscere i firmatari della presunta domanda.

Da una indagine eseguita dal nostro giornale risulta tuttavia che non si tratta di una denuncia contrassegnata, come si è detto da mille firme, ma di un esposto presentato al Procuratore Generale della Repubblica dal Comitato di agitazione dell'Ala Italiana, (ex Ala Littoria) per accertare se esistono gli estremi per una eventuale inchiesta giudiziaria, e se, in tal caso, vi siano state delle responsabilità nei provvedimenti adottati per la liquidazione delle preesistenti società italiane onde dar luogo alla costituzione di nuove società con l'apporto di capitale straniero.

L'esposto, che si riferisce in particolare alla situazione in cui si è venuta a trovare l'Ala Italiana, è lungo circa 28 cartelle dall'oscritte e fa la cronistoria della Società fin dal suo sorgere, soffermandosi a criticare i motivi per cui si è giunti alla sua liquidazione.

In particolare viene messo in luce nell'esposto stesso che la società aveva dei forti crediti e che la sua liquidazione costerà allo Stato quasi un miliardo, mentre la situazione obiettiva, e offerte da parte americana ed inglese, non rendono necessario procedere alla sua liquidazione.

In tale esposto vengono citate, a testimonianza di ciascun punto, una ventina di personalità e sembra che esistano documenti atti a provare come i provvedimenti presi non rispondano all'effettivo interesse dell'aviazione civile italiana.

In favore delle maestranze, che hanno presentato l'esposto al Procuratore Generale della Repubblica, si sarebbero schierate anche molte piccole società che, in seguito alla costituzione della T. W. A., sono state escluse dalla concessione di linee di primaria importanza, ottenendo soltanto linee secondarie che non possono gestire essendo del tutto passive.

D'altra parte il personale dell'Ala Italiana è in viva agitazione perché si avvicina ormai il momento della sua liquidazione, senza che vi sia per i licenziati la possibilità di es-

sere assunti nelle nuove società.

Il personale, che ammontava a 3.157 unità a giugno 1940, ha avuto circa 200 morti per cause belliche ed è attualmente ridotto a poco più di 1.200 persone, mentre tutto il resto è stato già licenziato. Ciò non di meno di esposti di coloro che hanno avuto offerte da parte di società straniere vengono ostacolati, sostenendo che le maestranze serviranno alla nostra aviazione.

In merito al valore dell'esposto è ancora prematuro pronunciarsi. Coloro che lo hanno promosso sostengono tuttavia di possedere documenti sufficienti a provare che si è proceduto alla liquidazione delle nostre società almeno con leggerezza e senza sfruttare le possibilità che venivano offerte da più parti.

2

On the other hand Ala Italiana personnel are in a state of considerable agitation because the moment of their liquidation is approaching, without there being the possibility for the retired <sup>members</sup> to become absorbed into the new companies.

The personnel, which amounted to a body of 3157 persons in June 1940, has had about 200 deaths due to causes of war, and is at present reduced to a little over 1200 persons, while the remainder have been retired. Not less in that the immigration of those who have had offers from foreign companies are opposed, maintaining that the gullies will serve our aviation.

With regard to the value of the exposé it is still premature to make a statement. Those who have sponsored it maintain at all events that they possess documents sufficient to prove that the liquidation of our societies has been proceeded with at least with flippancy and without exploring the possibilities which were offered on several sides.

*pk<sup>m</sup>  
8/3*

3403

Extract from the ITALIA NUOVA 1st March 1947

3A

**Si cercano i firmatari  
della denuncia contro  
gli ex ministri dell'Aeronautica**

A proposito di una notizia di una denuncia che un comitato di agitazione fra la gente dell'aria ha presentato al Procuratore della Repubblica a carico degli ex Ministri dell'Aeronautica Cevolotto e Cingolani e dell'ex direttore dell'aviazione civile e traffico aereo generale Gallo la Federazione Italiana gente dell'aria, facente parte della Confederazione generale del lavoro, ha inviato al Presidente del Consiglio una lettera nella quale si precisa che essa è completamente estranea a detta denuncia; che non esiste nessun comitato di agitazione fra la gente dell'aria, la quale esiste attraverso i suoi organi statutari; che infine, per quanto si riferisce alle firme dei lavoratori menzionate nei giornali, la Federazione, anche in seguito alle prime proteste presentate da alcuni interessati, sta procedendo ad accertamenti, di cui saranno rese note le conclusioni.

Search for the Signatories of the Denunciation  
against the ex Air Ministers.

A propos of the news of a denunciation that a committee of agitation from the Gente dell'Aria has presented to the Procurator of the Republic, concerning ex Air Ministers Cevolotto and Cingolani, and ex director of civil aviation and air traffic General Gallo, the Federation of the Gente dell'Aria a part of the general work Confederation, has sent a letter to the President of the Council stating that "it has absolutely nothing to do with the said denunciation; that no committee of agitation exists amongst the Gente dell'Aria, who act through their statutory bodies; that finally, in as much as regards the signatures of the workers mentioned in the papers, the Federation, also in consequence of the first protests made by some interested persons, is proceeding to ascertain who they are, the conclusion of which will be made known.

file  
83

3402

4/3

LA DENUNCIA PER LE AVIOLINEE

## Dichiarazioni del Comitato dell'Ala italiana

Rispondendo alla prima reazione alle dettagliate accuse contenute nell'esposto al Procuratore della Repubblica da parte della «Gente dell'Aria» il Comitato permanente agitazione personale dell'Ala italiana tiene a dichiarare, per quanto riguarda le responsabilità dell'on. Gasparotto, che è falso, come egli afferma, che la concessione delle linee aeree italiane fu data in base ad un decreto: questo decreto non esiste; che fosse data in seguito al deliberato di un'apposita commissione può essere, ma questa commissione era unicamente consultiva e non deliberativa. Di più, faceva parte di essa anche il rappresentante dell'I.R.I., finanziatore della Società italo-americana, la cui presenza era incompatibile essendo parte in causa.

Per quel che concerne l'on. Cevolotto, le sue dichiarazioni, che l'accordo fu preso di intesa con il Presidente del Consiglio e del Ministro delle Finanze, aggravano la situazione denunciando altre alte responsabilità.

Rispondendo all'on. Ciagnani, si precisa che l'on. Finocchiaro non è tra i firmatari dell'esposto al Procuratore della Repubblica, non ha sollecitato nessuno, né è intervenuto nella questione. Egli è stato indicato soltanto come testimone, perché, quale interpellante, può recare del lumi al magistrato.

La «Gente dell'Aria» non ha fatto una denuncia vera e propria, bensì una circoscritta e minuziosa esposizione; e ciò, in ottemperanza all'ordine del giorno del 26 dicembre u.s. votato alla assemblea dei lavoratori dell'Aviazione civile, nella quale fu deliberato di promuovere una inchiesta parlamentare, giudiziaria e amministrativa.

Per l'asserzione che l'agitazione della «Gente dell'Aria» non ha il sigillo della Federazione, si fa osservare che in regime democratico non occorre come un tempo in regime corporativo alcun consenso di federazioni per promuovere un movimento del genere, tanto più quando una federazione non riscuote il consenso generale degli iscritti ed è diretta da chi si è dato completamente agli organi governativi.

Infine, per l'on. Gallo che in un primo tempo fu direttore e poi consigliere delegato della Società, questa sua posizione aggravava la sua responsabilità. Il vice direttore della T. W. A. afferma che la

convenzione tra il Ministero dell'Aeronautica e la Società italo-americana fu fatta con l'acquiescenza del Governo degli Stati Uniti, mentre lo stesso segretario di Stato per gli Esteri Dean Acheson ha tenuto a dichiarare che il Governo americano è del tutto estraneo alla concessione delle linee aeree italiane.

Extract from Giornale D'Italia - 1.3.47

2A.

THE AIRLINES DENUNCIATION.

DECLARATION OF THE ALA ITALIANA COMMITTEE.

Replying to the first reaction to the detailed accusations contained in the exposé made to the Procurator of the Republic by the "Gente dell'Aria", the permanent Committee for agitation of personnel of the Ala Italiana states that where it concerns the responsibility of Gasparotto, his affirmation that the concession of the Italian air lines was made based on a decree is false: this decree does not exist; that it was given following the deliberations of a special commission may well be, but this commission was solely consultative and not deliberative. Further, taking part in it was also the representative of the I.R.I. (Istituto per la Ricostruzione Industriale) which <sup>is one of the</sup> ~~ancient~~ the Italo-American Society whose presence was not in order, being an interested party.

Concerning Cevolotto, his declarations that the agreement was made with the accordance of the President of the Council and of the Finance Minister, aggravate the situation denouncing other high responsibilities.

Replying to Cingolani, it is stated that Finocchiaro is not among the signatories of the exposure made to the Procurator of the Republic, he has not instigated anything, nor has he intervened in the matter. He was mentioned only as a witness, because, if called upon he could shed some light on the subject for the magistrate.

The "Gente dell'Aria" have not made a true and proper denunciation, so much as a circumstantial and detailed exposure: and accordingly in compliance with the order of the day of December 26th last, voted at the assembly of Civil Aviation workers, in which it was decided to instigate a <sup>13401</sup> ~~per~~ <sup>mentary</sup> enquiry, judicial and administrative.

As to the assertion that the agitation of the "Gente dell'Aria" has not got the seal of the Federation, it is pointed out that under a democratic régime it is not necessary, as at one time under a corporative régime, to have federal consent in order to sponsor a movement of this kind, all the more when the federation does not have the general consent of all the members and is directed by one who belongs completely to government departments.

Finally regarding Gallo who was formerly director and then delegate adviser of the Society, this position

4/3

JEM  
43

increased his responsibility. The vice-director of T.W.A. affirms that the convention between the Air Ministry and the Italo-American Society was made with the acquiescence of the U.S. Government, while the Secretary of State for Foreign Affairs of the U.S., Dean Acheson, has stated that the American Government knows nothing of Italian air line concessions.

;;;;;;;; ;;;;;;;;;;

1A.  
 17.  
 18.  
 19.  
 20.  
 21.  
 22.  
 23.  
 24.  
 25.  
 26.  
 27.  
 28.  
 29.  
 30.  
 31.  
 32.  
 33.  
 34.  
 35.  
 36.  
 37.  
 38.  
 39.  
 40.  
 41.  
 42.  
 43.  
 44.  
 45.  
 46.  
 47.  
 48.  
 49.  
 50.  
 51.  
 52.  
 53.  
 54.  
 55.  
 56.  
 57.  
 58.  
 59.  
 60.  
 61.  
 62.  
 63.  
 64.  
 65.  
 66.  
 67.  
 68.  
 69.  
 70.  
 71.  
 72.  
 73.  
 74.  
 75.  
 76.  
 77.  
 78.  
 79.  
 80.  
 81.  
 82.  
 83.  
 84.  
 85.  
 86.  
 87.  
 88.  
 89.  
 90.  
 91.  
 92.  
 93.  
 94.  
 95.  
 96.  
 97.  
 98.  
 99.  
 100.

# REPORT OF THE COMMISSIONER OF THE AIR FORCE

The "Comité dell'Aria" accuses ex-Ministers Cevolotto, Cingolani and General Gallo.

Material belonging to Civil Aviation was sequestered for the Allies to help a private American Company.

A Denunciation was presented this morning to the Public Prosecutor of the Rome Tribunal by the Agitation Committee of the "Comité dell'Aria", signed by members of Civil Aviation in which accusations are levelled against General Gallo, Hon. Cevolotto, and Hon. Cingolani.

Amongst other things the document states that the former Air Force Colonel, Luigi Gallo succeeded, by intrigues, recommendations, false credit and association with the Allies, to get himself nominated as Director of Civil Aviation and Air Traffic at the Air Ministry.

Gallo was put in touch with the directors of the private American Company - IMA - in whose favour, in return for a directing post in the future company that was to be created, he was to use his official position to order the Italian Civil Lines.

In May 1945, following the Italian's determination to recover its activity, Gallo obtained from the Regional Allied Finance Sub-Commission in Rome, the declaration that the Company's material in Venice, Bergamo and other places, and material which had been transferred to Germany by the Germans was captured enemy war material. At the same time the Company's funds and credits were blocked and liquidated.

When Cevolotto took over the post of Air Minister Gallo found in him an ally. Cevolotto, according to the accusations, was to have the post of President of the American Company in compensation.

On 11th February 1946, in strict secrecy, an agreement for the formation of a mixed company for internal Italian air lines was arranged between Minister Cevolotto and Mr. Richard Marzulli. The agreement was developed on secretly that it ensured the control of the Air Forces Sub-Committee so that they only heard of it some time afterwards.

After pointing out the serious damage done to Italian Civil Aviation and the Treasury as a result of this convention, the accusation observes, <sup>174</sup> the Minister had no power to conclude this agreement. And, in fact, according to Article 3 of the decree of 25th October 1923, which was made a law on 31st January 1926 (No. 753) provisions of Civil Air Lines are granted by a decree of the Chief of State in agreement with the Council of State.

Instead of making on the

its activity, Gello obtained from the Regional Allied Finance Sub-Committee in Venice, the declaration that the Company's material in Venice, Bergamo and other places, and material which had been transferred to Germany by the German was captured enemy war material. At the same time the Company's assets and credits were blocked and liquidated.

Then Cevolotto took over the part of Air Marshal Gello found in him an ally. Cevolotto, according to the accusations, was to have the post of President of the American Company in compensation.

On 11th February 1946, in strict secrecy, an agreement for the formation of a mixed company for internal Italian air lines was arranged between Minister Cevolotto and Mr. Richard Macerini. The agreement was developed so secretly that it escaped the control of the Air Force Sub-Committee so that they only heard of it some time after-wards.

After pointing out the serious damage done to Italian Civil Aviation and the Treasury as a result of this convention, the accusation observes, <sup>1946</sup> the Minister had no power to conclude this agreement. In fact, according to Article 3 of the Decree of 28th October 1923, which was made a law on 11st January 1926 (No. 753) concessions of Civil Air Lines are granted by a decree of the Chief of State in agreement with the Council of State.

The Hon. Cingolani, in succeeding Cevolotto, instead of acting on the numerous suggestions of protest made and bringing up the question of the revocation of the concession in the House, allowed the Italo-American I.A.I. Company to be set up. After the posthumous refusal of Cevolotto, Prime Minister Antonio Rocelli was made President and Gello, having asked to be retired, immediately became a Director.

The Hon. Cingolani was repeatedly asked to denounce General Gello to the authorities for having used private business with public administration for illicit profit, but the Minister continued his pro-economic policy of favoritism.

Cingolani, who came from Cevolotto, say the accusations, wanted to save appearances and in the circular of 25th October 1946 No. 5444 he asked the Commission who had put in requests for Air Line concessions - a civil technical and financial details of their organization, evidently with the aim of keeping to the correct form and thus avoiding further attacks. On 19th December the Minister informed the Air Commission still in the meeting, of the air lines granted to them. It then became known that while the Italo-American Company had been given the lines with heaviest traffic and therefore the best paying ones, the Italian Companies had been given routes which were not practicable for varying reasons or trunk lines which were quite impossible to set up.

...../Page 2.

28/12 J.E.M.  
28/12

J.E.M. 28/12

2

Hon. Finocchiaro Aprile also took an interest in the matter and on 31st December he asked a question in the House. Many other Deputies who were worried about national security interests and the interests of the Italian workers, associated themselves with Finocchiaro Aprile's protest.

The Hon. Cingolani tried to justify his conduct, asserting that he had to carry out the agreements made with foreign companies because these dated from the period prior to his taking office. Hon. Cingolani's anxiety - the accusations point out - not of accept the responsibility for these agreements, clearly shows that he was fully conscious of the grounds for these accusations and therefore, instead of insisting in covering up the suspicious acts of his predecessor, he should have annulled the agreement, which in any case was not valid in law, as he had been asked to do on many sides.

The demarcation is a good by about 30 prominent people who can be called as witnesses.

*Quite* Much truth in this. In fact, I knew that discussions of between certain American interests & certain Italian (Gallo & other Creditors) way back in fall of '55 but could obtain insufficient evidence <sup>around</sup> 3339 to prove a case to higher authorities or to I.A.D. However

My Deputy Dis & I often had guesses about it & were prepared to hang the "tube" with the C.P. who however for to I.A.D. the

Note:   
 much truth in this. In fact, I knew that discussion of  
 between certain American interests & certain Holman (Gallo & his associates)  
 way back in fall of 45<sup>th</sup> but could obtain <sup>any</sup> <sup>confirmed</sup> <sup>writing</sup>  
 to prove a case to higher authorities or to I.A.P. <sup>3399</sup> <sup>Howe</sup>

my Deputy Dir & I often had queries about it & were  
 prepared to hang the 'book' with the C.P. who however, on  
 his own authority, gave <sup>to I.A.P. the</sup> permission for discussion to begin.  
 I informed the authorities verbally, & that I heard from  
 him to date. The biggest headache ever!

JLM  
 8/3

JLM 4/3.

GIORNALE D'ITALIA.

ULTIMA EDIZIONE

Vo

## D'ITALIA

Prezzo della copia L. 8; arretr. L. 16; numero a 4 pagine L. 16, arretr. L. 60 — PUBBLICITÀ: Concorso, esclus. al. 608-542. TARIFFA DELLE INSERZIONI: commercio, L. 100; cronaca, comunicati finanz. L. 150; cinematografo e imp. sull'entrata. — Il Giornale si riserva il diritto di accettare o meno gli ordini. — Spediz. in abb. postale.

VENERDI' 28 FEBBR. 1947  
ANNO XLVI NUMERO 50

GRAVE DENUNZIA AL PROCURATORE DELLA REPUBBLICA

# La Gente dell'Aria accusa gli ex ministri Cevolotto, Cingolani e il gen. Gallo

## Il materiale dell'aviazione civile fatto sequestrare dagli alleati per favorire una compagnia privata americana

E' stata presentata stamane al Procuratore della Repubblica del Tribunale di Roma dal Comitato di agitazione fra la Gente dell'Aria, una denuncia firmata da oltre mille lavoratori dell'Aria in cui si rilevano estremi a carico del gen. Gallo e degli onorevoli Cevolotto e Cingolani.

L'esposto reca fra l'altro, che l'allora Colonnello dell'Arma Aeronautica ruolo navigante Luigi Gallo sarebbe riuscito con intrighi, raccomandazioni, millantato credito e aderenze presso gli alleati a farsi nominare Direttore della Aviazione Civile e del Traffico Aereo del Ministero dell'Aeronautica.

Il Gallo fu messo in relazione con i dirigenti della compagnia privata americana «Trans World Airlines» — T. W. A. — in favore del quale, in compenso di un posto direttivo nella futura società che essi avrebbero creato, avvalendosi della sua pubblica funzione, cedeva alla predetta società l'esercizio delle linee interne italiane.

Nel maggio del 1945, per prevenire la determinazione dell'Ala Italiana di riprendere la sua attività il Gallo avrebbe provocato dalla Sottocommissione regionale alleata per la finanza, con sede in Padova, la dichiarazione di preda bellica dei materiali che la società aveva a Venezia, a Passano, in altre località e di quello trasferito in Germania dai

tedeschi. Contemporaneamente furono bloccati i fondi e i crediti della Società che fu messa in liquidazione.

Assunta la direzione del ministero dell'Aeronautica da parte dell'on. Cevolotto, il Gallo avrebbe trovato un alleato. Il Cevolotto — secondo l'esposto — si sarebbe accaparrato in compenso della sua azione il posto di presidente della costituenda Società americana.

L'11 febbraio '46, con la massima segretezza, tra il ministro Cevolotto e il signor Richard Mazzarini, procuratore della T. W. A., con speciale mandato, sarebbe stata stipulata una convenzione per la formazione di una società mista per l'esercizio delle linee aeree interne italiane. La convenzione ebbe uno sviluppo così strettamente segreto da sfuggire al controllo della sottocommissione alleata per le forze aeree tanto che questa ne ebbe sentore solo dopo parecchio tempo.

L'esposto dopo aver rilevato i gravissimi danni per l'aviazione civile italiana e per l'erario conseguenti alla convenzione, osserva che il Ministro non aveva alcuna veste per concludere l'accordo. E infatti, secondo l'art. 3 del decreto legislativo del 28 ottobre 1923 convertito in legge il 31 gennaio 1926 col n. 753 le concessioni di linee aeree civili sono accordate per decreto del Capo dello Stato, inteso il parere del Consiglio di Stato.

L'on. Cingolani, successore a

Cevolotto, invece di dar corso ai numerosi memoriali di protesta pervenuti e di portare in discussione l'annullamento della convenzione alla Costituente, avrebbe lasciato che si costituisse la Società italo-americana L. A. I. alla cui presidenza, dopo il postumo rifiuto di Cevolotto fu chiamato il principe Marcantonio Pacelli, e di cui il Gallo chiese il collocamento in congedo assunse immediatamente la carica e le funzioni di direttore.

L'on. Cingolani sarebbe stato ripetutamente sollecitato a deferire il Gallo all'autorità giudiziaria per aver messo, per trarne illecito profitto, atti privati negli affari della pubblica amministrazione, ma il ministro avrebbe continuato la politica di favoritismo del suo predecessore.

Il Cingolani, più furbo del Cevolotto — dice la denuncia — volle salvare le apparenze e con circolare 25 ottobre 1946 n. 6141 chiese alle società che avevano avanzato domanda per la concessione di linee aeree i dati tecnico-finanziari per l'esercizio delle stesse, e ciò con l'evidente scopo di non incorrere in difetti di forma e non prestare il fianco ad at-

### Il Papa riceve Elsa Merlini

Il Papa ha ricevuto in privata audienza l'attrice Elsa Merlini.

taché. Il 18 dicembre il ministro comunicò alle poche società italiane rimaste in lizza le linee loro concesse. Si venne allora a conoscenza che mentre alla costituenda Società italo-americana erano state assegnate le linee di maggior traffico e quindi le più redditizie, alle società italiane erano state riservate linee inattuabili per diverse ragioni, oppure dei tronchi assolutamente impossibili ad iniziarsi.

Della cosa si interessò anche l'on. Finocchiaro-Aprile il quale il 31 dicembre presentò una interpellanza alla Camera Costituente. Alla presidenza dell'on. Finocchiaro-Aprile si associarono molti altri deputati seriamente preoccupati degli interessi nazionali, della tutela dei lavoratori e del lavoro italiano.

L'on. Cingolani avrebbe cercato di giustificare la propria condotta asserendo di aver dovuto dare esecuzione agli accordi con le società straniere, perché gli stessi risalivano al periodo precedente alla sua assunzione a Ministro. La preoccupazione dell'on. Cingolani — rileva la denuncia — di non accettare la paternità delle convenzioni dimostra chiaramente che egli era pienamente convinto della fondatezza delle accuse e quindi invece di prestarsi ad avallare l'azione poco chiara del suo predecessore, avrebbe dovuto annullare, come da parecchio parti gli era stato prospettato, gli accordi i quali peraltro giuridicamente erano nulli.

La denuncia reca in oltre le firme di circa venti personalità che potranno essere escluse quali testimoni.

L'ERUZIONE DELL'ETNA VISTA DA UN AEREO

0700