Declassified E.O. 12356 Section 3.3/NND No. 785015

ACC

10000/136/491

Declassified E.O. 12356 Section 3.3/NND No. 785015

10000/136/491

CIVIL AVIATION, GENERAL
SEPT. 1944 – JAN. 1947

Declassified E.O. 12356 Section 3.3/NND No. 785015

8502/CC

Form 353 (Old No. 466)
July 25, 1938

LIST OF PAPERS

Office of the
Chief Commissioner

ALLIED COMMISSION

File under No. 8502 CIVIL AVIATION - GENERAL

From 12 Sept 44
To

~~SECRET~~ Confidential

SERIAL NUMBER	FROM—	DATE	TO—	SYNOPSIS
86	Ltr AFSC/24/AIR	6 Nov 46	GHQ	Info re It military air courier ser
87	Cbl 5465	9 Nov 46	Med Allied Air Com	Schedule It Military Air Courier service
88	Ltr Airey	14 Nov 46	CC	Establishment of Int Civ Airlines
89	Ltr AFSC/39/1/AIR	21 Nov 46	IAM	Clearance of For Aircraft to Italy
90	Ltr Stone	21 Nov 46	De Gasperi	Frwdng of Memo re clearance of For Aircraft to Italy
91	Ltr AFSC/39/AIR	25 Nov 46	CC	It Civ Aviation
92	Ltr Stone	25 Nov 46	Pecoreri	Estab of It Air Courier Service to Udine
93	Cbl 5610 AFSC	25 Nov 46	Air Hq Italy	Extension of It Courier Service to Udine
94	Ltr AFSC/59/AIR	26 Nov 46	CC	RAF Schedule;Encl.
94a	Cbl UX.901 MAAC	7 Dec 46	SACMED	Estab of Int Air Taxi & Feeder Serv
94b	Ltr AFSC/39/AIR	10 Dec 46	MAAC	Adm of Italy as Member of P.I.C.A.O.
95	Ltr MAAC/4215/AFAIS	27 Dec 46	AF S/C	Admission of Italy as member of P.I.C.A.O.
				19: 9
96	Ltr 8502/CC Stone	4 Jan 47	Amer & Fr Embs	Admission of Italy as a Member of PICAO (Encl CC reply to PM)
97	Ltr Air Forces SC	7 Jan 47	American Embassy	Info req re US milit flights into Spain
	This file downgraded to.			Confidential
98	Ltr AFSC /39/AIR	14 Jan 47	CC	Re It civil air line plan
99	Ltr 92235/1.2.2	18 Jan 47	CC	Thanking CC for steps taken in favour of It admission to Int Civ o

Confidential

INSTRUCTIONS.—When papers on a subject become numerous, a new file should be opened, and brief entries made on this form.

Declassified E.O. 12356 Section 3.3/NND No. 785015

Form 853 (Old No. 490)
July 25, 1918

8502/CC

LIST OF PAPERS

Office of the
Chief Commissioner

File under No. 8502 CIVIL AVIATION - GENERAL

ALLIED COMMISSION

From: 12 Sept 44
To :

SECRET

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SERIAL NUMBER	FROM—	DATE	TO—	SYNOPSIS
76	Ltr Stone	26 Jul 46	Mc Sweeney	Reduction fr Air-fares fr EMBI
76a	Cbl 4427 Marek	31 Jul 46	FBS Leghorn	Confirmed US relieved of responsibility of airfields
77	Cbl 4549 AFSC	10 Aug 46	MAAC	Spanish Civil Air-Lines in Italy
78	Cbl FX 70565 SACM NAF 1197	16 Aug 46	CCS	It Air-Min proposals re private flying in Italy con wth Int Aviat
79	Report		CC info	History of Italian-TWA Air Agrmt
80	Ltr 8506/EC	18 Aug 46	Air Forces S/C	Deletion in distrbtn of FX 70565
80a	Ltr AFSC/24/10/AIR	20 Sept 46	MAAC Secretariat	Re extend Rome-Treviso flight to Udine
81	Memo CC8502	30 Sept 46	Air Air Forces S/C	Req plans for oper airline
82	Cbl 8273/171/ EC	30 Sept 46	G Branch GHQ.	Maint of det Sub Units of Air Frcs
82a	Ltr MAAC/4215/1/AFALS	25 Oct	Air Forces S/C	Re establishment Brazilian Civil air lines
83	Ltr AFSC/24/AIR	26 Oct 46	CC	Re free flights for Allied personn on It Mil Courier Service
				1948
84	Cbl GO 239	2 Nov 46	Ex Comm	Request for two seats on It airline for military personnel
85	Ltr 00139	5 Nov 46	CC	Requests for air line concessions

INSTRUCTIONS.—When papers on a subject become numerous they will be numbered serially and brief entries made on this form.

Declassified E.O. 12356 Section 3.3/NND No. 785015

8502/CC

A. C. Form 553 (Old No. 450)
Revised July 2nd, 1918

LIST OF PAPERS

Office of the
Chief Commissioner

ALLIED COMMISSION

File under No. 8502 CIVIL AVIATION - GENERAL

From: 12 Sept 44
To :

SECRET

Vol. I Page 5
S—6755

SERIAL NUMBER	FROM—	DATE	TO—	SYNOPSIS
67	Ltr Stearns	23 Apr 46	Infanti	Refusal for Sogno to make flight
68	Ltr 8506/155/EC	2 May 46	Cevolotto	Reply to ltrs of 9 and 25 March
69	Ltr Air Ministry 2267	10 May 46	AC	Air Activity of Foreign Countries in Italy
69a	Ltr 8273/46 Guidi	29 May 46	CC	Institution of civ air transport services in Italy
70	Ltr Jarman	6 Jun 46	It Air-Min	It Civ Aviation-Request fr info in order to authorize certain offices and functions in re
71	Cbl 3847 Salter	24 Jun 46	AFSCs	Commencing of It Air Courier Serv and fare paying schemes
72	Ltr AFSC/39/4/AIR	27 Jun 46	Field Comm FLC	Sale of Supplies Aircraft to It Gvt
73	Cbl C 50841 MTOUS	27 Jun 46	Air S/C	Flight operations and schedules affected by weather conditions
74	Ltr AFSC/39/AIR Brodie	27 Jun 46	IAM	Request fr reply to ltr re ICA details 7907
74	Ltr 3225 IAM	29 Jun 46	AC	Request fr appilulation authority fr functioning of L.A.I. & A.I.I.
75	Ltr AFSC/39/AIR	4 Jul 46	UE & UK Ambs	Action taken to expedite introduction of ICA in Italy

INSTRUCTIONS.—When papers on a subject become numerous they will be numbered serially and brief entries made on this form.

SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785015

8502/CC

Q. M. C. Form 353 (Old No. 400)
Revised July 26, 1918

LIST OF PAPERS

Office of the
Chief Commissioner

File under No. 8502 CIVIL AVIATION - GENERAL

ALLIED COMMISSION

From: 12 Sept 44
To :

SECRET

Vol. I Page 4
F-6788

SERIAL NUMBER	FROM—	DATE	TO—	SYNOPSIS
56a ~~56b~~	Ltr 1735/3GI ~~Cbl W86894 PAN649~~	15 Mar 46 ~~16 Mar 46~~	CC Morgen	Permission fr Sogno's Flight;Incls ~~Reorgen of Italian Air Force~~
AF 57 58	Ltr CC 8502 Stone Ltr Cevolotto	22 Mar 46 22 Mar 46	De Gasperi Stone	Internal Civil Airlines fr Italy Acknw of copy of commun fm Brodie on Internal Civil Aviation
59 60	Ltr Cevolotti Cbl 2091 Stone	25 Mar 46 25 Mar 46	Stone SACMED	Internal Civil Air-Lines Agreement of Ita Govt and TWA
61	Ltr Stone	27 Mar 46	Thomas	Meeting btwn Stone, Wilson and d'Erlanger
62	Ltr CC 8502 Stone	30 Mar 46	MacLeod	Certification of sending of Cable 2091
63	Cbl FX 63896 SACM	30 Mar 46	AC	Agreement of Ita Govt and TWA; AFHQ approval necessary.
63a	Ltr CC 8502 Stone	1 Apr 46	Cevolotto	Wthdrw of ltr of 9 Mar;Reply to ltr of 25 Mar.
64	Ltr CC 8502 Stone	1 Apr 46	SACMED	Estab of Internal Civil Airlines
~~65~~	~~Ltr CC 8502 Stone~~	~~1 Apr 46~~	~~Cevolotto~~	~~Reply to ltr of 25 Mar; wthdrw of ltr of 9 Mar~~
64a 65	Ltr 8506/151/EC Ltr Lee	10 Apr 46 11 Apr 46	De Casperi Stearns	Internal Civil Air Lines, Italy Private flying not permitted (Case of Sogno)
66	Ltr AG 580 Tilley	17 Apr 46	Pres of AC	Institution of Italian Military Passenger Air Service;Paris,London

1926

INSTRUCTIONS.—When papers on a subject become numerous they will be numbered serially and brief entries made on this form.

SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785015

A.G.O. Form 2453 (Old No. 400)
Revised July 25, 1918

LIST OF PAPERS

Office of the
Chief Commissioner

ALLIED COMMISSION

File under No. 8502 CIVIL AVIATION - GENERAL

SECRET

From: 12 Sep 44
To :

SERIAL NUMBER	FROM—	DATE	TO—	SYNOPSIS
42a	Memo	21 Jan 46	Direct Air-Forces S/C	Minutes of Meet wth Ita Air Min 17 Jan
43	Ltr AFSC/39/AIR	23 Jan 46	Cavolotto	Ital Civil Aviation
43a	Cbl 243 Sec State	31 Jan 46	CC	Ital Civil Aviation
44	Ltr CC 8503 Stone	2 Feb 46	Cavolotto	Ital Civil Aviation
45	Cbl ALCOM-PIEMONTE	4 Feb 46	ALCOM	Work to Clear Airstrip
46	Cbl Air Forces S/C	5 Feb 46	AC Piemonte	Not Interested Clearing Airstrip
47	Ltr Oddi	6 Feb 46	Howe	General Policy Excess Baggage
48	Ltr Oddi	6 Feb 46	Rome	General Policy Excess Baggage
48a	Ltr 3631/579 Cev.	8 Feb 46	CC	Cons SM 95 instead of SM 75 tpye
48b	Min. Dell' Aero.	11 Feb 46		Agreement
48c	Ltr AFSC/53/AIR	15 Feb 46	CC	Construct of SM 95 type instead of SM 75 type
49	Ltr Stone	2 Mar 46	Morgan	Agreement Ital Govt and TWA
50	Ltr C/726 Morgan	4 Mar 46	Stone	Acknowledgement of ltr of 2 Mar
50a	Ltr Stone	4 Mar 46	Cevolotto	Construction of 6 SM.75 type Craft
51	Ltr Thomas	5 Mar 46	Stone	Letter of Introduction
52	Memorandum Stone	8 Mar 46		Agreement 1925
53	Ltr Stone	9 Mar 46	Morgan	Agreement of Italian Airways
54	Ltr D'Erlanger	9 Mar 46	CC	Notes to Meeting held at AC 9 Mar
55	Ltr 9272/18 EC	9 Mar 46	Pub Relt Brnch	Misleading stmts in Ita Press;Incls in regard to TWA negotiations.
55a	Ltr Cevolotto	9 Mar 46	Stone	Ita Gov Capt for form of L.A.I. Co
56	Memo EWS	13 Mar 46		Notes on agrmt of TWA and Ita Govt and position of Alcom

INSTRUCTIONS.—When papers on a subject become numerous they will be numbered serially and brief entries made on this form.

Declassified E.O. 12356 Section 3.3/NND No. 785015

8502/CC

Q. M. C. Form 363 (Old No. 400)
Revised July 20, 1918

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Office of the
Chief Commissioner

File under No. 8502 CIVIL AVIATION - GENERAL

ALLIED COMMISSION

From: 12 Sep 44

SECRET

Vol. I Page 2

To :

SERIAL NUMBER	FROM—	DATE	TO—	SYNOPSIS
23	SAC (45) 15	2b Aug 45		Policy for Ital Civil Aviation
24	SAC (45) 4th Meet	24 Aug 45	(Min.7)	Policy for Ital Civil Aviation
24a	Cbl AFHQ F-39610	30 Aug 45	AC	Trnscnt & Wst Air Lines Grp 13 Offs
25	Ltr Morgan	19 Sep 45	CC AC	Italian Civil Aviation
26	Cbl CONGENNAAFMED	27 Sep 45	AC	B-25 for Gen Lee
27	Ltr US Emb McK.Key	28 Sep 45	CC	Air Service to Milan
28	Memo Stearns	1 Oct 45	AF S/C	Air Service to Milan
29	LtrStone	1 Oct 45	Mr Key	Air Service to Milan
30	Ltr 8752/EC Lush	8 Oct 45	AFHQ	French Mil Aviation in Italy
31	Ltr 8506/EC	9 Oct 45	Cevolotto	No Interim Policy Civ Aviation Ital
32	Ltr Stone 8752/111/EC	12Oct45	Mr. Key	Info re AC air trnsp to compensate
33	Ltr 8752/EC McCleary	12 Oct45	AFHQ G-5	French Mil Aviation in Italy
34	Memo 8752/153/EC	3 Nov 45	CC	French Aviation through Italy
35	Ltr AG 360.4 GEG-C F	23 Nov 45	CC	French Aviation through Italy
36	Cbl/54846 AFHQ	28 Nov 45	AC	Ital Civil Air Force Policy
37	Ltr 8506/53/EC	28 Nov 45	AFHQ G-5	Ital Glider Activities
38	Cbl 8882 CC	30 Nov 45	AFHQ	Ital Civil Aviation Policy
				1924
39	Cbl FX55541 SACMED	5 Dec 45	AC	Reopening Ital Civil Aviation
~~39a~~	~~Cbl FX56901 NAF1103~~	~~21 Dec 45~~	~~Comb Chfs of Stf~~	~~Its Air Force to Its Govt Control~~
39b	Ltr TS.206396/AIR	24 Dec 46	CC	Control of Italian Air-Force
40	Ltr Stone	11 Jan 45	Brady	Internal Aviation in Ital (Civil)
41	Ltr Brady	12 Jan 46	Stone	Meet. of Brodie and Lee with IAM
42	Ltr Stone	14 Jan 46	Brady	Meet. of Brodie and Lee with IAM

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Declassified E.O. 12356 Section 3.3/NND No. 785015

Q. M. C. Form 353 (Old No. 490)
Revised July 25, 1918

8502/CC

LIST OF PAPERS

Office of the
Chief Commissioner

File under No. 8502 CIVIL AVIATION - GENERAL

ALLIED COMMISSION

From: 12 Sep 44
To :

[redacted] SECRET

Vol. I Page 1

SERIAL NUMBER	FROM—	DATE	TO—	SYNOPSIS
1	Ltr A/CC 500 CC	12 Sep 44	AF S/C HQ ACC	Airplane for A.C.C. Incl Ltr to CC
2	Ltr AFSC/R/4/AIR	15 Sep 44	Acting CC ALCOM	Airplane for ACC Incl Ltr
3	Ltr 8752/1/COS CC	14 Oct 44	Wilson	Airplane for ACC
4	PC (44) 29th Meet	17 Oct 44		Airplane for ACC
5	Cbl FX 25720 SACM	13 Feb 45	ALCOM	Devlop of Italian Civil Air Transp
6	Ltr 8752/31/EC CC	28 Mar 45	Cannon	Airplane for ACC
7	Memo Stone	20 Apr 45	Econ, Air S/C	Pre-War Italian Civil Aviation
8	Memo Air Forces S/C	21 Apr 45	CC	Pre-War Italian Civil Aviation
9	Ltr 452.01Chauncey	23 Apr 45	CC	Airplane for ACC
10	ES/12.08 Antolini	24 Apr 45	CC	Pre-War Italian Civil Aviation
11	Ms/12.08 Stone	25 Apr 45	Kirk	Pre-War Italian Civil Aviation
12	CC 5805 Lannin	26 Apr 45	VP Econ Sec	Pre-War Italian Civil Aviation
13	485 ris. Bonomi	11 Jun 45	Stone	Airplanes fr North fr Lieut & Pres
14	Ltr 41/09482/26	12 Jun 45	Stone	Airplanes from North for Civ use
15	Ltr581 AFHQ G-5	14 Jun 45	AC Stearns	Requests for Sp Flights, VIP
16	AFSC/46/AIR Stone	16 June 45	Bonomi	Airplanes from North for Lt & Pres
17	Ltr Steerns	21 Jun 45	De Gasperi	Airplanes from North for Civ use
18	Ltr 8506/19/EC	21 Jun 45	Air Forces	Italian Civil Air Transport
19	Ltr 8752/EC Stone	3 Jul 45	MAAF	Aircraft for ALCOM 1993
20	MAAF/873/8/AIR Bevans	6Jul45	CC	Airplane for ALCOM
~~21~~	~~AFSC/39/AIR Stone~~	~~23 Jul 45~~	~~SACMED~~	~~Ital Civil Aviation~~
22	LtrAFSC/39/AIR CC	25 Jul 45	SACMED	Ital Civil Aviation

INSTRUCTIONS.—When papers on a subject be[illegible] they will be numbered serially and brief entries made on this form.

[redacted] SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785015

Ref: 8502/CC

4 January 1947.

Dear Mr. Prime Minister

I am glad to be able to inform you that there is no objection from Allied Force Headquarters for Italy to apply to become a full member of the Provisional International Civil Aviation Organization (PICAO). I would suggest that an application should now be made by you through normal diplomatic channels.

In a separate letter I am asking the American and British Embassies in Rome to recommend to their respective Governments that Italy should become a full member of PICAO.

Very truly yours,

/s/ Ellery W. Stone

ELLERY W. STONE,
Rear Admiral, U.S.N.
Chief Commissioner.

1922

Dr. Alcide De Gasperi,
President of the Council of Ministers,
Italian Government,
ROME.

Copies: American Embassy
British Embassy
Air Force Sub-Commission.
Executive Commissioner.

Stone
8502/CC

Declassified E.O. 12356 Section 3.3/NND No. 785015

Ref: 8502/00

4 January 1947.

To : American Embassy, ROME, British Embassy, ROME.

Subject: Admission of Italy as a Member of PICAO.

I enclose a copy of a letter addressed to the Italian Government stating that Allied Force Headquarters have no objection to Italy applying for full membership of PICAO (see letter MAAC/4215/AFALS., of 27 December addressed to American and British Polads in reply to letter AFSC/39/AI[illegible] of 10 December, copies to Polads (Br) and (A) Allied Commission).

I would be glad if you would take such action with your respective Governments as may facilitate the admission of Italy as a full member of PICAO. The present position is that Italy is represented at PICAO conferences merely as an observer.

/s/ [illegible]

EMERY W. STONE,
Rear Admiral, USNR
Chief Commissioner

1921

Copies: Executive Commissioner
Air Force S/C.

Spare
8502/46

Declassified E.O. 12356 Section 3.3/NND No. 785015

Ref: IMAS/39/ATD/A.F.

20 February 1947.

SUBJECT: Italian Internal Civil Airlines Plan.

TO : Chief of Staff, AFHQ.
(Attention: MAAT Secretariat)

1. There is enclosed herewith copy of my letter of this date approving, with certain reservations, the plan of the Italian Government for the establishment of internal civil aviation lines, pursuant to the authority contained in Chief of Staff, AFHQ, letter dated 14th November 1946.

2. My letter was concurred in by the American and British Embassies, Rome.

/s/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USN
Chief
Italian Military Affairs Section

DISTRIBUTION:
American Embassy
British Embassy
Air Forces S/S
Chief IMAS
Chief LACAB
Spare

1220

Declassified E.O. 12356 Section 3.3/NND No. 785015

TRANSLATION

THE UNDERSECRETARY OF STATE TO THE
PRESIDENT OF THE COUNCIL OF MINISTERS

92235/1.2.2

18 January 1947.

Dear Admiral,

With note No. 8502 dated 4 January 1947, you informed the President of the Council of Ministers of the possibility that Italy may become an effective member of the international provisional organization of civil aviation. I have interested the competent Administration on this matter, and thank you for the steps you have personally taken with the American and British Embassies in Rome in favour of Italy's admission to this organization.

(s) Cappa.

Avv. Paolo Cappa.

Admiral Ellery W. Stone
Chief Commissioner
Allied Commission
Rome.

Dist: CC
EC
A.F. S/C.

Declassified E.O. 12356 Section 3.3/NND No. 785015

Fc.

Il Sottosegretario di Stato
alla Presidenza del Consiglio dei Ministri

92235/1.2.2

Roma, 18 gennaio 1947

Caro Ammiraglio,

nell'assicurarLa di aver interessato l'Amministrazione competente in merito alla segnalazione da Lei fatta al Presidente del Consiglio con la nota 8502 del 4 corrente, relativa alla possibilità che l'Italia entri a far parte come membro effettivo dell'Organizzazione provvisoria internazionale dell'aviazione civile, La ringrazio vivamente delle premure da Lei personalmente svolte presso le Ambasciate Americana e Inglese a Roma in favore dell'ammissione dell'Italia in seno alla suddetta organizzazione.

Avv. Paolo Cappa
Sottosegretario alla Presidenza del Consiglio dei Ministri

All'Ammiraglio Ellery W. STONE
Commissario Capo della Commissione Alleata
ROMA

1918

Dist. CC
EC
AF SIC

(99)

Declassified E.O. 12356 Section 3.3/NND No. 785015

JAN 14 1947

From:- Director, Air Forces Sub-Commission, Allied Commission, ROME.

To :- Office of the Chief Commissioner, Allied Commission, ROME.

Date:- 14th January, 1947.

Ref :- AFSC/39/AIR.

ITALIAN CIVIL AIR LINE PLAN.

Together with Major Curnutt, I again visited the Air Minister and it seems that the Air Ministry overall civil air lines plan is now almost completed. The Air Minister informed us that he would forward the plan to us at the end of this week, simultaneously with sending it to the Council of Ministers. It seems that the procedure of forwarding the plan to the Council of Ministers is something of a formality, though very small details may be amended in the Council.

2. The plan will not be submitted to the Costituente, though the Air Minister expects two questions to be asked in the Costituente concerning :-

(i) Percentage of Foreign capital invested and

(ii) The liquidation of an Italian company (S.I.L.A.M.) which seems to be justified.

3. The reason why the plan has not yet been submitted is that there have been many applicants for concessions and some snags on which companies are to fly what routes. The last snag has now been verbally agreed (according to the Air Minister) namely the routes between Rome and Milan and it seems that L.A.I. will get the Rome, Pisa, Milan route and T.E.S.E.O. will get the Rome, Florence, Bologna, Milan route.

4. For your information Urbe Airfield (previously known as Littorio) has just been turned over to civil aviation as an airport for light aircraft and S.M.79's, whereas it is the intention of the I.A.M. to make Centocelle a mixed civil aviation and military transport airfield. In order to speed up the introduction of civil aviation, the Air Minister has agreed to make available a certain number of FIAT G.12 aircraft of existing military courier services on lease, but any aircraft now under construction will have to be bought by the companies which want them.

5. It is the hope of the I.A.M. that air lines will begin to operate in Italy on the first of February, some of the smaller companies are ready to start now.

6. As soon as we get the plan translated I will submit a copy to you and simultaneously to the American and British Polads in case the Embassies wish to confirm that American and British interests are not jeopardised. In any event the most urgent action will be taken.

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

(198)

FROM : Air Forces Sub-Commission, A.C., Rome.

TO : United States Embassy (Attn: Air Attache')
M.A.A.C. Secretariat (Attn: Col. Brown).
C.O., Hq 1419th AAF Base Unit, ATC, Ciampino Airfield, Rome
C.O., ATS, Capodichino Airfield, Naples
C.O., ATC, Pisa Airfield, Pisa.

DATE : 7th January, 1947.

Ref : AFSC/30/1/AIR.

U.S. MILITARY AIRCRAFT FLYING INTO SPAIN

The following message received from Headquarters USAFE is forwarded for your information and compliance:-

"The Spanish Air Ministry requests the following information on all flights of U.S. Military aircraft flying into Spain".

Number and type aircraft,
Name and rank of all crew members,
Name and rank of all passengers,
Seventy-two hours prior notice of flight,
Date of arrival
ETA at airport of intended landing,
Duration of stay in Spain,
Date of stay in Spain,
Date of intended departure from Spain,
Reason for flight.

85021/22

Frank E. Marek
FRANK E. MAREK
Lt. Col., Air Corps,
Deputy Director.

Declassified E.O. 12356 Section 3.3/NND No. 785015

DATE : 7th January, 1947.

Ref : AFSO/S8/1/AIR.

U.S. MILITARY AIRCRAFT FLYING INTO SPAIN

The following message received from Headquarters USAFE is forwarded for your information and compliance:-

"The Spanish Air Ministry requests the following information on all flights of U.S. Military aircraft flying into Spain".

Number and type aircraft,
Name and rank of all crew members,
Name and rank of all passengers,
Seventy-two hours prior notice of flight,
Date of arrival
ETA at airport of intended landing,
Duration of stay in Spain,
Date of stay in Spain,
Date of intended departure from Spain,
Reason for flight.

8502/22

Frank E. Marek
FRANK E. MAREK
Lt. Col., Air Corps,
Deputy Director.

Copy to :- (1) Chief Commissioner
(2) Ex-Commissioner,
(3) Fleet,
(4) File.

Declassified E.O. 12356 Section 3.3/NND No. 785015

Declassified E.O. 12356 Section 3.3/NND No. 785015

Ref: 8502/CC

4 January 1947.

To : American Embassy, ROME; British Embassy, ROME.

Subject: Admission of Italy as a Member of PICAO.

I enclose a copy of a letter addressed to the Italian Government stating that Allied Force Headquarters have no objection to Italy applying for full membership of PICAO (see letter MAAC/4215/ AFAIS., of 27 December addressed to American and British Polads in reply to letter AFSC/39/AI[illegible] of 10 December, copies to Polads (Dr) and (A) Allied Commission).

I would be glad if you would take such action with your respective Governments as may facilitate the admission of Italy as a full member of PICAO. The present position is that Italy is represented at PICAO conferences merely as an observer.

ELLERY W. STONE,
Rear Admiral, USNR
Chief Commissioner

Copies: Executive Commissioner
Air Force S/C.

Declassified E.O. 12356 Section 3.3/NND No. 785015

Ref: 8502/CC

4 January 1947.

Dear Mr. Prime Minister:

I am glad to be able to inform you that there is no objection from Allied Force Headquarters for Italy to apply to become a full member of the Provisional International Civil Aviation Organization (PICAO). I would suggest that an application should now be made by you through normal diplomatic channels.

In a separate letter I am asking the American and British Embassies in Rome to recommend to their respective Governments that Italy should become a full member of PICAO.

Very truly yours,

/s/ Ellery W. Stone

ELLERY W. STONE,
Rear Admiral, USNR
Chief Commissioner.

Dr. Alcide De Gasperi,
President of the Council of Ministers,
Italian Government,
ROME.

1214

Copies: American Embassy
British Embassy
Air Force Sub-Commission.
Executive Commissioner.

CC files

(76)

4580

1. Comm

DEC 30 1946

From :- Mediterranean Allied Air Committee Secretariat,
R.A.F. Liaison Section with S.A.C. MED,
A.F.H.Q., Caserta, C.M.F.

To :- Air Forces Sub-Commission, Alcom, Rome.

Date :- 27th December, 1946.

Ref :- M.A.C/4215/AFALS.

CONFIDENTIAL

ADMISSION OF ITALY AS A MEMBER OF P.I.C.A.O.

94 6

Reference is made to your letter AFSC/39/AIR dated 10th December, 1946.

2. There are no objections from Allied Force Headquarters to Italy applying for full membership of P.I.C.A.O.

See 96

3258/c

1913

(S.J.B. HAMILTON
Wing Commander
Secretary to The
MEDITERRANEAN ALLIED AIR COMMITTEE)

Copies to :- A.F.H.Q. G-2
G-3
G-5
G-4 M.T.O.U.S.A. (Air Advisory Section).
U.S. Polad
Brit. Polad

Declassified E.O. 12356 Section 3.3/NND No. 785015

Date :- 27th December, 1946.

Ref :- M.A.C/4215/AFALS.

CONFIDENTIAL

ADMISSION OF ITALY AS A MEMBER OF P.I.C.A.O.

94 6

Reference is made to your letter AFSC/39/AIR dated 10th December, 1946.

2. There are no objections from Allied Force Headquarters to Italy applying for full membership of P.I.C.A.O.

See 96

852 3/4c

1213

(S.J.B. HAMILTON)
Wing Commander
Secretary to The
MEDITERRANEAN ALLIED AIR COMMITTEE

Copies to :- A.F.H.Q. G-2
G-3
G-5
G-4 M.T.O.U.S.A. (Air Advisory Section).
U.S. Polad
Brit. Polad
R.A.F.L.O.
AOC Air Headquarters, R.A.F. Italy, C.M.F.
Chief Commissioner, Alcom, Rome.

95

Declassified E.O. 12356 Section 3.3/NND No. 785015

O Chief Commissioner

DEC 12 1946

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

To :- Mediterranean Allied Air Committee Secretariat.
Copy to: Chief Commissioner, Allied Commission.
Air Headquarters, R.A.F., Italy, C.M.F.

Date:- 10th December, 1946.

Ref :- AFSC/39/AIR.

CONFIDENTIAL.

ADMISSION OF ITALY AS A MEMBER OF P.I.C.A.O.

Whilst discussing civil aviation in Italy with the Italian Air Minister, the question of Italy being invited to become a member of the Provisional International Civil Aviation Organisation (PICAO) has several times been raised. At present the Italian Government is not represented as a member but only as an observer.

2. I have spoken to the Chief Commissioner on this subject and he supports the Italian Government's request to become a member of PICAO.

3. The grounds on which this recommendation is submitted are :-

(i) The Air Minister states that he has difficulty in legal processes in changing or bringing up to date Italian laws based on the pre-war Paris Conventions and that by Italy becoming a member of PICAO his difficulties would be largely overcome.

(ii) It is very necessary that Italian civil aviation shall be conducted safely and so far as is possible up to modern standards. The Italian Directorate of Civil Aviation by sitting on various aeronautical commissions and by obtaining the minutes and agreements reached by these commissions is better able to amend its civil aviation laws on their own, rather than to rely for advice and instructions upon the A.F.S.C., which is a purely military formation not well versed in civil aviation matters, though the Air Force officers in the A.F.S.C. are rapidly learning about civil aviation but only from what they can pick up from those Allied civil personnel who seem qualified to advise.

(iii) The fact of the Italian Government being a member of PICAO would make the Italians responsible to an International body for modern standards of safety both in the air and on the ground, rather than the A.F.S.C. The A.F.S.C. feels that it is its moral obligation, if not technical responsibility, that Italian civil aviation shall be based on modern standards of safety, such as certificates of air worthiness of aircraft, availability of telecommunications, qualifications of aircrew and standards of air/ground safety measures some of which are applicable to military transport services.

(iv) Italy has already been admitted to several international

P27/12

Declassified E.O. 12356 Section 3.3/NND No. 785015

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(iv) Italy has already been admitted to several international organisations which are stated below. Therefore it would appear that in principle there are precedents for Italy becoming a member of PICAO and that international policy is that Italy shall be admitted to these international organisations before the Peace Treaty is signed.

(a) The International Air Navigation Commission (CINA) and the International Committee of Technical Experts for Aeronautical Jursidiction (CITEJA), both of which will presumably be taken over by the successor to PICAO or by PICAO itslef.

(b) The International Telecommunications Convention.

see 95, 96 .....(c).....

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Declassified E.O. 12356 Section 3.3/NND No. 785015

(c) The International Bank for Reconstruction & Development.

(d) The International Labour Organisation.

(e) The International Institute for the Unification of Private Development.

(f) The Allocation of Coal to European Countries (ACEC).

4. In connection with the above, the Italian Director of Civil Aviation has agreed to create a small section in his Department to investigate comparatively recent agreements and modern safety standards with a view to making recommnedations for the revision of existing Italian laws and/or the introduction of new Italian laws. It is also possible that the Italian Government may subsequently introduce a Civil Aeronautics Board of a character similar to that in the United States.

5. There would seem to be no military objection to this recommendation nor any objection in the terms of the Draft Peace Treaty with Italy. It is requested that action may be taken so that Italy may be represented as a full member of PICAO; if you consider that C.C.S. is not the correct channel, would you please inform us as to whether A.F.H.Q. agree in principle to Italy becoming a member of PICAO so that we can inform the Italian Government and at the same time invite the American and British Embassies to sponsor it.

(SGD) IAN E. BRODIE,
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

Copies: POLAD (BR), Allied Commission.
POLAD (A), Allied Commission.

1211

Declassified E.O. 12356 Section 3.3/NND No. 785015

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(SGD) IAN E. BRODIE,
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

Copies: POLAD (BR), Allied Commission.
POLAD (A), Allied Commission.

1211

(946)

Declassified E.O. 12356 Section 3.3/NND No. 785015

Declassified E.O. 12356 Section 3.3/NND No. 785015

TOP SECRET.

C O P Y .

SIGS. SERIAL 4105. BRITISH ARMY CIPHER MESSAGE.

IMMEDIATE.

FROM: MEDITERRANEAN ALLIED AIR COMMITTEE SECRETARIAT PAF LIAISON SECTION.

TO : SACMED AFHQ CASERTA CMF TO AIR FORCES SUB-COMMISSION, ALLIED COMMISSION ROME (THOUGH CHIEF COMMISSIONER).

TOP SECRET. UX.501. 7 DEC.

THE FOLLOWING IS A COPY OF MY SIGNAL UX.495 3 DECEMBER .

QUOTE. TOP SECRET. IMPORTANT. APPROVAL IS GIVEN FOR THE ESTABLISHMENT OF INTERNAL AIR TAXI AND FEEDER ~~XXXXX~~ SERVICES BY THE ITALIAN GOVERNMENT AND FOR THE ISSUANCE OF LICENSES FOR PRIVATE FLYING AS OUTLINED IN NAF.1197. APPROVAL IS ALSO GIVEN FOR THE CONSTRUCTION BY THE ITALIANS OF CIVIL AIRCRAFT IN SUFFICIENT NUMBERS AND OF SUITABLE TYPES TO FULFIL THE REQUIREMENTS FOR USE WITHIN ITALY. THE IMPORTANCE OF ENSURING PROPER SUPERVISION OF THIS CONSTRUCTION CANNOT BE OVER EMPHASISED. THE LIMITS SET WILL(?) BE AT THE DISCRETION OF THE A.F.S.C. WITH THE APPROVAL OF THE CHIEF COMMISSIONER. ALL MATTERS OF MAJOR IMPORTANCE ARE TO BE REPORTED IMMEDIATELY TO THIS SECRETARIAT. UNQUOTE.

78

(a/c 93)

for retention by Chief Commissioner.

AFSC
9 Dec 46.

1210

94

Declassified E.O. 12356 Section 3.3/NND No. 785015

NOV 29 1946

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

To : Chief Commissioner, A.C. ROME.

Date : 26th November, 1946.

Ref. : AFSC/S-7/Air.

R.A.F. SCHEDULE

Please find enclosed herewith schedule of R.A.F. Transport Command Aircraft, which has come into effect as from the 11th of November, 1946.

2502/2

N. H. Hagan

H. H. HAGAN, D.F.A.C.
FOR AIR VICE MARSHAL,
DIRECTOR,
A.F.S.C.

1209

Copy to:
Executive Commissioner, A.C. ROME,
British Embassy,
American Embassy.

74

Declassified E.O. 12356 Section 3.3/NND No. 785015

NOV 29 1946

INCOMING MESSAGE 14TH NOV. 1946. SERIAL No. 641.

TO : 187 SQUADRON DETACHMENT.
REPEATED : A.F.S.C., A.C. ROME

From : HQ 46 GROUP PASSED BY AHQ ITALY

ALL GREENWICH M. TIME

FLT.AIR

TUESDAY AND THURSDAY

VIENNA	DEPARTURE	0800
BUCHAREST	ARRIVAL	1125
	DEPARTURE	0800
BUDAPEST	ARRIVAL	1125
	DEPARTURE	1210
VIENNA	ARRIVAL	1320

WEDNESDAY AND FRIDAY

FLT. AY

TUESDAY AND FRIDAY

VIENNA	DEPARTURE	0700
BUDAPEST	ARRIVAL	0810
	DEPARTURE	0855
BELGRADE	ARRIVAL	1045
	DEPARTURE	1215
VIENNA	ARRIVAL	1500

FLT.A.B.

(When necessary, stops at Jesi and Bari for refuelling)

SATURDAY

DEPARTURE	0800
ARRIVAL	1000
DEPARTURE	1100
ARRIVAL	1330
DEPARTURE	0800

TUESDAY

VIENNA	ARRIVAL	1330
UDINE	DEPARTURE	1130
	ARRIVAL	1030
ROME	DEPARTURE	0800
	ARRIVAL	1340

(94)

Declassified E.O. 12356 Section 3.3/NND No. 785015

NOV 29 1945

ARRIVAL	1340	HASSANI	DEPARTURE	0800
DEPARTURE	0800		ARRIVAL	1145
ARRIVAL	1045	SOFIA	DEPARTURE	0800

Passengers en route to SOFIA have top priority on Flt. A.B.

1907

(94)

Declassified E.O. 12356 Section 3.3/NND No. 785015

5 Nov 46

AIR FORCES SUB-COMMISSION, ALCOM, ROME

AIR HEADQUARTERS ITALY

5610

UNCLASSIFIED

ABLE SEVEN FIVE PD REFERENCE CONVERSATION WING COMMANDER TAIT CANCELLED LIEUTENANT DEVOS AIR FORCES SUB COMMISSION SUBJECT EXTENSION OF ITALIAN COURIER SERVICE TO UDINE PD REQUEST TEMPORARY PERMISSION OF FOUR NISSEN HUTS FOR USE OF ITALIAN DETACHMENT ON AIRFIELD

1906

ROUTINE

S.B.O. AIR FORCES SUB-COMMISSION, ALCOM, ROME

L.E. JARMAN, G/C

A.C. [illegible], F/O

Declassified E.O. 12356 Section 3.3/NND No. 785015

25 November 1946.

My dear Signor Pecorari:

On the occasion of our last meeting, you asked if it would not be possible to extend the service of the Italian courier plane to Udine in order to facilitate travel, particularly by Government officials, to that area and to Trieste.

Although it has taken some time to secure all the necessary approvals, I am pleased to inform you that service to Udine has now been established by the Italian courier service, effective 27 November.

The Italian Air Ministry can supply you with full particulars of the service.

Sincerely,

/s/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

On. Pecorari,
Il Vice Presidente,
Assemblea Costituente,
Roma.

2a/a 53

1205

12

NOV 25 1946

From:- Director, Air Forces Sub-Commission, Allied Commission, ROME.

To :- Chief Commissioner, Allied Commission, ROME.

Date:- 25th November, 1946.

Ref :- AFSC/39/AIR.

CONFIDENTIAL.

ITALIAN CIVIL AVIATION.

On the 22nd November and with reference to our conversation on the 19th November, 1946, the Deputy Director and I called upon the Director of Civil Aviation at the Italian Air Ministry (in the absence of the Air Minister until the 25th November).

2. We had a long and fruitful discussion with Dr. Cacopardo and emphasised that we would help him and the Minister so far as we are able to do so without our becoming involved in Italian civil aviation politics. I also emphasised the fact that at least until the Peace Treaty becomes operative, the Allies are expecting the Italian Government to regulate internal civil aviation on a sound and economical basis and that it is the duty of the A.F.S.C. to supervise - by ensuring that the action taken by the Italian Government is within reasonable limits and on a sound basis.

3. Dr. Cacopardo said that the position at present is both difficult and delicate because his predecessor promised many people many things, which promises cannot all be kept, and because there are many applicants, some of whom will have to be turned down much to their disappointment.

4. There will be a conference at the Air Ministry under the chairmanship of the Air Minister on the 2nd December, to which all applicants for civil aviation concessions have been invited. The purpose of this meeting is to determine how best the various interests can be satisfied, preferably as between themselves. If, however, the applicants are unable to agree, the Air Minister will reluctantly have to make decisions himself and some of them are bound to be unpopular with some of the applicants.

2502/CC

5. We stressed that concessions should not be given to any undertakings which cannot comply with modern standards of safety both in the air and on the ground. On further investigation we found that Italian civil aviation regulations up to 1940 were based upon international agreements and standards. We have now obtained a copy of a large Italian book of regulations which should form a reasonable basis on which to start, though some of the regulations will need bringing up to date in view of the more rigorous modern standards. This is a big job but the Directorate of Italian Civil Aviation has the necessary information through its observers on P.I.C.A.O. and other international bodies. That Directorate is, therefore, better informed than is this purely military Sub-Commission; we are, however, trying to obtain the more essential modern information.

6. It was agreed that as soon as the Air Minister returns to Rome, Dr. Cacopardo will discuss with the Air Minister the points raised by us and that we would then have another discussion, in any case before the 2nd December. Meantime it is unlikely that any progress towards getting Italin civil aviation operating will be taken on paper until after the decisions are taken at or subsequent to

Declassified E.O. 12356 Section 3.3/NND No. 785015

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7. I informed Dr. Cacopardo that we had authority for the Allied Commission to approve the details of internal civil airlines instead of them having to be approved by higher Allied authorities and that thereby it was hoped to save time as soon as the Italian Government has decided on a comprehensive scheme; but that the details stipulated in the acting Chief Commissioner's letter to the Prime Minister (reference 8506/151/EC., of 10th April, 1946) would still be required by us. I do not at present propose to follow this conversation up with a letter to the Italian Air Ministry because, so far as the Italian Government is directly concerned, no Allied instructions are modified, unless you think it advisable to do so.

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

Declassified E.O. 12356 Section 3.3/NND No. 782013

Declassified E.O. 12356 Section 3.3/NND No. 785015

21 November 1946

My dear Mr. Prime Minister:

I take pleasure in informing you that the control of foreign aircraft flights, other than British and American, to and over Italian Government controlled territory is to become the responsibility of the Italian Government with effect from 25 November 1946.

The directives issued to the Italian Air Ministry on this subject are forwarded for your information.

Yours very truly,

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

Dr. Alcide de Gasperi
The President of the Council of Ministers
Italian Government
Rome

1203

10

Declassified E.O. 12356 Section 3.3/NND No. 785015

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

TO : ITALIAN AIR MINISTRY

DATE : 21ST NOVEMBER, 1946

REF : AFSC/39/1/AIR

CLEARANCE OF FOREIGN AIRCRAFT TO ITALY

Encl

With further reference to our letter AFSC/39/1/AIR dated 20th November 1946, an office under your control to be known as "The Sub-Office of the Italian Directorate of Civil Aviation attached with AFSC", will be established with this Sub-Commission to assume the duties outlined in above referred letter. This office will be located in the Allied Commission Building, 8th Floor, Room 11, Via Veneto, Rome, Italy. Telephone No. 489081, Extension 215.

2. The purpose for the establishment of this office is to enable your Air Ministry to have full access to Allied communication facilities and to expedite clearance information to Commanding Officers of Allied controlled airfields.

Frank E. Marek

FRANK E. MAREK,
Lt. Col., Air Corps,
Deputy Director.

Copies to:-
Chief Commissioner (2)
Executive Commissioner
Ministry of Foreign Affairs
C.O., Ciampino Airfield, Rome
O.C., R.A.F., Ciampino Airfield, Rome
C.O., Capodichino Airfield, Naples
C.O., Pisa Airfield, Pisa
AFSC Det., Milan
AFSC Det., Bari
M.A.A.C.
O.C., R.A.F., Bari
AHQ Italy
O.C., Campoformido
AHQ MALTA
O.C., R.A.F., Elmas
G.H.Q., C.M.F.
AMG Venezia Giulia

1902

8

89

FROM : Air Forces Sub-Commission, A.C., Rome.

TO : Italian Air Ministry

DATE : 20th November, 1946

REF. : AFSC/39/1/Air

CLEARANCE OF FOREIGN AIRCRAFT TO ITALY

Reference is made to your letter No. 2884 dated 20 Aug 1946.

2. You are informed that the control of foreign aircraft flights, other than British and American, to and over Italian Government controlled territory is to become the responsibility of the Italian Government with effect from 25th November, 1946. This control will apply to both individual flights and regular airline services to and over such territory.

3. The clearance procedure for foreign aircraft to and over Italy as laid down in this Sub-Commission letter, reference AFSC/36/Air dated 25 March 1946, is cancelled with effect from 25 November 1946, on which date the regulations stated in this letter will come into force.

4. FOREIGN AIRLINE SERVICES TO ITALY. When it is proposed to inaugurate a foreign airline service to and over Italian Government controlled territory, approval of such service will be given by the Italian Government. If it is intended to operate this service to an Allied controlled airfield in Italy the matter is to be referred to this Sub-Commission for a decision; in all other cases the Italian Government is authorized to make its own decision, informing this Sub-Commission when approval has been given.

5. INDIVIDUAL FLIGHT CLEARANCE TO ITALY. The clearance procedure in respect of individual flights to or over Italian Government controlled territory will be the responsibility of the Italian Government and will be implemented as planned in your above referred letter and this Sub-Commission's letter to MAAC Secretariat, reference AFSC/39/1/Air dated 1st October 1946, copy of which was forwarded to you. It will not at present apply to British and American aircraft which can land provided civilian crews and passengers have necessary valid entry documents and that normal flight warning signals are sent.

6. FLIGHTS OVERFLYING A.M.G. CONTROLLED TERRITORY. When clearance is requested, under paras 4 and 5 above, for flights that overfly Allied Military Government controlled territory, clearance must first be obtained from this Sub-Commission in accordance with para 7 below, before the Italian Government can authorize final clearance. The Italian Government is to refer all such requests to the Air Force Sub-Commission, allowing adequate time for the clearance to be effected.

7. CLEARANCE PROCEDURE TO ALLIED MILITARY GOVERNMENT CONTROLLED TERRITORY. The clearance procedure in respect of flights to A.M.G. controlled territory in Italy (i.e. Udine and Venezia Giulia) applies to all foreign, including British and American civil aircraft, and is as follows:-

All requests for clearance will be referred to this Sub-Commission for approval at least six (6) days before E.D.T. and the following information

Declassified E.O. 12356 Section 3.3/NND No. 785015

2. You are informed that the control over Italian Government controlled territory other than British and American, to and over Italian Government controlled territory is to become the responsibility of the Italian Government with effect from 25th November, 1946. This control will apply to both individual flights and regular airline services to and over such territory.

3. The clearance procedure for foreign aircraft to and over Italy as laid down in this Sub-Commission letter, reference AFSC/36/Air dated 25 March 1946, is cancelled with effect from 25 November 1946, on which date the regulations stated in this letter will come into force.

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All requests for clearance will be referred to this Sub-Commission for approval at least six (6) days before E.D.T. and the following information given:-

A. Purpose of Flight.
B. Type and markings of Aircraft.
C. Names of crew and passengers.
D. Route to be followed, and destinations.
E. Arrival and Departure Dates.

8. None of the above regulations apply to British and American Military aircraft, which can land in Italy provided crews and passengers are travelling

continued...

(89)

Declassified E.O. 12356 Section 3.3/NND No. 785015

under proper Military authority.

9. The Supreme Allied Commander reserves the right at his discretion to reassume control of all aircraft flying into or over Italy.

10. You are requested to inform all interested parties other then those enumerated in the "Distribution List" of the new procedure and of the effective date of its commencement.

11. For ready reference and guidance to all interested parties, the procedure will be as follows:

"Requests for clearance of individual flights are to be made at least five (5) days before E.T.D. (Expected Time of Departure) to the Italian Ministry of Foreign Affairs, Rome, Italy, embodying the following information:-

A. Purpose of Flight.
B. Type and Markings of Aircraft.
C. Names of Crew Members and Passengers, if any.
D. Dates of Arrival and Departure.
E. Route to be followed with names of Italian Airfields to be used.
F. Load if any (.) All passengers will be warned that transport of ammunition, explosives, photographic and cinematographic material are, in principle, strictly prohibited."

Frank E. Mark
FRANK E. MARK,
Lt.Col., Air Corps,
Deputy Director.

DISTRIBUTION:

Chief Commissioner through the Executive Commissioner.
American Embassy.
British Embassy.
French Representative to the Allied Commission.
Russian Representative to the Allied Commission.
Italian Ministry of Foreign Affairs.
Italian Ministry of Finance.
Italian Ministry of Interior.
Swiss Legation.
Spanish Embassy.
Brazilian Embassy.
Dutch Legation.
Swedish Embassy.
Norwegian Embassy.
M.A.A.C.
A.H.Q. Italy, AHQ Malta.
OC RAF Bari.
OC RAF Ciampino.
OC RAF Capodichino.
OC RAF Elmas.
G.H.Q. CMF.
AMG Venezia Giulia.

Declassified E.O. 12356 Section 3.3/NND No. 785215

"Requests for clearance of individual flights are to be made at least five (5) days before E.T.D. (Expected Time of Departure) to the Italian Ministry of Foreign Affairs, Rome, Italy, embodying the following information:-

A. Purpose of Flight.
B. Type and Markings of Aircraft.
C. Names of Crew Members and Passengers, if any.
D. Dates of Arrival and Departure.
E. Route to be followed with names of Italian Airfields to be used.
F. Load if any (.) All passengers will be warned that transport of ammunition, explosives, photographic and cinematographic material are, in principle, strictly prohibited."

Frank E. Mark
FRANK E. MARK,
Lt.Col., Air Corps,
Deputy Director.

DISTRIBUTION:

Chief Commissioner through the Executive Commissioner.
American Embassy.
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French Representative to the Allied Commission.
Russian Representative to the Allied Commission.
Italian Ministry of Foreign Affairs.
Italian Ministry of Finance.
Italian Ministry of Interior.
Swiss Legation.
Spanish Embassy.
Brazilian Embassy.
Dutch Legation.
Swedish Embassy.
Norwegian Embassy.
M.A.A.C.
A.H.Q. Italy, AHQ Malta.
OC RAF Bari.
OC RAF Ciampino.
OC RAF Capodichino.
OC RAF Elmas.
G.H.Q. CMF.
AMC Venezia Giulia.
C.O., Ciampino Airfield, Rome, Italy.
C.O., Pisa Airfield, Pisa, Italy.
C.O., Capodichino Airfield, Naples, Italy.
AFSC Detachment, Milano.
AFSC Detachment, Bari.

3 Copies to each addressee.

Declassified E.O. 12356 Section 3.3/NND No. 785015

Declassified E.O. 12356 Section 3.3/NND No. 785015

TOP SECRET

NOV 19 1946

14th November, 1946.

Subject : Establishment of Internal Civil Airlines.

To : Chief Commissioner, Allied Commission.

64

1. Reference is made to your letter C.C.8502 dated 1st April, and my reply dated 6th April, 1946, requesting details of the proposed internal civil air lines in Italy:

2. Owing to the difficulty you have experienced in obtaining the necessary details from the Italian Government, this subject has been reviewed and it is now considered that these details are no longer required for the concurrences of the Combined Chiefs of Staff: they should, however, be retained by the Air Forces Sub-Commission.

3. Approval is given for the establishment of Internal Air Lines in Italy (excepting Allied Military Government-controlled territory), within reasonable limits. These limits to be at the discretion of the Air Forces Sub-Commission subject to your approval. All matters of major importance to be reported promptly to this Headquarters.

4. The Supreme Allied Commander reserves the right to exercise his over-riding authority in respect of Italian Civil Aviation should any operational commitment arise.

BY COMMAND OF LIEUTENANT GENERAL MORGAN.

for T. S. AIREY,
Major General,
Chief of Staff.

LC
AF SIC

cc. MAAC.
G-3, AFHQ.
G-4 (Air Advisor).

28

Declassified E.O. 12356 Section 3.3/NND No. 785015

AIR FORCES SUB COMINTCHEN, A.C. ROME

MEDITERRANEAN ALLIED AIR COMMITTEE SECRETARIAT(REAR)CASERTA - REAR A.M.

AIR MOVEMENT M.S. MEDME

UNCLASSIFIED

5465

CMOE PRIR ZERO FD ADDRESSED TO ITALIAN MILITARY AIR COURIER SERVICE AS FROM FOUR NOVEMBER ONE NINE FOUR SIX FD MONDAY AND THURSDAY DEPARTURES ROME ZERO NINE THREE ZERO CMA ARRIVAL GENOA ONE ONE THREE ZERO CMA DEPARTURE GENOA TUESDAY AND FRIDAY ZERO NINE THREE ZERO ARRIVAL ROME ONE ONE THREE ZERO FD DEPARTURE ROME ONE ZERO ZERO ZERO ARRIVAL BOLOGNA ONE ONE FIVE CMA DEPARTURE ONE ONE TWO FIVE ARRIVAL VENICE ONE TWO ZERO FIVE CMA DEPARTURE ONE TWO TWO FIVE ARRIVAL TREVISO ONE TWO THREE FIVE FD DEPARTURE ROME ONE ZERO ONE ZERO ARRIVAL MILAN ONE TWO ONE ZERO CMA DEPARTURE ONE TWO FOUR ZERO ARRIVAL TURIN ONE THREE ONE ZERO FD DEPARTURE TURIN ONE ZERO ZERO ZERO ARRIVAL MILAN ONE ZERO THREE ZERO DEPARTURE MILAN ONE ONE ZERO ZERO ARRIVAL ROME ONE THREE ZERO ZERO

1709

IMMEDIATE
ORGANIZATION

(82) 479 A.G. WALTER, S/L. M.E. COMM. PLT/OPT

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

To :- G.H.Q., C.M.F.

Copies to: Chief Commissioner.
Executive Commissioner.
Major Bentley.
M.A.A.C. Secretariat.

NOV 7 1946

Date:- 6th November, 1946.

Ref :- AFSC/24/AIR.

Reference your H 7607 ~~Oct~~ Nov 031230 G.O.239. 84

1. For your information Italian Military Air Courier Service operates daily throughout Italy, primarily for Allied Commission and now for all Allied Military Personnel on duty with Travel Orders stating it is necessary to travel by air; secondly for Italian Government Officials and also for Civil personnel (e.g. UNRRA, Red Cross, Press, etc.) in connection with the rehabilitation of Italy and the latter pay fares as authorised by this Sub-Commission.

2. Reference Para. A, priority for Allied Military personnel is already in operation; there is no necessity for specially reserved seats and indeed that was once the scheme but was found uneconomical and was therefore given up.

3. Documents required - Movement Order stating it is necessary to travel by air on duty.

4. All bookings at Rome should be made through Major Bentley, Room 6, Ground Floor, Allied Commission, telephone Rome 489081, Ext. 440, or Squadron Leader Salter, Air Forces Sub-Commission, 8th Floor, Room 4, telephone Rome 489081, Ext. 479. Bookings at Treviso through Italian Air Force Booking Office, Piazza dei Signori 17, telephone Treviso 1127. Bookings at Bologna through Italian Air Force Booking Office, Piazza Roosevelt, telephone 23070 or Vicolo Ghirlanda, telephone 24833. Bookings at Venice next door to Hotel Danieli, Riva degli Schiavoni 4203, telephone 25348. Bookings should be made at least 24 hours before take-off.

5. Aircraft leaving Rome depart Centocelle Airport 09.10 arrive Bologna 10.25. Depart Bologna 10.45 arrive Venice 11.15. Depart Venice 11.35 arrive Treviso 11.45.

6. Aircraft leaving Treviso depart 08.00 arrive Venice 08.10. Depart Venice 08.30 arrive Bologna 09.10. Depart Bologna 09.30 arrive Rome 11.30.

7. Limitations of baggage 30 kgs. Italian Military Bus Service operates at each airport into Town Centres. Passengers with their own transport should be at the point of departure at least half an hour before the scheduled departures.

8. Airports used:-

Rome - Centocelle.
Treviso - Treviso.
Venice - San Nicola di Lido.

Declassified E.O. 12356 Section 3.3/NND No. 785015

Reference your H 7607 ~~OCT~~ NOV 031230 G.O.239. (84)

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8. Airports used:-

Rome	-	Centocelle.
Treviso	-	Treviso.
Venice	-	San Nicola di Lido.
Bologna	-	Bologna.

9. Allied Military Personnel always receive preference within their own priority over all other passengers. The Italian Air Courier Service is a Military and not a Civilian Air Line.

10. Should you require further information, it is requested that you will communicate with A.F.S.C., or, better still, have one of your staff officers visit this H.Q. when full details of the Italian Military Courier Service will willingly be made available.

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

(86)

Declassified E.O. 12356 Section 3.3/NND No. 785015

Declassified E.O. 12356 Section 3.3/NND No. 785015

ATTILIO MORROCCHI
Vice-Presidente Associazione degli Industriali
della Provincia di Firenze

FIRENZE
Via Valfonda 9 - Tel. 27-362

Declassified E.O. 12356 Section 3.3/NND No. 785015

TRANSLATION

File Nr. 00139

Rome, 5 November 1946
Via F. Crispi 10
Tel. 487-264

Allied Commission
ROME

Subject: Air lines concession.

We had the opportunity of examining at the Air Ministry the requests made to the Allied Commission for flying permits to be granted to this Company and to the "TESEO" and "TRANSADRIATICA" Companies.

On this subject we have this date addressed to the Ministry the letters, copies of which are enclosed, aiming to obtain the respect of the priority principle deriving from the well known agreement of 11 February 1946 and we are verbally negotiating with said Ministry for a general clarification of the situation.

We have also started verbal negotiations with the directors of the A.L.I.I. Company aiming to eliminate air services which are not justified by public interest. And since from the communications made to the Allied Commission may arise inconveniencies and prejudices to the interests of this Company, as well as - and principally - to the general interests of the Country, the Allied Commission is requested kindly to suspend every decision until our pending negotiations with the Air Ministry as well as with A.L.I.I. are completed.

We are sending copy of this letter to the Air Ministry.

Respectfully yours,

THE VICE PRESIDENT

/s/ R. Mazzarrini

2 Incl.

1907

(85)

File (Suspense)

Declassified E.O. 12356 Section 3.3/NND No. 785015

TRANSLATION

File No. 00141

Rome, 5 November 1946.

To the Air Ministry
Direction of Civil Aviation and T.A.
Rome.

With reference to letter of 26.9.1946 No. 5220 with which your Ministry mentions the possibility of granting this Company the concession of the following services of regular air transportation:

1) Rome - Milan - Turin
2) Rome - Alghero - Cagliari
3) Rome,- Naples, Palermo - Catania,

it is pointed out that:

1) Regarding the Rome-Alghero-Cagliari line, the latter has, ever since 11 February 1946, been granted to this Company who thus has acquired ever since said date ownership rights which, in the writer's opinion, should be recognized.

The admission in competition of the "Transadratica" on the same line violates the abovementioned priority principle and is therefore not acceptable.

This Company therefore requests the Ministry to clarify that the "Transadriatica" cannot in any case carry out transports of persons, goods and mail on the Rome-Alghero-Cagliari line which is reserved to this Company.

2) As to the Rome-Naples-Palermo-Catania line, paragraph 1) can be applied again with regard to the competition made by the S.A.S.I.L. Company, while with regard to the A.L.I.S.I. it must be pointed out that the same, being part of the A.L.I. cannot operate lines in competition with our Company.

In fact, the Italo-American and the Italo-British agreement as well as the verbal agreements made between this Company and the A.L.I.T. exclude every competition between them with the exception of the Turin-Milan-Venice-Trieste line only, which will be operated in pool.

Kindly acknowledge receipt.

1208

THE VICE PRESIDENT

185)

Declassified E.O. 12356 Section 3.3/NND No. 785015

TRANSLATION

File No. 00140

Rome, 5 November 1946.

To the Air Ministry
Direction of Civil Aviation and T.A.
ROME.

This Company takes the liberty to request the final authorization for the concession of air lines granted to this Company as of art. 4 of the agreement 11 February 1946 between the Italian Government and the TWA and as of our letter of 25 October 1946, No. 00092.

The final authorization and the corresponding regulations are urgently needed by this Company, apart from the realization of its program which is divided into various phases, but anyhow concludes with the operation of all the 14 internal lines granted to the Company, plus the international lines which have been requested and for which also an urgent completion of Ministry proceedings.

This Company also points out the opportunity that the request of permits made by your Ministry to the Allied Commission may include all the internal lines granted with the abovementioned agreement as well as the requested international lines, thus enabling the Allied Commission to examine as a whole the activity of this Company in its present and future operation.

Looking forward to an acknowledgement of this letter.

THE VICE PRESIDENT

1205

(85)

Declassified E.O. 12356 Section 3.3/NND No. 785015

LINEE AEREE ITALIANE S.A.

Prot. n. 00139

Roma, 5 novembre 1946
Via F. CRISPI, 10
Tel. 487-264

Gn.
COMMISSIONE ALLEATA

R O M A

Oggetto: Concessioni linee aeree.-

Abbiamo avuto occasione di prendere visione presso il Ministero dell'Aeronautica delle richieste fatte a Codesta Commissione Alleata per i permessi di volo alla scrivente Società ed alle Società "TESEO" e "TRANSADRIATICA".-

A questo oggetto abbiamo in data odierna diretto al Ministero le lettere che qui si allegano in copia, tendenti ad ottenere il rispetto del principio di priorità scaturente dal noto accordo dell'11 febbraio 1946 ed abbiamo in corso con detto Ministero conversazioni per il chiarimento generale della situazione.-

Pure con gli esponenti della Società A.L.I.I. abbiamo in corso delle conversazioni tendenti ad eliminare servizi aerei non giustificati da pubblico interesse. E poichè dalle comunicazioni fatte a Codesta Commissione possono scaturire inconvenienti e pregiudizi sia all'interesse della scrivente Società, sia e sopratutto a quelli generali del Paese, si

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(85)

Declassified E.O. 12356 Section 3.3/NND No. 785015

LINEE AEREE ITALIANE S.A.

segue lettera diretta all'On. Commissione Alleata

prega vivamente Codesta Commissione di voler soprassedere per ora ad ogni decisione, finchè non siano esaurite e con cluse le nostre trattative in corso sia con lo spett.Ministero dell'Aeronautica sia con la spett. A.L.I.I.-

Copia della presente andiamo ad inviare al Ministero dell'Aeronautica.

Con ossequio

IL VICE PRESIDENTE

Allegati n. 2

1903

(85)

Declassified E.O. 12356 Section 3.3/NND No. 785015

Prot.n°00141

Roma, 5 Novembre 1946
Via F.Crispi,10
Telef.487264

AL MINISTERO DELL'AERONAUTICA
Direzione Aviazione Civile e T.A.
R O M A

In riferimento al foglio del 26.9.1946 n.5220 con il quale codesto Ministero riconosce la possibilità di effettuare alla scrivente la concessione dei seguenti servizi di trasporto aereo regolare -

1 -) ROMA = MILANO = TORINO
2 -) ROMA = ALGHERO = CAGLIARI
3 -) ROMA = NAPOLI = PALERMO = CATANIA,

la scrivente si pregia rilevare :

1) - per quanto riguarda il percorso Roma-Alghero-Cagliari, questo è stato attribuito, fin dall'11 Febbraio 1946 con l'accordo pari data alla scrivente Società la quale ne ha pertanto acquisito fin da tale epoca, un diritto di proprietà, che, a parere della scrivente, le deve essere riconosciuto.

L'ammissione in concorrenza sulla stessa linea della Soc. "TRANSADRIATICA"viola il principio di priorità suddetto e pertanto non è accettabile.

La scrivente prega pertanto Codesto Ministero di precisare che la "TRANSADRIATICA" non potrà in ogni caso assumere trasporti di persone, merci, e posta sul percorso Roma-Alghero-Cagliari, riservato alla scrivente.

2)- In quanto al percorso Roma-Napoli-Palermo-Catania, vale quanto esposto sub 1° nei confronti della messa in concorrenza con la spett.S.A.S.I.L. mentre per quanto riguarda la spett. A.L.I.S.I. va rilevato che la stessa, quale facente parte della spett.A.L.I. non può esercire linee in concorrenza con la scrivente Società.

Scaturisce infatti dall'accordo Italo-Americano e Itali-Inglese e dalle intese verbali intercorse tra ma scrivente e la A.L.I.T. la esclusione di ogni concorrenza tra di loro al di fuori dall'unica linea Torino-Milano-Venezia-Trieste che verrà esercitata in pool.

Si prega di un cenno di conferma.

Il Vice Presidente

(65)

Declassified E.O. 12356 Section 3.3/NND No. 785015

Prot.nº 00140
Roma 5 Novembre 1946
Via F.Crispi,10
Telef.487-264

AL
MINISTERO DELL'AERONAUTICA
Direzione Generale Aviazione Civile r T.A.
R O M A

La scrivente Società si onora sollecitare da Codesto Ministero il perfezionamento della concessione di linee aeree ad essa accordate come da art.4 dell'accordo 11 Febbraio 1946 tra il Governo Italiano e la TWA alla scrivente Società e n/a lettera 25 ottobre u.s. nº00092.

Il perfezionamente delle concessioni e dei relativi disciplinari urgono alla scrivente, indipendentemente dal realizzo del suo programma, scaglionato nel tempo, ma che comunque conclude per l'esercizio di tutte le 14 linee interne concessele oltre quelle internazionali richieste e per le quali la scrivente pure attende un sollecito perfezionamento dei relativi atti Ministeriali.

La scrivente poi si permette far presente l'opportunità che la richiesta dei permessi da parte di codesto Ministero alla Commissione Alleata, comprende tutte le linee interne concedute con l'accordo suddetto e quelle internazionali richieste, onde potrà detta Commissione Alleata nella possibilità di esaminare in un tutto unico inscindibile l'attività della scrivente per l'esercizio in corso e per quelli futuri.

Si resta in attesa di un cortese cenno di conferma.

1291

IL V.Presidente

(85)

D R A F T .

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

To :- Mediterranean Allied Air Committee Secretariat.

Date:- ~~31st October, 1946.~~ 2 Nov 46

Ref :- AFSC/39/AIR.

SECRET.

ITALIAN CIVIL AVIATION.

The Italian Government has now forwarded the particulars called for by Headquarters Allied Commission letter 8506/151/EC dated 10th April, 1946 in respect of some of the proposed scheduled Italian civil airlines.

2. It is not yet possible for the Italian Directorate of Civil Aviation to supply particulars in respect of all the companies to whom it is expected that concessions will ultimately be granted by the Italian Government because some of the companies have not yet been able to determine their plans in detail.

3. Particulars have, however, been submitted by three companies to whom concessions will be granted by Italian law: these are shown in Appendix "A" to this letter. The Linee Aeree Italiane which is the ~~Italo~~-American company will, it is expected, request authority eventually to operate an additional eleven routes (approx.), in addition to the three now submitted, which will conform to the terms of the agreement reached with the Italian Government.

4. The Aerolinee Italiane Internazionale (A.I.I.) which is the Anglo-Italian company has not yet been able to submit the necessary details to the Italian Air Ministry. But it is understood that these will be decided upon during November and will conform to the terms of the agreement made with the Italian Government.

5. Concessions will also be granted to four other Italian Companies; particulars of these so far as they are now known to this Sub-Commission are as follows:- 1200

(a) S.A.S.I.S. - which proposes to operate the following routes in Southern Italy.

(i) Palermo - Trapani - Sciacca.

(ii) Palermo - Trapani - Pantelleria.

Declassified E.O. 12356 Section 3.3/NND No. 785015

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(i) Palermo - Trapani - Sciacca.

(ii) Palermo - Trapani - Pantelleria.

(iii) Palermo - Cagliari.

(iv) Palermo - Catania - Gela - Sciacca.

(v) Palermo - Trapani.

(b) SICULA - which proposes to operate between Palermo and Reggio Calabria.

(c) Aviolinee
(d) Airone - Alisicilia

} Which will be companies subsidiary to the Anglo-Italian Company, A.I.I., particulars of the routes they intend to operate have not yet been determined.

Declassified E.O. 12356 Section 3.3/NND No. 785215

6. The Italian Directorate of Civil Aviation has stated that a meeting of the Italian Civil Aviation Committee will take place towards the end of November when it is hoped that particulars of scheduled routes by all the above mentioned companies will be settled and made available to A.F.S.C. (for submission ~~to M.A.A.C.)~~

7. The three companies to whom the Italian Government has granted concessions are incurring considerable unprofitable expenses in maintaining their organizations and aircraft. It is therefore strongly recommended - by the Chief Commissioner - that these three companies be permitted by you immediately to begin flying operations as shown in Appendix "A" and in advance of final approval to those other companies which are not so far advanced in their preparations.

8. As regards private flying, air taxi and feeder line Italian civil aviation (as distinct from scheduled civil airlines), it is understood that C.C.S. have replied favourably in FAN 694 of 1st October, 1946 to SAC/MED's NAF 1197, it is therefore recommended that the A.F.S.C. may be authorised by you to allow the Italian Government to grant operating concessions under the limitations stated in NAF 1197.

9. May an early reply please be given to the recommendations stated in paras. 7 and 8 above.

I.E. BRODIE,
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION. 1909

Copies to: A.H.Q., Italy.
Chief Commissioner (through Executive Commissioner).
Files A.F.S.C. - 2 Copies.

Declassified E.O. 12356 Section 3.3/NND No. 782015

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I.E. BRODIE,
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION. 1209

Copies to: A.H.Q., Italy.
Chief Commissioner (through Executive Commissioner).
File: A.F.S.C. - 2 Copies.

185)

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Spec N
Appendix B.

AIRPORTS FROM WHICH THE SERVICE WILL ORIGINATE.

"LINEE AEREE ITALIANE" (L.A.I.) COMPANY.

MILAN	(Forlanini)
TURIN	(Aeritalia)
ROME	(Centocelle
NAPLES	(Pomigliano)
PALERMO	(Boccadifalco)
CATANIA	
CAGLIARI	(Elmas or Decimomannu)
ALGHERO	

"TRANSADRIATICA" COMPANY.

VENICE	(S.Nicolo' al Lido)
ROME	(Centocelle)
CAGLIARI	(Elmas or Decimomannu)
ANCONA	(Falconara)
PESCARA	
BRINDISI	(Casale)
CATANIA	
NAPLES	(Pomigliano)
GENOA	(Novi Ligure)

"AEREA TESEO" COMPANY.

BOLOGNA	(Borgo Panigale)
FIRENZE	(Peretola)
ROME	(Centocelle)
REGGIO CALABRIA	(
NAPLES	(Pomigliano)

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NAPLES	(Pomigliano)
PALERMO	(Boccadifalco)
CATANIA	
CAGLIARI	(Elmas or Decimomannu)
ALGHERO	

"TRANSADRIATICA" COMPANY.

VENICE	(S.Nicolo' al Lido)
ROME	(Centocelle)
CAGLIARI	(Elmas or Decimomannu)
ANCONA	(Falconara)
PESCARA	
BRINDISI	(Casale)
CATANIA	
NAPLES	(Pomigliano)
GENOA	(Novi Ligure)

"AEREA TESEO" COMPANY.

BOLOGNA	(Borgo Panigale)
FIRENZE	(Peretola)
ROME	(Centocelle)
REGGIO CALABRIA	(
NAPLES	(Pomigliano)
BARI	(Palese)
VENICE	(S.Nicolo' al Lido)
MILAN	(Forlanini)
GENOA	(Novi Ligure)
TURIN	(Aeritalia)

(5) Note by Director AFSC — Due to fact that Pomigliano base is operationally necessary and, subject to certain negotiations, to use Capodichino instead

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Declassified E.O. 12356 Section 3.3/NND No. 785015

SUGGESTED PROGRAMME FOR ITALIAN AIR LINES
(Regular scheduled time table)

AIR LINES COMPANY	AIRPORTS FROM WHICH THE SERVICE WILL OR-OPERATE IGINATE (See enclos)	ITINERARY (See enclosures)	TYPE OF AIRCR TO BE EMPLOYE
LINEE AEREE ITALIANE ROME (Mixed Italian and American Company).	MILAN TURIN ROME NAPLES PALERMO CATANIA CAGLIARI ALGHERO	ROME-MILAN-TURIN ROME-ALGHERO-CAGLIARI Rome-NAPLES-PALERMO-CATANIA	Douglas C. converte
SOCIETA' AEREA TESEO FIRENZE (Limited res onsibility)	BOLOGNA FIRENZE ROME REGGIO CALABRIA NAPLES BARI VENICE MILAN GENOA TURIN	BOLOGNA-FIRENZE-ROME-REGGIO CALABRIA BOLOGNA-FIRENZ-NAPLES-BARI FIRENZE-BOLOGNA-VENICE FIRENZE-BOLOGNA-MILAN FIRENZE-BOLOGNA-GENOA-TURIN	Douglas C converte

Declassified E.O. 12356 Section 3.3/NND No. 785015

SUGGESTED PROGRAMME FOR ITALIAN AIR LINES
(Regular scheduled time table)

WHICH [illegible] CO-OPERATE	ITINERARY (See enclosures)	TYPE OF AIRCRAFT TO BE EMPLOYED.	No OF AIRCRAFT TO BE EMPLOYED	No OF AIRCREW TO BE EMPLOYED	No OF OTHER PERSONNEL TO BE EMPLOYED
Rome-	ROME-MILAN-TURIN ROME-ALGHERO-CAGLIARI NAPLES-PALERMO-CATANIA	Douglas C.47 converted	14	80	402
CALABRIA	BOLOGNA-FIRENZE-ROME-REGGIO CALABRIA BOLOGNA-FIRENZ-NAPLES-BARI FIRENZE-BOLOGNA-VENICE FIRENZE-BOLOGNA-MILAN FIRENZE-BOLOGNA-GENOA-TURIN	Douglas C.47 converted	8	21	3

Declassified E.O. 12356 Section 3.3/NND No. 785015

0/46 Doc A

Excerpt

PROGRAMME FOR ITALIAN AIR LINES
(Regular scheduled time table)

ITINERARY (Enclosures)	TYPE OF AIRCRAFT TO BE EMPLOYED.	No OF AIRCRAFT TO BE EMPLOYED	No OF AIRCREW TO BE EMPLOYED	No OF OTHER PERSONNEL TO BBE EMPLOYED	REMARK
ROMA-TURIN ROMA-CAGLIARI ROMA-PALERMO-CATANIA	Douglas C.47 converted	14	80	402	Data relative to the a/c and personnel refer to the definite program planned by the Co. and not only to the three Companies indicated.
ROMA-FIRENZE-REGGIO CALABRIA ROMA-FIRENZ-NAPLES- BOLOGNA-VENICE BOLOGNA-MILAN BOLOGNA-GENOA-	Douglas C.47 converted	8	21	35	

Declassified E.O. 12356 Section 3.3/NND No. 785015

SOCIETA' AEREA TESEO FIRENZE (Limited res onsibility)	BOLOGNA FIRENZE ROME REGGIO CALABRIA NAPLES BARI VENICE MILAN GENOA TURIN	BOLOGNA-FIRENZE-ROME- REGGIO CALABRIA BOLOGNA-FIRENZ-NAPLES- BARI FIRENZE-BOLOGNA-VENICE FIRENZE-BOLOGNA-MILAN FIRENZE-BOLOGNA-GENOA- TURIN	Douglas C converte
TRANSADRIATICA VENEZIA - LIDO (Shareholders)	VENICE ROME CAGLIARI ANCONA PESCARA BRINDISI CATANIA NAPLES GENOA ttttttttttttttttttttttttttt	VENICE-ROME-CAGLIARI VENICE-ANCONA-PESCARA- BRINDISI-CATANIA VENICE-GENOA ROME-PESCARA PESCARA-NAPLES	Douglas C converte

Declassified E.O. 12356 Section 3.3/NND No. 785015

BRIA	BOLOGNA-FIRENZE-ROME- REGGIO CALABRIA BOLOGNA-FIRENZ-NAPLES- BARI FIRENZE-BOLOGNA-VENICE FIRENZE-BOLOGNA-MILAN FIRENZE-BOLOGNA-GENOA- TURIN	Douglas C.47 converted	8	21	35
	VENICE-ROME-CAGLIARI VENICE-ANCONA-PESCARA- BRINDISI-CATANIA VENICE-GENOA ROME-PESCARA PESCARA-NAPLES	Douglas C.47 converted	5	47	36

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Declassified E.O. 12356 Section 3.3/NND No. 785015

ENZE-ROME- RIA ENZ-NAPLES- OGNA-VENICE CNA-MILAN OGNA-GENOA-	Douglas C.47 converted	8	21	35		
E-CAGLIARI ONA-PESCARA- ATANIA A A LES	Douglas C.47 converted	5	17	38	A deal is in progress for the purchase of other a/c and six (6) spare engine	

Declassified E.O. 12356 Section 3.3/NND No. 785015

21 November 1946

My dear Mr. Prime Minister:

I take pleasure in informing you that the control of foreign aircraft flights, other than British and American, to and over Italian Government controlled territory is to become the responsibility of the Italian Government with effect from 25 November 1946.

The directives issued to the Italian Air Ministry on this subject are forwarded for your information.

Yours very truly,

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

Dr. Alcide de Gasperi
The President of the Council of Ministers
Italian Government
Rome

1946
A
3502/11

Declassified E.O. 12356 Section 3.3/NND No. 785015

TRANSLATION

File Nr. 00139

Rome, 5 November 1946
Via F. Crispi 10
Tel. 487-864

Allied Commission
ROME

Subject: Air lines concession.

We had the opportunity of examining at the Air Ministry the requests made to the Allied Commission for flying permits to be granted to this Company and to the "TESEO" and "TRANSADRIATICA" Companies.

On this subject we have this date addressed to the Ministry the letters, copies of which are enclosed, aiming to obtain the respect of the priority principle deriving from the well known agreement of 11 February 1946 and we are verbally negotiating with said Ministry for a general clarification of the situation.

We have also started verbal negotiations with the directors of the A.L.I.I. Company aiming to eliminate air services which are not justified by public interest. And since from the communications made to the Allied Commission may arise inconveniencies and prejudices to the interests of this Company, as well as - and principally - to the general interests of the Country, the Allied Commission is requested kindly to suspend every decision until our pending negotiations with the Air Ministry as well as with A.L.I.I. are completed.

We are sending copy of this letter to the Air Ministry.

Respectfully yours,

THE VICE PRESIDENT

/s/ R. Mazzarrini

2 Incl.

1905

6 pages
850 w/c

Declassified E.O. 12356 Section 3.3/NND No. 785015

TRANSLATION

File No. 00141

Rome, 5 November 1946.

To the Air Ministry
Direction of Civil Aviation and T.A.
Rome.

With reference to letter of 26.9.1946 No. 5220 with which your Ministry mentions the possibility of granting this Company the concession of the following services of regular air transportation:

1) Rome - Milan - Turin
2) Rome - Alghero - Cagliari
3) Rome - Naples, Palermo - Catania,

it is pointed out that:

1) Regarding the Rome-Alghero-Cagliari line, the latter has, ever since 11 February 1946, been granted to this Company who thus has acquired ever since said date ownership rights which, in the writer's opinion, should be recognized.

The admission in competition of the "Transadriatica" on the same line violates the abovementioned priority principle and is therefore not acceptable.

This Company therefore requests the Ministry to clarify that the "Transadriatica" cannot in any case carry out transports of persons, goods and mail on the Rome-Alghero-Cagliari line which is reserved to this Company.

2) As to the Rome-Naples-Palermo-Catania line, paragraph 1) can be applied again with regard to the competition made by the S.A.S.I.L. Company, while with regard to the A.L.I.S.I. it must be pointed out that the same, being part of the A.L.I. cannot operate lines in competition with our Company.

In fact, the Italo-American and the Italo-British agreement as well as the verbal agreements made between this Company and the A.L.I.T. exclude every competition between them with the exception of the Turin-Milan-Venice-Trieste line only, which will be operated in pool.

Kindly acknowledge receipt.

THE VICE PRESIDENT

1204

Declassified E.O. 12356 Section 3.3/NND No. 785015

File No. 00140

TRANSLATION

Rome, 5 November 1946.

To the Air Ministry
Direction of Civil Aviation and T.A.
ROME.

This Company takes the liberty to request the final authorization for the concession of air lines granted to this Company as of art. 4 of the agreement 11 February 1946 between the Italian Government and the TWA and as of our letter of 25 October 1946, No. 00052.

The final authorization and the corresponding regulations are urgently needed by this Company, apart from the realization of its program which is divided into various phases, but anyhow concluden with the operation of all the 14 internal lines granted to the Company, plus the international lines which have been requested and for which also an urgent completion of Ministry proceedings.

This Company also points out the opportunity that the request of permits made by your Ministry to the Allied Commission may include all the internal lines granted with the abovementioned agreement as well as the requested international lines, thus enabling the Allied Commission to examine as a whole the activity of this Company in its present and future operation.

Looking forward to an acknowledgement of this letter.

THE VICE PRESIDENT

1963

Declassified E.O. 12356 Section 3.3/NND No. 785015

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

TO : ITALIAN AIR MINISTRY

DATE : 21ST NOVEMBER, 1946

REF : AFSC/39/1/AIR

CLEARANCE OF FOREIGN AIRCRAFT TO ITALY

With further reference to our letter AFSC/39/1/AIR dated 20th November 1946, an office under your control to be known as "The Sub-Office of the Italian Directorate of Civil Aviation attached with AFSC", will be established with this Sub-Commission to assume the duties outlined in above referred letter. This office will be located in the Allied Commission Building, 8th Floor, Room 11, Via Veneto, Rome, Italy. Telephone No. 486061, Extension 213.

2. The purpose for the establishment of this office is to enable your Air Ministry to have full access to Allied communication facilities and to expedite clearance information to Commanding Officers of Allied controlled airfields.

Frank E. Marek
FRANK E. MAREK,
Lt. Col., Air Corps,
Deputy Director.

Copies to:-
Chief Commissioner (2)
Executive Commissioner
Ministry of Foreign Affairs
C.O., Ciampino Airfield, Rome
C.O., R.A.F., Ciampino Airfield, Rome
C.O., Capodichino Airfield, Naples
C.O., Pisa Airfield, Pisa
AFSC Det., Milan
AFSC Det., Bari
M.A.A.G.
C.O., R.A.F., Bari
Air, Italy
C.O., Campoformido
AHQ MALTA
C.O., R.A.F., Almas
C.H. .., U.K.F.
AHQ Venezia Giulia

1202

spare
3502/cc

FROM : Air Forces Sub-Commission, A.C., Rome.

TO : Italian Air Ministry

DATE : 20th November, 1946

REF. : AFSC/39/1/Air

CLEARANCE OF FOREIGN AIRCRAFT TO ITALY

Reference is made to your letter No. 2824 dated 20 Aug 1946.

2. You are informed that the control of foreign aircraft flights, other than British and American, to and over Italian Government controlled territory is to become the responsibility of the Italian Government with effect from 25th November, 1946. This control will apply to both individual flights and regular airline services to and over such territory.

3. The clearance procedure for foreign aircraft to and over Italy as laid down in this Sub-Commission letter, reference AFSC/36/Air dated 25 March 1946, is cancelled with effect from 25 November 1946, on which date the regulations stated in this letter will come into force.

4. FOREIGN AIRLINE SERVICES TO ITALY. When it is proposed to inaugurate a foreign airline service to and over Italian Government controlled territory, approval of such service will be given by the Italian Government. If it is intended to operate this service to an Allied controlled airfield in Italy the matter is to be referred to this Sub-Commission for a decision; in all other cases the Italian Government is authorized to make its own decision, informing this Sub-Commission when approval has been given.

5. INDIVIDUAL FLIGHT CLEARANCE TO ITALY. The clearance procedure in respect of individual flights to or over Italian Government controlled territory will be the responsibility of the Italian Government and will be implemented as planned in your above referred letter and this Sub-Commission's letter to MAAC Secretariat, reference AFSC/39/1/Air dated 1st October 1946, copy of which was forwarded to you. It will not at present apply to British and American aircraft which can land provided civilian crews and passengers have necessary valid entry documents and that normal flight warning signals are sent.

6. FLIGHTS OVERFLYING A.M.G. CONTROLLED TERRITORY. When clearance is requested, under paras 4 and 5 above, for flights that overfly Allied Military Government controlled territory, clearance must first be obtained from this Sub-Commission in accordance with para 7 below, before the Italian Government can authorize final clearance. The Italian Government is to refer all such requests to the Air Force Sub-Commission, allowing adequate time for the clearance to be effected.

7. CLEARANCE PROCEDURE TO ALLIED MILITARY GOVERNMENT CONTROLLED TERRITORY IN ITALY. The clearance procedure in respect of flights to A.M.G. controlled territory in Italy (i.e. Udine and Venezia Giulia) applies to all foreign, including British and American civil aircraft, and is as follows:-

All requests for clearance will be referred to this Sub-Commission for

Declassified E.O. 12356 Section 3.3/NND No. 785213

1291

2. You are informed that the control of foreign aircraft flights, other than British and American, to and over Italian Government controlled territory is to become the responsibility of the Italian Government with effect from 25th November, 1946. This control will apply to both individual flights and regular airline services to and over such territory.

3. The clearance procedure for foreign aircraft to and over Italy as laid down in this Sub-Commission letter, reference AFSC/36/Air dated 25 March 1946, is cancelled with effect from 25 November 1946, on which date the regulations stated in this letter will come into force.

4. FOREIGN AIRLINE SERVICES TO ITALY. When it is proposed to inaugurate a foreign airline service to and over Italian Government controlled territory, approval of such service will be given by the Italian Government. If it is intended to operate this service to an Allied controlled airfield in Italy the matter is to be referred to this Sub-Commission for a decision; in all other cases the Italian Government is authorized to make its own decision, informing this Sub-Commission when approval has been given.

5. INDIVIDUAL FLIGHT CLEARANCE TO ITALY. The clearance procedure in respect of individual flights to or over Italian Government controlled territory will be the responsibility of the Italian Government and will be implemented as planned in your above referred letter and this Sub-Commission's letter to MAAC Secretariat, reference AFSC/39/1/Air dated 1st October 1946, copy of which was forwarded to you. It will not at present apply to British and American aircraft which can land provided civilian crews and passengers have necessary valid entry documents and that normal flight warning signals are sent.

6. FLIGHTS OVERFLYING A.M.G. CONTROLLED TERRITORY. When clearance is requested, under paras 4 and 5 above, for flights that overfly Allied Military Government controlled territory, clearance must first be obtained from this Sub-Commission in accordance with para 7 below, before the Italian Government can authorize final clearance. The Italian Government is to refer all such requests to the Air Force Sub-Commission, allowing adequate time for the clearance to be effected.

7. CLEARANCE PROCEDURE TO ALLIED MILITARY GOVERNMENT CONTROLLED TERRITORY. The clearance procedure in respect of flights to A.M.G. controlled territory in Italy (i.e. Udine and Venezia Giulia) applies to all foreign, including British and American civil aircraft, and is as follows:-

All requests for clearance will be referred to this Sub-Commission for approval at least six (6) days before E.D.T. and the following information given:-

A. Purpose of Flight.
B. Type and Markings of Aircraft.
C. Names of crew and passengers.
D. Route to be followed, and destinations.
E. Arrival and Departure Dates.

8. None of the above regulations apply to British and American Military aircraft, which can land in Italy provided crews and passengers are travelling

continued

Spare

Declassified E.O. 12356 Section 3.3/NND No. 785015

under proper military authority.

9. The Supreme Allied Commander reserves the right at his discretion to reassume control of all aircraft flying into or over Italy.

10. You are requested to inform all interested parties other than those enumerated in the "Distribution List" of the new procedure and of the effective date of its commencement.

11. For ready reference and guidance to all interested parties, the procedure will be as follows:

"Requests for clearance of individual flights are to be made at least five (5) days before E.T.D. (Expected Time of Departure) to the Italian Ministry of Foreign Affairs, Rome, Italy, embodying the following information:-

A. Purpose of Flight.
B. Type and Markings of Aircraft.
C. Names of Crew Members and Passengers, if any.
D. Dates of Arrival and Departure.
E. Route to be followed with names of Italian Airfields to be used.
F. Load if any (.) All passengers will be warned that transport of ammunition, explosives, photographic and cinematographic material are, in principle, strictly prohibited."

Frank E Marek
FRANK E. MAREK,
Lt.Col., Air Corps,
Deputy Director.

DISTRIBUTION:

Chief Commissioner through the Executive Commissioner.
American Embassy.
British Embassy.
French Representative to the Allied Commission.
Russian Representative to the Allied Commission.
Italian Ministry of Foreign Affairs.
Italian Ministry of Finance.
Italian Ministry of Interior.
Swiss Legation.
Spanish Embassy.
Brazilian Embassy.
Dutch Legation.
Swedish Embassy.
Norwegian Embassy.
M.A.A.C.
A.H.Q. Italy, AHQ Malta.
OC RAF Bari.
OC RAF Ciampino.
OC RAF Capodichino.
OC RAF Elmas.
G.H.Q. CMF.
AMG Venezia Giulia.

Declassified E.O. 12356 Section 3.3/NND No. 785215

"Requests for clearance of individual flights are to be made at least five (5) days before E.T.D. (Expected Time of Departure) to the Italian Ministry of Foreign Affairs, Rome, Italy, embodying the following information:-

A. Purpose of Flight.
B. Type and Markings of Aircraft.
C. Names of Crew Members and Passengers, if any.
D. Dates of Arrival and Departure.
E. Route to be followed with names of Italian Airfields to be used.
F. Load if any (.) All passengers will be warned that transport of ammunition, explosives, photographic and cinematographic material are, in principle, strictly prohibited."

Frank E. Marsh
FRANK E. MARSH,
Lt.Col., Air Corps,
Deputy Director.

DISTRIBUTION:

Chief Commissioner through the Executive Commissioner.
American Embassy.
British Embassy.
French Representative to the Allied Commission.
Russian Representative to the Allied Commission.
Italian Ministry of Foreign Affairs.
Italian Ministry of Finance.
Italian Ministry of Interior.
Swiss Legation.
Spanish Embassy.
Brazilian Embassy.
Dutch Legation.
Swedish Embassy.
Norwegian Embassy.
M.A.A.C.
A.H.Q. Italy, AHQ Malta.
OC RAF Bari.
OC RAF Ciampino.
OC RAF Capodichino.
OC RAF Elmas.
G.H.Q. CMF.
AMG Venezia Giulia.
C.O., Ciampino Airfield, Rome, Italy.
C.O., Pisa Airfield, Pisa, Italy.
C.O., Capodichino Airfield, Naples, Italy.
AFSC Detachment, Milano.
AFSC Detachment, Bari.

3 Copies to each addressee.

Declassified E.O. 12356 Section 3.3/NND No. 785015

Declassified E.O. 12356 Section 3.3/NND No. 785015

25 November 1946.

My dear Signor Pecorari:

On the occasion of our last meeting, you asked if it would not be possible to extend the service of the Italian courier plane to Udine in order to facilitate travel, particularly by Government officials, to that area and to Trieste.

Although it has taken some time to secure all the necessary approvals, I am pleased to inform you that service to Udine has now been established by the Italian courier service, effective 27 November.

The Italian Air Ministry can supply you with full particulars of the service.

Sincerely,

/s/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

On. Pecorari,
Il Vice Presidente,
Assemblea Costituente,
Roma.

27/8058

1280

FROM : Air Forces Sub-Commission, A.C., Rome.

TO : Italian Air Ministry

DATE : 20th November, 1946

REF. : AFSC/39/1/Air

CLEARANCE OF FOREIGN AIRCRAFT TO ITALY

Reference is made to your letter No. 2884 dated 20 Aug 1946.

2. You are informed that the control of foreign aircraft flights, other than British and American, to and over Italian Government controlled territory is to become the responsibility of the Italian Government with effect from 25th November, 1946. This control will apply to both individual flights and regular airline services to and over such territory.

3. The clearance procedure for foreign aircraft to and over Italy as laid down in this Sub-Commission letter, reference AFSC/26/Air dated 25 March 1946, is cancelled with effect from 25 November 1946, on which date the regulations stated in this letter will come into force.

4. FOREIGN AIRLINE SERVICES TO ITALY. When it is proposed to inaugurate a foreign airline service to and over Italian Government controlled territory, approval of such service will be given by the Italian Government. If it is intended to operate this service to an Allied controlled airfield in Italy the matter is to be referred to this Sub-Commission for a decision; in all other cases the Italian Government is authorized to make its own decision, informing this Sub-Commission when approval has been given.

5. INDIVIDUAL FLIGHT CLEARANCE TO ITALY. The clearance procedure in respect of individual flights to or over Italian Government controlled territory will be the responsibility of the Italian Government and will be implemented as planned in your above referred letter and this Sub-Commission's letter to MMAC Secretariat, reference AFSC/39/1/Air dated 1st October 1946, copy of which was forwarded to you. It will not at present apply to British and American aircraft which can land provided civilian crews and passengers have necessary valid entry documents and that normal flight warning signals are sent.

6. FLIGHTS OVERFLYING A.M.G. CONTROLLED TERRITORY. When clearance is requested, under paras 4 and 5 above, for flights that overfly Allied Military Government controlled territory, clearance must first be obtained from this Sub-Commission in accordance with para 7 below, before the Italian Government can authorize final clearance. The Italian Government is to refer all such requests to the Air Force Sub-Commission, allowing adequate time for the clearance to be effected.

7. CLEARANCE PROCEDURE TO ALLIED MILITARY GOVERNMENT CONTROLLED TERRITORY. The clearance procedure in respect of flights to A.M.G. controlled territory in Italy (i.e. Udine and Venezia Giulia) applies to all foreign, including British and American civil aircraft, and is as follows:-

All requests for clearance will be referred to this Sub-Commission for

Declassified E.O. 12356 Section 3.3/NND No. 785015

is to become the responsibility of the Italian Government [illegible] 25th November, 1946. This control will apply to both individual flights and regular airline services to and over such territory.

3. The clearance procedure for foreign aircraft to and over Italy as laid down in this Sub-Commission letter, reference AFSC/36/Air dated 25 March 1946, is cancelled with effect from 25 November 1946, on which date the regulations stated in this letter will come into force.

4. FOREIGN AIRLINE SERVICES TO ITALY. When it is proposed to inaugurate a foreign airline service to and over Italian Government controlled territory, approval of such service will be given by the Italian Government. If it is intended to operate this service to an Allied controlled airfield in Italy the matter is to be referred to this Sub-Commission for a decision; in all other cases the Italian Government is authorized to make its own decision, informing this Sub-Commission when approval has been given.

5. INDIVIDUAL FLIGHT CLEARANCE TO ITALY. The clearance procedure in respect of individual flights to or over Italian Government controlled territory will be the responsibility of the Italian Government and will be implemented as planned in your above referred letter and this Sub-Commission's letter to MAAC Secretariat, reference AFSC/39/1/Air dated 1st October 1946, copy of which was forwarded to you. It will not at present apply to British and American aircraft which can land provided civilian crews and passengers have necessary valid entry documents and that normal flight warning signals are sent.

6. FLIGHTS OVERFLYING A.M.G. CONTROLLED TERRITORY. When clearance is requested, under paras 4 and 5 above, for flights that overfly Allied Military Government controlled territory, clearance must first be obtained from this Sub-Commission in accordance with para 7 below, before the Italian Government can authorize final clearance. The Italian Government is to refer all such requests to the Air Force Sub-Commission, allowing adequate time for the clearance to be effected.

7. CLEARANCE PROCEDURE TO ALLIED MILITARY GOVERNMENT CONTROLLED TERRITORY. The clearance procedure in respect of flights to A.M.G. controlled territory in Italy (i.e. Udine and Venezia Giulia) applies to all foreign, including British and American civil aircraft, and is as follows:-

All requests for clearance will be referred to this Sub-Commission for approval at least six (6) days before E.D.T. and the following information given:-

A. Purpose of Flight.
B. Type and Markings of Aircraft.
C. Names of crew and passengers.
D. Route to be followed, and destinations.
E. Arrival and Departure Dates.

8. None of the above regulations apply to British and American Military aircraft, which can land in Italy provided crews and passengers are travelling

continued.

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Declassified E.O. 12356 Section 3.3/NND No. 785015

under proper Military authority.

9. The Supreme Allied Commander reserves the right at his discretion to reassume control of all aircraft flying into or over Italy.

10. You are requested to inform all interested parties other than those enumerated in the "Distribution List" of the new procedure and of the effective date of its commencement.

11. For ready reference and guidance to all interested parties, the procedure will be as follows:

"Requests for clearance of individual flights are to be made at least five (5) days before E.T.D. (Expected Time of Departure) to the Italian Ministry of Foreign Affairs, Rome, Italy, embodying the following information:-

A. Purpose of Flight.
B. Type and Markings of Aircraft.
C. Names of Crew Members and Passengers, if any.
D. Dates of Arrival and Departure.
E. Route to be followed with names of Italian Airfields to be used.
F. Load if any (.) All passengers will be warned that transport of ammunition, explosives, photographic and cinematographic material are, in principle, strictly prohibited."

Frank E. Mark
FRANK E. MARK,
Lt.Col., Air Corps,
Deputy Director.

DISTRIBUTION:

Chief Commissioner through the Executive Commissioner.
American Embassy.
British Embassy.
French Representative to the Allied Commission.
Russian Representative to the Allied Commission.
Italian Ministry of Foreign Affairs.
Italian Ministry of Finance.
Italian Ministry of Interior.
Swiss Legation.
Spanish Embassy.
Brazilian Embassy.
Dutch Legation.
Swedish Embassy.
Norwegian Embassy.
M.A.A.C.
A.F.H.Q. Italy, AHQ Malta.
OC RAF Bari.
OC RAF Ciampino.
OC RAF Capodichino.
OC RAF Elmas.

Declassified E.O. 12356 Section 3.3/NND No. 785015

Requests for clearance of individual flights are to be made at least five (5) days before E.T.D. (Expected Time of Departure) to the Italian Ministry of Foreign Affairs, Rome, Italy, embodying the following information:-

A. Purpose of Flight.
B. Type and Markings of Aircraft.
C. Names of Crew Members and Passengers, if any.
D. Dates of Arrival and Departure.
E. Route to be followed with names of Italian Airfields to be used.
F. Load if any (.) All passengers will be warned that transport of ammunition, explosives, photographic and cinematographic material are, in principle, strictly prohibited."

Frank E. Mears
FRANK E. MEARS,
Lt.Col., Air Corps,
Deputy Director.

DISTRIBUTION:

Chief Commissioner through the Executive Commissioner.
American Embassy.
British Embassy.
French Representative to the Allied Commission.
Russian Representative to the Allied Commission.
Italian Ministry of Foreign Affairs.
Italian Ministry of Finance.
Italian Ministry of Interior.
Swiss Legation.
Spanish Embassy.
Brazilian Embassy.
Dutch Legation.
Swedish Embassy.
Norwegian Embassy.
M.A.A.C.
A.H.Q. Italy, AHQ Malta.
OC RAF Bari.
OC RAF Ciampino.
OC RAF Capodichino.
OC RAF Elmas.
G.H.Q. CMF.
ANG Venezia Giulia.
C.O.,Ciampino Airfield, Rome, Italy.
C.O.,Pisa Airfield, Pisa, Italy.
C.O., Capodichino Airfield, Naples, Italy.
AFSC Detachment, Milano.
AFSC Detachment, Bari.

3 Copies to each addressee.

Declassified E.O. 12356 Section 3.3/NND No. 785015

Declassified E.O. 12356 Section 3.3/NND No. 785015

2 November 1946.

MEMORANDUM TO: The Chief Commissioner, Allied Commission.

Sir:

. In reading the contents of attached letter, it is suggested that the following remark be added to the end of par 3 " which conforms with the terms of the agreement reached with the Italian Government" similar to sentence end of par 4.

Respectfully,

Frank L. Marek

FRANK L. MAREK,
Lt. Col., Air Corps.

19-8

Declassified E.O. 12356 Section 3.3/NND No. 785015

SECRET

NOV 4

GO-239
NOV
~~OGT~~. 021115A

W/7607
NOV
~~OGT~~. 031230
ROUTINE

GHQ CMF - G (AIR).
ALCOM ROME - INFO - AIR HQ.

SECRET

Subject is military travel on Italian civil air lines.

1°) To facilitate rapid movements between Rome and GHQ you are requested to arrange two seats per day each way to be reserved for military passengers on Italian civil air line which operates service between Rome-Bologna-Venice-Treviso.

2°) These seats to be surrended if not required by military 24 hourss before take off.

3°) Please advise:

A) Date this can be put into effect.

B) Documentations required.

C) Through whom bookings should be made at Rome and Treviso for your explanation.

D) When and where passengers should report.

see ☐

A.C. DISTRIBUTION

ACTION - ~~EX. COMMISSIONER~~ Ex. Commissioner

INFO - C. COMMISSIONER
AIR FORCES
FILE
SKELETON
Ex. Commissioner

NOV 3 - 1945

(84)

SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785015

OCT 28 1946

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

To : Chief Commissioner, A.C. ROME.

Date : 26th October, 1946.

Ref. : AF30/24/ATM.

ITALIAN MILITARY COURIER SERVICE - FREE FLIGHTS

By mutual agreement between the Italian Air Ministry and the Air Forces Sub-Commission, it has been arranged that four (4) flights per week will be granted free of charge on the Italian Military Courier Service to families of Allied personnel, subject to the necessary Allied authority being obtained in the first place, and providing they are in possession of the necessary travel orders which state it is necessary to travel by air. They should as far as possible accompany the military person concerned.

2. For your information the undermentioned categories of Allied civilian personnel are always permitted free travel, providing they are on duty and their travel orders states it is necessary to travel by air. If not on duty they will pay full fare.

a) International Red Cross,
b) British Red Cross,
c) American Red Cross,
d) Welfare Organisation (e.g. YMCA, YWCA, CMB, WVS,)
e) British and American Embassies Staff,
f) British Council Staff.

2542/46

A. C. SAUNDBY, S/LDR.,
AIR VICE MARSHAL,
DIRECTOR,
A.F.S.C.

1946

Copy to:

M.A.A.C. Secretariat,
A.HQ, Italy, C.M.F. (Udine),
Italian Air Ministry.

(80)

NOV 6 1946

Copy for attention by & information of Chief Commissioner (thro' Ex Comm). MC 4/XI

From:- Mediterranean Allied Air Committee Secretariat.

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

Date:- 25th October, 1946.

Ref :- MAAC/4215/1/AFAIS.

ESTABLISHMENT OF BRAZILIAN CIVIL AIR LINES.

Reference is made to your letter AFSC/67/AIR dated 16th August, 1946, which asks for authorisation for a Brazilian Civil Air Line to Italy.

2. Approval is given for the establishment of a Brazilian Civil Air Line between Brazil and Italy, to operate weekly as detailed in your letter, subject to the signing in Washington of the Hold Harmless Agreement for use of Ciampino airfield.

3. It is noted that the Italian and Brazilian Governments have agreed on the inauguration of the projected civil air line, and it is understood that no reciprocal Italian civil air line to Brazil will be established until a decision has been made on the operation of Italian external air lines, under the terms of the Italian Peace Treaty.

4. When it is desired, at any time, to increase the frequency of this service, the request is to be referred to this Secretariat for decision.

1925

(S.J.B. HAMILTON)
Wing Commander
Secretary to The
MEDITERRANEAN ALLIED AIR COMMITTEE

Declassified E.O. 12356 Section 3.3/NND No. 785015

Date:- 25th October, 1946.

Ref :- MAAC/4215/1/AFALS.

ESTABLISHMENT OF BRAZILIAN CIVIL AIR LINES.

Reference is made to your letter AFSC/67/AIR dated 16th August, 1946, which asks for authorisation for a Brazilian Civil Air Line to Italy.

2. Approval is given for the establishment of a Brazilian Civil Air Line between Brazil and Italy, to operate weekly as detailed in your letter, subject to the signing in Washington of the Hold Harmless Agreement for use of Ciampino airfield.

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4. When it is desired, at any time, to increase the frequency of this service, the request is to be referred to this Secretariat for decision.

1975

(S.J.B. HAMILTON)
Wing Commander
Secretary to The
MEDITERRANEAN ALLIED AIR COMMITTEE

Copies to :- Chief of Staff.
G-3, A.F.H.Q.
G-4, M.T.O.U.S.A. (Air Advisory Section).
G-5, A.F.H.Q.
U. S. POLAD.
BRITISH POLAD.

Note: Brazilians in Rome have been notified, also A.F.C. Ciampino, Italian Ministry of Foreign Affairs, Italian Air Ministry, American and British Embassies.

(82A) 2 Nov 46. Ian P. Rankin AFSC.

Declassified E.O. 12356 Section 3.3/NND No. 785015

Declassified E.O. 12356 Section 3.3/NND No. 785015

Chief Commissioner

Copy of letter asked for by you just now is attached.

Ian E. Brodie
AVO

14 Oct.

Declassified E.O. 12356 Section 3.3/NND No. 785015

COPY.

OCT 14 1946

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

To :- M.A.A.C. Secretariat, c/o. A.H.Q.(Rear) R.A.F., Italy, C.M.F.

Date:- 20th September, 1946.

Ref :- AFSC/24/10/AIR.

AMENDMENT TO ROME - TREVISO SERVICE.

The I.A.M. have requested permission to extend the Rome-Treviso flight to Udine airfield as a terminal landing base.

2. This would require the I.A.F. Staging Post, now located at Treviso, to move to Udine to service aircraft making an overnight stop.

3. Present restrictions necessitate the clearance of M.A.A.C. of each Italian flight to this area.

4. This Headquarters recommends the extension, as it will give greater facility for Allied Movements, but aware of the political situation in Venezia-Guilia and the crowded condition of Udine airfield may make it difficult.

5. Your approval to this alteration in the Military Courier schedule is requested.

(SGD) FRANK E. MAREK,
LT.COL., A.C.
DEPUTY DIRECTOR,
A.F.S.C.

Copy to : A.H.Q. Italy.
244TH Wing, R.A.F. (Forwd)

Note: (i) Harlenes sent on 8th Oct.

(ii) O.C. Campo Formido airfield notified of project by Director in D/F. letter on 11th Oct. and his sympathy requested.

14 Oct 46.

K.F. Brodie A.V.M.
A.F.S.C.

804

Declassified E.O. 12356 Section 3.3/NND No. 785015

OCT 1 1946

HEADQUARTERS ALLIED COMMISSION
APO 794
Office of the Executive Commissioner

CC

Ref. : 8273/171/33 30 September 1946

SUBJECT: Maintenance of detached Sub-Units of this Commission.

TO : G Branch
CMQ
(attention: Major Calville).

I refer to our telephone conversation of 27 August 1946 on this subject.

I enclose for your information a copy of Air Forces Sub-Commission letter AFSC/24 AIR dated 6 June 46 to MAAC Secretariat, Air HQ Italy and a copy of that HQ's reply no. MAAC/4018/AFAIR dated 20 June.

This would appear to take care of all Allied Air Force Sub detachments in Italy.

Detachments of military personnel are taken care of by 3 District letter Q 296 dated 2 August 46 (copy attached for easy reference) issued as a result of your 2521/Q·1 of 11 June 46.

FOR THE CHIEF COMMISSIONER:

A. W. Knisely.
Brigadier,
Executive Commissioner.

Encls. as above.

1273

Declassified E.O. 12356 Section 3.3/NND No. 785015

COPY

SECRET

FROM : AIR FORCES SUB COMMISSION, ALLIED COMMISSION, ROME

TO : M.A.A.C. SECRETARIAT, AIR HEADQUARTERS, ITALY, CM.F.

DATE : 6th June 1946.

REF. : AFSC/24/AIR

REDEPLOYMENT OF BRITISH UNITS FACILITIES FOR DETACHMENT

Owing to the withdrawal of Allied Service personnel, closing down of Units etc, outstations are bound to have difficulties with regard to supplies, maintenance, rations, pay etc.

2. The Italian Air Ministry have been approched unofficially about supplying rations petrol, medical supplies, and facilities for maintaining M.T. vehicles and supplying accommodation; in their opinion there would be no difficulty.

3. It is suggested that R.A.F. detachments should ultimately be attached to Italian Air Force Units for all purposes with the exception of pay which may be solved through Italian Banks, and M.A.A.F.I., which could be distributed periodically from central stores. Mail could be transported by Italian Military Air Courier and be collected at Italian Air Booking Centres.

4. These problems will have to be solved in the immediate future, your views and guidance as to how to overcome such difficulties, how rations etc., if we draw from the Italian Air Force are to be paid for, and any alternative suggestions would be appreciated.

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

1272

Copy to: Headquarters, Allied Commission
M.M.I.A.
Navy Sub-Commission

(82)

Declassified E.O. 12356 Section 3.3/NND No. 785015

SOFT

From: Mediterranean Allied Air Committee Secretariat.

TO : Air Forces Sub Commission , Allied Commission, Rome.

Date: 20th June, 1946.

Ref.: MAAC/4018/AFAL3.

REDEPLOYMENT OF BRITISH UNITS - FACILITIES FOR DETACHMENT

Please refer to your letter AFSC/24/AIR dated 6th June, 1946. The answers to your queries are as follows:

(i) The supply of petrol, medical supplies, and ground facilities for M.T. would not present any difficulty as this scheme is already in operation by R.A.F. Units in MILAN and Venice Lido.

(ii) The Army already have a scheme whereby pay can be drawn through Italian Banks, and this Secretariat can make the necessary arrangements to apply this scheme to R.A.F. personnel if or when required.

(iii) Regarding rations, fresh meat, vegetables, etc. can be purchased out of impreat, and arrangements made for tinned rations and N.A.A.F.I. to be supplied monthly.

2. It is agreed that mail should be transported by Italian Military Air Courier to out stations.

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

Copy to: Headquarters, Allied Commission.
M.M.I.A.
Navy Sub-Commission.

1271

(82)

Declassified E.O. 12356 Section 3.3/NND No. 785015

COPY

SUBJECT: Maintenance of detached Sub-Units of the Allied Commission

3 District
Ext 15
296 Q

7 Aug 46

RAAC
NAPLES Area
217 Area
59 Sub-Area
211 Sub-Area

AFCOM HQ ROME
List "B"
Postal
EFI

Reference para 3 of GHQ letter 2521/01 of 11 June 46 forwarded under cover this HQ letter ref 381/18 Q dated 1 July 1946.

1. Authority is delegated to Areas/Sub-Areas HQ to introduce any or all of the maintenance arrangements outlined in GHQ letter as and when circumstances so require.

2. In the event of Commanders of Areas/Sub Areas deciding to operate this policy the following supply procedure will be enforced.

(a) BLU will submit to S & T Branch Area/Sub-Area estimated rations strength for next 2 months.

(b) Ration Items (exluding Fresh Meat, Ice, Fresh Fruit and Veg, Fresh eggs and Bread)

Will be drawn from the DID every two months by the BLU and a copy of the Issue Voucher forwarded to this office. No equivalents of fresh Items above will be issued except as defined in para 2(c) and (d) of this letter.

(c) Bread.

Where it is impracticable for the BLU to draw Fresh Bread daily the equivalents in lieu of Bread for the two monthly periods will be issued and OC BLU will make local arrangements for the Bread to be baked by an Italian Contractor.
The cost of baking to be paid out of the unit imprest A/C 70
In this connection OC BLU will forward to S & T Branch Area/Sub Area the proposed baking charges for covering approval.

(82)

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(d) Fresh Meat.

Where it is impracticable for BLU to collect Meat daily from DID. The BLU will make arrangements for Meat to be stored with a local cold store and the amount of Meat and Ice required for consumption to be collected in quantities and at periods to be decided between S & T Branch Area/Sub-Area and OC BLU. An initial issue of 14 days Tinned Equivalents will be made to the BLU as a Reserve only. The proposed scheme of Cold Storage will be approved by S & T Branch Areas/Sub-Areas and this office informed.

(e) Ice.

Issues of Ice will be made under local arrangements between S & T Branch Areas/Sub-Areas and OC BLU.
If Ice is to be purchased locally by OC BLU the purchase price will be agreed by S & T Branch Areas/Sub-Areas.

(f) Fresh Veg and Fruit and Fresh Eggs.

These will be purchased by OC BLU and prices submitted weekly or fortnightly to S & T Branch Area/Sub-Area for covering approval.

3. Issue Vouchers called for under para 2(b) and details of Cold storage schemes under para 2 (d) are not required by Q Branch this HQ. but will be forwarded through ST channels.

(C.E.ARTHUR) Maj
for Col
DA & QMG

1929

Declassified E.O. 12356 Section 3.3/NND No. 785015

CC 8502

30 September 1946.

MEMORANDUM TO: Director, Air Forces Sub-Commission.

I understand that the Italian Air Minister will shortly be submitting its plans for the operation of the internal air lines recently organized to your Sub-Commission for approval.

Before action is taken on these plans, either with the Italian Ministry or with AMAC or any other section at AFHQ, I should like to be fully informed of such plans.

/s/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

Copy to: Executive Commissioner

1268

Sub No
C-502 [illegible]

Declassified E.O. 12356 Section 3.3/NND No. 785015

CC 8502

30 September 1946.

MEMORANDUM TO: Director, Air Forces Sub-Commission.

I understand that the Italian Air Minister will shortly be submitting its plans for the operation of the internal air lines recently organized to your Sub-Commission for approval.

Before action is taken on these plans, either with the Italian Ministry or with MAAC or any other section at AFHQ, I should like to be fully informed of such plans.

/s/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USN
Chief Commissioner

Copy to: Executive Commissioner

1267

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CROSS REFERENCE SHEET

AFHQ SACMED's CONFERENCE, Minutes

24 August 1945

SAC (45) 4th Meeting

Para 7: POLICY FOR ITALIAN CIVIL AVIATION

Discussion based on Paper SAC (45) 15

DOCUMENT FILED IN 1002-1/CC

1986

(24)

Declassified E.O. 12356 Section 3.3/NND No. 785015

CROSS REFERENCE SHEET

TOP SECRET

AFHQ SACMED'S CONFERENCE

Paper SAC (45) 15

21 August 1945

POLICY FOR ITALIAN CIVIL AVIATION

DOCUMENT FILED IN 1002-2

1965

23

Declassified E.O. 12356 Section 3.3/NND No. 785015

HEADQUARTERS ALLIED COMMISSION
APO 794
Office of the Executive Commissioner

CC

AUG 19 1946

Ref. : 8506/EC 18 August 1946.

SUBJECT: NAF 1197

TO : Air Forces S/C

Please delete Economic Section from the distribution of Cable No. FX 70565 dated 16 August 46.

By Command of Rear Admiral Stone:

A. W. Anisesky.

Brigadier,
Executive Commissioner.

Copy to: CC
Polad A
Polad B
Econ Sec

1264

Declassified E.O. 12356 Section 3.3/NND No. 785013

HISTORY OF ITALIAN-TWA AIR AGREEMENT

SUMMARY OF CONTENTS

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SUPREME ALLIED COMMANDER IN ITALY (a British officer) GRANTS PERMISSION. ITALY ASKS HELP OF TWA. (Page Three)

ITALIAN-TWA AGREEMENT SIGNED. ITS PROVISIONS (Pages Four-Five)

SUCH FRANCHISES A EUROPEAN PRACTICE (Page Five)

RECAPITULATION OF BACKGROUND OF THE AGREEMENT (Page Six)

BRITISH SUDDENLY MAKE SURPRISE OBJECTION (Page Seven)

TWA ASKS STATE DEPARTMENT PROTECTION FROM BRITISH PRESSURE. BRITISH ASK FURTHER CONTRACT MODIFICATION (Page Eight)

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SUPPLEMENT

TWA-TACA-BRITISH EXPERIENCE

(79)

1963

Declassified E.O. 12356 Section 3.3/NND No. 785015

THIS PRESS RELEASE CONCERNING THE CONTRACT SIGNED ON FEBRUARY 11, 1946 WITH THE ITALIAN GOVERNMENT

The sad plight of the Italian people in a country devastated by war, short of food and fuel, is too well known for recitation here. The economy of the country was wrecked by the fighting and one of the principal handicaps to the reestablishment of internal economy and sound governmental administration is the lack of transportation. The Italian railways and highways suffered extensive damage by bombardment and even now the central Government in Rome has serious difficulty in keeping in touch with provincial and municipal administrations. For many months there has been a crying need for means of transportation of persons, goods, and mail in order to allow the Italian Government to get on its feet and to assist in the relief of the suffering of its people.

1202

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The Instrument of Surrender, signed by the Italian Government in 1943, contained a provision forbidding the Italians to operate either civil or military aviation. With the conclusion of the fighting in Europe, and in the light of the desperate need of Italy for air transport, the Italian Government applied, in August of 1945, to the Allied Control Council in Rome for permission to reestablish their internal civil aviation. This request was forwarded by the Supreme Allied Commander in the Mediterranean to the Combined Chiefs of Staff.

The Combined Chiefs of Staff is the agency of the American and British Governments, charged with the administration of the Italian surrender terms on behalf of the two Governments. From the time of the Italian surrender the Combined Chiefs of Staff has been the agency through which the two Governments jointly issue directives to the Supreme Allied Commander with respect to the control of Italy. The Combined Chiefs of Staff declined to grant permission at that time, based on the prospect, it is understood, of

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the early conclusion of a peace treaty with Italy, However, the Conference of Foreign Ministers held in London, which was expected to deal with the Italian Peace Treaty, did not succeed.

In December, 1945, the Italian Government again applied for permission to reconstitute internal civil aviation. This request was forwarded by the Supreme Allied Commander (a British officer) to the Combined Chiefs of Staff, who, in reply, issued a directive to him dated March 16, 1946, granting the request and approving, without qualifications, the reestablishment of internal civil airlines by the Italian Government.

In the meantime, competent Italian authorities had approached TWA with a proposal that a plan be worked out, by which this company would assist them and participate in the reestablishment of National civil air service within Italy.

The Italian Government considered it advantageous to avail itself of the technical knowledge and assistance

1950

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of TWA. No doubt one consideration which prompted the Italian Government to approach TWA was the fact that a few months before this company had been certified by the President of the United States and the Civil Aeronautics Board as the sole United States air carrier to engage in the transportation by air of passengers, goods and mail from the United States to Italy and beyond. As soon as TWA learned of the above desire of the Italian Government, the Chairman of the Board, T. B. Wilson, went to Rome to explore the situation. Discussions followed, culminating in the signature of a contract between the Italian Government and TWA on February 11, 1946 in Rome. The contract provides for the establishment of a national Italian aviation company, Linee Aeree Italiane (LAI), 60 per cent Italian-owned and 40 per cent TWA-owned. Under this agreement, TWA, as a share-holder, has the power to prevent specific action by the company in that a two-third majority of the share-holder's votes must be obtained for a decision. This provision does not give TWA control

1959

(79)

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of the company. It is a provision any sound business man would require in unsettled and economically difficult times to protect a large financial investment abroad. It should be noted that the Italian interest enjoy the same protective authority. The contract also provides that the Italian Government shall grant the Italian national company (LAI) for a period of ten years the exclusive right to operate a network of internal air routes in Italy, Sicily and Sardinia.

It is the practice in Europe for governments to grant exclusive franchises for the operation of air routes within their national areas. Good examples of this practice are Great Britain, France, Belgium, Holland and others.

At the time of signature of the contract the Italian Government did not yet have the permission of the Allied Governments to engage in civil air transport. Consequently, the contract carried a provision that it could not go into effect until such permission to do so had been granted. There was a further provision that both parties agreed that the contract could be modified as to other participation in order to comply with any directives from the Combined Chiefs of Staff. It will be noted that the directive of the Combined Chiefs of Staff to the Supreme Allied Commander subsequently issued contained no qualification with respect to other participants, or otherwise.

1958

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The important thing to remember is that the Italian Government, having requested permission to recommence internal civil aviation and such permission having been formally granted by the British and American Governments, with respect to the operation of internal civilian air service, the Italian Government thus regained its full sovereign right and freedom of action. It thereupon, of its own volition, entered into a simple, straight-forward commercial arrangement with an American company as being the most practicable and effective means of acquiring as speedily as possible, desperately needed air transport.

It is interesting to note that the State Department, the War Department and the Civil Aeronautics Board had concurred in backing TWA's participation in an Italian national company. Moreover, the United States Embassy and United States military authorities in Rome were continually and fully informed of all negotiations.

The Acting Chief Commissioner of the Allied Control Council in Rome formally notified the Italian Government, on March 20, 1946, that permission was granted to recommence internal civil aviation. This act placed in full force and effect the contract signed on February 11, 1946. 1957

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The validity of the contract having been accomplished by the official action of the Combined Chiefs of Staff, the Italian Government proceeded to draw up a decree for submission to the Council of Ministers which would constitute the Italian aviation company (IAI) and would permit the Italian treasury to take a share interest in the company.

Towards the end of March TWA, to its great astonishment, was informed by its representatives in Rome that the British Ambassador to Italy had delivered to the Italian Government on March 15, and again on or about March 30, notes stating that the British Government opposed the legislative steps about to be taken to implement the Italian Government's contract with TWA. On April 2, 1946 he delivered a third note to the Italian Air Minister, saying that the British Government insists on participating in Italian aviation, through BOAC with an interest of 20% and that the Italian Government refrain from taking any

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steps to activate the agreement with TWA.

On April 3, 1946, TWA addressed a letter to the Secretary of State setting forth the history of negotiations for the contract, calling the Department's attention to the pressure being put on the Italian Government by the British Ambassador in Rome and requesting that "steps be taken to protect our legitmately acquired interest in Italy from this pressure on the part of the British Government." It was later learned that the British Ambassador in Rome had sent another communication to the Italian Government in which he specifically requested modification of the TWA agreement by reducing the company's participation to 20 per cent. To this note was attached a written proposal by BOAC which would amend the contract 1255 and provided for BOAC participation. A second letter was sent to the Secretary of State by TWA respectfully urging that vigorous action be taken to afford the company the protection to which it believed itself entitled.

79

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We understand that during the US-UK Civil Aviation Conference at Bermuda there was simultaneous discussion of matters not primarily connected with the main work of the Conference but which would have arisen for discussion between the two countries whether or not a Conference was being held. During these discussions the British indicated their desire to participate in any development of Italian domestic aviation. This view of the British was "noted" but there was no agreement, secret or otherwise. We have been informed that on April 13 the State Department received an Aide Memoire from the British Embassy referring to the above-mentioned expression of their views in Bermuda and taking the position that the United States Government had thus been officially on notice of the British desire to participate in any arrangement for the rehabilitation of Italian internal air services. The British Government stated that they had done their best

1954

(19)

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to promote local settlement of this discussion through conferencesbetween representatives of British Overseas Airways Corporation and TWA in Rome without success, that the British do not consider the matter as an ordinary commercial transaction, that they do not regard the Allied Council or the Combined Chiefs of Staff as the appropriate channel for dealing with it and that they now ask the United States Government to intervene with TWA and the Italian Government so as to insure that the contract is modified to provide for BOAC participation along the lines suggested in the proposed contract admendments attached to the Aide Memoire.

TWA cannot agree to enter into a business partnership with the British Government. Among the reasons why such an arrangement is out of the question are the following:

1953

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TWA is a corporation owned by twenty thousand individuals. It is certified to operate the only United States international airline through Italy. It is interested in the early recovery of the Italian economy and in promoting good will for the United States and its interests in Italy. It is also interested, if it is to have an investment in Italian airlines, in properly setting up these airlines on an efficient, economical and profitable basis. We have good reason to believe that these things would be difficult if not impossible to accomplish under the requested British participation. It is generally known that there is a great difference between the manner in which air transport has developed in the United States and in that which it has developed in British territories. United States air carriers have perfected equipment, developed management, operational and technical procedures largely on their own with the objective of giving service to the public and making a profit for their owners. United States air carriers have been little influenced in their development and progress by any political or strategic considerations.

The British suggestion of a fifty-fifty participation with TWA in the Italian company would make the whole arrangement unwieldy, inefficient and uneconomical. They would no doubt insist on partial use of British equipment, personnel, methods, etc. These differ so widely from American practices that it would be next to impossible to reconcile them in one company. These factors together with the differences in objectives make

752

(79)

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the proposal unacceptable.

It should be recalled that TWA has had friendly and cooperative relations both with the British Government and BOAC over a number of years. Early in 1941, TWA took some of its four-engine Stratoliners out of service to train British crews for ferrying the first Flying Fortresses to England. More recently BOAC crews have been trained and qualified in flying Constellations at TWA's training field at Reading, Pennsylvania. These crews were trained by us to fly Constellations in competition with us across the North Atlantic. We have gone ahead in friendly business competition with BOAC particularly in the Mediterranean and the Middle East. In many cases we have not been successful in meeting British competition and have taken our losses, we believe, in good grace. There has never been any suggestion that TWA call on the United States Government to bring pressure to bear to obtain for it participation in any contracts which BOAC may have had in negotiation or concluded.

In the light of the foregoing TWA takes the position that it is not feasible for it to participate as a partner with the British Government in the Italian Airline enterprise. 1951

TWA has stated to British representatives several times that it would, of course, have no objection to the formation of another Italian Airline with British participation. This, of course, would be a matter between British and Italian interests.

XXXXXXXXXXXXXXX

79

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SUPPLEMENT

TACA Airways, S.A., in which TWA has a substantial investment, has had a rather unhappy experience in being in business with a subsidized and governmentally controlled British airline. Up until TWA became interested in TACA late in 1943, the British West Indian Airways, Ltd., was owned 40% by TACA Airways and 20% by the President of TACA Airways. There was also a contract whereby BWIA was under TACA management. Early in 1944, a meeting was held in Trinidad which increased the total number of outstanding shares with the result that after this dilution TACA's interest fell to 25% and that of its President to 17%. This meeting was held without notification either to TACA or its President--its principal shareholders. At the same time the management contract was unilaterally cancelled. It is interesting to note that in 1942 and 1943 the profits of BWIA were something over $250,000 representing a little over 10%. TACA Airways has repeatedly attempted to obtain operational and financial reports on BWIA, but without success beyond getting the annual report covering the fiscal year ending March 31. The report becomes available sometime in the following December. This belated information does, however, disclose that with the cancellation of the management contract, BWIA immediately began to lose money and has lost it ever since. The loss for the fiscal year ending March 31, 1944, was in the neighborhood of $200,000. These losses have been made up by Government subsidy. The total deficit up to March 31, 1945, was supplied by the British Crown in the amount of 471,227 BWI dollars equal to $425,000 U.S. In addition, during that fiscal year, the British Crown furnished free of charge to BWIA spare parts and other equipment to the tune of 150,000 BWI dollars, equal to about $135,000 U.S.

It is easy to understand why TWA, having full knowledge of this experience through its position as a substantial shareholder of TACA, is loath to enter into business partnership with BOAC, an instrument of the British government.

1950

(19)

Declassified E.O. 12356 Section 3.3/NND No. 785015

CIPHER TELEGRAM

This message will not be delivered outside British or U.S. Government Departments or Headquarters or retransmitted/even in Cipher without being paraphrased. (Messages marked O.T.P. need not be paraphrased).

AUG 17 1946

TOP SECRET

TOP SECRET

IMMEDIATE

FM 7046
AUG 161305Z

AMSG SIXTH SACMED CITE FX 7

ACTAIR WASHINGTON FOR COMBINED CHIEFS OF STAFF MUTUAL FOR BRITISH CHIEFS OF STAFF INFO ATOUR AIR HQ ITALY.

2503/cc

TOP SECRET.

1. In view of the fact that civil aviation has not been mentioned in the air clauses of the peace treaty and also that approval was given by you in FAN 149 for the establishment of civil airlines in Italy I assume that there will be no restrictions generally of internal civil aviation in this country.

2. In FAN 1183 I asked for authority for internal civil aviation including a limited amount of private flying. FAN 149 however only authorised internal civil airlines I therefore request authority to give approval for a limited amount of private flying. for commercial purposes in addition to the British/Italian and American/ Italian airlines already approved or under approval by the United States State departments and the British foreign office. Do you approve the Italian air ministry proposals which are strongly recommended by me and are as follows.

3. (A) Companies to operate air taxi services carrying freight on non regular schedules for all types of aircraft but including portable goods.

(B) Air taxi service using light aircraft to link up smaller towns and to act as feeders from the main internal civil air line terminals.

(C) A limited number of licences for private aircraft used by their owners for commercial and business matters and permission to license a few aircraft which will be used in publicity flying.

4. The following are the details for the above.

(A) For the air taxi freight companies they intend to use ten aircraft with a load capacity of between 2,000 - 4,000 kilograms the types will probably be S M 75, S M 82, C 12 or C 47.

(B) The air taxi services will use aircraft capable of lifting loads of under

Declassified E.O. 12356 Section 3.3/NND No. 785015

TOP SECRET

CIPHER / SECRET

This message will not be distributed outside British or U.S. Government Departments or Headquarters or be transmitted even in Cipher without being paraphrased. (Messages marked O.T.P. need not be paraphrased).

1,000 kilograms with engine horsepower limited to 200. They do not expect to operate more than 10 aircraft on this service but reasonable for 15 five like aircraft is sought by air force sub commission.

(c) There is a demand from commercial and business men to fly light aircraft of under 150 horse power for rapid transportation in connection with their work. The applications at present number 20 but they are expected to reach 50 and permission to grant this number of licenses is requested.

(d) Two licenses to operate aircraft for advertising purposes using not more than (?) aircraft of low horse power are also requested.

5. These requests are considered justified as they will give employment to aeronautical workers the majority of whom are unemployed and will assist in the rehabilitation of Italian commerce and Italian civil aviation.

6. The above services will be regulated by the Italian directorate civil aviation under the supervision of Air Force Sub-commission. The R.C.A. will issue the necessary certificates of airworthiness for aircraft licenses for pilots and will insist on third party insurance and the acceptance of international air traffic regulations by the companies or individuals concerned.

7. May I also be given some indication as to what ??????? the Italians will be permitted to construct civil aircraft. 1948

8. I would be grateful for an early reply.

~~MAC CLARK CIPHER NOTE.~~ This message received corrupt in parts. Please instruct if repeat is required. ~~The prohibition in paragraph 4 regarding~~ ~~Ref. MAC CLARK CIPHER NOTE.~~ If repeat is requested (as above) please do so through this section. Ext 2&3.

(72)

TOP SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785015

TOP SECRET

Ref 1197 continued.

All Black

Info-action : Air C/S

Info : Chief Controller
Radio Centre
Pilot (A)
Pilot (B)
Navigator
File
Switzerland

CIPHER TELEGRAM
This message will not be distributed outside British or U.S. Government Departments or Headquarters or transmitted except in Cipher without being paraphrased. (Messages marked O.T.P. need not be Paraphrased).

(See 80)

1217

TOP SECRET

(78)

Declassified E.O. 12356 Section 3.3/NND No. 785015

AIR FORCES SUB-COMMISSION, A.C. ROME

845 10 August 1946

MEDITERRANEAN ALLIED AIR COMMITTEE

4549

UNCLASSIFIED

ABLE SEVEN SEVEN THREE TO REFER YOUR SIGNAL UNCLE TWO SIX EIGHT DATED SEVEN AUGUST TO INFORMATION FURNISHED THAT THIS SUB-COMMISSION DID NOT SANCTION THE COMMENCEMENT OF SPANISH CIVIL AIRLINES TO ITALY TO IN FACT, OUR KNOWLEDGE OF FIRST FLIGHT TO BE MADE WAS RECEIVED ON NIGHT AUGUST TO CONFERENCE HELD THIS DATE WITH SPANISH AUTHORITIES REVEALED ITALIAN GOVERNMENT AGREED TO PROJECT BUT NO DETAILED ARRANGEMENTS MADE WITH UNITED AMERICAN TRANSPORT COMMAND TO UTILIZE CIAMPINO AIRFIELD TO APPROVAL HAS BEEN GIVEN FOR FLIGHT OF AUGUST NINE HOWEVER SPANISH OFFICIALS ADVISED THAT NO ADDITIONAL FLIGHTS CAN BE MADE UNTIL DETAILED PROPOSALS ARE SUBMITTED AND FINAL APPROVAL GIVEN BY YOUR SECRETARIAT TO INFO COPY OF OUR LETTER TO SPANISH EMBASSY BEING MAILED TO YOUR HEADQUARTERS

4256

62/AAIK R 1 4

ROUTINE

AIR STAFF, A.F.S.C., ALCOM, ROME

R. E. Merritt

SIGNATURE

Declassified E.O. 12356 Section 3.3/NND No. 785015

AIR FORCES SUB-COMMISSION, A.C. ROME

1230 31 July 1946

PENINSULAR BASE SECTION, LEGHORN PENBASE

UNCLASSIFIED

ABLE SEVEN FIVE TWO FL IT IS CONFIRMED THAT UNITED STATES
IS RELIEVED OF RESPONSIBILITY OF ALL AIRFIELDS LISTED IN YOUR
SIGNAL NOW FIVE ONE FOUR THREE DATED THREE ZERO JULY FD ACCORDING
TO ITALIAN AERONAUTICAL LETTER TO THIS EFFECT WAS SUBMITTED TO YOUR
HEADQUARTERS AT NAPLES ON ELEVEN JULY

REF: AFSC/22/1/AIR

ROUTINE

AIR STAFF, A.F.S.C., ALCOM, ROME

LT. COL. FRANK E. MAREK

1245

F/O A.C. MERRIEN

INFO : COPY TO CHIEF COMMISSIONER,
through EX COMMR

76a

Declassified E.O. 12356 Section 3.3/NND No. 785015

AFSC/39/AIR

25 July 1945.

SUBJECT: Italian Civil Aviation.

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

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

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

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

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

Declassified E.O. 12356 Section 3.3/NND No. 785015

AFSC/39/AIR 23 July 1945
Subject: Italian Civil Aviation,

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

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

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

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

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

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

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

/s/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

Declassified E.O. 12356 Section 3.3/NND No. 785015

26 July 1946.

Mr John McSweeney
Foreign Representative
American Relief for Italy, Inc.
Rome.

Dear Mr McSweeney,

I have to acknowledge receipt of your letter of the 24th July, in which you ask me to consider the reduction of 70% in the cost of Air Travel tickets for E.N.D.S.I. representatives travelling on the Military Air Courier Service.

The Fare Paying Scheme on the Italian Military Service was inaugurated to refund to the Italian Air Force expenditures on petrol, oil and ground services which fall on the Italian Air Budget thereby constituting a heavy burden on the Italian Air Force funds.

The policy adopted by Allied authorities was that all organizations who paid full fare on American and British Transport Air Lines should also pay on the Italian Military Air Courier Services. Thus U.N.R.R.A. and all other relief organisations in Italy came under this category.

I have no objection to the Italian Government making any reduction to E.N.D.S.I. representatives which it considers appropriate in the light of the E.N.D.S.I. charter, but this is purely a matter to be handled by the Italian Government, to whom your request should be addressed.

Yours sincerely,

/s/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

1752

Declassified E.O. 12356 Section 3.3/NND No. 785015

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

JUL 6 [illegible]

TO : U.S. AMBASSADOR, AMERICAN EMBASSY, ROME.
U.K. EMBASSADOR, BRITISH EMBASSY, ROME.

COPY: CHIEF COMMISSIONER, THROUGH EXECUTIVE COMMISSIONER,
HEADQUARTERS, ALLIED COMMISSION, ROME.

DATE: 4th JULY, 1946.

REF : AFSC/39/AIR.

73a

The attached copy of a letter despatched to the Italian Air Ministry is forwarded to you for information. It was sent in the hope that the Italian Government would quickly reply to the Acting Chief Commissioner's letter (reference 8506/151/EC), referred to in the attached letter, a copy of which was forwarded to you.

64a

2. In the meantime the A.F.S.C. is conferring with the Director of the Italian Civil Aviation Department in order to see how the introduction of civil aviation in Italy can be expedited, and in order to ensure that all the information required by SACMED has in fact been submitted by the Italian Air Ministry to the Italian Prime Ministers office.

1/2038

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

Copy to.. EC

1941

75

Declassified E.O. 12356 Section 3.3/NND No. 785015

JUL 2 RECD

SECRET

Memo : Indian Air Liaison
(Wing Commander Arbuthnot Mission, Tehran.

To : Allied Commission, Iran.

Date : 23.6.1945

Ref. : 2005

Subject: Civil Air Liaison.

(64a)

1. Reference your No 2005/IAM A.C. dated 10.6.1945, and further to our No 1939 dated 19th idem on the above.

2. On the 16th June 1945 the Indian Government approved the Agreed Minutes setting out arrangements for the two Civil A.T.S. (Civil Air Liaison) and A.T.S. (Civilian Traffic Assistants).

As it is in the interest of the Indian Government to facilitate the movements of Civil Air Traffic, this Ministry would like to submit as soon as possible the Indian nominations for the appointments of the above mentioned Air Services.

3. Will you kindly give us the authority mentioned in your letter No. 2005/IAM dated 10 April 1945.

WING COMMANDER

RC DIST - 29 June

ACTION - Air Force S/C.
INFO - US Emb
BR Emb
US EOLAD
BR EOLAD
Chief Commissioner
Executive Commissioner
French Rep.

1940

74

Declassified E.O. 12356 Section 3.3/NND No. 785015

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

TO : ITALIAN AIR MINISTRY.

DATE: 27th JUNE, 1946

REF : AFSC/39/AIR.

It is understood that agreements have been signed as between the Italian Goverrment and T.W.A. and between the Italian Government and B.O.A.C. I wish to invite your attention to my letter AFSC/39/1/AIR addressed to Doctor Cevelotto which enclosed a copy of a letter addressed to the Prime Minister from the Acting Chief Commissioner concerning information on certain details which need concurrence by Allied authority before Internal Civil Airlines in Italy are operated. No reply to the last quoted letter has been received, but as soon as it is received, urgent action will be taken to obtain the necessary authority so that internal civil aviation may begin with the lease possible delay.

(Sgd) IAN E. BRODIE.
AIR VICE-MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION

1999

See (75)

(73) a

Declassified E.O. 12356 Section 3.3/NND No. 785015

C 50841
JUNE 271542B

H/4238
JUNE 280900B

IMPORTANT

MTOUSA

AIRCOM ROME CONFIDENTIAL CG 88 DIV CG ACC BULGARIA CG PBS CO RA MEDUSA CO AGRS/MTZ CO FOGGIA AAB CO 149 REPL BN 34 STA HOSP 55 STA HOSP 61 STA HOSP 391 STA HOSP 392 STA HOSP

UNCLASSIFIED.

Following message , EUCOM 0305 Paris dated 21 June 46 repeated for information of all Major Commands this theater :

" Warning you that all C-54 based at Westover Field (this applies to all schedules servicing European and Mediterranean theaters) have been grounded for an indefinite period for through maintenance inspection . All ships at present operating outside the United States will continue on schedule and will be grounded upon return to Westover. As rapidly as each ship is returned to service it will be despatched on shedule . However, this Headquarters hasno definite information as to when full operations will be resumed . Any further information will be relayed promptly to all concerned.

Attention Air priority boards :request all priority applications be screened carefully for dubation of this inspection to prevent serious increase in present backlogs and if necessary re-examine present backlogs with a view towards diversion to water shipment.

Attention A T C bases:take immediate steps to inform all passengers awaiting transportation of present conditions , briefing them also concerning all alternate means of travel available ".

AC DIST

ACTION - AIR SC
INFO - CHIEF COMMISSIONER
FILE
FLOAT ?

1798

73

Declassified E.O. 12356 Section 3.3/NND No. 785015

JUN 29 RECD

From : Air Forces Subcommission,
Allied Commission, Rome.

To : Acting Field Commissioner,
Headquarters Mediterranean Theatre Field Commission,
Office of the Foreign Liquidation Commissioner.

Date : 27th June, 1946.

Ref : AFSC/39/4/AIR

SALE OF SURPLUS AIRCRAFT TO ITALIAN GOVERNMENT.

It is understood from the Italian Air Ministry that they may, in the near future, wish to purchase certain surplus C.47 aircraft from your organisation, subject to those aircraft being in a reasonably good condition and their price being reasonably low.

2. Purchase by the Italian Government of twenty C.47 surplus aircraft from O.F.L.C. is hereby authorised, subject to a clause being inserted in the sale agreement to the effect:

(i) that the aircraft are not to be flown until permission is forthcomming through the A.F.S.C. For your information this permission cannot be given until such time as a reply to H.Q. Allied Commission letter 8506/151/EC of 10th April 1946 requesting certain detailed information is received from the Italian Government and approved by the Supreme Allied Commander's Staffs.

(ii) that all bomb carriers and bomb fittings be removed from the aircraft and not handed over to the Italians.

(iii) that these aircraft are allotted to civil aviation and not, without receiving specific Allied approval, to the Italian Air Force.

L.E. BRODIE
Air Vice-Marshal,
Director,
Air Forces Subcommission.

Copy:
Italian Air Ministry
Chief Commissioner through: Executive Commissioner.
M.A.A.C. Secretariat, Caserta.

(72)

Declassified E.O. 12356 Section 3.3/NND No. 785015

AIR FORCE HEADQUARTERS, A.C. MOMO. 24 1300 JUNE 1946

A.F.H.Q., ROMAN. (R) A.F.H.Q., NAPLES. (R) H. .S.T., LONDON C/O R.A.F.,
(R)
PARIS. A.F.H.Q., CASERTA.

UNCLASSIFIED

3847

A 6 7 8

ADVS SIX SEVEN TWO FD ITALIAN AIR COURIER SERVICE FARE FAYING NORMAL COMMENCING
FIRST JULY ONE NINE FOUR SIX FD ITALIAN AIR COURIER SERVICE CEASE ALL FLIGHTS
WITHDRAWING TWO FIVE JUNE ONE NINE FOUR SIX FD

AF30/24/AIR

ROUTING

ORGANIZATION

A.C. SALTER, S/LDR.

1926

J.W. TOGER, F/LT.

Declassified E.O. 12356 Section 3.3/NND No. 785015

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

TO: ITALIAN AIR MINISTRY (2 COPIES).

DATE: 6TH JUNE, 1946.

REF: AFSC/39/ALF.

ITALIAN CIVIL AVIATION.

With reference to your letter File No.2267 dated 10th May, 1946, (69) authorisation is given to the Italian Government to establish offices on Allied controlled airfields in order that greater control may be exercised in enforcing Italian customs and immigration laws; however, before any action is taken it will be necessary for the Italian Government to inform this Headquarters at which airfields it is their wish to open offices so that authorities concerned may be informed.

2. Authorisation is also granted to the Italian Government for spot-cash payment (for petrol, oil and airfield services), from civilian pilots landing on Italian controlled airfields. Information on these charges and the names of the airfields at which they would be in operation must be given to this Headquarters in order that British, American and other authorities may be informed.

3. These authorisations will not be enforced until the information has been received and distributed.

L.E. JARMAN, C/CAPE,
AIR VICE-MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

1995

Copy: Chief Commissioner, through ✓
Executive Commissioner.

(70)

1/4

Declassified E.O. 12356 Section 3.3/NND No. 785015

E.C.
Hold me for answer before CC
Dispatch

JUN 8 RECD

CONFEDERAZIONE GENERALE ITALIANA DEL LAVORO

Rome, 29 May 1946.

Secretariat General
File No. 8273/46 ZG/AL.

JUN 11 1946

SUBJECT: Institution of civilian air transport services in Italy.

TO : Admiral Ellery W. Stone
Chief Commissioner
Allied Commission
Rome

It is certainly known to you in what extremely difficult economic conditions is at the present time the personnel of the Italian civilian air lines, and you also know the steps our Secretariat has taken in regard to our Government, in order to agree upon all these provisions which through an imminent and favorable solution of a renewal in the civilian air activities, will safeguard the interests of the airmen.

We take therefore the liberty of calling your attention to the fact that the Allied Military Government of Zone A of Venezia Giulia would not be unwilling to grant its approval for the institution of some lines with management in Trieste.

In this regard, we even known from news we have received, that the S.I.S.A. has already made a request to the Allied Military Government to be granted the permission for some lines. The Allied Military Government however does not want to decide without first hearing the opinion of the Allied Commission.

We appeal to your wellknown benevolence that a favourable response may be given for the institution of the abovesaid lines, considering that the airlines from Trieste and for Venice would fully solve the problem of all the members of the Syndicate of Air Workers who are out of work and would represent a very important factor for the economic rehabilitation of our region.

We are sure that you will realise the importance of this request and looking forward to a reassuring reply, thanking you, we remain

Your very truly
THE SECRETARIAT
/s/ Guidi
/s/ illegible

1224

EC DIST - 5 June

ACTION - AIR FORCES S/C
INFO - CC
- EC
- Polad "A"
- Polad "B"

642 File

Declassified E.O. 12356 Section 3.3/NND No. 785015

COPY

From : Air Ministry.

To : Allied Commission (Memorandum).

Date : 10th May, 1946.

Ref : No. 2267.

AIR ACTIVITY OF FOREIGN COUNTRIES IN ITALY.

Several foreign States for quite some time have shown deep interest for the installation of air communications with Italy as well as for the transit of their air services throughout Italy.

The following cases are hereby pointed out :

1) SWITZERLAND: The Berne Government from some time began to have contacts with the Allied Authorities and the Italian Ministry of Foreign Affairs and requested the re-organisation of an air line between Switzerland and Rome. The Italian Government has expressed its favorable opinion and granted approval within the limits of its jurisdiction.

The Rome Air Forces Sub Commission has consented to examine detailed proposals for the inauguration of Italian Air Services between Switzerland and Italy (letter AFSC/39/Air dated 9 November 1945).

2) SWEDEN: The Swedish Government has requested authority to inaugurate an air line between Stolcholm and Rome. The said airline has already begun to operate following authority been granted.

3) HOLLAND: The Dutch Government has requested authority to reorganise the Amsterdam-Batavia airline with intermediary landing in Naples. Approval was given for the service through Italy.

4.) FRANCE: The French Government in its scheme for the reorganisation of the Paris-Damasco airline, has expressed desire to restore the intermediary landing base of Naples.

5) SPAIN: The Spanish Government has shown great interest in the re-organisation of air communications with Italy; it was recently communicated that the Spanish Government is willing to grant authority for the immediate installation of the Madrid-Barcellona-Milan-Rome air service and viceversa.

6) IRELAND: The Irish Government has lately submitted a proposal for an agreement on the inauguration of regular air communications between the two countries.

We deem it superfluous to point out that requests for re-organising air services in Italy have been received also from the U.S.A. (letter No 152 dated

1993

85011/2

(67)

Declassified E.O. 12356 Section 3.3/NND No. 785015

10th July 1945 from the U.S.A. Embassy) and from the British Government for landing in Ciampino of the London-Athens air service (letter No 57 dated 5th March 1946 from the British Embassy) and for the employment of the Augusta Seaplane base in the civil air traffic (letter of 22nd March 1946 of the same Embassy).

From the above it can be assumed that foreign air lines in Italy are being rapidly reorganised and moreover that some of the lines in question have already begun operating. However, we must bring to your attention the following major disadvantages:

1) Lack of precise data on the foreign air services. All information received from time to time by this Air Ministry on any of the above mentioned foreign air services are often disconnected and not complete; at times they are forwarded directly through the Allied Commands, and at times through the Ministry of foreign affairs. However, in most cases they have no definite information of the authority officially received and of its precise character and limits. (date of inauguration of the services, frequency, route, etc).

For quite some time the necessity of adopting a unique and accurate procedure has been pointed out. For this purpose this Ministry forwarded to this Air Forces Sub Commission, A.C. the following letter No 168, dated 16th January 1946 : -

"With letter AFSC/36/Air dated 4th inst your Sub Commission communicated that authority to fly over the Italian territory with foreign aircraft and with foreign air services in general, can be granted only to the Italian Government, provided that A.F.S.C. has previously given its approval.

For the purpose of establishing a unique procedure, it is advisable that the interested Foreign Governments request the said authority only from the Italian Ministry of Foreign Affairs, and that the Ministry take care of the necessary arrangements with the Allied Authorities before meeting the request.

Your Sub Commission is requested to inform us whether the Allied Authorities are in agreement with the above procedure."

Apparently no reply to the said letter has been received yet.

PRESENT ITALIAN CONTROL OVER FOREIGN AIR SERVICES. At the beginning landings and taking off of the foreign air services in Italy were effected while no control ~~xxxxxxxxx~~ concerning customs, value and police was exercised by the Italian authorities. With letter AFSC/36/Air dated 13th April 1946, the A.F.S.C. communicated that on the Italian controlled airfields control shall be exercised again by the Italian Government which is at present carrying it out through the normal procedure of passeports and necessary visas. It is thus understood that the Italian Government has no right whatsoever to exercise control over the airfields controlled at present by the Allies.

It happens therefore that owing to the fact that the said airfields are used for landing of some foreign aircraft, most of the air traffic does not come under the Italian Authorities' control. It is therefore obvious and advisable that the Italian Government resume its previous powers and authority over the said airfields, more so when we consider that the lines in question belong not only to U.S.A. or England, but also to other States.

1222

64

Declassified E.O. 12356 Section 3.3/NND No. 785015

We wish to point out the following measures to eliminate all hindrances:

1) Establish and consolidate the procedure according to which foreign air services are authorised to fly over Italy. This procedure should be as proposed in the above letter No 169 of 16th January, since we are of the opinion that only by following it we shall be able to eliminate the peculiar situation in which this Ministry has no knowledge whatsoever of the foreign air service which are actually flying over the Italian territory.

2) Instruct that all custom, police and valuation control over airservices operating in Italy be in all cases exercised by the Italian authorities, as well as in conjunction with the Allied Authorities in case of traffic on airfields still under Allied control.

Will your Sub Commission carefully take into consideration the above memorandum. We will be awaiting communication on the subject.

We take the opportunity to ask you to send us all information possible on all the foreign air services which are at present operating in the Italian territory or flying through it, pointing out also the regulations of service, i.e. the time tables, the frequencies, tariffs, etc.

1931

(69)

Declassified E.O. 12356 Section 3.3/NND No. 785015

Ref: 8906/155/Inc.

1 May 1945.

My dear Mr. Minister:

In reply to your letter of 9th March and with reference to your subsequent letter of 25th March and my reply thereto of 1st April, I find on my return that the Supreme Allied Commander's agreement to the formation of internal civil air lines in Italy has already been conveyed to you in Brigadier Rusk's letter of 10th April. This general agreement, of course, includes the specific case referred to in your letter of 9th March.

Very truly yours,

/s/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

Avv. Mario Cevolotto,
Minister for Air,
Italian Government,
ROME.

1930

Copy to: Air Force Sub-Com.

Declassified E.O. 12356 Section 3.3/NND No. 785015

23 April 1946

Dear General Infante:

In reference to your letter file 1735/SOI of 15 March concerning the request of the Director of the "Corriere Lombardo", Mr. Sogno, to make a special flight, Brigadier General Lee (Deputy Director of the Air Forces Subcommission) has carefully reviewed the matter in every respect.

It is regretted that under the terms of the Armistice (which are still in effect), private flying cannot be authorized. It should be appreciated that while the Combined Chiefs of Staff have authorized the establishment of Italian internal civil air lines, they have not permitted the resumption of gliding, private, or club flying. Accordingly, no authorization can at present be given for civil flying other than by aircraft of officially sponsored air lines.

Yours very truly,

/s/ L.W. STEARNS

L. W. STEARNS
Lt Col, AGD
Staff Officer to CC

General Adolfo Infante,
The First Aide-de-Camp General to
H.R.H. the Lieutenant General of the Realm,
Rome

1299

(67)

Declassified E.O. 12356 Section 3.3/NND No. 785015

CONFIDENTIAL

HEADQUARTERS ALLIED COMMISSION
Office of the Chief Commissioner
APO 394

1 April 1946.

CC 8502

SUBJECT: Establishment of Internal Civil Airlines.

TO : Supreme Allied Commander, Mediterranean Theater.
(Attention: Chief of Staff).

1. Reference is made to your signal FX-63796 of 30 March in reply to my signal 2091 of 25 March.

2. Pursuant to paragraph 4 of your signal FX-63796, I have replied to the Air Minister as set forth in the attached copy of my letter to him of today.

3. Pursuant also to paragraph 4 of your signal FX-63796 there is forwarded herewith translation of letter dated 9 March from the Air Minister together with copy of the agreement made between the Air Ministry and the Transcontinental and Western Air, Inc., dated 11 February 1946.

4. In my personal letter CC-8502 of 9 March to the Supreme Allied Commander I referred in the enclosed memorandum of 8 March to two proposals which I intended to make when forwarding the Transcontinental and Western Air, Inc., agreement to you for approval in accordance with paragraph 17 of the agreement:

(a) That the agreement specifically state that it would not become effective or operative until the resumption of internal civil airlines in Italy had been authorized, and

(b) That paragraph 18 of the agreement be modified to require both parties to the agreement to agree to any change which might be necessary in order to comply with any directive from the Combined Chiefs of Staff.

1998

5. Since my memorandum of 8 March, however, the Combined Chiefs of Staff have given permissive approval to the establishment of internal civil airlines by the Italian Government with no other restriction than is contained in your NAF 1103, which is that internal civilian aviation "should be regulated by the Italian Government under the supervision of the Air Forces Sub-Commission".

6. For this reason, it is recommended that the agreement in question either be approved or preferably, as provided in paragraph 17 thereof, the Air Ministry be informed that no approval of

CONFIDENTIAL

Spaatz
8502/6

Declassified E.O. 12356 Section 3.3/NND No. 785015

Subject: Establishment of Internal Civil Airlines 1 April 1946

the agreement as much is necessary, subject to the conditions recommended in the following paragraph.

7. I further recommend that the Italian Government be officially informed by the Allied Commission that any airlines established pursuant to the permissive approval already given by the Combined Chiefs of Staff will be subject to regulation by the Italian Government under the supervision of the Air Forces Sub-Commission, and that pursuant to this requirement the Italian Government will submit to the Air Forces Sub-Commission for its review, and approval where necessary, full detailed plans for implementation of their agreement. Such plans, inter alia, will include details of the routes to be flown, types and numbers of aircraft to be employed, landing fields to be used and to what extent, and aids to navigation and meteorological and communication facilities to be provided.

8. Obviously, such operating plans cannot be formulated until the Air Ministry is permitted to proceed with the initial stages of organizing a company or companies for internal civil aviation, which in turn will engage the staffs to prepare such plans.

/s/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

Copy to:
U.S. Ambassador
British Ambassador

1997

AC DISTRIBUTION:
US POLAD
Br POLAD
Air Forces S/C
Ex Comm
CC Files

Declassified E.O. 12356 Section 3.3/NND No. 785015

CC 8502

1 April 1946.

My dear Mr. Minister:

Replying to your letter of 25 March, the contents of which were telegraphed to the Supreme Allied Commander on that date, I have been instructed by the Supreme Allied Commander to inform you that he cannot consider the withdrawal of your letter of 9 March.

Accordingly, pursuant to the terms of your letter of 9 March, I am forwarding your letter of 9 March and the agreement dated 11 February 1946 between the Air Ministry and Transcontinental and Western Air, Inc., to the Supreme Allied Commander.

Very truly yours,

/s/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

1796

Avv. Mario Cevolotto,
Minister for Air,
Italian Government,
Rome.

CC DISTRIBUTION:
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BR "
US POLAD
BR "
Air Forces S/C
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Declassified E.O. 12356 Section 3.3/NND No. 785015

CONFIDENTIAL

ALLIED FORCE HEADQUARTERS
Office of the Chief
of Staff

6th April 1946

SUBJECT: Establishment of Internal Civil Airlines

TO : Chief Commissioner, Allied Commission

1. Reference is made to your letter CC.8502 dated 1st April 1946.

2. Subject to the undernoted information being made available to the Supreme Allied Commander and to the concurrence of the Combined Chiefs of Staff to the figures given, agreement is granted to the formation of internal civil airlines in ITALY. These airlines will be subject to regulation by the Italian Government under the supervision of the Air Forces Sub-Commission.

3. Full information is required as to:

(a) Airfields to be used.

(b) Air routes.

(c) Types and specifications of aircraft to be used.

(d) Total numbers of aircraft to be employed.

(e) Total numbers of aircrew and other personnel to be employed.

4. It should be made clear to the Italian Government that, notwithstanding any concurrence in the establishment of internal civil airlines in ITALY given by the Combined Chiefs of Staff, it will always be subject to the Supreme Allied Commander's overriding responsibilities should any operational commitment arise. In effect all airfields and installations could be called upon for use by the Air Forces coming under the jurisdiction of the Supreme Allied Commander.

BY COMMAND OF LIEUTENANT GENERAL MORGAN:

/s/ M.W.M. MacLEOD
/t/ M.W.M. MacLEOD
Major General
Chief of Staff

cc. MAAC
G-3, AFHQ
G-4 (Lt.Col. QUINN)

CONFIDENTIAL

8502/cc

Declassified E.O. 12356 Section 3.3/NND No. 785015

CONFIDENTIAL

ALLIED FORCE HEADQUARTERS
Office of the Chief
of Staff

6th April 1946

SUBJECT: Establishment of Internal Civil Airlines

TO : Chief Commissioner, Allied Commission

1. Reference is made to your letter CC.8502 dated 1st April 1946.

2. Subject to the undernoted information being made available to the Supreme Allied Commander and to the concurrence of the Combined Chiefs of Staff to the figures given, agreement is granted to the formation of internal civil airlines in ITALY. These airlines will be subject to regulation by the Italian Government under the supervision of the Air Forces Sub-Commission.

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(a) Airfields to be used.

(b) Air routes.

(c) Types and specifications of aircraft to be used.

(d) Total numbers of aircraft to be employed.

(e) Total numbers of aircrew and other personnel to be employed.

4. It should be made clear to the Italian Government that, notwithstanding any concurrence in the establishment of internal civil airlines in ITALY given by the Combined Chiefs of Staff, it will always be subject to the Supreme Allied Commander's overriding responsibilities should any operational commitment arise. In effect all airfields and installations could be called upon for use by the Air Forces coming under the jurisdiction of the Supreme Allied Commander.

BY COMMAND OF LIEUTENANT GENERAL MORGAN:

/s/ M.W.M. MacLEOD 994
/t/ M.W.M. MacLEOD
Major General
Chief of Staff

cc. MAAC
G-3, AFHQ
G-4 (Lt.Col. QUINN)

CONFIDENTIAL

Declassified E.O. 12356 Section 3.3/NND No. 785015

23 April 1946

Dear General Infante:

In reference to your letter file 1735/SGI of 15 March concerning the request of the Director of the "Corriere Lombardo", Mr. Sogno, to make a special flight, Brigadier General Lee (Deputy Director of the Air Forces Subcommission) has carefully reviewed the matter in every respect.

It is regretted that under the terms of the Armistice (which are still in effect), private flying cannot be authorized. It should be appreciated that while the Combined Chiefs of Staff have authorized the establishment of Italian internal civil air lines, they have not permitted the resumption of gliding, private, or club flying. Accordingly, no authorization can at present be given for civil flying other than by aircraft of officially sponsored air lines.

Yours very truly,

/s/ L.W. STEARNS
L. W. STEARNS
Lt Col, AGD
Staff Officer to CC

General Adolfo Infante,
The First Aide-de-Camp General to
H.R.H. the Lieutenant General of the Realm,
Rome

1223

Surplus
8502/cc

Declassified E.O. 12356 Section 3.3/NND No. 785015

CONFIDENTIAL

ALLIED FORCE HEADQUARTERS
AO 512

AG 580 GCT-O 17 April 1946

SUBJECT: Institution of Italian Military Passenger Air Service to ~~PRIS~~ PARIS and LONDON

TO : President
Allied Commission
APO 394

1. This headquarters has been requested by the State Department, through the War Department, to inform you of the United States Government's position relative to any recommendation which you may make with respect to the institution of Italian Military Passenger Air Service to PARIS and LONDON.

2. The United States Government concurs with the view of the British Government that it is undesirable to grant such permission at this time, and feels that it would be more advisable to grant permission for individual flights, in the light of existing circumstances at the time of application, rather than to allow a scheduled Italian military air transport service to PARIS and LONDON.

3. The views of the two Governments are hereby made effective.

4. When it is proposed to clear an aircraft for Paris, authority should be sought by the Air Forces Sub-Commission from the French Member of the Allied Commission. When this is obtained, the Air Forces Sub-Commission should then effect final clearance from the Mediterranean Allied Air Committee. In the case of flights to London, Air Forces Sub-Commission should clear direct with the Mediterranean Allied Air Committee.

BY COMMAND OF LIEUTENANT GENERAL MORGAN:

/s/ Ralph C. Tilley
/t/ RALPH C. TILLEY
Colonel, AGD
Adjutant General

Distribution
E.C. - Action
CC - info
AF S/C - "
P&I Ad(A) "
" " (B) "

(66)

CONFIDENTIAL

Declassified E.O. 12356 Section 3.3/NND No. 785015

APR 12 RECD

A/Cl Steere. LOOSE MINUTE

Executive Commissioner.

1. The relevant factors are as follows : -

(a) A direct approach has been made to Air Forces Sub Commission to obtain authorization for this project but it was stated verbally by the Director to the applicant that authorization could not at present be given.

(b) Although the Combined Chiefs of Staff have authorized the running of Italian internal civil air lines they have not authorized gliding, private or club flying. The Air Forces Sub Commission is therefore prohibiting such flying. It seems inadvisable to authorize a project which advertises an apparent freedom for such activity.

(c) It has also come to the notice of this Sub Commission that the motives of the sponsors of this project are at least partly political.

2. It is recommended that a reply be made stating that although the Combined Chiefs of Staff have authorized internal civil air lines, private flying is still prohibited by the terms of the armistice, and that therefore no authorization can at present be given for civil flying other than by aircraft of officially sponsored air lines.

William L. Dee
WILLIAM L. DEE,
Brig.Gen., U.S.A.,
Deputy Director.

11th April, 1946.
AFSC/53/1/Air.

1221

(65)

Declassified E.O. 12356 Section 3.3/NND No. 785015

APR 11 RECD

HEADQUARTERS ALLIED COMMISSION
Office of the Chief Commissioner
APO 394

10. April 1946.

Ref: 8506/151/FO.

SAC ltr attchd

My dear Mr. Prime Minister:

Further to my letter CC 8500 of 22 March 1946, I have been instructed by the Supreme Allied Commander to inform you that subject to the under-noted information being made available to him, and to the concurrence of the Combined Chiefs of Staff to the figures given, agreement is granted by the Supreme Allied Commander to the formation of internal civil air lines in Italy. These air lines will be subject to regulation by the Italian Government under the supervision of the Air Force Sub-Commission of the Allied Commission.

Full information is required as to:

(a) Airfields to be used.

(b) Air routes.

(c) Types and specifications of aircraft to be used.

(d) Total numbers of aircraft to be employed.

(e) Total numbers of aircrew and other personnel to be employed.

I am also directed to make it clear to your Government that, notwithstanding any concurrence in the establishment of internal civil air lines in Italy given by the Combined Chiefs of Staff, it will always be subject to the Supreme Allied Commander's overriding responsibilities should any operational commitments arise. In effect, all airfields and installations could be called upon for use by the Air Forces coming under the jurisdiction of the Supreme Allied Commander.

Very truly yours,

1920

M. S. LUSH
Brigadier,
Acting Chief Commissioner.

Dr. Alcide de Gasperi,
President of the Council of Ministers,
Italian Government,
ROME.

Copy to: US Ambassador
UK Ambassador
US Polad
UK Polad
Air Forces S/C
Chief Com.

8506/1 CC

Declassified E.O. 12356 Section 3.3/NND No. 785015

CONFIDENTIAL

ALLIED FORCE HEADQUARTERS
Office of the Chief
of Staff

6th April 1946

SUBJECT: Establishment of Internal Civil Airlines

TO : Chief Commissioner, Allied Commission

1. Reference is made to your letter CC.8502 dated 1st April 1946.

2. Subject to the undernoted information being made available to the Supreme Allied Commander and to the concurrence of the Combined Chiefs of Staff to the figures given, agreement is granted to the formation of internal civil airlines in ITALY. These airlines will be subject to regulation by the Italian Government under the supervision of the Air Forces Sub-Commission.

3. Full information is required as to:

(a) Airfields to be used.

(b) Air routes.

(c) Types and specifications of aircraft to be used.

(d) Total numbers of aircraft to be employed.

(e) Total numbers of aircrew and other personnel to be employed.

4. It should be made clear to the Italian Government that, notwithstanding any concurrence in the establishment of internal civil airlines in ITALY given by the Combined Chiefs of Staff, it will always be subject to the Supreme Allied Commander's overriding responsibilities should any operational commitment arise. In effect all airfields and installations could be called upon for use by the Air Forces coming under the jurisdiction of the Supreme Allied Commander.

1219

BY COMMAND OF LIEUTENANT GENERAL MORGAN:

/s/ M.W.M. MacLEOD
/t/ M.W.M. MacLEOD
Major General
Chief of Staff

cc. MAAC
G-3, AFHQ
G-4 (Lt.Col. QUINN)

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Declassified E.O. 12356 Section 3.3/NND No. 785015

CONFIDENTIAL

HEADQUARTERS ALLIED COMMISSION
Office of the Chief Commissioner
APO 394

1 April 1946.

CC 8502

SUBJECT: Establishment of Internal Civil Airlines.

TO : Supreme Allied Commander, Mediterranean Theater.
(Attention: Chief of Staff).

1. Reference is made to your signal FX-63896 of 30 March in reply to my signal 2091 of 25 March.

2. Pursuant to paragraph 4 of your signal FX-63896, I have replied to the Air Minister as set forth in the attached copy of my letter to him of today.

3. Pursuant also to paragraph 4 of your signal FX-63896 there is forwarded herewith translation of letter dated 9 March from the Air Minister together with copy of the agreement made between the Air Ministry and the Transcontinental and Western Air, Inc., dated 11 February 1946.

4. In my personal letter CC-8502 of 9 March to the Supreme Allied Commander I referred in the enclosed memorandum of 8 March to two proposals which I intended to make when forwarding the Transcontinental and Western Air, Inc., agreement to you for approval in accordance with paragraph 17 of the agreement:

(a) That the agreement specifically state that it would not become effective or operative until the resumption of internal civil airlines in Italy had been authorized, and

(b) That paragraph 18 of the agreement be modified to require both parties to the agreement to agree to any change which might be necessary in order to comply with any directive from the Combined Chiefs of Staff.

5. Since my memorandum of 8 March, however, the Combined Chiefs of Staff have given permissive approval to the establishment of internal civil airlines by the Italian Government with no other restriction than is contained in your NAF 1103, which is that internal civilian aviation "should be regulated by the Italian Government under the supervision of the Air Forces Sub-Commission".

6. For this reason, it is recommended that the agreement in question either be approved or preferably, as provided in paragraph 17 thereof, the Air Ministry be informed that no approval of

CONFIDENTIAL

Declassified E.O. 12356 Section 3.3/NND No. 785015

CONFIDENTIAL

Subject: Establishment of Internal Civil Airlines 1 April 1946

the agreement as such is necessary, subject to the conditions recommended in the following paragraph.

7. I further recommend that the Italian Government be officially informed by the Allied Commission that any airlines established pursuant to the permissive approval already given by the Combined Chiefs of Staff will be subject to regulation by the Italian Government under the supervision of the Air Forces Sub-Commission, and that pursuant to this requirement the Italian Government will submit to the Air Forces Sub-Commission for its review, and approval where necessary, full detailed plans for implementation of their agreement. Such plans, inter alia, will include details of the routes to be flown, types and numbers of aircraft to be employed, landing fields to be used and to what extent, and aids to navigation and meteorological and communication facilities to be provided.

8. Obviously, such operating plans cannot be formulated until the Air Ministry is permitted to proceed with the initial stages of organizing a company or companies for internal civil aviation, which in turn will engage the staffs to prepare such plans.

/s/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

Copy to:
U.S. Ambassador
British Ambassador

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See 88 1917

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(64)

Declassified E.O. 12356 Section 3.3/NND No. 785015

1 April 1946.

CC 8502

My dear Mr. Minister:

59

Replying to your letter of 25 March, the contents of which were telegraphed to the Supreme Allied Commander on that date, I have been instructed by the Supreme Allied Commander to inform you that he cannot consider the withdrawal of your letter of 9 March.

Accordingly, pursuant to the terms of your letter of 9 March, I am forwarding your letter of 9 March and the agreement dated 11 February 1946 between the Air Ministry and Transcontinental and Western Air, Inc., to the Supreme Allied Commander.

Very truly yours,

/s/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

Avv. Mario Cevolotto,
Minister for Air,
Italian Government,
Rome.

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AIR FORCES S/C
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1916

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(230)

Cipher Cable transferred to
CC 373

1915

13

Declassified E.O. 12356 Section 3.3/NND No. 785015

CC 8502

30 March 1946.

In order to show you that my message number 2091 was delivered to the AFHQ Message Center at 2015 hours on March 25th, I enclose herewith the teletype copy of the message as sent. You will observe from the red circled number that the message was our circuit number 14 to AFHQ on that date and was ackwowledged as received.

As you requested, however, this message was duplicated to you yesterday.

I am also enclosing copy of my letter of March 2nd and my letter of March 9th to SACMED.

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

Major General M. W. M. MacLeod, CB, CBE, DSO,
Chief of Staff,
Allied Force Headquarters,
AFO 512 - U.S. Army.

1714

(62)

Declassified E.O. 12356 Section 3.3/NND No. 785015

att. # CCD 4 to 10 Cleared (a/h. 30 MAR 44)

10

2/2053

LRKB V LAEE NR1 OP OP
FROM SENIOR SGNALMASTER AFHQ 011145B
TO ALCOM ROME
BT
SVC NO K5594 • UNCLASSIFIED •
SYS 518 OF 29 • ALSO PHONE CONVERSATION OF 01 YM REF NO 2091
DTG 251916B •
MSGE APPARENTLY LOST IN THIS OFFICE • CASE HAS BEEN EXPLAINED TO
GEN MCLEOD AND ACTION TAKEN TO PREVENT RECURRENCE •
FT 011145B
SENT NR1 RTH B K
R. 1340 ROMERO B K

(Chief Commissioners)

1913

Declassified E.O. 12356 Section 3.3/NND No. 785015

LATE V.
FROM SUPT LAKE LAKE R 17 U R G E N T
TO SUPT LATE
GR MVG PT
SVC 1[illegible] AM INFORMED BY ORIGINATOR OUR MESSAGE NR 1[illegible]
DTG [illegible]1516Z REF. NO. 2821
NOT RPT NOT YET SEEN BY GENERAL MACLEOD YOUR NO. PSE ARRANGE COPY
SHOWN HIM IMMEDIATELY. FOR BENEFIT OF ORIGINATOR HERE PSE STATE
WHY MESG. DID NOT REACH GENERAL MACLEOD. TREAT AS VERY R// URGENT
CITE OUR SVC NR [illegible]. HEREWITH COPY OF MESSAGE.

(6 1)

LATE V LAKE AUG 14 P P

Declassified E.O. 12356 Section 3.3/NND No. 785015

HEADQUARTERS ALLIED COMMISSION
Office of the Chief Commissioner
APO 394

27 March 1946.

51

I was glad to receive your letter of 5 March introducing Mr. Gerard d'Erlanger of BOAC. I enjoyed meeting him and, as no doubt he will have told you, we had a number of meetings.

I urged the local TWA representative to have General Wilson, Chairman of TWA, return to Rome from the Middle East to confer with Mr. d'Erlanger. General Wilson arrived in the evening of March 22nd and they met in my office on the morning of the 23rd where General Wilson invited Mr. d'Erlanger for a luncheon meeting that day. Sunday afternoon, March 24th, General Wilson called on me before his departure, but unfortunately, I have heard nothing from Mr. d'Erlanger since the meeting and have since learned that he left Rome on Monday, the 25th. I am therefore able to communicate to you only General Wilson's account of their meeting.

According to General Wilson, Mr. d'Erlanger stated that BOAC would like to participate with TWA in the company which TWA has contracted to form with the Italian Government on a "partnership" basis. General Wilson stated that his reply was that while he and his directors would give the fullest consideration to any specific proposal which BOAC might have to make, he felt that the term "partnership" was too vague an arrangement to be accepted without the nature of the partnership being specifically spelled out. He related an experience which his company had in a company in the West Indies in which both TWA and BOAC were shareholders and which had been most unsatisfactory from TWA's standpoint; finally culminating in a salvage-liquidation offer from BOAC, which had left an unfortunate impression with TWA as to a partnership unless its terms were clearly spelled out. Moreover, he thought it would be unfair to the Italians. General Wilson said that notwithstanding this past experience, he repeated that he pledged himself and his directors to give the fullest consideration to any concrete plan which BOAC might care to propose. He did not feel that it was incumbent upon TWA to formulate such proposals. He added that although the meeting lasted two hours, he was unable to elicit anything concrete from Mr. d'Erlanger but that the door was still open.

It was a pleasure to see you in London last month and I do hope to see you here before I am detached.

1912

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

Mr. Ivor Thomas, Parliamentary Undersecretary,
Ministry of Civil Aviation,
Ariel House, Strand,
London, W.C.2.

61

Copy (blind) to: US Ambassador
Br Ambassador
Ex Comnr
CC ✓
Director Air Forces S/C

Declassified E.O. 12356 Section 3.3/NND No. 785015

TOD: 250015
TOR: 252015

CONFIDENTIAL

FM ALCOM ACSOC FROM ADMIRAL STONE 251800 MARCH 1946

AFHQ FOR SACMED

2091 49 53

MY LETTERS OF SECOND AND NINTH MARCH REFER PD

ON MARCH NINTH AIR MINISTER [redacted] WROTE ME REFERRING TO ARTICLE SEVENTEEN OF THE TWA AGREEMENT AND ASKED IF AFHQ WOULD EXAMINE THE AGREEMENT PURSUANT TO ARTICLE SEVENTEEN PD

PARA TWO PD IT WAS THE VIEW OF THE DIRECTOR AIR FORCES SUBCOMMISSION AND MYSELF THAT IN VIEW OF DISCUSSIONS TO BE HELD BETWEEN THE CHAIRMAN OF TAFC WILLIAM ABLE AND REPRESENTATIVE OF BAKER OBOE ABLE CHARLIE IT WOULD BE PREFERABLE TO DELAY ACTION ON THE MINISTERS REQUEST PD

PARA THREE PD ON MARCH TWENTY SECOND CMA PURSUANT TO AUTHORITY FROM CHIEF OF STAFF THROUGH GEORGE FIVE CMA I INFORMED ITALIAN GOVERNMENT THAT CHARLIE CHARLIE SUGAR HAD GIVEN PERMISSIVE APPROVAL TO THE ESTABLISHMENT OF INTERNAL CIVIL AIRLINES BY THE ITALIAN GOVERNMENT PD

PARA FOUR PD I HAVE JUST RECEIVED LETTER FROM THE AIR MINISTER DATED TODAY READING AS FOLLOWS COLON QUOTE REFERENCE YOUR LETTER TO THE PRESIDENT OF THE COUNCIL OF MINISTERS REGARDING AUTHORIZATION WHICH THE COMBINED CHIEFS OF STAFF HAVE GIVEN THE ITALIAN GOVERNMENT TO REORGANIZE AND ACTIVATE THE INTERNAL CIVIL AIRLINES CMA I THINK IT IS NO LONGER NECESSARY TO ASK APPROVAL OF ALLIED HEADQUARTERS REGARDING TEXT

1911

60

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CONFIDENTIAL

2091

OF THE AGREEMENTS BETWEEN THE AIR MINISTRY AND THE TRANSCONTINENTAL AND WESTERN AIR INC ABOUT WHICH I HAD WRITTEN YOU ON NINE MARCH ONE NINE FOUR SIX PD PARA I ASK YOU THEREFORE CMA TO CONSIDER WITHDRAWN MY LETTER OF THE NINTH MARCH PD UNQUOTE PARA FIVE PD MAY I HAVE INSTRUCTIONS AS TO WHAT REPLY IF ANY SHOULD BE SENT TO THE AIR MINISTER IN RESPONSE TO HIS LETTER OF TODAY

DISTRIBUTION:
US Ambassador
BR Ambassador
Air Forces S/C
Ex Comar
CC

1210

CONFIDENTIAL

PRIORITY

Chief Commissioner

60 222

ELLERY W. STONE, Rear Admiral, USNR
Chief Commissioner

Declassified E.O. 12356 Section 3.3/NND No. 785013

From A.F.S.C. Allied Comm:

To Chief Commissioner Mark

Returned with thanks.

L.A.C.
Registry
A.F.S.C.

Declassified E.O. 12356 Section 3.3/NND No. 785015

HEADQUARTERS ALLIED COMMISSION
Office of the Chief Commissioner
APO 394

CC 8502

22 March 1946.

My dear Mr. Prime Minister:

I have been instructed by the Supreme Allied Commander to inform your Government that the Combined Chiefs of Staff have given permissive approval to the establishment of internal civil airlines by your Government.

It is not the intention of either the Supreme Allied Commander or the Allied Commission to make a press announcement on this matter since it is our view that any press announcement on this subject should be made by your Government.

Very truly yours,

/s/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

Dr. Alcide De Gasperi,
President of the Council of Ministers,
Italian Government,
Rome.

1905

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57

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6A

HEADQUARTERS ALLIED COMMISSION
Office of the Chief Commissioner
APO 394

Air Forces S/C

Please supply this office with the information necessary to bare reply to Gen Infante.

F. W. Steere
Col Soviet Sec

9th Apr.

56a

9th NH56

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6B

FIRST AID-DE-CAMP TO
H.R.H. THE LUOGOTENENTE GENERAL

No. 1735/S.G.I

Rome, 15 March 1946.

Dear Admiral,

The Director of the Corriere Lombardo, Mr. SOGNO wishes to obtain permission to make a flight of sport and journalistic character, in a passenger plane.

I am enclosing his request with all the details of the flight.

I shall be grateful if you will kindly examine the question and let me know your decisions.

With my very best regards

Affo
/s/ General Alfonso Infante

(AB)

1203

To : Admiral ELLERY STONE
Chief Commissioner, A.C.

R O M E

56a

Declassified E.O. 12356 Section 3.3/NND No. 785015

6C

IL PRIMO AIUTANTE DI CAMPO GENERALE
DI S.A.R. IL LUOGOTENENTE GENERALE DEL REGNO

N° 1735 /S.GI

Roma: 15 Marzo 1946

Signor Ammiraglio,

il direttore del Corriere Lombardo, signor SOGNO, desidera ottenere il permesso per un raid su aereo da turismo a carattere giornalistico-sportivo.

Le accludo la richiesta del dottor SOGNO con i dettagli sul raid.

Le sarò molto grato se vorrà esaminare la questione con benevolenza e farmi cortesemente conoscere le Sue decisioni in merito.

Gradisca Signor Ammiraglio i sensi della mia più alta considerazione

- Generale Adolfo INFANTE -

Real Admiral
Ellery STONE
Chief Commissioner

R O M A

1202

Declassified E.O. 12356 Section 3.3/NND No. 785015

6D

" CORRIERE LOMBARDO "

The Director

Milan, 11 March 1946
Via Senato, 38

TO : ADMIRAL STONE

R O M E

Contrary to the present restriction of civil flights as director of the "Corriere Lombardo" I am asking your authorization to make a flight, of sport and journalistic character, in a small passenger plane, Aviastar (two seats, -60 HP) built in the Avia Plants of Vercelli, with the generous help of the Allied Governments.

The flight would cover the main Italian cities, as per attached schedule. The landing would be done outside the air fields. The flight would take place as soon as your permission has been granted and favorable meteorolo= gical conditions permit.

Hoping you will allow me to meke this flight.

With my best greetings

/s/ Edgardo Sogno

(AB)

1201

56a

Declassified E.O. 12356 Section 3.3/NND No. 785015

Corriere Lombardo

Direzione

Via Senato, 58 - Tel. 76451-2-3-4 - 70718 - 72601 - 72751-2-3-4

Milano, 11 Marzo 1946

A S.E. L'AMMIRAGLIO G.J.E. STONE

ROMA

Nella mia qualità di Direttore del "Corriere Lombardo" chiedo a V.E. l'autorizzazione di compiere, in deroga alle attuali restrizioni sul volo civile, un raid aviatorio di carattere giornalistico sportivo con il piccolo apparecchio da turismo Aviastar (biposto 60 HP.) costruito nelle Officine Avia di Vercelli; apparecchio che deve la sua realizzazione al generoso appoggio dei Governi Alleati. Il volo, con atterraggi fuori campo, verrebbe compiuto attraverso le principali città d'Italia secondo l'unito itinerario, appena ottenuto il consenso di V.E. e quando le condizioni metereologiche possano permetterlo.

Nella speranza che V.E. voglia disporre perchè mi venga concessa la necessaria autorizzazione, La prego di accogliere i deferenti saluti miei e della Redazione del nostro Giornale.

Edgardo Sogno

(Edgardo Sogno)

1200

56a

Declassified E.O. 12356 Section 3.3/NND No. 785015

Corriere Lombardo

Direzione

Milano, 11 Marzo 1946

Via Senato, 28 - Tel. 78451-2-3-4 - 70712 - 72801 - 72761-2-3-4

ELENCO DELLE CITTA' TOCCATE DURANTE IL RAID :

Milano - Brescia - Venezia - Bologna - Ancona - Pescara - Bari - Foggia - Napoli - Roma - Perugia - Firenze - Viareggio - La Spezia - Genova - Savona - San Remo - Torino.

1109

56a

Declassified E.O. 12356 Section 3.3/NND No. 785015

TRANSLATION

THE AIR MINISTRY.

Rome, 25 March, 1946.

Dear Admiral,

"Reference your letter to the President of the Council of Ministers, regarding authorization which the combined Chiefs of Staff have given the Italian Government to reorganize and activate the internal civil air-lines, I think it is no longer necessary to ask approval of Allied Headquarters regarding text of the agreements between the Air Ministry, and the Transcontinental and Western Air Inc., about which I had written you on 9 March, 1946.

I ask you therefore, to consider withdrawn my letter of the 9 March."

With best regards,

Yours truly,

(s) Avv. Mario Cevolotti.

Admiral Ellery W. Stone

Chief Commissioner

Allied Commission

R O M E

1209

(MB)

59

Declassified E.O. 12356 Section 3.3/NND No. 785015

IL MINISTRO DELL'AERONAUTICA

Roma, 25 MAR 1946

Illustre Ammiraglio,

riferendomi alla Sua comunicazione inviata al Presidente del Consiglio dei Ministri, circa l'autorizzazione che i Capi di Stato Maggiore Riuniti hanno dato al Governo Italiano di riorganizzare ed attivare i servizi aerei civili interni, riterrei che non sia più necessario richiedere l'approvazione, da parte dei Comandi Superiori Alleati, del testo degli accordi fra il Ministero dell'Aeronautica e la Transcontinental & Western Air.Inc., secondo quanto Le avevo scritto il giorno 9 marzo 1946.

Le chiedo quindi di considerare come da me ritirata la predetta lettera 9 marzo 1946.

La prego, illustre Ammiraglio, di volere gradire i sensi della mia alta stima.

1908

S.E. Ellery S T O N E
Chief Commissioner
HEAD QUARTER

R O M A

(59)

Declassified E.O. 12356 Section 3.3/NND No. 785015

Translation

THE MINISTER OF THE AIR

Rome, 22 March 1946

Illustrious Admiral,

I received from Air Vice Marshal I.E. BRODIE, Director of the Air Force Sub Commission, a copy of the communication referring to the authorisation for the internal Civil Aviation, for which I thank you.

Hereby I inform you that, in agreement with the President of the Council of Ministers, I will release this news to the Press on coming Monday.

With best regards

Signed: Avv. Mario Cevolotto

To H.E. the Admiral

ELLERY S T O N E

Chief of the Allied Commission

R O M E

S-8

1287

8504/c

Declassified E.O. 12356 Section 3.3/NND No. 785015

IL MINISTRO DELL'AERONAUTICA

Roma, 22 MAR 1946

Mio caro Ammiraglio

ho ricevuto la copia della comunicazione relativa all'autorizzazione per l'Aviazione Civile interna, trasmessami dal Capo della Sottocommissione Alleata dell'Aria, Air Vice Marshal I.E. BRODIE, e mi affretto a ringraziarLa ed a comunicarLe che sono d'accordo col Presidente del Consiglio per fare, lunedì prossimo, una comunicazione alla stampa.

Un mio saluto

A S.E.l'Ammiraglio
ELLERY S T O N E
Capo della Commissione Alleata
R O M A

1306

0731

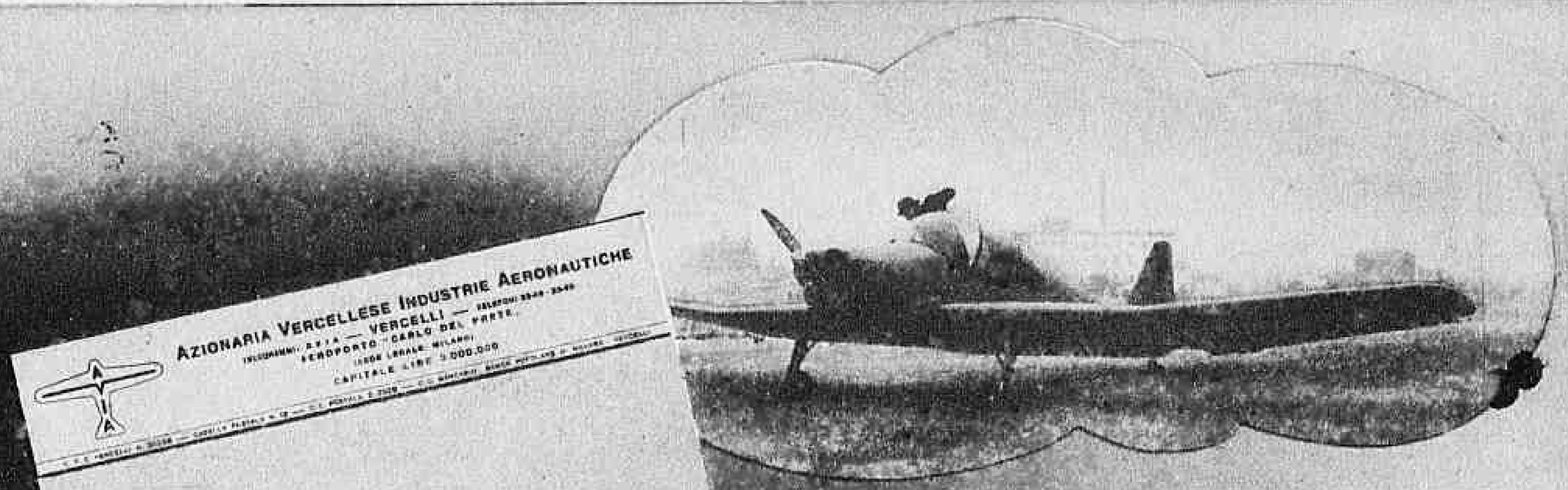
Declassified E.O. 12356 Section 3.3/NND No. 785015

A NEW STAR



asriastar

Declassified E.O. 12356 Section 3.3/NND No. 785015



AZIONARIA VERCELLESE INDUSTRIE AERONAUTICHE

VERCELLI

TO ALL WHO ENJOY FLYING,

Years of experience in aircraft design production, as well as consideration for preferences of private pilots, are behind our work in designing and realizing the AVIASTAR.

All who enjoy flying and like brilliant performances, safety, comfort, easy handling and practical utility will find all these advantages in AVIASTAR.

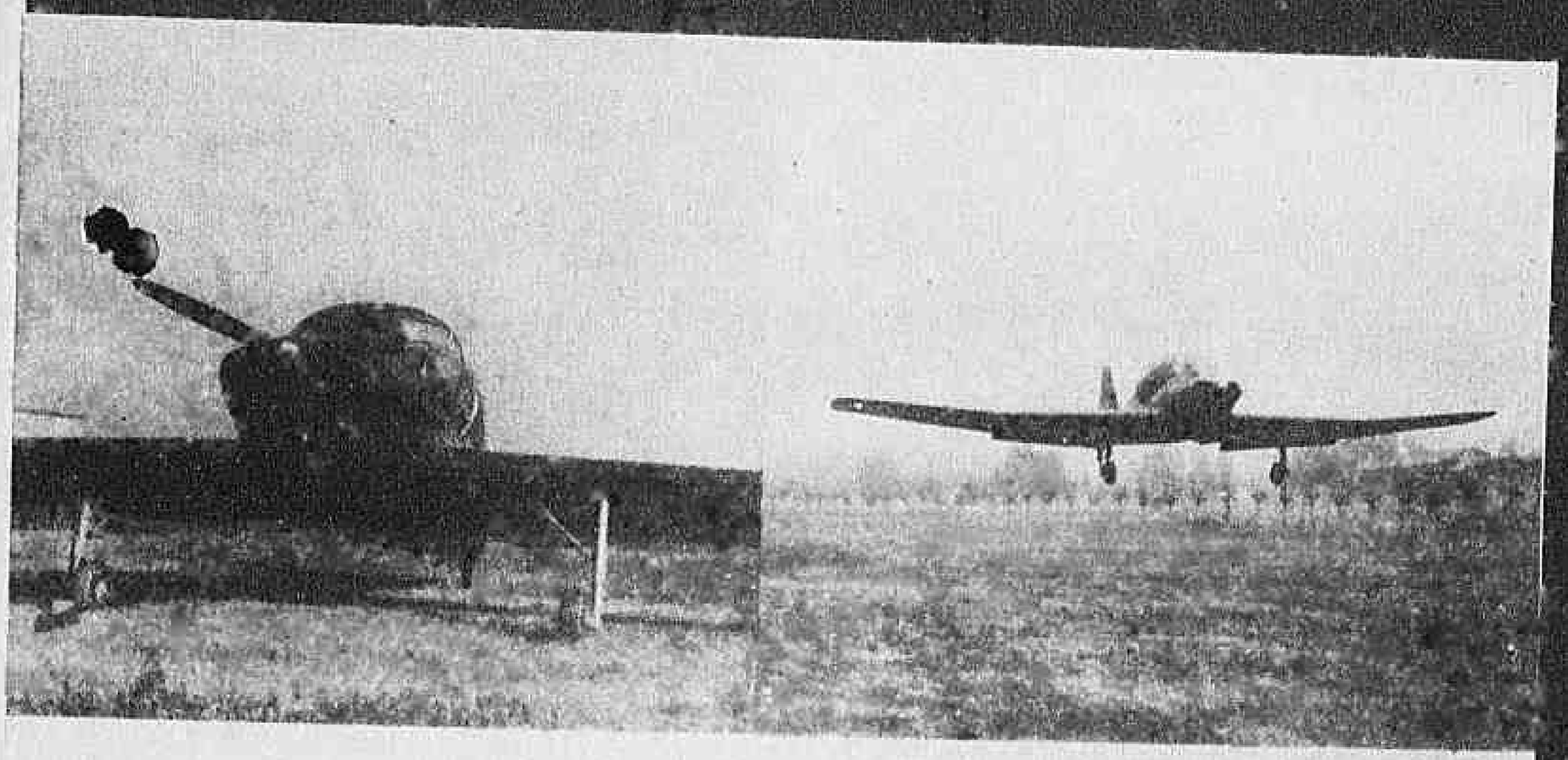
We are proud in presenting new plane which will give us many new friends to whom, since now, we wish happy landings.

Yours truly.

Safety and Stability in any flying condition - **New features** never before included in a low priced **personal plane** - Unexpected flying and **landing performances** All **who enjoy to fly** will find in ***aviastar*** the fulfilment of their **wishes** - the just licensed young pilot as well as the veteran - The **easiness** and surprising **landing** qualities will make for the ***aviastar*** pilot a **large airport** out of any **small meadow.**

Declassified E.O. 12356 Section 3.3/NND No. 785015

aviastar (L.M.5.) WILL ALWAYS AND AT EVERY TIME GIVE YOU THE JOY OF FLYING



1 New **flaps** and airdynamic **brakes easy to handle** permit a very **steep** descent and an easy landing **uncommonly short - (less than 130 feet)**

2 **Retractable landing gear**, wit direct manual mechanism, outright handling **absolute safety** - oleo pneumatic shock-absorbers

3 HYDRAULIC BRAKES and full-swivelling tail wheel

4 **Smoot controls**, with maximum controlability in **any** flying **condition**

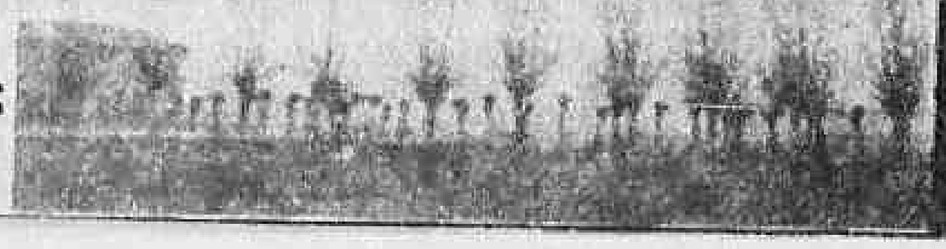
5 SPACIOUS CABIN, two side by side seats upholstered in leatherette seats are adjustable

6 **Wide** clear **vision** in any direction

7 CABIN HEATER Extra large LUGGAGE compartment







"C. I. R. A."
COMPAGNIA ITALIANA
RAPPRESENTANZE AERONAUTICHE
Via L. Beltrami 2 - MILANO - Telef. 84.124

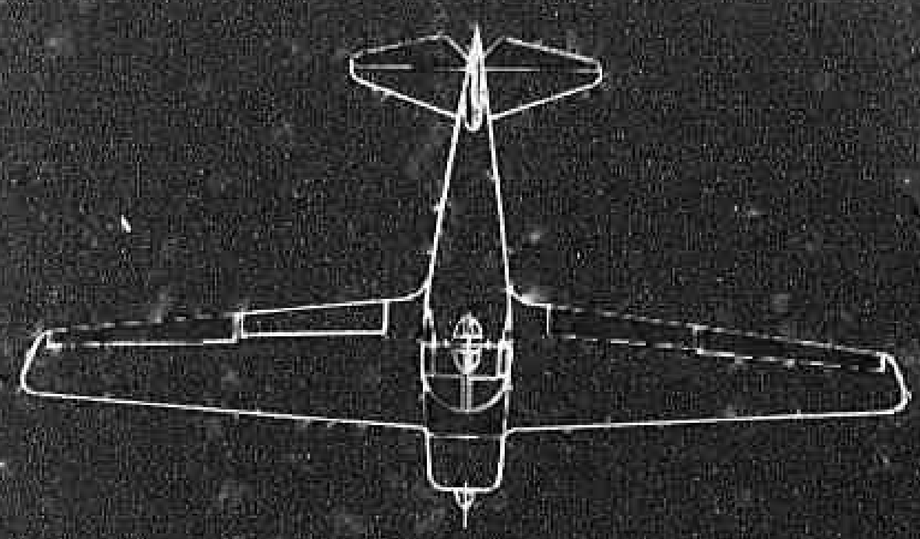
0734

Declassified E.O. 12356 Section 3.3/NND No. 785015

aviastar
(L. M. 5.)

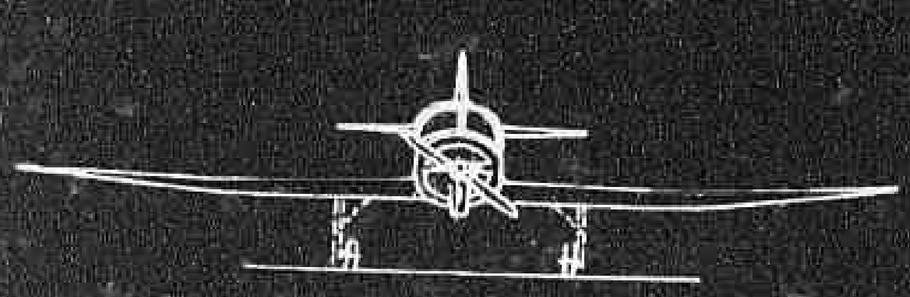


THE AEROPLANE EASY AND SAFE









DIMENSIONS AND PERFORMANCES

CNA - D/IV ENGINE 60 HP.

(Similar engines up to 100 HP may be installed)

Span 33 ft. 3 in. - Length - 18 ft. 7 in.
Height 6 ft. 6 in. - Wing area 156 sq. ft.

Weight empty . . .	730 lbs	Maximun speed .	118 MPH
Useful load . . .	510 „	Cruising . . .	103 MPH
Grost weight . . .	1240 „	Take off lenght . .	360 ft
Wing.loading 8 lbs. per sq.ft.		Landing . . .	130 „
Power loading 20.60 lbs per HP.		Range	560 miles
		Service Ceiling .	16.500 ft

CONSUMPTION 30 miles per Gallon

AZIONARIA VERCELLESE INDUSTRIE AERONAUTICHE

TELEGRAMMI: AVIA — VERCELLI — TELEFONI 23-45 - 23-46

Declassified E.O. 12356 Section 3.3/NND No. 785015

D R A F T

13 March 1946.

MEMORANDUM:

During the negotiation of the agreement between the Italian Government and TWA, which was actually concluded on February 11th, the views of the U.S. and U.K. Governments in this connection were communicated to the Italian Government by the two Embassies. The only position taken by the Allied Commission, serving both Governments, was first, that any contract which might be signed should not become effective until internal civil aviation had been authorized for Italy by the Combined Chiefs of Staff before whom this question is pending, and second, that the parties to the contract would agree to modify it if necessary to conform to any directive received from the Combined Chiefs of Staff as to participation in the Italian aviation company proposed to be organized and as to any other conditions which they might prescribe.

C.W.S.

1106

56

Declassified E.O. 12356 Section 3.3/NND No. 785015

TRANSLATION

THE AIR MINISTRY.

Rome, 25 March, 1946.

Dear Admiral,

Reference your letter to the President of the Council of Ministers, regarding authorization which the combined Chiefs of Staff have given the Italian Government to reorganize and activate the internal civil air-lines, I think it is no longer necessary to ask approval of Allied Headquarters regarding text of the agreements between the Air Ministry, and the Transcontinental and Western Air Inc., about which I had written you on 9 March, 1946.

I ask you therefore, to consider withdrawn my letter of the 9 March.

With best regards,

Yours truly,

(s) Avv. Mario Cevolotti.

Admiral Ellery W. Stone

Chief Commissioner

Allied Commission

A C M S

1105

(MB)

Declassified E.O. 12356 Section 3.3/NND No. 785015

TRANSLATION

THE AIR MINISTRY.

Rome, 26 March, 1946.

Dear Admiral,

Reference your letter to the President of the Council of Ministers regarding authorization which the combined Chiefs of Staff have given the Italian Government to reorganize and activate the internal civil air-lines.

I think it is no longer necessary to ask approval of Allied Headquarters regarding text of the agreements between the Air Ministry, and the Transcontinental and Western Air Inc., about which I had written you on 9 March, 1946.

I ask you therefore, to consider withdrawn my letter of the 9 March.

With best regards.

Yours truly,

(s) Avv. Mario Cevolotti.

Admiral Hilary W. Stone

Chief Commissioner

Allied Commission

R O M E

1104

(MB)

Declassified E.O. 12356 Section 3.3/NND No. 785015

TRANSLATION

THE AIR MINISTRY.

Rome, 25 March, 1946.

Dear Admiral,

Reference your letter to the President of the Council of Ministers, regarding authorization which the combined Chiefs of Staff have given the Italian Government to reorganize and activate the internal civil air-lines. I think it is no longer necessary to ask approval of Allied Headquarters regarding text of the agreements between the Air Ministry, and the Transcontinental and Western Air Inc., about which I had written you on 9 March, 1946.

I ask you therefore, to consider withdrawn my letter of the 9 March.

With best regards.

Yours truly,

(s) Avv. Mario Scvolotti.

Admiral Ellery W. Stone

Chief Commissioner

Allied Commission

A C A F

1403.

(M5)

Declassified E.O. 12356 Section 3.3/NND No. 785015

CC

CC 8502

30 March 1946.

In order to show you that my message number 2091 was delivered to the AFHQ Message Center at 2015 hours on March 25th, I enclose herewith the teletype copy of the message as sent. You will observe from the red circled number that the message was our circuit number 14 to AFHQ on that date and was acknowledged as received.

As you requested, however, this message was duplicated to you yesterday.

I am also enclosing copy of my letter of March 2nd and my letter of March 9th to SACMED.

/s/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

Major General M. W. M. MacLeod, CB, CBE, DSO,
Chief of Staff,
Allied Force Headquarters,
APO 512 - U.S. Army.

1192

Surplus
8502/cc

Declassified E.O. 12356 Section 3.3/NND No. 785015

HEADQUARTERS ALLIED COMMISSION
Office of the Chief Commissioner
APO 394

8 March 1946.

MEMORANDUM:

Minister of Aviation Cevolotto called on me at 1000 hours today to inform me that he had planned to submit a decree to the Council of Ministers to provide for the organization of a company for internal civil aviation which could give effect to the agreement recently concluded with TWA.

I informed him that I felt such a step should not be taken until approval of the TWA agreement had been secured from AFHQ as provided for in para 17 of the TWA agreement.

He replied that the decree would be a broad or generic one which need not necessarily be construed as a step in implementation of the TWA agreement.

To this, I replied that I felt that even a generic decree would nevertheless be construed as a step in implementation of the TWA agreement and advised him not to take steps in this direction until he had submitted the TWA agreement through the Allied Commission to AFHQ and had received SACMED's approval.

I further informed the Minister that it would be the Commission's policy in forwarding the agreement to make two recommendations for alterations to bring the TWA agreement in line with my letter to the Minister of 2 February; namely,

(a) That para 17 be modified, or a new paragraph added, to state specifically that the agreement would not become effective or operative until the resumption of internal civil aviation in Italy had been authorized by the Combined Chiefs of Staff, or by the peace treaty, whichever occurs earlier, and

(b) That para 18 be modified to substitute the word "will" for "could" and to add after the word "participants" the words "and in other respects". Para 18 would then read as follows:

"18. Both parties agree that this Agreement will be modified as to other participants and in other respects in order to comply with any directives from the Combined Chiefs of Staff."

1191

The Minister accepted all of my views.

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

DISTRIBUTION:
US Ambassador
BR Ambassador
Air Forces S/C (2)
Exec Commr
CC

Declassified E.O. 12356 Section 3.3/NND No. 785015

Translation

THE MINISTER OF THE AIR

Roma, 22 March 1946

Illustrious Admiral,

I received from Air Vice Marshal I.E. BRODIE, Director of the Air Force Sub Commission, a copy of the communication referring to the authorisation for the internal Civil Aviation, for which I thank you.

Hereby I inform you that, in agreement with the President of the Council of Ministers, I will release this news to the Press on coming Monday.

With best regards

Signed: Avv. Mario Cevolotto

To H.E. the Admiral

ELLERY S T O N E

Chief of the Allied Commission

R O M E

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Sm/Mm
85 02/cc

Declassified E.O. 12356 Section 3.3/NND No. 785015

Translation

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To H.E. the Admiral

ELLERY S T O N E

Chief of the Allied Commission

R O M E

68

1109.

Declassified E.O. 12356 Section 3.3/NND No. 785015

Translation

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With best regards

Signed: Avv. Mario Cevolotto

To H.E. the Admiral

ELLERY S T O N E

Chief of the Allied Commission

R O M E

98

1108

Declassified E.O. 12356 Section 3.3/NND No. 785015

FIRST AID-DE-CAMP TO
H.R.H. THE LUOGOTENENTE GENERAL

*****

No. 1735/S.G.I

Rome, 15 March 1946.

Dear Admiral,

The Director of the Corriere Lombardo, Mr. SOGNO wishes to obtain permission to make a flight of sport and journelistic character, in a passenger plane.

I am enclosing his request with all the details of the flight.

I shall be grateful if you will kindly examine the question and let me know your decisions.

With my very best regards

/s/ General Alfonso Infante

(AB)

11407

To : Admiral ELLERY STONE
Chief Commissioner, A.C.
ROME

Surplus
8502/cc

Declassified E.O. 12356 Section 3.3/NND No. 785015

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H.R.H. THE LUOGOTENENTE GENERAL

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/s/ General Alfonso Infante

(AB)

1196

To : Admiral ELLERY STONE
Chief Commissioner, A.C.
ROME

Declassified E.O. 12356 Section 3.3/NND No. 785015

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H.R.H. THE LUOGOTENENTE GENERAL

Rome

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With my very best regards

/s/ General Alfonso Infante

(AB)

1185

To : Admiral ELLERY STONE
Chief Commissioner, A.C.
ROME

Declassified E.O. 12356 Section 3.3/NND No. 785015

" CORRIERE LOMBARDO "

The Director

Milan, 11 March 1946
Via Senato, 38

TO : ADMIRAL STONE
R O M E

Contrary to the present restriction of civil flights ad director of the "Corriere Lombardo" I am asking your authorization to make a flight, of sport and journalistic character, in a small passenger plane, Aviostar (two seats, -60 HP) built in the Avio Plants of Vercelli, with the generous help of the Allied Governments.

The flight would cover the main Italian cities, as per attached schedule. The landing would be done outside the air fields. The flight would take place as soon as your permission has been granted and favorable meteorological conditions permit.

Hoping you will allow me to make this flight.

With my best greetings

/s/ Edgardo Sogno

(AB)

Surplus
8502/CC

Declassified E.O. 12356 Section 3.3/NND No. 785015

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Milan, 11 March 1946
Via Senato, 38

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With my best greetings

/s/ Edgardo Sogno

1193

(AB)

Declassified E.O. 12356 Section 3.3/NND No. 785015

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Via Senato, 38

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With my best greetings

/s/ Edgardo Sogno

(AB)

1182

Declassified E.O. 12356 Section 3.3/NND No. 785015

TRANSLATION

THE AIR MINISTER

Rome, 9 March, 1946.

Dear Admiral,

You are aware of the agreement made between the Air Ministry and the Transcontinental and Western Air Inc., on the 11 February, 1946.

I must now propose, for the approval of the Italian Council of Ministers, a decree-law of the Lieutenant General authorising the Italian Government to intervene in the formation of the L. A. I. Company, and to provide the necessary capitals.

I must therefore, according to Art. 17 of the Agreement, have the approval of General Headquarters of the Allied Forces in Italy.

I would be most grateful if you would have General Headquarters examine the Agreement, and obtain their approval.

Thanking you, with best regards,

I remain,

Yours truly,

(s) Cavalotto.

Admiral Ellery W. Stone,

Chief Commissioner

Allied Commission

Rome.

(KE)

ADDITIONAL DISTRIBUTION:
2 AFHQ SACMED
US AMBASSADOR
BR "
US POLAD
BR "

1181

Spaulding 6502/n

Declassified E.O. 12356 Section 3.3/NND No. 785015

TRANSLATION

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I would be most grateful if you would have General Headquarters examine the Agreement, and obtain their approval.

Thanking you, With best regards,

I remain,

Yours truly,

(s) Cevolotto.

Admiral Ellery W. Stone,

Chief Commissioner

Allied Commission

Rome.

(MB)

ADDITIONAL DISTRIBUTION
2 APR: SACMED
US AMBASSADOR
Br " "
US POLAD
Br "

1180

Declassified E.O. 12356 Section 3.3/NND No. 785015

TRANSLATION

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I must therefore, according to Article 17 of the Agreement, have the approval of General Headquarters of the Allied Forces in Italy.

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Thanking you, with best regards,

I remain,

Yours truly,

/S/ CEVOLOTTO

1179

Admiral Ellery W. Stone,
Chief Commissioner,
Allied Commission,
Rome.

Additional Distribution 2 Opr.
US Ambassador
BR Ambassador
SACMED
US POLAD AC
BR POLAD AC

CC DISTRIBUTION:
Air Forces S/C
Ex Commr
CC Files

Surplus
8502/CC

Declassified E.O. 12356 Section 3.3/NND No. 785015

DRAFT

13 March 1946.

MEMORANDUM:

During the negotiation of the agreement between the Italian Government and TWA, which was actually concluded on February 11th, the views of the U.S. and U.K. Governments in this connection were communicated to the Italian Government by the two Embassies. The only position taken by the Allied Commission, serving both Governments, was first, that any contract which might be signed should not become effective until internal civil aviation had been authorized for Italy by the Combined Chiefs of Staff before whom this question is pending, and second, that the parties to the contract would agree to modify it if necessary to conform to any directive received from the Combined Chiefs of Staff as to participation in the Italian aviation company proposed to be organized and as to any other conditions which they might prescribe.

1178

Surplus
8502/CC

Declassified E.O. 12356 Section 3.3/NND No. 785015

DRAFT

13 March 1946.

MEMORANDUM:

During the negotiation of the agreement between the Italian Government and TWA, which was actually concluded on February 11th, the views of the U.S. and U.K. Governments in this connection were communicated to the Italian Government by the two Embassies. The only position taken by the Allied Commission, serving both Governments, was first, that any contract which might be signed should not become effective until internal civil aviation had been authorized for Italy by the Combined Chiefs of Staff before whom this question is pending, and second, that the parties to the contract would agree to modify it if necessary to conform to any directive received from the Combined Chiefs of Staff as to participation in the Italian aviation company proposed to be organized and as to any other conditions which they might prescribe.

C.W.S.

1177

Smith 8502/11

Declassified E.O. 12356 Section 3.3/NND No. 785015

TRANSLATION

THE UNDERSECRETARY OF STATE TO THE
PRESIDENT OF THE COUNCIL OF MINISTERS

92236/1.2.2

13 January 1947.

Dear Admiral,

With note No. 8502 dated 4 January 1947, you informed the President of the Council of Ministers of the possibility that Italy may become an effective member of the international provisional organization of civil aviation. I have interested the competent Administration on this matter, and thank you for the steps you have personally taken with the American and British Embassies in Rome in favour of Italy's adhesion to this organization.

(s) Cappa.

Avv. Paolo Cappa.

Admiral Ellery W. Stone
Chief Commissioner
Allied Commission
Rome.

#178

Dist: CC
SC
A.F. S/C.

Spar-c
8502/cc

Declassified E.O. 12356 Section 3.3/NND No. 785015

CONFIDENTIAL

251900 MARCH 1946

HQ ALCOM ACSCC FROM ADMIRAL STONE

AFHQ FOR SACMED

2091

CONFIDENTTAL

MY LETTERS OF SECOND AND NINTH MARCH REFER PD

ON MARCH NINTH AIR MINISTER WROTE ME REFERRING TO ARTICLE SEVENTEEN OF THE TWA AGREEMENT AND ASKED IF AFHQ WOULD EXAMINE THE AGREEMENT PURSUANT TO ARTICLE SEVENTEEN PD

PARA TWO PD IT WAS THE VIEW OF THE DIRECTOR AIR FORCES SUBCOMMISSION AND MYSELF THAT IN VIEW OF DISCUSSIONS TO BE HELD BETWEEN THE CHAIRMAN OF PARE WILLIAM ABLE AND REPRESENTATIVE OF BAKER OBOE ABLE CHARLIE IT WOULD BE PREFERABLE TO DELAY ACTION ON THE MINISTERS REQUEST PD

PARA THREE PD ON MARCH TWENTY SECOND CMA PURSUANT TO AUTHORITY FROM CHIEF OF STAFF THROUGH GEORGE FIVE CMA I INFORMED ITALIAN GOVERNMENT THAT CHARLIE CHARLIE SUGAR HAD GIVEN PERMISSIVE APPROVAL TO THE ESTABLISHMENT OF INTERIM CIVIL AIRLINES BY THE ITALIAN GOVERNMENT PD

PARA FOUR PD I HAVE JUST RECEIVED LETTER FROM THE AIR MINISTER DATED TODAY READING AS FOLLOWS COLON QUOTE REFERENCE YOUR LETTER TO THE PRESIDENT OF THE COUNCIL OF MINISTERS REGARDING AUTHORIZATION WHICH THE COMBINED CHIEFS OF STAFF HAVE GIVEN THE ITALIAN GOVERNMENT TO REORGANIZE AND ACTIVATE THE INTERIM CIVIL AIRLINES CMA I THINK IT IS NO LONGER NECESSARY TO ASK APPROVAL OF ALLIED HEAD QUARTERS REGARDING TEXT

1125

CONFIDENTIAL

6302/c

Declassified E.O. 12356 Section 3.3/NND No. 785015

CONFIDENTIAL

2091

CONFIDENTIAL

OF THE AGREEMENTS BETWEEN THE AIR MINISTRY AND THE TRANSCONTINENTAL AND WESTERN AIR
ING ABOUT WHICH I HAD WRITTEN TO YOU ON NINE MARCH ONE NINE FOUR SIX PD PARA I ASK
YOU THEREFORE CMA TO CONSIDER WITHDRAWN MY LETTER OF THE NINTH MARCH PD UNQUOTE
PARA FIVE PD MAY I HAVE INSTRUCTIONS AS TO WHAT REPLY IF ANY SHOULD BE SENT TO THE
AIR MINISTER IN RESPONSE TO HIS LETTER OF TODAY

DISTRIBUTION:
US Ambassador
BR Ambassador
Air Forces S/C
Ex Comar
CC

1174

PRIORITY

Chief Commissioner

222 ELLERY W. STONE, Rear Admiral, USNR
Chief Commissioner

CONFIDENTIAL

Declassified E.O. 12356 Section 3.3/NND No. 785015

CONFIDENTIAL

HQ ALCOM ACSCC FROM ADMIRAL STONE 251800 MARCH 1946

AFHQ FOR SACMED

2091 CONFIDENTIAL

MY LETTERS OF SECOND AND NINTH MARCH REFER PD

ON MARCH NINTH AIR MINISTER WROTE ME REFERRING TO ARTICLE SEVENTEEN OF THE TWA AGREEMENT AND ASKED IF AFHQ WOULD EXAMINE THE AGREEMENT PURSUANT TO ARTICLE SEVENTEEN PD

PARA TWO PD IT WAS THE VIEW OF THE DIRECTOR AIR FORCES SUBCOMMISSION AND MYSELF THAT IN VIEW OF DISCUSSIONS TO BE HELD BETWEEN THE CHAIRMAN OF TARE WILLIAM ABLE AND REPRESENTATIVE OF BAKER OBOE ABLE CHARLIE IT WOULD BE PREFERABLE TO DELAY ACTION ON THE MINISTERS REQUEST PD

PARA THREE PD ON MARCH TWENTY SECOND CMA PURSUANT TO AUTHORITY FROM CHIEF OF STAFF THROUGH GEORGE FIVE CMA I INFORMED ITALIAN GOVERNMENT THAT CHARLIE CHARLIE SUGAR HAD GIVEN PERMISSIVE APPROVAL TO THE ESTABLISHMENT OF INTERNAL CIVIL AIRLINES BY THE ITALIAN GOVERNMENT PD

PARA FOUR PD I HAVE JUST RECEIVED LETTER FROM THE AIR MINISTER DATED TODAY READING AS FOLLOWS COLON QUOTE REFERENCE YOUR LETTER TO THE PRESIDENT OF THE COUNCIL OF MINISTERS REGARDING AUTHORIZATION WHICH THE COMBINED CHIEFS OF STAFF HAVE GIVEN THE ITALIAN GOVERNMENT TO REORGANIZE AND ACTIVATE THE INTERNAL CIVIL AIRLINES CMA 1173 I THINK IT IS NO LONGER NECESSARY TO ASK APPROVAL OF ALLIED HEAD QUARTERS REGARDING TEXT

CONFIDENTIAL

Declassified E.O. 12356 Section 3.3/NND No. 785015

CONFIDENTIAL

2091 CONFIDENTIAL

OF THE AGREEMENTS BETWEEN THE AIR MINISTRY AND THE TRANSCONTINENTAL AND WESTERN AIR INC ABOUT WHICH I HAD WRITTEN YOU ON NINE MARCH ONE NINE FOUR SIX PD PARA I ASK YOU THEREFORE CMA TO CONSIDER WITHDRAWN MY LETTER OF THE NINTH MARCH PD UNQUOTE PARA FIVE PD MAY I HAVE INSTRUCTIONS AS TO WHAT REPLY IF ANY SHOULD BE SENT TO THE AIR MINISTER IN RESPONSE TO HIS LETTER OF TODAY

DISTRIBUTION:
US Ambassador
HR Ambassador
Air Forces S/C
Ex Commr
CC

1172

PRIORITY

Chief Commissioner

222 ELLERY W. STONE, Rear Admiral, USNR
Chief Commissioner

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CONFIDENTIAL

HQ ALCOM ACSCC FROM ADMIRAL STONE 251800 MARCH 1946

AFHQ FOR SACMED

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CONFIDENTIAL

MY LETTERS OF SECOND AND NINTH MARCH REFER PD

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CONFIDENTIAL

Surplus
8502/CC

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CONFIDENTIAL

2091

CONFIDENTIAL

OF THE AGREEMENTS BETWEEN THE AIR MINISTRY AND THE TRANSCONTINENTAL AND WESTERN AIR INC ABOUT WHICH I HAD WRITTEN YOU ON NINE MARCH ONE NINE FOUR SIX PD PARA I ASK YOU THEREFORE CMA TO CONSIDER WITHDRAWN MY LETTER OF THE NINTH MARCH PD UNQUOTE PARA FIVE PD MAY I HAVE INSTRUCTIONS AS TO WHAT REPLY IF ANY SHOULD BE SENT TO THE AIR MINISTER IN RESPONSE TO HIS LETTER OF TODAY

DISTRIBUTION:
US Ambassador
BR Ambassador
Air Forces S/C
Ex Commr
CC

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PRIORITY CONFIDENTIAL

Chief Commissioner

(60) 222

ELLERY W. STONE, Rear Admiral, USNR
Chief Commissioner

Declassified E.O. 12356 Section 3.3/NND No. 785015

From : Air Forces Subcommission,
Allied Commission, Rome.

To : Acting Field Commissioner,
Headquarters Mediterranean Theatre Field Commission,
Office of the Foreign Liquidation Commissioner.

Date : 27th June, 1946.

Ref : AFSC/39/h/AIR

SALE OF SUPPLIES AIRCRAFT TO ITALIAN GOVERNMENT.

It is understood from the Italian Air Ministry that they may, in the near future, wish to purchase certain surplus C.47 aircraft from your organisation, subject to these aircraft being in a reasonably good condition and their price being reasonably low.

2. Purchase by the Italian Government of twenty C.47 surplus aircraft from C.F.L.C. is hereby authorised, subject to a clause being inserted in the sale agreement to the effect:

(i) that the aircraft are not to be flown until permission is forthcoming through the A.F.S.C. For your information this permission cannot be given until such time as a reply to H.Q. Allied Commission letter 8506/151/EC of 10th April 1946 requesting certain detailed information is received from the Italian Government and approved by the Supreme Allied Commander's Staffs.

(ii) that all bomb carriers and bomb fittings be removed from the aircraft and not handed over to the Italians.

(iii) that these aircraft are allotted to civil aviation and not, without receiving specific Allied approval, to the Italian Air Force.

1169

L.E. BRODIE
Air Vice-Marshal,
Director,
Air Forces Subcommission.

Copy:
Italian Air Ministry
Chief Commissioner through: Executive Commissioner.
M.A.A.C. Secretariat, Caserta.

(12)

Declassified E.O. 12356 Section 3.3/NND No. 785015

COPY

11 MAR 1946 Recd

9 March 1946

Ref. : 9272/18/EC

SUBJECT: Misleading statements in the Italian Press

TO : Public Relations Branch

C. R. BRAYBROOKE

for Brigadier,
Executive Commissioner.

---SEE 55 in 8502/CC---

1168

Surplus
8502/CC

Declassified E.O. 12356 Section 3.3/NND No. 785015

COPY

11 MAR 1946 Rec'd

Ref. : 9272/18/EC

9 March 1946

SUBJECT: Misleading statements in the Italian Press

TO : Public Relations Branch

C. R. HRAYBROOKE

for Brigadier,
Executive Commissioner.

---SEE 55 in 8502/CC---

1167

Surplus

8502/CC

Declassified E.O. 12356 Section 3.3/NND No. 785015

TRANSLATION

THE AIR MINISTER

Rome, 9 March, 1946.

Dear Admiral,

You are aware of the agreement made between the Air Ministry and the Transcontinental and Western Air Inc., on the 11 February, 1946.

I must now propose, for the approval of the Italian Council of Ministers, a decree-law of the Lieutenant General authorizing the Italian Government to intervene in the formation of the L. A. I. Company, and to provide the necessary capitals.

I must therefore, according to Art. 17 of the Agreement, have the approval of General Headquarters of the Allied Forces in Italy.

I would be most grateful if you would have General Headquarters examine the Agreement, and obtain their approval.

Thanking you, with best regards,

I remain,

Yours truly,

(s) Cevolotto.

Admiral Ellery W. Stone.

Chief Commissioner

Allied Commission

Rome.

(MB)

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CC Distribution
AIRFORCE S/C
EC
CC

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Declassified E.O. 12356 Section 3.3/NND No. 785015

Roma, 9 marzo 1946

Il Ministro dell'Aeronautica

Illustre Ammiraglio,

è noto all'Eccellenza Vostra l'accordo intervenuto il giorno 11 febbraio 1946 fra il Ministero dell'Aeronautica e la Società Trascontinental & Western Air.Inc.

In conseguenza di questo accordo io devo ora proporre all'approvazione del Consiglio dei Ministri Italiano un decreto Legge luogotenenziale che autorizzi il Governo Italiano ad intervenire nella formazione della Società L.A.I. e ad apportarvi i capitali necessari.

Perciò devo prima chiedere, in base allo articolo 17 dell'accordo, che il quartiere Generale delle Forze Armate Alleate in Italia approvi la convenzione stessa, in quanto essa non potrà avere alcun effetto se non dal momento che tale approvazione sia ottenuta.

Chiedo pertanto alla cortesia dell'E.V. di volere sottoporre l'accordo all'esame del Quartiere Generale e di volerne ottenere l'approvazione.

La ringrazio della Sua cortese premura e Le invio i più cordiali e amichevoli saluti.

A S.E. Ellery S T O N E
Chief Commissioner
HEAD QUARTER

R O M A

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Declassified E.O. 12356 Section 3.3/NND No. 785015

OE.

MAR 11 RECD

Ref. : 9272/18/NO 9 March 1946

SUBJECT: Misleading statements in the Italian Press.

TO : Public Relations Branch

1. Attached are copies of articles published in "IL CORSO" and "ITALIA NUOVA" dated 2 March 1946.

2. An official denial from the Allied Commission to the second paragraph of the article in "IL CORSO" would be made. Neither the Director nor the Deputy Director of the Air Forces S/C of the Allied Commission were present at any phase of the negotiations between USA and the Italian Government.

3. Reference extract from "ITALIA NUOVA" dated 2nd March the mis-statement in the first paragraph should be corrected in that the alleged "English statement, according to which, on the basis of the Armistice terms "Italy is forbidden to have civil aviation" is incorrect" - is, in fact correct, and in case there is any misunderstanding, Italy is forbidden Civil Aviation at this time.

C. R. BRAYBROOKE

Brigadier,
Executive Commissioner.

COPY TO: Air Forces S/C.

1161

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COPY

COPY

Attachment no. 1

Extract from "Il Mondo" dated 2nd March, 1946

THE ITALIAN CIVIL AIR LINES AND THE ALLIES

"The United Press" learns that the Head of the Allied Commission in Italy, Admiral Stone, and the representatives in Italy of the American Air Company T.W.A. have denied that the agreement between the Italian Air Ministry and the American Company for the running of a few civil air lines in Italy was concluded without the knowledge of the British representative in the Allied Commission.

The Italian T.W.A. representative adds that the Head of the Air Forces Sub-Commission of the Allied Commission is actually a British official who was present at all phases of the negotiations between T.W.A. and the Italian Government.

The agreement provides for the creation of civil air lines between Rome and several Italian cities to be coordinated with the world service of T.W.A.

The agreement has naturally to be approved by the Allied authorities before being put into operation.

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Declassified E.O. 12356 Section 3.3/NND No. 785015

COPY

COPY

Attachment No. 2.

Extract from "ITALIA NUOVA" dated 2nd March 1946.

A STATEMENT CONCERNING ITALIAN CIVIL AVIATION

With regard to the agreement concluded between the Italian Air Minister and the American Air Company, T.W.A., for the running of civil air lines, it is observed in well-informed circles that the English statement, according to which, on the basis of the Armistice terms "Italy is forbidden to have civil aviation" is inexact.

On the Italian side it is said that air transports have been put temporarily at the disposition of the Allies.

As far as the above Italo-American agreement is concerned, it should be added that it is open to the participation of Great Britain.

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(B)

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CONFIDENTIAL.

ITALIAN CIVIL AVIATION.

MAR 11 REGD
1145

NOTES ON MEETING HELD AT ALLIED COMMISSION, ROME, ON SATURDAY 9TH MARCH, 1946.

Present: Mr. D'Erlanger, Chief Executive Officer for BOAC.
Admiral Stone, Chief Commissioner.
Air Vice-Marshal Brodie, Director, A.F.S.C.
General Lee, Deputy Director, A.F.S.C.

Mr. D'Erlanger explained the purpose of his visit to Rome, namely to examine what arrangements could be made for participation of B.O.A.C. in the contract concluded by the Italian Air Minister and the Chairman of TWA for the foundation of an Italian/TWA civil air company.

2. This contract is subject to concurrence by the Italian Council of Ministers, by the Supreme Allied Commander, Med. (SAC/MED), and also by Combined Chiefs of Staff (CCS, Washington) as to whether or not Italian Civil Aviation will be permitted at all.

3. Mr. D'Erlanger stated the gist of the conversation he had had with Doctor Cevoletto (Italian Air Minister), Mr. Hopkinson (Minister, British Embassy), together with Group Captain Saward.

4. In order to obtain and work in B.O.A.C. participation in the Italian/TWA contract, it was agreed that:-

(i) Agreement (for B.O.A.C. participation) should be reached in Rome, if possible, as between TWA and BOAC, and as between the Italian Government and these Anglo/American interests. Failing which, the subject would be referred to CCS through SAC/MED.

(ii) There should be held in Rome a preliminary meeting attended by the Chief Commissioner, the Chairman, TWA, (General Tom Wilson), Mr. D'Erlanger, Representatives of the British and American Embassies and the Air Forces Sub-Commission, followed by

(iii) a meeting of British and American representatives with the Italian Air Minister.

5. Although Doctor Cevoletto himself had agreed to invite General Wilson to come to Rome to discuss these matters, Admiral Stone volunteered in addition, to send a cable (through the TWA representative in Rome) to General Wilson to come to Rome as soon as possible - an offer which was gratefully accepted.

Distribution:
Chief Commissioner. ✓
British Embassy.
A.F.S.C. file.
Mr. D'Erlanger (3)
American Embassy.

54

Declassified E.O. 12356 Section 3.3/NND No. 785015

PERSONAL

CC 8502

9 March 1946.

Further to my letter of 2 March 1946, (49) I am enclosing herewith a memorandum setting forth a conversation which I had yesterday with Minister Cevoletto at an interview which he requested.

Copies of the enclosed have been supplied, as you will note, to both embassies.

Today, Mr. Gerard d'Erlanger, the Chief Executive Officer of British European Airways which is now being formed within the British Overseas Airways Corporation, has arrived with a letter of introduction from my friend Ivor Thomas and, I understand, will hold discussions with both the Italian Government and TWA to see if joint participation cannot be arranged without waiting for a directive from the Combined Chiefs of Staff. (51)

I will keep you informed as to progress.

/s/ Ellery W. Stone

/s/

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

1160

Lieutenant General Sir William Morgan, KCB, DSO, MC,
Supreme Allied Commander, Mediterranean Theater,
Allied Force Headquarters,
APO 512.

(53) original dispatched 1500 9/3 [illegible]

Declassified E.O. 12356 Section 3.3/NND No. 785015

HEADQUARTERS ALLIED COMMISSIOI
Office of the Chief Commissioner
APO 394

8 March 1946.

MEMORANDUM:

Minister of Aviation Cevolotto called on me at 1000 hours today to inform me that he had planned to submit a decree to the Council of Ministers to provide for the organization of a company for internal civil aviation which could give effect to the agreement recently concluded with TWA.

I informed him that I felt such a step should not be taken until approval of the TWA agreement had been secured from AFHQ as provided for in para 17 of the TWA agreement.

He replied that the decree would be a broad or generic one which need not necessarily be construed as a step in implementation of the TWA agreement.

To this, I replied that I felt that even a generic decree would nevertheless be construed as a step in implementation of the TWA agreement and advised him not to take steps in this direction until he had submitted the TWA agreement through the Allied Commission to AFHQ and had received SACMED's approval.

I further informed the Minister that it would be the Commission's policy in forwarding the agreement to make two recommendations for alterations to bring the TWA agreement in line with my letter to the Minister of 2 February; namely,

(a) That para 17 be modified, or a new paragraph added, to state specifically that the agreement would not become effective or operative until the resumption of internal civil aviation in Italy had been authorized by the Combined Chiefs of Staff, or by the peace treaty, whichever occurs earlier, and

(b) That para 18 be modified to substitute the word "will" for "could" and to add after the word "participants" the words "and in other respects". Para 18 would then read as follows:

> "18. Both parties agree that this Agreement will be modified as to other participants and in other respects in order to comply with any directives from the Combined Chiefs of Staff."

The Minister accepted all of my views.

DISTRIBUTION:
US Ambassador
BR Ambassador
Air Forces S/C (2)
Exec Commr
CC - SACMED

EMERY W. STONE
Rear Admiral, USNR
Chief Commissioner

Declassified E.O. 12356 Section 3.3/NND No. 785015

MINISTRY OF CIVIL AVIATION,
ARIEL HOUSE,
STRAND,
LONDON, W.C.2.

PERSONAL

5th March, 1946.

Dear Admiral Stone,

This is to introduce my friend, Mr. Gerard d'Erlanger, the Chief Executive Officer of British European Airways which is now being formed within the British Overseas Airways Corporation. He has come out to Italy to discuss certain questions of Civil Aviation in which we are both interested.

It was a great pleasure to see you in London the other day and I hope I may have an opportunity of meeting you once more in Rome before long.

Yours sincerely,

Ivor Thomas
(IVOR THOMAS)

Rear Admiral Ellery W. Stone, U.S.N.R.,
Chief Commissioner,
Headquarters,
Allied Commission,
A.P.O. 394.

(51)

11 S

see (55)

Declassified E.O. 12356 Section 3.3/NND No. 785015

4 March 1946.

My dear Mr. Minister:

Thank you for your letter 3631/579 dated 8 February. I have consulted the Air Forces Sub-Commission concerning their advice to your Ministry for the construction of 6 SM.75 type aircraft rather than 6 SM.95s.

I understand that higher authority has already approved the construction of SM.75s but has twice refused the construction of SM.95s pending the results of the air tests of the prototype SM.95 now in England and certain policy decisions which are awaited from the Combined Chiefs of Staff. As soon as the appropriate moment arrives it is the intention of the Air Forces Sub-Commission to press Allied Force Headquarters for approval of the construction of the 6 SM.95s, if still required by you, and for the construction of a further 6 SM.95s or 12 SM.75s if a certain policy is agreed to by the Combined Chiefs of Staff in a directive which I am now awaiting.

I also understand from the Air Forces Sub-Commission that their letter AFSC/36/1/1/AIR of the 23 January was forwarded to supply you with technical advice in relation to the Military Courier Services, as distinct from civil air services, although the latter now has some bearing on the matter. I am satisfied that the A.F.S.C. has given you correct advice from the technical and economical view-point, and that there is no intention of the Air Forces Sub-Commission, or anyone else, to force you to purchase SM.75s rather than SM.95s - a decision which must be made in your Ministry, consistent with the above.

The Director of the Air Forces Sub-Commission informs me, however, that he asked you to consider giving an order for 6 SM.75s (already approved by higher authority), as soon as possible in order to keep the firm S.I.A.I. alive, solely in the interests of the Italian aircraft construction, and I understand that he asked you verbally to inform S.I.A.I. that a promise of an order or a firm order would be given as soon as it could be decided what aircraft to build and what types, in order to prevent the firm from going bankrupt, which would result in the dismissal of an appreciable number of employees.

Finally I am satisfied that the Air Forces Sub-Commission has done all in its power to help you, and at the same time to comply with directives from higher authorities, and that no further action for the construction of SM.95s can be taken immediately.

Very truly yours,

/s/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

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

Copy: Air Forces S/C.

Declassified E.O. 12356 Section 3.3/NND No. 785015

From: Lieut-General Sir William Morgan, KCB, DSO, MC

PERSONAL & CONFIDENTIAL

ALLIED FORCE HEADQUARTERS
Office of the Supreme Allied Commander

C/726

4th March, 1946.

My dear Admiral

Thank you for your letter enclosing the proposed Air Contract between T.W.A. and the Italian Government. I was also very interested to read the extract from the "Sunday Times" of 24th February.

I have discussed with M.S. here the question of a C.M.G. for Lush. He has already been awarded the C.B. and C.B.E. for his services during this war. The C.B. is very rarely given to an officer below the rank of Major-General. By comparison with other officers of his seniority who have taken part in long and continuous fighting, I feel that Lush has already been very amply rewarded and I do not think it would be fair to other officers in the British service if he were given another British decoration.

I suggest that if and when British officers are allowed to receive Italian decorations he might, subject to the approval of the Italian Government, be given one to mark his services to this Country.

Yours sincerely,

W.D. Morgan

Rear-Admiral Ellery W. Stone,
Chief Commissioner,
Allied Commission,
ROME.

Files

Declassified E.O. 12356 Section 3.3/NND No. 785015

CC 8502

2 March 1946.

I am enclosing herewith a copy of the agreement as signed between the Italian Government and TWA. As I told you last evening, when the contract is formally submitted to the Allied Commission for your approval, I shall have some recommendations to make to bring it into line with my letter of 2 February to the Minister for Aviation.

I am also enclosing a copy of the "Sunday Times" of 24 February. The article in question appears on page 5.

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

Lieutenant General Sir William D. Morgan,
KCB, DSO, MC,
Supreme Allied Commander, Mediterranean
Theater,
Albergo Ambasciatori, Rome.

Copy to: E.C.
Air Forces S/C
CC Files
US Ambassador
BR Ambassador

(49)

FEB 1 6 1946

Secret

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

TO: CHIEF COMMISSIONER, H.Q. A.C. ROME. ✓
COPY: EXECUTIVE COMMISSIONER, H.Q. A.C. ROME.
POLAD "A"
POLAD "B"

DATE: 15TH FEBRUARY, 1946.

REF: AFSC/53/AIR.

48a

With reference to the Air Minister's letter 3631/579 dated the 8th February, a copy of which has been sent to each of the abovementioned addressees, I attach a copy of our letter to the Italian Air Ministry relating to the advantages and disadvantages of the SM.75 and SM.95 for Military Air Courier Services as distinct from Italian Civil Aviation; the remarks contained in our letter now partially apply to civilian aviation too. The object of the Deputy Director's conversation and mine with the Air Minister on the 21st January, and our letter of the 23rd January concerning this matter was written on technical grounds and not political, bearing in mind that authority for the construction of 6 SM.75s had already been given by Caserta, whereas authority for the construction of SM.95s had been refused (for the second time) on the 10th December by Caserta (M.A.A.C), pending a decision from CCS on Civil Aviation and aircraft factories etc.

2. It has never been the intention of this Sub-Commission to "force" the Italians to purchase the SM.75s, but only to advise the Air Minister on the relative advantages and disadvantages of the two types of aircraft, especially as it is believed that the Air Minister had not consulted his technical advisers at the Air Ministry. There is no doubt, however, that the SM.95 looks a better aeroplane, but it is not the more economical.

3. If the reply from CCS to SACMED's signal on the future of the Italian Air Force approves of the construction of non-combat aircraft in Italian Aircraft Factories, it is the intention of M.A.A.C, Caserta, to give authority for construction of a certain number of aeroplanes including 6 SM.95s or alternatively a further 12 SM.75s as desired by the Italian Air Ministry, for either military courier services or for civil aviation.

4. With all due respect I take umbrage to the Air Minister's letter to you, because he infers that the Air Forces Sub-Commission is hindering the rebirth of Civil Aviation in Italy and that you have authority to help him where the A.F.S.C. cannot. I would mention that the authority for the construction of these six SM.75s was given before any discussion on Civil Aviation in Italy was permitted either by SACMED, or by yourself, and the whole subject bore no relation to Civil Aviation. I must further add that SAC has no authority from the CCS to allow of any aircraft construction in Italy, although in the past some construction has been permitted by A.F.H.Q. in order that the Italian Military Courier Services could be maintained pending receipt of an interim policy or Peace treaty.

5. It is suggested that your reply to the Italian Air Minister might be as follows:-

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Declassified E.O. 12356 section 3.3/NND No. 785215

With reference to the Air Minister's letter 3631/579 dated the 8th February, a copy of which has been sent to each of the abovementioned addressees, I attach a copy of our letter to the Italian Air Ministry relating to the advantages and disadvantages of the SM.75 and SM.95 for Military Air Courier Services as distinct from Italian Civil Aviation; the remarks contained in our letter now partially apply to civilian aviation too. The object of the Deputy Director's conversation and mine with the Air Minister on the 21st January, and our letter of the 23rd January concerning this matter was written on technical grounds and not political, bearing in mind that authority for the construction of 6 SM.75s had already been given by Caserta, whereas authority for the construction of SM.95s had been refused (for the second time) on the 10th December by Caserta (M.A.A.C), pending a decision from CCS on Civil Aviation and aircraft factories etc.

2. It has never been the intention of this Sub-Commission to "force" the Italians to purchase the SM.75s, but only to advise the Air Minister on the relative advantages and disadvantages of the two types of aircraft, especially as it is believed that the Air Minister had not consulted his technical advisors at the Air Ministry. There is no doubt, however, that the SM.95 looks a better aeroplane, but it is not the more economical.

3. If the reply from CCS to SACMED's signal on the future of the Italian Air Force approves of the construction of non-combat aircraft in Italian Aircraft Factories, it is the intention of M.A.A.C, Caserta, to give authority for construction of a certain number of aeroplanes including 6 SM.95s or alternatively a further 12 SM.75s as desired by the Italian Air Ministry, for either military courier services or for civil aviation.

4. With all due respect I take umbrage to the Air Minister's letter to you, because he infers that the Air Forces Sub-Commission is hindering the rebirth of Civil Aviation in Italy and that you have authority to help him where the A.F.S.C. cannot. I would mention that the authority for the construction of these six SM.75s was given before any discussion on Civil Aviation in Italy was permitted either by SACMED, or by yourself, and the whole subject bore no relation to Civil Aviation. I must further add that SAC has no authority from the CCS to allow of any aircraft construction in Italy, although in the past some construction has been permitted by A.F.H.Q. in order that the Italian Military Courier Services could be maintained pending receipt of an interim policy or Peace treaty.

5. It is suggested that your reply to the Italian Air Minister might be as follows:-

"Dear

Thank you for your letter 3631/579 dated the 8th February. I have consulted the Air Forces Sub-Commission concerning their advice to your Ministry for the construction of 6 SM.75 type aircraft rather than 6 SM.95s.

2. I understand that higher authority has already approved the construction of SM.75s but has twice refused the construction of SM.95s as no policy has yet been announced from Washington, and therefore A.F.H.Q. Caserta is unable to give authority for the construction of SM.95s at present. It is, however, the intention of the A.F.S.C. to press Caserta to give authority for the construction of 6 SM.95s or a further 12 SM.75s if certain

(48c)

Continued/2.....

Declassified E.O. 12356 Section 3.3/NND No. 785015

policy is agreed by the Combined Chiefs of Staff in a directive which we are now awaiting.

3. I also understand from the A.F.S.C. that their letter AFSC/36/1/1/AIR of the 23rd January was forwarded to you as technical advice in relation to the Military Courier Services, as distinct from Civil Aviation, although the latter now has some bearing on the matter. I am satisfied that the A.F.S.C. has given you correct advice from the technical and economical view-point, and that there is no intention of the A.F.S.C, or anyone else, to force you to purchase SM.75s rather than SM.95s - a decision which must be made in your Ministry.

4. The Director of the A.F.S.C. informs me, however, that he asked you to consider giving an order for 6 SM.75s (already approved by higher authority), as soon as possible in order to keep the firm S.I.A.I. alive, solely in the interests of Italian aircraft construction, and I understand that he asked you verbally to inform S.I.A.I. that a promise of an order or a firm order would be given as soon as it could be decided what aircraft to build and what types, in order to prevent the firm from going brankrupt which would result in the dismissal of an appreciable number of employees.

5. Finally I am satisfied that the Air Forces Sub-Commission has done all in its power to help you, and at the same time to comply with directives from higher authorities, and that no further action for the construction of SM.95s can be taken immediately.

Yours ....."

I.E. BRODIE,
AIR VICE-MARSHAL, 1153
DIRECTOR,
AIR FORCES SUB-COMMISSION.

Declassified E.O. 12356 Section 3.3/NND No. 785015

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Yours ....."

I.E. BRODIE,
AIR VICE-MARSHAL, 1153
DIRECTOR,
AIR FORCES SUB-COMMISSION.

(48 c

Declassified E.O. 12356 Section 3.3/NND No. 785015

COPY:

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

TO: ITALIAN AIR MINISTRY.

DATE: 23RD JANUARY, 1946.

REF: AFSC/36/1/1/AIR.

SM.75 vs SM.95 for Air-Courier Flights.

With reference to the conversation between the Air Minister and the Director and Deputy Director of the A.F.S.C. on the 17th January on the question of whether six SM.75s should be ordered from S.I.A.I.

2. Inasmuch as some consideration must be given to the purchase of additional aircraft to augment the existing types now employed by the internal military air-courier services, it is our opinion that the SM.75 is the best Italian aircraft for this purpose.

3. We have investigated this question from several angles and list the following arguments to substantiate our opinion:

(a) Passenger Capacity - the SM.75 seemingly is capable of transporting comfortably as many passengers with ample room for storage of freight and luggage, as can the SM.95. Although the latter is capable of lifting a greater load of weight than the SM.75, seating capacity must be determined in terms of passenger comfort.

(b) Economy. As the expenditures for POL supplies are of the most importance at this time due to the existing conditions, it cannot be disregarded that a saving will be realised by the employment of tri-motored rather than four-motored transports.

(c) Spare parts - The Savoia Marchetti firm claim that many of the parts of the SM.75 are interchangeable with those of the SM.82 and that stores of these parts are at present available in their factories. Furthermore, they have the materials on hand to commence production immediately, assuring us that first deliveries could be made within 3 months.

(d) Price - The most important observation to be made, however, is the great difference in the prices of these two types. We have discussed this matter with your technical people who inform us that, when negotiations are eventually completed it is quite possible that the SM.95 will sell for twice the amount asked for the SM.75. With the present economical and financial situation, we feel that a saving should be realised whenever possible; and there is no denying the fact that a saving of several million lire on the PURCHASE of just one aircraft merits considerable thought before a choice is made.

4. It has been proven by flight tests that both types have similar handling characteristics and are aerodynamically stable. Admittedly the SM.95 will have a greater range and a cleaner appearance but considering the short duration of all the internal flights, we do not feel that these

Declassified E.O. 12356 Section 3.3/NND No. 783015

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452

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4. It has been proven by flight tests that both types have similar handling characteristics and are aerodynamically stable. Admittedly the SM.95 will have a greater range and a cleaner appearance but considering the short duration of all the internal flights, we do not feel that these arguments overweigh the obvious practicability and the saving to be realised in the employment of the SM.75 rather than the SM.95 in the near future.

5. We would appreciate your comments and likewise we would be glad to hear of any decisions which you propose taking in respect of the construction of the six SM.75s, which has already been authorised by the Allies.

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

(48)c

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Declassified E.O. 12356 Section 3.3/NND No. 785015

MINISTERO DELL'AERONAUTICA

AGREEMENT DRAWN UP ON 11TH FEBRUARY 1946
BETWEEN THE ITALIAN MINISTER OF AERONAUTICS, AND THE TRANSCONTINENTAL & WESTERN AIR, INC. (TWA)

Considering that the Italian Government intends to encourage the resumption with all possible speed of an efficient Italian civilian air service for the transportation of passengers, goods and mail, both in Italy and, in so far as it may be permitted with foreign territories;

Considering that the aforesaid Italian Government considers it advantageous to avail itself for this purpose of the equipment and good will of Transcontinental & Western Air, Inc., (TWA), which is willing to co-operate in securing the achievement of this purpose in the best and most rapid way on the conditions stated below;

Considering that TWA has already secured from the Civil Aeronautics Board of the United States authorization to engage in the transportation by air of passengers, goods, and mail between the United States of America and Italy:

The Minister of Aeronautics, in accord with the President of the Council of Ministers and with the Minister of Finance, and Mr. Richard Mazzarrini, regional manager of TWA, under authority of the attached power of attorney of said corporation, also representing in this act the Chairman of the Board of TWA General Thomas E. Wilson, domiciled in Washington, D.C., U.S.A., on behalf of TWA, have agreed as follows:

1) Within 60 days of the signing this agreement an Italian share company will be formed with the participation of TWA, for the object of operating air lines in Italy and to the extent permitted in other countries and for carrying on all other operations connected with that object. To achieve this aim the Minister of Aeronautics shall propose at once to the Council of Ministers the issue of a decree-law authorizing the formation of the said company.

In particular, the new company may:

a) purchase, erect, operate and take over under concessions, aerodromes, hangars, workshops, buildings and structures of any kind intended for the service of air navigation;

b) set up and operate all services which directly or indirectly form part of or are of interest to the Company's business or in any way connected therewith, as, for instance, hotels, automobile and motor-bus services between the airports and towns, etc.; 1151

c) engage and train employees for all the services referred to under the previous letter;

(47) 1a (52)

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d) carry out all the operations and exércise all the economic, industrial, and financial activities which directly or indirectly contribute to the improvement and more efficient working of air transportation services.

2) The Company - which will have a duration of fifteen years - will be registered under the name of "Linee Aeree Italiane - Societa per azioni" (LAI) (Italian Air Lines, Incorporated). The share capital, the amounts of which will be fixed by agreement between the participating members when the deed setting up the Company is drawn up, will be subscribed in cash or by grants in kind - as duly agreed to by the participating members - to the extent of 40% by TWA and of 60% by the State or by Corporations designated for that purpose by the Italian Government and/or Italian nationals or juridical persons of Italian nationality, the participation of which Corporations and persons must, however, be previously notified to and accepted by TWA.

The share of the LAI to be formed may not be transferred without the consent of the Board of Directors.

3) At any time after two years from the date of registration of LAI, TWA will have the right to require, provided notice of such request has been served six months in advance, that the Italian Government purchase or cause to be purchased by Italian interests the shares registered in TWA's name at a price corresponding to the value of the Company's assets as shown by the last balance-sheet, plus interest at 5% per annum on the nominal value for no more than the first five years, less the total amount of dividends received.

Should TWA avail itself of this right, it shall also be entitled to receive, simultaneously with the receipt of the amount payable for the shares, any sums which may be due to it for whatsoever reason from LAI.

LAI will provide for these payments, and in the event of default, the Italian Government will replace the said Company as regards any claims to which TWA is entitled.

4) The Italian Government shall grant exclusively for a period of ten years to LAI the right to operate the following air lines, also shown on the attached map, for the transportation of passengers, goods, and mail on conditions to be fixed in a convention to be drawn up between the Ministry of Aeronautics and the said Company:

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Declassified E.O. 12356 Section 3.3/NND No. 785013

(a) Rome-Genoa; (b) Rome-Milan; (c) Rome-Venice-Bolzano; (d) Rome-Bari-Lecce; (e) Rome-Naples-Bari-Lecce; (f) Rome-Palermo; (g) Rome-Cagliari; (h) Turin-Milan-Venice-Trieste; (i) Rome-Florence-Turin; (j) Rome-Florence-Bologna-Milan; (k) Rome-Naples-Palermo-Catania; (l) Rome-Algero-Cagliari; (m) Genoa-Porto Conte-Cagliari-Palermo-Catania-Reggio Calabria; (n) Cotrone-Bari-Ancona-Venice.

Moreover, the Italian Government empowers LAI to hire out airplanes and to make flights over routes not included in those of LAI, and will do its utmost to facilitate this branch of the Company's business.

5) As regards the mail service, subject to the necessary agreement with the Post and Telegraph Ministry, it is agreed that in the deeds making the concessions, the right to carry mail will be granted without any limitations, and therefore will cover the right to carry parcels by post.

6) The Italian Government will grant the LAI for the whole duration of the concession, the gratuitous use of the government airports selected as the regular starting and landing stations of the lines and of its emergency landing grounds along the routes, and of all hangars, warehouses, equipment and aeronautic services owned by the Government or operated by it in the aforesaid airports and landing grounds.

The Italian Government shall moreover give its full support to the Company for securing the use of the airports, landing grounds, and services above referred to for which the consent of the General Headquarters Command of the Allied Forces in Italy is required.

7) Besides granting LAI under the provisions of the previous article, the gratuitous use of the wireless land stations of the several administrations, subject to understandings with each administration, the Italian Government will empower the said Company to open and operate wireless stations it may deem necessary for the safety of the flying services.

8) The customs' exemptions and fiscal facilities contemplated by the R.D.L. of October 23, 1927, n. 2323, amended by the Act of January 17, 1929, n. 95, will be granted to LAI, as also exemption from the general tax on the price of all importations mentioned under art. 1 and 2 and for the acts referred to under art. 3 of the aforesaid R.D.L. of October 23, 1927, n. 2323.

(48) bis

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9) LAI will be administered by a Board of Directors of ten members, four of whom will be nominated by TWA. The Board will elect from among its members its President who will be of Italian nationality and a Vice President who will be a citizen of the United States of America. The Board will also elect a Managing Director of Italian nationality who will also act as General Manager of the Company.

The Company in addition will have a Technical Manager and a Business Manager, both acceptable to TWA.

The accounts of LAI will be supervised by a Board of Audit, consisting of five full members of whom two will be designated by TWA.

10) Unless otherwise arranged between the parties to this agreement:

(a) at a General Shareholders Meeting, be it a first or second meeting - special or ordinary - , a resolution shall be deemed passed when approved by a majority of at least two thirds of the capital stock of the Company.

(b) at Board Meetings a resolution shall be deemed passed when approved by a majority of at least two thirds of the members of the Board.

11) To ensure the satisfactory equipment and the most efficient operation of the services managed by LAI, TWA places at its service, and, insofar as necessary, at the service of the Italian Government, in return for reimbursement in the United States of actual expenses incurred, its own organization for the purchase outside of Italy of air-craft, spare parts, equipment, etc., and, if required, for the engagement of staff.

LAI, and should it be necessary the Italian Government, will grant TWA the requisite powers for making such purchases or engagements.

TWA also undertakes to arrange, if so requested by LAI, any conversion plans which may be necessary for adapting the aircraft purchased as above to the uses to which it would be put, and to carry out, or have carried out the said conversions. As soon as practicable, separate agreement will be made up between TWA and LAI setting forth the financial terms and other conditions under which the aforesaid services will be carried out by TWA.

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(48) bis

Declassified E.O. 12356 Section 3.3/NND No. 785015

12) The Italian Government, in accord with the Treasury Minister, will permit the transfer to TWA in the United States the amounts to which TWA will be entitled for dividends, or reimbursement of the capital invested by TWA in LAI.

13) This agreement will remain in force for the whole duration of LAI and any subsequent prolongations, unless TWA should exercise the right stated under art. 3.

14) Any difference which may arise between the parties to this Agreement pursuant to the interpretation of the clauses of same and/or its application, shall be submitted to a Board of Arbitrators. Such Board shall consist of three members which shall be appointed, on request of the parties, as follows: one by the Italian Minister of Aeronautics for the Italian Government; one by the Ambassador of the United States of America accredited to the Italian Government for TWA, and the other by the Swiss Minister accredited to the Italian Government. The latter member shall act as Chairman of the Board of Arbitrators.

The meetings of the Board of Arbitrators shall be held in Rome. The Board of Arbitrators shall try the case or cases submitted to them and shall issue their award according to the principles of justice and equity. The Board shall be free to set the procedure as they may think fit.

15) Any communications and notices to be served in relation to the agreement will be made:

(a) for the Italian Government, to the Ministry of Aeronautics - Department of Civil Aviation;

(b) for TWA, to 1740 - G Street, North West, Washington, D.C., U.S.A., or to any other domicile TWA may hereafter notify for this purpose.

16) LAI will accept this agreement which will be signed for this purpose by its legal representatives as soon as registered.

17) The parties to this agreement recognize that the performance of the provisions of this agreement may be subject to the approval of the General Headquarters of the Allied Forces in Italy, and that consequently it cannot be given effect until the parties obtain such approval or ascertain that the said approval is not necessary. 1147

48 b

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18) Both parties agree that this Agreement (could) be modified as to other participants in order to comply with any directives from the Combined Chiefs of Staff.

19) This agreement is signed in four copies, two in Italian and two in English. The parties signing it will hold a copy in each of the two languages.

20) The present agreement is recognized as being in the public interest, and therefore is free from stamp and registration duties and is consequently written on usual unstamped paper.

Rome, February 11th, 1946.

(45) b

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CC

FEB 14 RECD

Translation

The Air Force Minister

3651/579 Rome, 8 Febr. 1946

To : Rear Admiral Tone
Chief of the Allied Commission
Rome

Dear Admiral,

Following our conversation in which you showed great interest and understanding for the problems of our aviation, I would like to call your attention on the new courier planes.

The Air Force's Sub-Commission (Air Vice Marshal Brodie) recently authorized the construction of six tri-motor planes of the S.M. 75 type, to be appointed to the Italian courier lines.

After the excellent test made by the quadrimotor plane, of the S.M. 95 type, lately constructed by the A.I.A.I. Firm, and whose first model was tried out by English pilots with excellent results, and is still being held back in England, I asked the A.F.S.C.'s authority to have six S.M. 95 constructed instead of the S.M. 75.

Mainly because of the purchasing and operating costs, the A.F.S.C. didn't seem inclined to accept the proposal and stated its preference for the S.M. 75 type.

This decision is in part owing to the fact that the A.I.A.I. Firm is in favour of building S.M. 75 and intends utilizing part of the plane already constructed and ready in its warehouses.

Against A.F.S.C. arguments, I reasserted the reasons why preference should be given to the modern S.M. 95.

They are principally the following :

- the conditions of land and sea transportation in Italy will remain in the present critical stage for a long time, certainly until after the peace treaty. We foresee and hope that such a treaty will allow us to exercise internal air lines on which there will be a strong influx of passengers keen on using efficient, comfortable and safe planes.

- A modern plane like the S.M. 95 is undoubtedly better able to carry out such services than the old fashioned S.M. 75, this is obvious, even from an aesthetic point of view, especially by comparison with the planes of the international services, which will land in Italian airports.

- The extra power of the S.M. 75 gives a greater guaranty of security if one keeps count of the geographic configuration of Italy, the presence of high mountains, and the frequent meteorologic perturbations.. the necessity

C.C.S. 8
1946

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Declassified E.O. 12356 Section 3.3/NND No. 785015

to fly over treats of sea for connection with the islands, makes a quadri-motor superior his to a trimotor.

- The excellent characteristics of the S.M. 95, which is stable and easy to pilot, have been recognized and appreciated by English pilots, and make this plane particularly suitable for landing in small fields and in fields surrounded by obstacles - such as some Italian landing fields - especially at night time, or in conditions of bad visibility.

The above mentioned reasons, whether general or of national interest cannot but be taken in just consideration by those who must also think of favouring and not hindering the re-birth of our civil aviation, which they are controlling, this in relation with the services with a national character which we shall be allowed to have, and in a spirit of collaboration with similar and connected allied activities.

I allowed myself to call your attention to this problem thinking it worthy of your authority and competence, and considering it deserves your intervention which you so generously gave to so many other problems for the good of our Country.

Yours sincerely,

S. Cavallero

e/o

E.C. DIST - 11 Feb -

Action: Air Force S/C (2)
Info: [illegible]
C.S.
Polaco/A
~ B

(48a)

Declassified E.O. 12356 Section 3.3/NND No. 785015

C.C.

FEB 7 -

Liaison Division VTO/mcf

6 February 1946

Ref: 731/20/33

SUBJECT: General Policy on Authority to carry excess baggage

TO : A.T.C.
M.A.T.S.
N.A.T.S.
Plaza Sacdra
ROME

(47)

Attached is the letter G/60, 2 Feb. 46, subject same as above which this office is forwarding for your information.

After several days of useless attempts in establishing responsibility for granting authority for excess baggage this office requested a written policy from A.F.H.Q. on the matter.

The attached letter is their answer.

VICTOR L. ODEN
Capt

Brigadier
Executive Commissioner

Encl: G/60 ltr dtd 2 Feb 46 fr A.F.H.Q.

(47)

Declassified E.O. 12356 Section 3.3/NND No. 785015

V:O/acf

6 February 1946

Ref: 731/19/50

Dear Mr. Howe:

The attached letter from A.F.H.Q., Movements and Transportation, Air Group, ref: G/50, dated 2 February 49, is passed to your office for information.

For future decisions this letter can be used as an approved established policy of A.F.H.Q.

A copy is also being forwarded Air Priorities Officers of ATC, MATS, and MAES.

Sincerely yours,

VICTOR L. ODDI
Capt

Brigadier
Executive Commissioner

Encl: G/50 Ltr dtd 2 Feb 46 fr AFHQ

Mr. Stanley Howe, Vice Consular
American Consulate
Via Veneto
R O M E

1153

Declassified E.O. 12356 Section 3.3/NND No. 785015

COPY

ALLIED FORCE HEADQUARTERS
MOVEMENTS & TRANSPORTATION AIR GROUP

File 3/60
2 Feb 46

SUBJECT: General Policy re authority to carry excess baggage

TO : Head quarters, Allied Commission, Italian Division

1. Referring to your letter 731/30 dated 21 Jan 46.

2. Foreign diplomats and civilians (other than American and British) when planning to travel by American aircraft (ATC, NATS or USAT) should apply to American Embassy in Rome for processing and ticket. There is no need to apply, therefore, to this Headquarters for travel orders.

Authority for carrying excess baggage can only be granted by the American Embassy, subject to approval of the Air Priorities Officer.

3. All personnel originating ROME on A.A.F. Transport Command Aircraft should apply to H.Q. Movements, Rome with a statement giving reasons why an increased baggage allowance should be authorised.

If considered essential for efficient completion of mission H.Q. Movements, ROME, who have been designated Air Priorities Control Office may approve such increase.

/s/ A.G. SAUNDERS
Major
AAGS (T),
for Brigadier
D/AG(T)

Copy to : Hq. Movements,
Rome

1142

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Declassified E.O. 12356 Section 3.3/NND No. 785015

OUTGOING MESSAGE

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

TO : A.C. PIEMONTE.
(R) TN OFFICER (HQ COMDT) 2.)
(R) CHIEF COMMISSIONER. ✓) (by hand)

UNCLASSIFIED A. 238 E.O.O. 051730 JAN 1946 (.)
CITE YOUR SIGNAL FR/ADM/1 041600A, A.C. NOT SUFFICIENTLY INTERESTED TO HEAR [redacted] CTION OF COST IN CLEARING TORINO AIRSTRIP (.)

45

PRIORITY : ROUTINE

F.E.M.
FRANK E. MAREK
LT.COL. AIR CORPS,
AIR VICE-MARSHAL,
DIRECTOR,
AIR FORCES SUB COMMISSION.

✓ 7

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Declassified E.O. 12356 Section 3.3/NND No. 785015

COPY

PR/ADM/I
041600A

G/8653
Feb 050900A

IMMEDIATE

ALCOM AIR FORCE S C
ALCOM AIR DESPATCH OFFICE

AC PIEMONTE

UNCLASSIFIED

Airstrip sufficiently clear to permit plane (S- 73) leaving Torino 5 Feb 1946. Work proceeding to clear airstrip to permit landings. Approximate cost for clearing all airstrip lire hundred thousand. Request authorization to continue work. Aeronatica Italiana agrees to pay one - third of cost.

AC DIST

ACTION: TN OFFICER (H COMDT) 2
AIR SC

INFO: CHIEF COMMISSIONER
FILE 2
FLOAT

1140

Declassified E.O. 12356 Section 3.3/NND No. 785015

HEADQUARTERS ALLIED COMMISSION
Office of the Chief Commissioner
APO 394

2 February 1946.

CC 8503

My dear Mr. Minister:

I have just seen your letter to the attorney for T.W.A. dated 1 February in which it is stated that the Director of the Air Forces Sub-Commission of the Allied Commission has advised you that it is not possible for you to sign any agreements dealing with civil aviation until you are authorized to engage in operations.

I am afraid, my dear Mr. Minister, that there is some misunderstanding because Air Vice Marshal Brodie's letter to you dated 23 January imposes no such limitation but merely states that you may not engage in civil aviation operations until authority is received from the Combined Chiefs of Staff.

There is absolutely no restriction on you against the signing of any agreements with respect to civil aviation provided only that they do not become operative until authority for operations is received from the Combined Chiefs of Staff and are implemented in accordance with such instructions as are then received.

Very truly yours,

/S/ ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

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

1129

Copy to: Air Forces S/C
T.W.A. Representative, Rome.
US Embassy
FR Embassy

Spaatz
8502/1

Declassified E.O. 12356 Section 3.3/NND No. 785015

cc file

HEADQUARTERS ALLIED COMMISSION
Office of the Chief Commissioner
APO 394

GC 8503

2 February 1946.

My dear Mr. Minister:

I have just seen your letter to the attorney for T.W.A. dated 1 February in which it is stated that the Director of the Air Forces Sub-Commission of the Allied Commission has advised you that it is not possible for you to sign any agreements dealing with civil aviation until you are authorized to engage in operations.

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There is absolutely no restriction on you against the signing of any agreements with respect to civil aviation provided only that they do not become operative until authority for operations is received from the Combined Chiefs of Staff and are implemented in accordance with such instructions as are then received.

Very truly yours,

/s/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

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

1128

Copy to: Air Forces S/C
T.W.A. Representative, Rome.
US Ambassador
BR Ambassador

44

Declassified E.O. 12356 Section 3.3/NND No. 785015

TELEGRAM RECEIVED

From: Secstate

Code: OTP

US URGENT

Date: January 31, 1946 6:00 p.m.

No.: 243

Received: February 1, 1946 4:20 p.m.

American Delegation, Bermuda Conference, advised contents urtel 446, January 26, reports:

"Final draft report of Committee on Miscellaneous Matters on this subject reads as follows:

"'The United States delegation stated that the Italian Government had requested TWA to participate in the rehabilitation of their internal services. This subject had, according to their information, been discussed by the Allied Commission in Italy and the United States delegation were anxious to learn whether in the event of Italian internal airlines being authorized by the Allied Powers, HMG (His Majesty's Government) would desire British interests to participate in any scheme for assisting them. The United Kingdom delegation replied that HMG would almost certainly so desire.'

"The United States delegates did not state that they share the British view that Italian civil aviation could not be permitted until signing peace treaty. Reference to authorization by Allied Powers above covers period before peace treaty as well as peace treaty. Misunderstanding probably arose through fact that British suggested that Allied Control Council might prefer to leave matter to peace treaty and American delegates simply agreed that such might possibly be the case. Matter has just been discussed with British delegates who state that they understand and have understood the views of this delegation as set forth in this message above."

Consult your British colleague on basis foregoing in effort to preclude giving of misleading information to Italian Government.

BYRNES

mll

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COPY

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Declassified E.O. 12356 Section 3.3/NND No. 785015

AIR FORCES SUB-COMMISSION, ALLIED COMMISSION,
ROME.

AFSC/39/1/AIR. 23rd January, 1946.

Dear

Please refer to the Notes on our discussions on the 17th January 1946 (handed to you by F/O. Beneducci). It is desired to emphasise that the advice given by General Lee and myself concerning Italian Civil Aviation was entirely our own opinion and does not necessarily represent the official views of higher authority from whom no directive as to the future policy has been received.

2. There is, therefore, no authority for our 'advising' you that "there should be two companies, but not more than about three in order to foster healthy competition" (para 3).

3. As regards para 2 of the Notes, it is confirmed that you are free to state alternative methods on how Civil Aviation in Italy could best be run, together with your own recommendations, e.g. whether it should be owned by one or more public utility companies. But in any event, we think it would be best to assume that civil aviation will have to be regulated by the Italian Government.

4. We would, however, like to be kept advised of plans for internal Civil Aviation. No operations, however, may be begun until approval is given by the Combined Chiefs of Staff, which will be duly communicated to you.

3/12/58

Yours

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

1,126

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

Copy: Chief Commissioner, H.Q. A.C. ✓

43

Declassified E.O. 12356 Section 3.3/NND No. 785015

14 January 1946

Brigadier General Francis H. Brady, U.S. Army
Military and Air Attache
The American Embassy
Rome

Dear General Brady:

I have received your letter of 12 January. No "statement of policy" was required to be communicated to American officials of this Commission, I can assure you.

I am gratified to learn that your earlier message to the War Department as to alleged statements by officers of this Commission has been corrected by your message of January 12th. But since I spoke to Minister Cevolotto as an Allied officer and as Air Vice Marshal Brodie's superior, it would have been somewhat more accurate if you had reported that the Minister understands that there is neither American nor Allied "approval to delay negotiations TWA."

I have also explained the situation fully to the local TWA representative so that he too has no doubt as to the Allied Commission's position in this matter.

Thank you for your cooperation.

Yours sincerely,

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

1125

Copy to: American Ambassador

Declassified E.O. 12356 Section 3.3/NND No. 785015

14 January 1946

Brigadier General Francis M. Brady, U.S. Army
Military and Air Attache
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Yours sincerely,

KELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

1124

Copy to: American Ambassador

Surplus
8502/cc

Declassified E.O. 12356 Section 3.3/NND No. 785015

HEADQUARTERS ALLIED COMMISSION
Office of the Chief Commissioner
APO 394

21 January 1946

MEMORANDUM TO: Director, Air Forces Subcommission

SUBJECT : Minutes of Meeting with Italian Air Ministry on 17 January

A 1. Air Forces Subcommission Memorandum, reference AFSC/39/1/AIR, refers.

2. Unless and until a directive to this effect is received from the Combined Chiefs of Staff, there is no authority for this Commission to advise the Italian Government, officially or unofficially, that in respect of planning for internal civil aviation, "there should be two companies, but not more than about three...". It was correct, however, as noted in the same paragraph, to urge for Italian Government regulation as such regulation has been recommended by SACMED to the Combined Chiefs of Staff.

3. Will you notify the Air Ministry at once, therefore, that subject to Italian Government regulation, the question of whether there be more than one internal company is for the present a matter solely for decision by the Italian Government.

EMERY W. STONE
Rear Admiral, USNR
Chief Commissioner

1123

Copies to the American and British Ambassadors
Executive Commissioner

4B a

ITALIAN CIVIL AVIATION.

At a meeting at the Italian Air Ministry on the 17th January Italian Civil Aviation was discussed without prejudice to any decision made by higher authority, with the Italian Air Minister, the British Director and American Deputy Director A.F.S.C, and Colonel Gallo, Head of the Branch of the Air Ministry dealing with the problem.

2. The Air Minister has privately suggested to the President of the Council of Ministers that Civil Aviation in Italy (if allowed), be privately owned and not State owned, a suggestion with which the President is in agreement. A decision on this has not yet been reached by the Council of Ministers, and before the suggestion is brought up to the Council of Ministers the Air Minister will submit his recommendations to the A.F.S.C. for comment.

3. The Air Minister appears to be in favour of having only one main private company, but to allow smaller private companies - alternatively several companies could be allowed to participate in Civil Aviation. Both the Deputy Director and Director A.F.S.C. advised the Air Minister that there should be two companies, but not more than about three - in order to foster competition, and the D.D. further suggested that fares should be regulated by the Italian Government. The Air Minister does not propose to subsidise private companies, although the Government will help them with the carriage of mail.

4. The Air Minister stated that discussion has taken place with T.W.A. representatives with the intention to form a privately owned company partly Italian and partly American, including capital and material American help.

5. In principle the Italian Air Minister agreed that a part of the personnel and material now used in the Italian Military Courier Services shall be handed over to Civil Aviation.

6. When asked whether it would be the Italian Government's policy to allow civil aircraft construction or to purchase civil aircraft from the Allies, he said that he had not made a decision probably because no decision can really be made until several unknown factors are decided by the Allies. But he stated that with the aircraft now available and some Dakotas which it is their intention to purchase from the Americans, they would probably have enough aircraft for the immediate future.

7. The Air Minister agreed to send a letter to the S.I.A.I. firm stating that as soon as permission is obtained from the Allies a further order for 6 SM.95s will be given by the Italian Government - in order to keep the firm alive.

8. The Air Minister asked whether the channels through which applications for foreign countries to fly over Italy could be regularised. It was agreed that the Italian Foreign Ministry should forward applications, together with their comments, to A.F.S.C. who would then take action with the Chief Commissioner, if necessary, and Caserta. The Italian Air Minister would take action accordingly with the Italian Foreign Minister.

+132

9. It was noticed that Col. Gallo is still Head of the Department of the Air Ministry which deals with Civil Aviation matters, although it was suggested by the Italian Air Minister and agreed by us some months ago that he should be relieved, because he was acting behind the back of his superior [illegible] at the Italian Air Ministry.

Declassified E.O. 12356 Section 3.3/NND No. 785215

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1132

Air Forces Sub-Commission.
Allied Commission, Rome.
Date: 17th January 1946.
Ref: AFSC/39/1/AIR.

Declassified E.O. 12356 Section 3.3/NND No. 785015

Declassified E.O. 12356 Section 3.3/NND No. 785015

14 January 1946

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Military and Air Attache
The American Embassy
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Thank you for your cooperation.

Yours sincerely,

/s/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

Copy to: American Ambassador

Declassified E.O. 12356 Section 3.3/NND No. 785015

THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA
OFFICE OF THE MILITARY AND MILITARY AIR ATTACHE
AMERICAN EMBASSY
Rome, Italy

FME/mhq

12 January 1946

Ellery W. Stone
Rear Admiral, USNR
Chief Commissioner, Allied Commission
Rome, Italy

Dear Admiral Stone:

This is to acknowledge receipt of your letter of 11 January 1946, and to clarify the situation so far as possible pertaining to the meeting of Air Vice Marshal Brodie and Brigadier General Lee with the Italian Air Minister which took place on or about December 21, 1945. From reliable and confidential sources, it was brought to my attention that negotiations toward organization of an Italo American Company for operation of internal air lines were being delayed "because at a meeting in which General Lee was present, Air Vice Marshal Brodie had stated that British were interested in development of internal air lines..... British could help, etc." Further, from Air Vice Marshal Brodie's statement or from implications therefrom, Italian officials gained the impression that he was suggesting delay in conclusion of any definite arrangements with foreign interests pending arrival of British officials or further negotiations with Italians representing British interests in Rome. This was the information that was communicated to Washington and that I desired to convey to you informally on January 1st. Further, it was felt advisable at that time to ask Washington for a statement of policy to be communicated to the Air Minister and to such American officials as might be concerned.

As to the statement contained in your letter that you "should be glad to have me bring the Minister to your office" so that you could explain to him"any reported request for delay pending arrival of British Mission is not the policy of Allied Commission," it must be realized that I have no authority "to bring a Minister to your office" or to request that he accompany me to your office. I would also like to inform you in regard to seeing the Air Minister, it was necessary for me to wait from January 5th until January 11th for an appointment, due to the reported absence of the Minister from Rome and other appointments upon his return. For your information, this meeting was requested so that I could convey to the Minister the policies of the State and War Departments in regard to TWA plans for organization of Italo American Company for operation of internal air lines.

As to getting the records straight, I am afraid that due to the difficulties in language and, too, possible implications that may be drawn and acted upon as a result of meetings such as that in question, it would be extremely difficult to ever determine exactly just what was

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Declassified E.O. 12356 Section 3.3/NND No. 785015

or was not discussed.

In my message to the War Department reporting the result of my conversation with the Air Minister yesterday, January 11th, I stated that my message stating Air Vice Marshal Brodie 'suggested delay until arrival of British Mission" should be corrected to read that "British are also interested in development of internal air lines and would be in position to help in reorganization and development of air lines," which was, in effect, what Air Minister Cevolotto stated to me yesterday. In this connection I should also like to state that it is extremely difficult to translate any involved Italian explanation into a direct statement that "such and such was said," and it is for this reason that in talking with you I have used the term, "stated in effect."

As stated in your letter, Minister Cevolotto now understands that he is not required to suspend any pending discussions for negotiations and further, the attitude of our Government toward the proposed Italo American organization be negotiated by TWA. This was duly reported in my dispatch to the War Department as follows: "This meeting with Cevolotto together with discussions conducted by Admiral Stone, Chief of Allied Commission, should remove any idea in minds of Italian officials of American approval to delay negotiations TWA in organizing Italo American Company."

Sincerely yours,

FRANCIS M. BRADY
Brig. Gen., USA
Military & Military Air Attache

Copy to the American Ambassador

1129

41

Declassified E.O. 12356 Section 3.3/NND No. 785015

11 January 1946

Brigadier General Francis M. Brady, U.S. Army
Military and Air Attache
The American Embassy
Rome

Dear General Brady:

You will recall that on January 1st you informed me that at a recent meeting at the Air Ministry, Air Vice Marshal Brodie and Brigadier General Lee, Director and Deputy Director respectively of the Air Forces Subcommission of the Allied Commission, had stated to the Minister that with respect to the resumption of internal civil aviation in Italy, it was hoped that no final arrangements would be made until the arrival of a British mission in Italy in the near future.

Due to the New Year holidays and my absence in Caserta on January 3rd, I was not able to discuss this matter with General Lee until January 4th. General Lee categorically denied that he had supported any such position and further stated that no such view was expressed by Air Vice Marshal Brodie in his presence. You will recall that I telephoned you on either January 4th or 5th and informed you General Lee's denial. I also informed you that Air Vice Marshal Brodie was in London and I was therefore not able to obtain his version of this reported incident but that as head of the Commission I should be glad to explain to the Minister that any such reported request for delay pending arrival of a British mission was not the policy of this Commission. I stated that I should be glad to have you bring the Minister to my office for this purpose. It is my recollection that you agreed to do so.

Not having heard from you this week, I asked Minister Cevolotto to call on me yesterday which he did. Like General Lee, he flatly denied that either Air Vice Marshal Brodie or General Lee requested him to postpone any negotiations pending the arrival of a British mission. To the contrary, he stated that Air Vice Marshal Brodie had written him a letter (copy attached) indicating that the former AFHQ prohibition against discussion of civil aviation plans for Italy no longer obtained and that he was therefore free to discuss internal civil aviation plans with any Allied representatives.

At the meeting in question, Air Vice Marshal Brodie informed the Minister that he would be receiving the letter in question which would thus enable him to hold discussions with respect to internal civil aviation plans with American and British interests but no request was

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Declassified E.O. 12356 Section 3.3/NND No. 785015

made that any existing negotiations should be suspended or delayed.

Since clearly there has been some misunderstanding which has led to inaccurate statements as to the actions of American and British officers in my command, and because I understand they have been reported to Washington, I feel it necessary to set the record straight in fairness to both Air Vice Marshal Brodie and Brigadier General Lee.

Needless to say, Minister Cevolotto understands that he is not required to suspend any pending discussions or negotiations. Moreover, I pointed out to him that since SACMED had adopted and forwarded to the CCS my recommendation for immediate resumption of internal civil aviation, it was to be hoped that the Italian Government would have so far completed its arrangements that it would be able to take immediate advantage of the anticipated CCS approval when received.

Sincerely,

/s/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

Copy to the American Ambassador

(40)

Declassified E.O. 12356 Section 3.3/NND No. 785015

FROM: AIR FORCES SUBCOMMISSION
ALLIED COMMISSION, ROME

TO: ITALIAN AIR MINISTRY

DATE: 21ST DECEMBER, 1945

REF: AFSC/36/1/AIR

CIVIL AVIATION IN ITALY

1. Italian Civil Aviation is still not permitted but there would be no objection to the Italian Government and Italian Interests discussing Civil Aviation with representatives of the Allied Countries should you or they so wish.

2. This is in no way to be read as giving authority for Civil Aviation to be operated by Italians, and is without prejudice to further directives or agreements, or to the ultimate Peace Treaty.

(initialled) I.E.B.
I.E. EDDIE
AIR VICE-MARSHAL
AIR OFFICER COMMANDING

Copies sent to British and American Embassies

(40)

JAN 3 RECD
CR 1145

Headquarters,
Royal Air Force,
MED/M.E.

Ref: MS.206598/Air. 24th December 1945.

ITALIAN AIR FORCE.

As a result of the Armistice terms the Italian Air Force is placed under the control of the Supreme Allied Commander, Mediterranean theatre of operations, who exercises this control through the Mediterranean Allied Air Committee and Air Forces Sub-Commission of the Allied Commission.

2. As the Italian Air Force, as at present constituted, is within the Mediterranean and Middle East Command, the Air Officer Commanding, Royal Air Force, Italy will act on behalf of the Air Commander in Chief, MED/M.E. in co-operation with the U.S.A.A.F. authorities in Italy and A.F.H.Q., in accordance with the attached copy of a Directive issued by the Air Commander in Chief.

W. Elkington.
Air Commodore,
Senior Air Staff Officer.

1197

Air Headquarters,
Royal Air Force,
Italy.

Declassified E.O. 12356 Section 3.3/NND No. 785015

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W.A. Whitworth.
Air Commodore,
Senior Air Staff Officer.

1197

Air Headquarters,
Royal Air Force,
Italy.

Copy to:- Supreme Allied Commander.
Air Ministry.
Chief Commissioner, Allied Commission.
Director, Air Forces Sub-Commission, Allied Commission.
Commanding General, M.T.O.U.S.A.

(396)

Declassified E.O. 12356 Section 3.3/NND No. 785015

SECRET

DIRECTIVE

FOR

AIR OFFICER COMMANDING, ROYAL AIR FORCE IN ITALY ON THE CONTROL OF THE ITALIAN AIR FORCE

1. In view of the fact that the Supreme Allied Commander is responsible to the Combined Chiefs of Staff for matters affecting all ITALIAN fighting forces, and that these fighting forces are a joint Anglo/U.S. responsibility, it is essential that the Supreme Allied Commander has Anglo/U.S. Advisers immediately available to him.

2. The Air C-in-C., R.A.F., MED/M.E. accordingly delegates to you full responsibility for advising the Supreme Allied Commander on all matters of policy, organisation and administration, and approves your appointment as R.A.F. member of the Mediterranean Allied Air Committee.

3. You are, therefore, permitted to communicate direct with the Air Ministry on matters of detail and routine affecting the ITALIAN AIR FORCE. Before, however, you agree to any change of major policy in connection with the ITALIAN AIR FORCE, you will consult Air C-in-C., R.A.F., MED/M.E. prior to approaching the Air Ministry.

1196

Declassified E.O. 12356 Section 3.3/NND No. 785215

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-

L.E.N. Lumsden.
Air Marshal,
Air Commander-in-Chief,
Royal Air Force, MED/M.E.

H.Q., R.A.F., MED/M.E.
21st December, 1945.

396 87

Declassified E.O. 12356 Section 3.3/NND No. 785015

Declassified E.O. 12356 Section 3.3/NND No. 785015

S.O.S. C C

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

DEC 6 RECD
CC/615

Originator's Reference: F 55541
Date/Time of Origin: DEC 051449A

Message Centre No: G/5018
Date Time Rec'd: DEC 060930A
Precedence: ROUTINE

FROM: AFHQ SIGNED SACMED

TO : ACTION: ALCCM ROME

SECRET

SECRET.

Rour 8882 of 30 November.

Now decided that reopening of Italian Civil aviation question will be incorporated in current MJPS examination of Italian Air Force requirements referred our F 54366 of 24 November.

DIST

ACTION: S.O. TO CHIEF COMMISSIONER

INFO: U.S. POLAD
BR POLAD
EXEC COMMISSIONER
AIR FORCES S/C
FILE (2)
FLOAT

ACTION

Declassified E.O. 12356 Section 3.3/NND No. 785015

AFHQ CITE FHGEG

8882 30 NOVEMBER 1945 ROUTINE

CONFIDENTIAL PD

YOUR FOX FIVE FOUR EIGHT FOUR SIX OF TWO EIGHT NOVEMBER PD

PAREN TO AFHQ CITE FHGEG FROM HQ ALCOM FROM ADMIRAL STONE CITE ACSCC PAREN

PARA THREE OF CHIEF OF STAFFS LETTER ONE NINE SEPTEMBER STATED NO INTERIM POLICY CONSIDERED NECESSARY BY CHARLIE CHARLIE SUGAR IN VIEW OF PEACE TREATY NEGOTIATIONS THEN IN PROGRESS IN LONDON PD SINCE THESE NEGOTIATIONS CMA SO FAR AS IS KNOWN HERE CMA DID NOT RESOLVE THIS QUESTION I STRONGLY RECOMMEND THAT QUESTION OF ESTABLISHING CIVIL AVIATION POLICY FOR ITALY BE REOPENED WITH CHARLIE CHARLIE SUGAR WITH THE RECOMMENDATION THAT ITALIAN CIVIL AVIATION BE PERMITTED ALONG LINES DISCUSSED AT SACS CONFERENCE TWENTY THREE AUGUST PD

PARA TWO PD YOU MAY WISH TO CONSIDER INCLUDING IN SIGNAL ALTERNATIVE SUGGESTION THAT IF CHARLIE CHARLIE SUGAR NOT OPPOSED TO RESUMPTION OF CIVIL AVIATION CMA THE QUESTION OF POLICY MIGHT BE LEFT FOR DETERMINATION OF CONDITIONS THROUGH EMBASSIES CMA WHICH I CONSIDER FEASIBLE CMA IN VIEW OF THE DISCUSSIONS WHICH WERE SUPPOSED TO HAVE TAKEN PLACE ON THIS SUBJECT AT LONDON PD

PARA THREE PD IF YOUR SIGNAL TO CHARLIE CHARLIE SUGAR DISPATCHED AS A RESULT OF TWO THREE AUGUST MEETING DID NOT SO STATE CMA CONSIDER IT ADVISABLE THAT CHARLIE CHARLIE SUGAR BE INFORMED OF THE CURRENT DIRECTIVE GIVEN IN YOUR FOX XRAY TWO FIVE TWO SEVEN

Declassified E.O. 12356 Section 3.3/NND No. 785015

CONFIDENTIAL

ZERO DATED THIRTEEN FEBRUARY SINCE THE PRESENT PROHIBITION DOES NOT SEEM TO BE FULLY RECOGNIZED IN WASHINGTON AND MAY NOT BE IN LONDON

DISTRIBUTION:
US Polad
BR Polad
Air Force S/C
Exec Commr
CC Files
US AMBASSADOR
BR AMBASSADOR

CONFIDENTIAL

Chief Commissioner

222

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

Declassified E.O. 12356 Section 3.3/NND No. 785015

Secret

NOV 30 REC'D

HEADQUARTERS ALLIED COMMISSION
APO 394
Office of the Executive Commissioner

Ref: 8806/55/AC 24 November 1945

SUBJECT: Italian Glider Activities

TO : (Mr.), AFHQ

1. It appears that considerable interest in forming Glider Clubs in Northern Italy is being shown by several groups of Italians. The Italian Air Ministry has been instructed that no gliding and no glider construction are to take place on the grounds that Italian civil aviation is not allowed.

2. There are a certain number of gliders, some completed and some not yet completed. These have all been impounded and grounded.

3. If no mention of glider activities has yet been included in the draft peace treaty with Italy it is suggested that consideration might well be given to the inclusion of some such terms in the treaty. It is recommended that a limited amount of gliders be permitted. It is realised that in view of the use to which the Germans put gliders after the last war, namely for the training of future war-time pilots, such activities may well be forbidden in Italy. Nevertheless if it is the policy to treat Italy as a friend it is requested that it be borne in mind that gliding is a useful and cheap form of training for commercial and military pilots and that the cheaper the training in Italy the better, as she will undoubtedly be economically hard hit for a number of years.

For the Chief Commissioner:

M. S. LUSH

Brigadier
Executive Commissioner

Copy to:
A.F. C/C
Poland (A)
Poland (E)

(37)

Secret

Declassified E.O. 12356 Section 3.3/NND No. 785015

CC Comm

INCOMING MESSAGE

NOV 29 REC'D
CC 1600

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: F54846
Date/Time of Origin: 281939A

CONFIDENTIAL

Message Centre No: G/4544
Date Time Rec'd: NOV.290900
Precedence: ROUTINE

FROM: AFHQ

TO : ALCOM ROMEO

CONFIDENTIAL .

Ref conversation admiral Stone dash general Hamblen on italian civil aviation policy.(signed yacmed cite FHGEG)AFHQ is considering advisability of raising issue again with CCS.please give your views including feasibility of your receiving national views through respective embassies in Rome

AC DIST

ACTION: ~~Chief Commission~~ AIR FORCE S/C
INFO : CHIEF COMMR
INFO: Ex Commission
: POLADS 'A' & 'B'
File 2

Float

CC DIST: US AMBASSADOR
BR "

FY 53113 14/K
F 54812
8/11

CONFIDENTIAL

Declassified E.O. 12356 Section 3.3/NND No. 785015

DCK/wrp

ALLIED FORCE HEADQUARTERS
APO 512

NOV 27 RECD

AG 360.4 GEG-O

23 November 1945

SUBJECT: French Military Aviation in Italy.

TO: Chief Commissioner
Allied Commission
APO 394

1. Reference is made to your letters, file 8752/EC, subject as above, dated 8 October and 12 October 1945.

2. Subject to the provisions contained in the following paragraphs, approval in principle is given for the establishment of a French Military Air Courier Service to operate between France and Rome and for the operation in Italy of a French light aircraft. The services of both will be limited to use by military personnel and by civilians sponsored by a government department or agency.

3. The consent of the Italian Government to the French proposals should be obtained by the French authorities.

4. The necessary administrative and technical details in connection with this project should be taken up through appropriate Air Force channels.

BY COMMAND OF LIEUTENANT GENERAL MORGAN:

C. W. CHRISTENBERRY
Colonel, AGD
Adjutant General

DISTRIBUTION:

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1 - Liaison
2 - AG Records
1 - G-5

A.C. DIST 1120
E.C.
C.C.
Air Forces S/C
Office of Travel Rep.

C.C.

NOV 6 RECD

Ref: 8752/153/EO. 3 November, 1945.

AIDE MEMOIRE.

FRENCH AVIATION THROUGH ITALY.

1. The Italian Minister for Air has brought to the notice of the Allied Commission that a representative of Air France informed the Minister for Air that as from 23 November 1945 Air France would reintroduce its regular air service PARIS-DAMASCUS, stopping at NAPLES.

2. The Italian Minister has rightly protested to the Allied Commission and pointed out that the authorisation of the Italian Government has not yet been obtained.

3. It is pointed out that the correct procedure is for the authorisation of the Italian Government for facilities for civil air transport companies to be obtained through diplomatic channels as was done by the US Embassy this year.

4. It is also necessary to obtain AFHQ permission for landing facilities.

MSL/JC.

Copy to: Chief Commissioner
Air Force S/C.

)) Above Aide Memoire handed to French Representative by CCG to Eb. Com on 7th November 1945.

8502/2 C

1119

Declassified E.O. 12356 Section 3.3/NND No. 785015

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MSL/JG.

Chief Commissioner
Copy to: Air Force S/C.

Above Aide Memoire handed to French Representative by CSC to Ex. Com on 7th November 1945.

7/4098

1119

(34)

Declassified E.O. 12356 Section 3.3/NND No. 785015

Declassified E.O. 12356 Section 3.3/NND No. 785015

COPY

Ref: 8752/EC

12 October 1945

SUBJECT: French Military Aviation in Italy

TO : G-5 Section , AFHQ

1. Further to our 8752/EC of 8 October, the request is intended to cover service to persons on government business and military personnel.

2. Since the privilege of civilian aviation is not at present given to the Italians, it would be anomalous if broader permission were given to the French government.

For the Chief Commissioner

/s/ F. H. McCLEARY

Brigadier
Executive Commissioner

Copy to: Air Forces S/c
Office of French Rep. to AC

8502/CC

1118

(33)

Declassified E.O. 12356 Section 3.3/NND No. 785015

OCT 15 RECD

12 October, 1945

Ref: 8752/111/30

(27)

My Dear Mr. McKay:

In reply to your letter of 28th September, 1945, requesting information as to what air transportation facilities can be offered by the A.C. to compensate for the reduction in Allied feeder services in Italy, you are informed that the Italian Air Force is at the disposal of the A.C. for providing air transport required for the rehabilitation and government of Italy. Details of the existing Italian Military Courier Services are shown at Appendix "A" to this letter.

2. If Allied Force Headquarters, Italy, agree that the Courier Service may also be used to carry State Department couriers and diplomatic mail, it would be possible, from available Italian Air Force resources, to increase the space available on the existing routes and to establish services to all the places you mention with the exception of Trieste. The Italian Air Force is at present not authorised to land in Venezia Giulia. If this Italian Air Force service meets your requirements and you will so advise us, we will make the necessary application to A.F.H.Q.

3. Existing feeder lines services run by the Royal Air Force and United States Air Transport Command are shown at Appendix "B". Detailed information is available from the A.T.C. Booking Center, Piazza Esedra, and from the Royal Air Force Booking Center at the Hotel Eaelo, Via Veni Settembre. Request for information concerning the future planning of Allied Air Transport facilities in Italy should be addressed to:-

American Air Transport Service,
7, Piazza Vittoria,
NAPLES

and

Advanced 216 Group,
Air Headquarters Italy,
R.A.F., CASERTA

Yours,

H. S. LOSH

HENRY W. STONE
Rear Admiral, USNR
Chief Commissioner

Copy to: Air Forces Sub-Commission

(32)

2502/22

Declassified E.O. 12356 Section 3.3/NND No. 785015

APPENDIX "A"

EXISTING SCHEDULES FOR ITALIAN MILITARY COURIER SERVICE AS AT THE 1ST OCTOBER, 1945

Service I. Rome - Milan - Turin (Daily each day).

	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
								1645
Rome	0930						0900	1000
Milan			1100	1220				
Turin					1250	0830		

Service II. Rome - Bologna - Treviso (Daily each way)

							1145
Rome	0915				1000	1015	
Bologna			1030	1045			
Treviso					1130	0930	

Service III. Rome - Naples - Bari - Lecce (Daily each way)

Leaves Rome at 0930 and Naples at 1925 for Rome.

Service IV. Rome - Palermo.

Mondays, Wednesdays and Saturdays return service.

Service V. Rome - Cagliari by Landplane.

Tuesdays, Fridays and Saturdays return service. (now goes to Algero instead of Cagliari on Tuesdays and Saturdays).

Service VI. Rome - Cagliari by Seaplane.

Mondays, Wednesdays and Fridays.

APPENDIX "B" 1116

OTHER SERVICES IN ITALY RUN BY THE R.A.F. TRANSPORT COMMAND

Daily Services starting at Naples to:-

Bari, Rome, Milan, Udine (change for Klagenfurt and Vienna by air, and for Trieste by road), Treviso.

(32)

Declassified E.O. 12356 Section 3.3/NND No. 785015

FEEDER SERVICES IN ITALY RUN BY U.S.A.T.C.

Service I	Rome - Udine
Service II	Naples - Rome - Pisa - Milan - Udine
Service III	Naples - Rome - Pisa - Milan
Service IV	Naples - Rome - Pisa
Service V	Naples - Rome - Udine

1115

(32) [3]

Declassified E.O. 12356 Section 3.3/NND No. 785015

HEADQUARTERS ALLIED COMMISSION
Office of the Chief Commissioner
APO 394

CONFIDENTIAL

9 October 1945.

Ref: 850C/2C.

Dear Dr. Cevolotto,

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

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

Very truly yours,

/s/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USN
Chief Commissioner

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

Copy to: Air Forces Sub-Commission.

(31)

Declassified E.O. 12356 Section 3.3/NND No. 785015

E.C. Since we do not permit civil aviation to Italians, French should not be permitted to carry governmental persons with them. Ref: 8752/SC. 10/10 FWS CL

HEADQUARTERS ALLIED COMMISSION
APO 394
Office of the Executive Commissioner

8 October 45.

SUBJECT: French Military Aviation in Italy.

TO : G-5 Section,
A.F.H.Q.

1. A request has recently been made by the French Representative of the Allied Commission to Italy that a regular French Military Air Courier Service may be run once a week to Rome, and that in addition, a light aircraft may be kept at Rome for use by the French authorities in Italy. Both requests are made with a view to facilitating the task of the French Mission in Italy and relieving Anglo-American Air Transport of French commitments.

2. French aircraft have in fact been running to Italy periodically but it is now desired to regularise the situation in order that adequate arrangements may be made for obtaining petrol and oil lubricants and establishing a small French Air Force Maintenance detachment on one of the Rome airfields, for preference Ciampino.

3. From the point of view of the Allied Commission, there is no objection to acceding to the French request. It is recommended that approval be given and instructions issued with regard to provision of petrol and accommodation for the proposed servicing party.

For the Chief Commissioner:

/s/ M. S. Lush
Brigadier,
Executive Commissioner.

CA/2258 Copies

Copy to: Air Forces Sub-Commission.
Office of the French Representative to Allied Commission.

RETURN TO
Chief Commissioner
30

Declassified E.O. 12356 Section 3.3/NND No. 785015

1 October 1945

(27)

Dear Mr. Key:

Thank you for your letter of 28 September making inquiry regarding future air transportation facilities in Italy. I am having the matter fully investigated and will inform you of the details as soon as they are available.

Sincerely,

/s/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

Mr. David McK. Key
Counselor of Embassy
American Embassy
Rome, Italy

cc: Exec. Comm.
Air Forces Sec

2252/cc

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(29)

Declassified E.O. 12356 Section 3.3/NND No. 785015

1 October 1945

(27)

Director
Air Forces Subcommission

Reference the attached letter of 28 Sep 45 from the Counselor of the American Embassy concerning future air transportation facilities in Italy, will you kindly draft an appropriate reply for the Chief Commissioner's signature.

/s/ L. W. Steerns

L. W. STEARNS
Major, AGD
SO to CC

1 Encl.

cc: Executive Commissioner

(28)

Declassified E.O. 12356 Section 3.3/NND No. 785015

THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA

SEP 30 RECD

AMERICAN EMBASSY
Rome, Italy.
September 28, 1945.

My dear Admiral Stone:

In view of the fact that the Air Transport Command and the Royal Air Force have ceased air service to Florence and the report that the Air Transport Command expects to terminate air service to Milan in the very near future, the Embassy would appreciate receiving an indication of the facilities the Allied Commission has to offer for the rapid transportation of State Department couriers and their diplomatic pouches between Naples, Rome, Florence, Milan, Genoa, and Trieste.

Believe me, my dear Admiral Stone,

Sincerely yours,

David McK. Key
Counselor of Embassy

Rear Admiral Ellery W. Stone,
Chief Commissioner of the Allied Commission,
Rome.

JLG:wer

CC DIST:
Exec. Commr.
Air Forces S/C
CC

1110

4570/cc

Declassified E.O. 12356 Section 3.3/NND No. 785015

Gen Lee
Pls see me
Chief

CONFIDENTIAL

F/9289
SEP 281035
ROUTINE

SEP 271721A

CONGENAAFMED

CONGENAAFSC/MTO INFO ALCOM ROME

CONFIDENTIAL.

B-25 D number 43 - 3451, which is presently being used by General LEE, will be transferred from 49 BOMBARDMENT WING to AAFSC/MTO, reurad AM 6690. This Headquarters has no objections to General LEE'S using this aircraft but it is suggested that he make his own arrangements toward having it based and maintained at CIAMPINO Airfield. This Headquarters does not approve transferring aircraft to ATC without ATC concurrence and WASHINGTON approval. However if General LEE desires this aircraft be assigned to ALLIED CONTROL COMMISSION, ROME it is suggested that he obtain approval for such assignment from WASHINGTON.

In view of retirement of all B-25 aircraft in the Theater, it is suggested that arrangements for a surplus C-47 type aircraft be made when B-25 number 43-3451 can no longer economically maintained.

DIST

ACTION AIR SC
INFO CHIEF COMMISSIONER
FILE 2
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CONFIDENTIAL

RETURN TO
Chief Commissioner

26

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Declassified E.O. 12356 Section 3.3/NND No. 785015

SECRET

ALLIED FORCE HEADQUARTERS
Office of the Chief of Staff

19 September 1945

SUBJECT: Italian Civil Aviation.

TO : Chief Commissioner, Allied Commission.

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

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

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

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

By Command of Field Marshal ALEXANDER:

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

SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785015

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F 39610

AUG 301218

F/5904

AUG 301510

ROUTINE

AFHQ SIGNED EISENHOWER CTE MTOUSG

AIRCOM ROME

RESTRICTED.

Transcontinental and Western Air lines Group, of which previously approved DAVID MORGIEY is member, consists of 13 officials and 7 crew members who will travel in own plane Eta ROME 18 September for not over 7 days.

Group includes officials T B WILSON, G A SPATER, P A MCDONATH, T M SULLIVAN, HAROLD POOL, CLARENCE CORRON, R F MONTGOMERY and C DE SEACKELBERG, crew members, H F BLACKBURN, FRED HENDERSON, W G COLLEN, GREY ARNOLD, A A BRICH, R C LOOMIS and J J KLEINHERTZ. Request your comment.

DIST

ACTION ECON SEC 2
INFO CHIEF COMMISSIONER
PUB SAFETY SC
FILE 2
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COPY

ALLIED FORCES HEADQUARTERS
Supreme Allied Commander's Secretariat

B-1056

TOP SECRET

COPY NUMBER 31

SAC (45) 4th Meeting
24 August 1945

SUPREME ALLIED COMMANDER'S CONFERENCE
MINUTES OF A MEETING OF THE SUPREME ALLIED COMMANDER'S CONFERENCE HELD IN THE G-3 WAR ROOM AT 1030 HOURS ON THURSDAY 23RD AUGUST 1945

(Extract - Paragraph 7 Only)

7. POLICY FOR ITALIAN CIVIL AVIATION

(Paper No. SAC (45) 15)

THE CONFERENCE had before them a paper concluding that a policy for Italian civil aviation could not be laid down until further guidance was received, and attached a draft signal designed to obtain such guidance from the Combined Chiefs of Staff.

AIR MARSHAL GARROD said that, as the matter was so tied up with the terms of the prospective Italian Peace Treaty, it was not possible to go further without reference to the Combined Chiefs of Staff. He agreed with the questions proposed by the draft signal but thought it desirable that the Supreme Allied Commander should make recommendations in regard to them. He considered these recommendations should be, firstly, that Italian civil aviation should be permitted but should not be allowed to operate in VENEZIA GIULIA or other disputed territories, secondly, that the Italian government should be allowed to own and control the Italian civil air lines, and thirdly, that the Italian aviation industry should not be revived. He explained that the small Italian Air Force, which the Peace Treaty was likely to permit, and the requirements of Italian civil aviation were most unlikely to be large enough to give a sufficient market for an Italian aircraft industry to be an economic proposition. Consequently, if such an industry were revived, there would always be a danger of the Italians in order to gain further markets, seeking either to obviate the military terms of the Peace Treaty or to spread their civil aviation further afield. However, he agreed that for economic reasons the rehabilitation of the Italian aircraft industry, on anything other than a very small scale, was not a practical proposition for some years.

MR. OFFIE considered, and the Chief Commissioner, Allied Commission, agreed, that it would be unwise for the Supreme Allied Commander at the present stage to make a definite recommendation that an Italian aviation industry should not be allowed. He thought, however, that the general subject of civil aviation should be raised as it was possible that the British and United States governments would shortly wish to discuss with the Italian government problems affecting British and United States civil aviation.

(24)

Declassified E.O. 12356 Section 3.3/NND No. 785015

ADMIRAL CUNNINGHAM pointed out that if development of civil aviation was allowed it did provide a nucleus for war expansion. GERMANY had already taught us that lesson onde. He therefore considered that it should be sitpulated that no Italian aircraft industry would be permitted for the present. This provision could, if necessary, be relaxed later. However, if the stipulation were not made now, it would be difficult to impose it later.

MAJOR GENERAL LEMNITZER considered that the statement that the present directive to the Allied Commission prohibited discussion of civil aviation with the Italians should be deleted from the draft signal. He had been unable to trace any such direction from the Combined Chiefs of Staff and he believed that this decision was taken by the Supreme Allied Commander and could be reversed by him if he so wished.

THE DEPUTY SUPREME ALLIED COMMANDER agreed with Air Marshal Garrod that it was desirable to comment, in so far as military implications were concerned, on the questions being put to the Combined Chiefs of Staff. From the military point of view, he considered that State ownership of Italian civil aviation would simplify Allied control. He also thought that, in regard to the possibility of permitting the rehabilitation of the Italian aircraft industry, the question should be posed as to whether that industry should be State owned and controlled, or privately owned as at present.

REAR ADMIRAL STONE, referring to the statement in the draft signal that if an Italian civil aviation industry were permitted it would be difficult to exercise technical control of design, observed that this appeared contradictory to the recommendation that no attempt should be made to impose an Allied control on Italian research. This recommendation had been agreed at a previous meeting and the Supreme Allied Commander's comments on the British draft of the Italian Peace Treaty had been forwarded on that basis.

THE DEPUTY SUPREME ALLIED COMMANDER:

Instructed the Chief of Staff, in conjunction with the Commander-in-Chief, RAF MEDME, and the Commanding General, AAF/MTO, to redraft in the light of the above discussion, the signal circulated under paper No. SAC (45) 15, and subsequently to despatch it.

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TOP SECRET

AUG 22 RECD CC 1023

ALLIED FORCE HEADQUARTERS
Supreme Allied Commander's Secretariat

B 1050

SAC (45) 15
21st August 1945

TOP SECRET

COPY NUMBER 31

SUPREME ALLIED COMMANDER'S CONFERENCE

POLICY FOR ITALIAN CIVIL AVIATION

Note by Commander-in-Chief, AFHQ MEDME
and Commanding General, MAF/MTO

Introduction

1. The problem has been examined by Staffs of MAF/MTO and R.A.F., MEDME in consultation with the British Resident Minister, POLAD and G-5, A.F.H.Q. It has also been co-ordinated with A.O.C. Air Forces Sub-Commission and with the Chief Commissioner, Allied Commission. It will be clear from the following paragraphs that the whole question of Civil Aviation in ITALY can only be dealt with in relation to certain matters of policy about which further direction is required.

2. The Chief Commissioner's letter to the Supreme Allied Commander dated 25th July, 1945 requests consideration be given to the amendment of the current Directive given in your FX 25270 dated 13th February, 1945. This Directive forbids the discussion of Civil Aviation with the Italians. The Chief Commissioner suggests that the Directive be amended to enable the Italian Government to make plans for Civil Aviation. He states that the end of the war in EUROPE has made it possible for groups of individuals and firms, at least one of which operated pre-war air transport, to become extremely interested in making plans for ITALY's future aviation industry provided a policy is laid down by the Allies.

Information

3. At the present moment, the Italian Air Force is operating a Courier service throughout ITALY, SICILY and SARDINIA under the direction of the Air Forces Sub-Commission. This service functions for the purpose of transporting Allied Commission, Allied and Italian Government personnel on official business.

4. A number of aircraft factories and considerable material are available in NORTHERN ITALY at the present time. An attempt is being made to keep these factories busy by authorizing completion of those unfinished aircraft which, when modified, are suitable for the Italian Air Force Courier Service. Facilities remain for considerable increases in the output of these factories. This work is being done largely from the factories' local resources in spares although a certain amount of

Declassified E.O. 12356 Section 3.3/NND No. 785015

Note by Commander-in-Chief, R.F MEDME
and Commanding General, A.F/MTO

Introduction

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4. A number of aircraft factories and considerable material are available in NORTHERN ITALY at the present time. An attempt is being made to keep these factories busy by authorizing completion of those unfinished aircraft which, when modified, are suitable for the Italian Air Force Courier Service. Facilities remain for considerable increases in the output of these factories. This work is being done largely from the factories' local resources in spares although a certain amount of raw material has, on occasion, to be used for making up necessary equipment.

5. The aircraft industry in NORTHERN ITALY, particularly the S. M. factory and the Fiat factory, are turning over the bulk of their floor space to civilian industry. Evidence of this was noted by the A.O.C., Air Forces Sub-Commission of the Allied Commission on recent visits. The Directors of the factories have, however, been told unofficially that it may be as well for them to reserve a little floor space for overhaul of Italian Air Force aircraft and possibly for civil air industry if and when it is allowed. All aircraft factory employees are being kept in employment through

23

TOP SECRET

Declassified E.O. 12356 Section 3.3/NND No. 782215

B 1050

the medium of a Government subsidy system whereby the Government assists the factory by providing a portion of the employees pay.

6. The interim policy for the Italian Armed Forces, recommended by the Supreme Allied Commander to the British Chiefs of Staff, indicated liberal consideration being given to rehabilitation of a prosperous and self-supporting Italian nation. The future policy of Civil Aviation in ITALY has not been received by this Headquarters either from the U. S. or British Governments and consequently it is clear that any alteration to the current Directive which may be made without consultation with the Governments concerned may prejudice their intended future policy.

Possible Courses of Action

7. It would appear that the following interim courses of action are open to us: -

(i) To forbid all Civil Aviation.

(ii) To permit controlled self-supporting Italian Civil Aviation.

(iii) To allow no Italian Aircraft Industry but to permit the operation of Italian Civil Air Lines operated under Allied Control but under day to day management of the Italians, all equipment to be from non-Italian sources.

Political Factors

8. The following points require clarification at government level:-

(i) Is it intended to allow Civil Air routes to other than those parts of ITALY and any Colonies, which are directly under control of the Italian Government? In this connection it is considered undesirable to allow civil air lines to operate in Italian disputed territories.

(ii) Will the Italian Government own and control the Italian Civil Air Lines? Government control and ownership of Civil Air Lines might enable the Italian Government to keep aircrews and ground personnel in training while under the guise of civil status. This was one of the methods by which GERMANY built up the Luftwaffe after the last war. In the opinion of the A.O.C., Air Forces Sub-Commission, this is not likely to occur in ITALY as he considers it unlikely that the Italians possess the necessary initiative. However, in order to maintain the requisite control over Civil Aviation it is considered desirable to have it state-owned or state-controlled as the Italian Government can be compelled to back up requests from the Inspectorate and this would be more difficult if Civil Aviation were privately owned. Italian Civil Air Lines if allowed, would have to be "lined up" with us to avoid duplication of services and waste of effort. In this connection over-riding control of Italian Civil Air Lines by the UNITED NATIONS is favoured during the armistice regime but in view of the paucity of personnel available it is considered that the day to day control of Italian Civil Airways could be carried out by the Italians themselves subject always to their having received specialized training from UNITED NATIONS Agencies.

(iii) Is it the intention to allow the Italian aircraft industry

Declassified E.O. 12356 Section 3.3/NND No. 785015

Possible Courses of Action

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(iii) Is it the intention to allow the Italian aircraft industry to be rehabilitated with a view to providing aircraft for the post-war Italian Air Force and also for Civil Air Lines? It is considered unlikely that the number of aircraft to be engaged on civil aviation and for that matter also the number of aircraft required for the post-war Italian Air Force, would be sufficient to keep an Italian aircraft industry working on an economic basis. At the present time ITALY is a bankrupt, and in part occupied, country. Her economy is practically destitute with very little armament potential. It is considered however that the Italians will wish to build their aircraft if they are allowed to. Prior to the war they did a great deal of their engine building under

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Declassified E.O. 12356 Section 3.3/NND No. 785215

licence. The very fact of their building UNITED NATIONS types under licence would enable us to reinforce them with additional aircraft should such a course of action at any time appear necessary. If the Italians are allowed (for the time being) to continue completion of aircraft for which they have spares, the more modern machines so acquired might be of some value to UNITED NATIONS. Any reduction in unemployment produced as a result of this would also be of assistance to us as it would contribute towards improved internal security conditions. It was suggested by A.O.C., Air Forces Sub-Commission that it might savour of International sharp practice to forbid the Italians to manufacture any aircraft and then allow them to operate internal services with foreign-manufactured aircraft. Against this it can be argued that two of the most successful air lines in the world, i.e. the Dutch K.L.M. and Swiss Air Lines were operated entirely on foreign made aircraft. However, the very fact of giving permission for an Italian Civil Aviation Industry would make it very difficult to control the design staffs on all technical matters appertaining to aviation. This would offer an opportunity for technicians to work on experiments for future aerial weapons. This may or may not be considered dangerous.

Recommendation:

9. When the policies indicated in the above paragraph have been clarified it will be possible to decide on a course of action and it is therefore recommended, that before issuing any interim policy to the Italian Government on Civil Aviation, the Supreme Allied Commander seek the guidance of the Combined Chiefs of Staff by means of the draft signal at Appendix "A".

Intd. R. A. F.
for A. G. G.

J. B. B.
for C. T. M.

DISTRIBUTION

NORMAL

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Declassified E.O. 12356 Section 3.3/NND No. 785015

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Intd. R. A. F.
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J. B. B.
for C. T. M.

DISTRIBUTION

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TOP SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785015

TOP SECRET

APPENDIX "A"

B 1050

DRAFT SIGNAL

TO: AGWAR FOR COMBINED CHIEFS OF STAFF
AMSSO FOR BRITISH CHIEFS OF STAFF

THIS IS NAF_____.

1. The Italian Government is pressing for an Interim Policy on Italian Civil Aviation in order that plans can be made for the future. The present Directive to the Allied Commission prohibits discussion of Civil Aviation with the Italians.

2. Due to the far-reaching implications involved I request guidance on the following factors which have a direct bearing upon the terms of the peace treaty and should therefore be taken into consideration when determining any interim policy.

a. Is it the intention to allow Italy to develop her own civil air routes to other than those parts of Italy, and any colonies, which are directly under the control of the Italian Government? (In this connection it is considered undesirable to allow civil air lines to operate in Italian disputed territories.)

b. Should Will the Italian Government own and control the Italian Civil Air Lines? While Italian Government control and ownership of civilian air lines may enable the Italian Government to keep aircrews and ground personnel in military training under the guise of civil status, nevertheless they afford certain advantages for purposes of allied control.

c. Is it the intention to allow the Italian aircraft industry to be re-habilitated with a view to providing aircraft for the post-war Italian Air Force and also for Civil Air Lines? The Air Force to be built and the number of aircraft to be engaged on Civil Aviation would probably be

Declassified E.O. 12356 Section 3.3/NND No. 785015

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c. Is it the intention to allow the Italian aircraft industry to be re-habilitated with a view to providing aircraft for the post-war Italian Air Force and also for Civil Air Lines? The Air Force to be built and the number of aircraft to be engaged on Civil Aviation would probably be insufficient to keep an Italian aircraft industry as an economic proposition. If civilian aviation industry is permitted it will be difficult to control the design staff on all matters pertaining to aviation which would offer an opportunity for such technicians to work on experiments for future

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TOP SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785015

Declassified E.O. 12356 Section 3.3/NND No. 785015

AFSC/39/AIR

25 July 1945.

SUBJECT: Italian Civil Aviation.

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

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

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

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

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

Declassified E.O. 12356 Section 3.3/NND No. 785015

AFSC/39/AIR
Subject: Italian Civil Aviation.

27 July 1945.

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

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

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

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

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

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

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

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

1009

cc : HQ. MAAF, CMF (Attn: AVMBaker)
G-5, AFHQ
Chief Commissioner
Ex. Commissioner
Air Force S/C
Spare.

22

Declassified E.O. 12356 Section 3.3/NND No. 785015

HEADQUARTERS
MEDITERRANEAN ALLIED AIR FORCES
APO 650

MAAF/373/8/AIR. 8 July 1945.

SUBJECT : Aircraft for Allied Commission.

TO : Chief Commissioner, Allied Commission, APO 394, US Army.

1. Reference is made to your letter 8752/EC of 3 July 1945 relative to an aircraft for the use of the Allied Commission.

2. Although the number of transport aircraft in the theater is constantly decreasing due to redeployment, the demand for the services performed by this type aircraft is greater now than at any time since the invasion of Southern France.

3. Regret that we are unable to fulfill your request.

FOR THE AIR COMMANDER-IN-CHIEF.

J.M.BEVANS,
Major General, U.S.A.,
Chief of Staff.

250/c

EXC DIST - 9 JULY 45

CHIEF COMM
AIR FORCES S.C.

1008

20

Declassified E.O. 12356 Section 3.3/NND No. 785015

C.C

3 July 1945.

Ref: 8752/20.

SUBJECT: Aircraft for Allied Commission.

TO : Air Commander-in-Chief,
Mediterranean Allied Air Forces.

1. Reference is made to my letter 8752/31/20 of 28 March 1945 relative to an aircraft for the use of the Allied Commission. At the time of my letter, the tactical situation precluded your granting my request.

2. Since V-E Day the Allied Commission has greatly increased its scope of activity and responsibility. Distances have increased and new problems requiring immediate action have been encountered. Maximum use has been made of MATS and the Italian Air Force, but the situation remains unsatisfactory.

3. In view of the above and because the cessation of hostilities has undoubtedly reduced the amount of essential military traffic, I am asking you to again consider placing at the disposal of the Allied Commission one C-47 type aircraft with crew. The aircraft will be based and maintained at Rome.

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

Copy to: Air Force Sub-Commission.

Declassified E.O. 12356 Section 3.3/NND No. 785015

CC

21 June 1945.

Ref: 8506/19/HQ.

SUBJECT: Italian Civil Air Transport.

TO : Director,
Air Forces Sub-Commission.

1. I refer to your AFSC/R/B/AFSC 1E of 26 April 1945, on the development of Italian civil air transport.

2. The Chief Commissioner requests you to prepare a paper for his signature to SACMED requesting that now that hostilities are over in Europe, a new directive should be issued on this subject. The prosecution of the development of the Italian civil air transport would aid employment in the North and the Italian Government and Air transport problems.

M. S. LUSH

Brigadier,
Executive Commissioner.

HSL/JG.

HEADQUARTERS 1945

18

Declassified E.O. 12356 Section 3.3/NND No. 785015

21 June 1945

Dear Dr. de Gasperi:

(14)

Reference your letter of 12 June, file 61/09482/26, addressed to the Chief Commissioner, concerning the release of certain undelivered aircraft now being held in Northern factories, the Chief Commissioner received at the same time a similar communication from the Prime Minister. A copy of his reply is enclosed herewith.

(11) (10)

Very truly yours,

/s/ L. W. Stearns

L. W. STEARNS
Major, AGD
Staff Officer to the Chief Commissioner

2 Incls.
{ Romans ltr 435 of 11 June 45
{ Rome's ltr AFSC/46/AIR of 16 June 45

His Excellency Dott. Alcide de Gasperi
The Minister of Foreign Affairs
Italian Government
Rome

cc: Exec. Comm'
Air Forces S/C
MMD & IPOW S/C

850.2
1095
1-15-46
C

(17)

Declassified E.O. 12356 Section 3.3/NND No. 785015

EMB/dTe

AFSC/46/AIR.

16 June 1945

(13)

My dear Mr. Prime Minister:

With reference to your letter number 425 ris. dated 11 June, the Allied Commission is glad to be able to inform you that at a conference held at Caserta on 8 June and attended by the Director of the Air Forces Subcommission, a decision was reached whereby certain aircraft and equipment found in the North will be released to the Regia Aeronautica. Details of these releases will be communicated by the Air Forces Subcommission to the Minister for Air.

Arrangements are being made for the first two SM.79 aircraft to be placed at the disposal of H.R.H. the Lieutenant General of the Kingdom and to the President of the Council of Ministers, their present aeroplanes being withdrawn and allotted to the Regia Aeronautica for the Italian Courier Services.

/s/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USN
Chief Commissioner

His Excellency Ivanoe Bonomi
President of the Council of Ministers
Italian Government
Rome

(17)

(16)

Declassified E.O. 12356 Section 3.3/NND No. 785015

JUN 16 RECD
CC 0935

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

NPS/wew

G-5: 581

14 June 1945

SUBJECT: Request for Special Flight.

TO : Headquarters, Allied Commission, APO 394.
(Attn: Major Stearns)

1. Your request for a VIP flight for Brig. G. E. Upjohn and party refers.

2. The flight (as already notified) was approved but the approval was accompanied by a strong admonition from the Secretary to SAC that it was not considered really justifiable. The note pointed out that there are courier planes available to Verona and Milan from Rome, and that this conference had been scheduled for over a week which permitted sufficient time to send motor transport ahead for travelling over the remaining distance to Bolzano.

3. In this connection, it should be noted that the Allied Commission has been granted a considerable number of special flights in recent weeks, including one ten - day trip for Mr. Foy and party which is longer than is usually authorized. Where other arrangements are impossible and the urgency of the mission justifies, these flights will continue to be granted. In order fairly to allocate the limited number of flights, such requests are carefully scrutinised by the Chief of Staff personally or by his representative, and it is essential if we are to meet with continued success, that all applications from the A.C. are closely screened at that end.

4. The arrangement requested whereby all A.C. applications come through your office is the only one which from my standpoint is workable. I realise it involves an extra burden on you and your cooperation is appreciated.

N. P. SEAGRAVE,
Major, C.A.C.,
Executive Officer.

15

Declassified E.O. 12356 Section 3.3/NND No. 785015

Ministero degli Affari Esteri

AP/09482/26

rough translation

Rome, June 12th 1945

Dear Admiral,

A certain number of aircrafts, already manufactured by order of the so-called Social Republic, were found, at the time of liberation of Northern Italy, in several factories of the zone. Said aircrafts could solve, to a considerable extent, the problem of our air transportation.

Information has reached me in particular that a number of airplanes for a total of 18 S.79, 6 S.82, 1 S.75, 2 S.95, 5 G.12 are to be found at Vergiate (S.I.A.I. plant), in Sesto Calende, in Turin and elsewhere.

As you are well aware how critical is the problem of transportation in Italy at the present moment, I beg to call your attention on the above, in order to obtain that the competent Allied Authorities kindly examine the possibility of handing over said crafts to our Aviation, which would destine them directly to transport service, with the temporary exception of those needing modifications. This concession would also alley the burden of the aid already being given Italy by the Allies, in this field, of which we are deeply grateful.

Thanking you for your kind assistance in the matter believe me, dear Admiral

Yours (17)

See (signed) DE GASPERI

Admiral Ellery W. STONE U.S.N.R.
Chief Commissioner
Allied Commission
APO 394

(14)

cc: Air Forces S/C
Exec. Commr.
WND + IPOW S/C

1002

Il Ministro degli Affari Esteri

41/00489
96

Roma, 12 GIU 1945

Caro Ammiraglio,

nell'Alta Italia, all'atto della liberazione, si sono trovati nelle varie fabbriche di costruzioni aeronautiche apparecchi già commessi dalla cosidetta repubblica sociale, i quali potrebbero risolvere in buona parte il problema dei nostri trasporti aerei.

Mi risulta particolarmente che a Vergiate presso la S.I.A.I., a Sesto Calende (provincia di Milano), a Torino ed altrove vi sono apparecchi per un complesso di 18 S.79, 6 S.82, 1 S.75, 2 S.95, 5 G.12.

Poichè Lei sa quanto cruciale sia in questo momento il problema dei trasporti in Italia, tengo a segnalare quanto precede alla Sua attenzione, affinchè le competenti Autorità Alleate vogliano benevolmente esaminare la possibilità che gli apparecchi di cui sopra vengano assegnati alla nostra aviazione, la quale intenderebbe sin d'ora servirsene direttamente a scopo di trasporto, salvo per taluni le necessarie trasformazioni. Ciò allevierebbe anche l'onere degli aiuti che gli Alleati già stanno porgendo in questo campo all'Italia, aiuti di cui siamo a loro particolarmente riconoscenti.

Grato del Suo cortese interessamento al riguardo mi creda, caro Ammiraglio,

Declassified E.O. 12356 Section 3.3/NND No. 785015

Caro Ammiraglio,

nell'Alta Italia, all'atto della liberazione, si sono trovati nelle varie fabbriche di costruzioni aeronautiche apparecchi già commessi dalla cosidetta repubblica sociale, i quali potrebbero risolvere in buona parte il problema dei nostri trasporti aerei.

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Grato del Suo cortese interessamento al riguardo mi creda, caro Ammiraglio,

All'Ammiraglio Ellery W. STONE, U.S.N.R.
Capo della Commissione Alleata

Roma

(14)

Declassified E.O. 12356 Section 3.3/NND No. 785015

Declassified E.O. 12356 Section 3.3/NND No. 785015

JUN 12 RECD
CC
CC/1000
JUN 13

Translation

The President of the Council of Ministers

n. 483 ris.

Rome, 11 June 1945

Dear Admiral,

In North Italy, when the liberation took place we were fortunate enough to find in the various plants for aeronautical construction planes already ordered by the so-called Social Republic, which might in great part solve the problem of air transport.

As from the list, it appears that in Varginte (S.K.A.I.), in Sesto Calende, in Turin and elsewhere there are as a whole 18 S. 79, 6 S.82, 13.75, 2 S.[illegible], 5 C.12.

Will you kindly ask the competent commands to allot those planes to our Air Force, which wants to use them directly for transport, after having made the necessary transformations.

In particular, it would be urgent to obtain the allotment of 2 S. 79 to replace the two planes which are at present at the disposal of H.R.H. the Lieutenant General of the Kingdom and myself, which have now worn down and can no longer be conveniently used.

Trusting in your kind intervention, I thank you and remain,

Yours sincerely,

I. Bonomi

Admiral Ellery W. Stone
Chief Commissioner
Allied Commission
Rome

EC 11151 - 12 JUNE 45

ACTION: AIR FORCES SC

INFO: CHIEF COMMR
EXEC CONTROL
WMDN & POW SC

C.O.

200 16

13 PW 15/6 Ans by AC/S

CC 1000

Declassified E.O. 12356 Section 3.3/NND No. 785015

HEADQUARTERS ALLIED COMMISSION
Office of the Chief Commissioner
APO 394

/dfe

CC 5805

26 April 1945

Acting Vice-President, Economic Section:

The Chief Commissioner directs me to return the attached material to you with the request that it be made available to Major H. Murray O'Hanlon, Military Liaison Officer, American Embassy.

Attached for your file is a copy of Admiral Stone's letter to Mr. Kirk with reference to this civil aviation data.

J. LANNIN
Lieut., USNR
Flag Lieut.

P.S. Talked to Maj. O'Hanlon.

cc: Executive Comm'r
CC Files

c/c

H. Lannin

The material is being kept in my office - Major O'Hanlon.

4-26-45

(12)

785015/cc

Declassified E.O. 12356 Section 3.3/NND No. 785015

RS/12.08

25 April 1945.

My dear Mr. Ambassador:

Referring to your recent oral request for information on civil aviation data in respect to Italy, the Economic Section has assembled from the files of the Commission the following publications which can be made available to the Embassy whenever desired:

Riepilogo Generale Dal 1926 Al 1942
(Ministero Dell' Aeronautica).
Statistica Delle Linee Aeree Civili
Italiane, Anno 1939.
Regolamento per la Navigazione Aerea,
Febbraio 1941.
Linea Aerea Transcontinentale Europa
(Lati) America Del Sud.
A la Littoria, S.A., Relazione di Bilancio,
1938-39.
Prospettive Tecniche ed Economiche delle
Linee Aeree Secondarie, 1942.

Yours very truly,

/s/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

The Hon. Alexander Kirk,
American Ambassador,
119 Via Vittorio Veneto,
Rome.

Copy to: Executive Commissioner
A/VP Economic Section
Chief Commissioner

Declassified E.O. 12356 Section 3.3/NND No. 785015

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

CBH/mas/lrw

April 1945

Ref. ES/12.08

SUBJECT: Pre-War Italian Civilian Aviation

TO : Chief Commissioner

1. Reference your memorandum of 20 April 45, subject as above.

2. Herewith are Italian documents on this subject. Some are from the files of Commerce Sub-Commission and some borrowed by Major Scotten of that Sub-Commission from the Central Reference Library, Information Division, Public Relations Branch, AC. This Section has no other records.

3. It is believed that a much more complete stock of accurate information is available at the U.S. Embassy. Major H. Murray Gilmanlon, Telephone 478, 4-5-6, Ext. 67, has the files locked up and is away but will return on Thursday, 26 April.

A. G. ANTOLINI
Acting Vice President
Economic Section

Enclosures:
Riepilogo Generale Dal 1926 Al 1942 (Ministero Dell' Aeronautica)
Statistica Delle Linee Aeree Civili Italiane, Anno 1939
Regolamento per la Navigazione Aerea, Febbraio 1941
Linea Aerea Transcontinentale Europa (Lati) America Del Sud
A la Littoria, S.A., Relazione di Bilancio, 1938-39
Prospettive Tecniche ed Economiche delle Linee Aeree Secondarie, 1942

1007

Declassified E.O. 12356 Section 3.3/NND No. 785015

cc 1736

HEADQUARTERS
MEDITERRANEAN ALLIED AIR FORCES
APO 650

23 April 1945

45101

Rear Admiral Ellery W. Stone, USNR
Chief Commissioner
Headquarters Allied Commission
APO 394, U. S. Army.

b 875-2/31/EC
4 28 mar 45

My dear Admiral:

In order to avoid further delay in answering your letter reference furnishing you with an airplane, I am taking the liberty of answering in the Air C-in-C's absence.

Unfortunately, there is an increasing shortage of the type aircraft suitable for the purpose. Redeployment has already started. We try to avoid as far as practicable the assignment of aircraft to non-Air Force units because of maintenance and inspection difficulties, loss of crews, and to fact that such aircraft are not used to full advantage.

In this connection, our Mediterranean Air Transport Service runs scheduled planes between most of the centers of military activity in Italy, and extends this service as our troops move further north. I am inclosing a copy of the schedule of these flights. After MATS has been given a fair trial, we will be pleased to reconsider the question, based upon the status of the war at the time.

Yours sincerely,

Sec 13

C. C. CHAUNCEY
Major General, USA
Chief of Staff

1 Incl
MATS Schedule
eff 1 May 45.

Original to Executive Commissioner
with only copy of inclosure. 28 APR

19a

Declassified E.O. 12356 Section 3.3/NND No. 785015

APR 22 RECD

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

TO: ADMIRAL ELLERY W. STONE,
CHIEF COMMISSIONER,
H.Q. A.C. ROME.

DATE: 21ST APRIL, 1945.

REF: AFSC/M/SEC DFT.22.

With reference to your memo dated 20th April 1945. I am taking steps to obtain the required information from the competent authorities, and will forward it to you as soon as it comes to hand.

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

cc. Evc.

Declassified E.O. 12356 Section 3.3/NND No. 785015

20 April 1943

MEMORANDUM TO: Vice President, Economic Section.
Director, Air Forces Sub-Commission.

See 87

Would you be good enough to advise me if you have available any studies on pre-war commercial aviation in Italy.

/s/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

cc: Exec. Comm.
Chief Commissioner

785015

8

(7)

Declassified E.O. 12356 Section 3.3/NND No. 785015

Ref: 8752/31/EC.

28 March 1945.

My dear General,

In October last I wrote to General WILSON asking for an aeroplane to be made available for the use of the Commission and received a reply from Air Vice-Marshal McEWEN that the communication aircraft supply position was such that it was not possible to accede to my request.

On 17 October 1944 at SAC's Political Committee 29th Meeting, SAC "directed that .....Air Commander-in-Chief, Mediterranean, consider sympathetically the request of the Allied Control Commission for a Dakota for their exclusive use, and that he make one available as soon as circumstances permitted."

Now that we are coming close to a time when the distance from my Headquarters to my forward Regions will be doubled I am writing to ask you to reconsider this question. The large centres of population which may shortly fall into Allied hands, for the Military Government of which this Commission will be responsible, will give rise to many political and other problems which can only be handled satisfactorily by my officers being able to make frequent and speedy visits to the Northern Regions. The allocation of an aircraft to the Commission for this purpose seems to me to be essential to the proper discharge of those responsibilities with which this Headquarters will shortly be faced.

Yours sincerely,

/s/ Ellery W. Stone

ELLERY W. STONE,
Rear Admiral, USNR
Chief Commissioner

Major General John K. Cannon,
Air Commander-in-Chief,
Mediterranean Allied Air Forces.

pc: Air Forces S/C
EXEC. COMM'R
CC FILES

Declassified E.O. 12356 Section 3.3/NND No. 785015

SECRET

D/ 1684

FEB 13/0845
ROUTINE

FX 25720
FEB 13/0230

AFHQ SIGNED SACMED CITE FHAIR

ACTION: ALCOM INFO: HQ BAF

SECRET.

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

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

ACDIST

Action Air Forces S/C

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

1102.

SECRET

5

SECRET

PC (44) 29th Meeting
17th October 1944

POLITICAL COMMITTEE

EXTRACT

(3)

7. AIR TRANSPORTATION FOR ACC PERSONNEL

THE SUPREME ALLIED COMMANDER reported that Commodore Stone had enquired whether a transport aircraft could be made available by MAAF for the exclusive use of ACC personnel.

COMMODORE STONE pointed out that while the regular air transport services were utilized by his staff as far as possible, they could not always carry his personnel to the remote places they frequently had to move to and at the times required.

LIEUTENANT GENERAL GAMMELL remarked that owing to the higher priority work on which the limited number of transport aircraft in the theater were engaged he had recently been unable to obtain one for Commander, 3 District, who also covered an extensive area.

BRIGADIER GENERAL CABELL stated that it would only be possible to provide an aircraft for the ACC at the expense of supply dropping operations in the Balkans or elsewhere.

THE SUPREME ALLIED COMMANDER:

Directed that aircraft should not be diverted for the purpose under discussion from supply dropping to the Balkans or elsewhere but that Air Commander-in-Chief, Mediterranean, consider sympathetically the request of the Allied Control Commission for a Dakota for their exclusive use, and that he make one available to them as soon as circumstances permitted.

* * *

cc- COS
Air Forces Sfc

Sol

Issue

OCS (3)

Declassified E.O. 12356 Section 3.3/NND No. 785015

7. AIR TRANSPORTATION FOR ACC PERSONNEL

THE SUPREME ALLIED COMMANDER reported that Commodore Stone had enquired whether a transport aircraft could be made available by MAAF for the exclusive use of ACC personnel.

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* * *

cc- COS
Air Forces S/C

SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785015

Declassified E.O. 12356 Section 3.3/NND No. 785015

"A" FILE

Ref: 8752/1/CCS.

14 October 1944.

My Dear General:

With AAI now moved forward and AFHQ in the rear area, we are finding the problem of transportation for attendance at conferences at these Headquarters, as well as Regional Commissioners' meetings, increasingly difficult. The distances between Regions and Provinces are also so great that visits of HQ Staff officers to the field are very difficult to arrange. For example, journeys to the South of Italy involve a round trip of 1000 miles and a visit to Bologna will mean a return journey of 500 miles. It should be remembered, too, that visits to Northern Italy, of increasing distance, will need to be made more frequently in the future.

The present transport available to us here is not adequate for journeys of the kind described above, as the majority of reliable MT vehicles have been allotted to the field, leaving the Headquarters almost entirely dependant on requisitioned cars. Scarcely any of the latter are sufficiently reliable to undertake a long journey; new tyres are not procurable and spare parts extremely difficult to obtain. I therefore asked the Air Forces Sub-Commission early in September to investigate the possibility of obtaining a 'plane for the use of ACC, and they applied to HQ MAAF for an Dakota aircraft, complete with crew, reminding them that a Dakota transport aircraft was originally allotted to us at a time when distances covered were much shorter. (12 Incl.)

I think you will agree that the head of a Commission such as this with a vast area to cover, situated between two Headquarters, and with 1200 officers in the field, should have aircraft at its disposal. It is in fact impossible for me or my staff to carry out our proper duties of visiting Regions and Provinces and seeing to problems on the spot without this means of transportation.

I should be very grateful for anything you can do to help.

Sincerely yours,

1080

/s/ Edney W. Stone

EDNEY W. STONE
Commodore, USN;
Acting Chief Commissioner.

General Sir Henry Maitland Wilson,
GBE, KCB, DSO, ADC.,
Supreme Allied Commander,
ALLIED FORCE HEADQUARTERS.

(13)

cc- "A" Files

File HQS

Declassified E.O. 12356 Section 3.3/NND No. 785015

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

HQ ACC, APO 394
220 Sec'y Gen.
Rec'd 16 Sep 44 0912
By ..... MER

TO: ACTING CHIEF COMMISSIONER,
ALLIED CONTROL COMMISSION,
ROME.

DATE: 15TH SEPTEMBER 1944.

REF: AFSC/S/4/AIR.

A 294
19 SEP 1944

(2) AIRTAXI FOR A.C.C. ---------- The suggestion that this H.Q. have its own plane.

With reference to your A/CC 500 dated 12th September 1944, herewith copy of the letter which I have put up to H.Q. M.A.A.F.

If this fails I shall have to think up something stronger.

W.A.B. Boxen-Buscariet.

Sec (14)

W.A.B. BOXEN-BUSCARIET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

5/3

1079

FILES (X)

(2)

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

TO: HEADQUARTERS, M.A.A.F. C.M.F.

DATE: 15TH SEPTEMBER 1944.

REF: AFSC/P/4/AIR.

CONFIDENTIAL.

The Acting Chief Commissioner for the Allied Control Commission has put in a very strong plea that an aircraft should be allotted to Headquarters, Allied Control Commission for the use of Officers of that Headquarters.

2. Even before the move Northward of the Allied Armies the problem of transportation for Officials of the Commission presented a very serious problem, and now that A.A.I. has moved forward leaving A.F.H.Q. in the rear area, the problem of attendances at conferences and of general movement of important personnel has become almost insuperable.

3. To take only one example in the case of a single Sub-Commission, the Transportation Sub-Commission have to send the same representatives to a conference at Headquarters A.A.I. every Monday at 10.00 hours and at A.F.H.Q. every Wednesday at 11.00 hours, in addition to which there is a regular monthly meeting at both the above H.Q's. Furthermore the same Sub-Commission has regular meetings in Rome on local Rail tonnage movement every Friday and the representatives who have been present at the other two meetings have got to be present for this. A different Committee belonging to the same Sub-Commission has to attend at A.F.H.Q. every 10 days at a Shipping Allotment meeting, and another Shipping Committee has to attend at the same place every 10 days for a different purpose.

4. The A.C.C. problem of transportation fits into the whole transportation picture for Italy and includes the needs of the Allied Forces and the civilians, and it is absolutely necessary that Officers of this Sub-Commission attend these meetings, otherwise chaos would ensue in the complete organisation. The above are the regular Transportation meetings, and there are various other periodical meetings involving the Director of the Transportation Sub-Commission who may be called to A.F.H.Q. or A.A.I. at any moment.

5. This Sub-Commission cannot clear priority difficulties on the 1078 Transport Services as these are frequently over-booked and at the last minute officers are displaced by higher authority. At the present moment, therefore, all travel has to be done by road with consequent loss of time and wear and tear of valuable transport which is almost irreplaceable.

6. It will be recalled that the Allied Control Commission originally was allotted one Dakota Transport Aircraft at a time when distances covered were very much shorter, and that this rendered invaluable service at the beginning of the occupation of Italy. I have discussed the matter at some length with the Acting Chief Commissioner. He is not willing to accept an Italian transport aircraft as he does not consider that these are sufficiently reliable. I would therefore request that one Dakota aircraft

Declassified E.O. 12356 Section 3.3/NND No. 785015

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W.A.B. Bouchier

W.A.B. BOUCHIER-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

(2) Incl

Declassified E.O. 12356 Section 3.3/NND No. 782015

Declassified E.O. 12356 Section 3.3/NND No. 785015

HEADQUARTERS ALLIED CONTROL COMMISSION JAQ/ajp
Office of the Acting Chief Commissioner
APO 394

A/CC 500 12 September 1944

SUBJECT: Airplane for A.C.C.

TO : Air Force Sub-Commission, Hq. ACC.

1. In the attached letter the Economic Section puts forward the proposal that a plane should, if possible, be acquired for the use of members of this headquarters.

2. I consider this an excellent suggestion and one which would be of great use to other sections and sub-commissions as well as to the Transportation Sub-Commission.

3. Please investigate at your earliest convenience the possibility of obtaining an aircraft for the exclusive use of this headquarters.

ELLERY W. STONE
Captain, USNR
Acting Chief Commissioner

1 Incl:
Ltr fr TSC dtd 10 Sept 44.

500

SWNCC 077
Hq. A.C.C. Sec.
DISPATCH
Date-Time 13 Sept 1530
Via Msgr.
Initials DRH.

(1)

FILES (A-B)

HQ ACC, APO 394
148 Secy Gen.
Rec'd 10 Sept
by
DSA/aa

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

ACC/Tn/M/71

Date: 10 Sept. '44

Tele: 220

A 247
15 SEP 1944

SUBJECT: Airplane for A.C.C.

TO : Captain STONE (USNR), Act'g Chief Commissioner.

1. With A.A.I. now moved forward and A.F.H.Q. with headquarters in rear area in Italy the problem of attendance at conferences atthe respective headquarters is serious.

2. (a) For example, the Transportation Sub-Commission must now have their 'Movements' representatives attend regular Rail 'bidding' meetings at A.A.I. every Monday at 1000 hours and at A.F.H.Q. every Wednesday at 1100 hours; in addition there are regular monthly meetings at both headquarters.

(b) Transportation Sub-Commission has regular meetings here on local Rail tonnage movement every Friday.

(c) Transportation Sub-Commission must also have representatives at Shipping Allotment meetings every ten days also attendance is required at Shipping "diversion" meetings at AFHQ every ten days. This is a different committee and a different day.

3. Transportation Sub-Commission officers must attend these meetings to present ACC movement requirements otherwise our food and other supplies would not move at the times and in the quantities required. For example, Rome would never have been granted the large daily tonnage now allocated.

4. The above are only the regular Transportation meetings, however there are other periodical meetings that involve Colonel Adams, Director of the Transportation Sub-Commission called by DQMG (M) at AFHQ and AAI.

5. In view of this situation it is recommended that an Airplane be secured by ACC to be placed at the disposal of the Transportation Sub-Commission.

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6. It is obvious that too much valuable time is wasted travelling by car to all of these meetings as signals and loading programs have to be dispatched by our representatives immediately on their return.

(b) The Transportation Sub-Commission can not chance priority difficulties on the air transport services as these are frequently over-booked and at the last minute officers are displaced by higher priority

(1) INCL

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This has been our experience in thepast to the detriment of ACC tonnage. We have had an incident of this kind this morning where airplane space to A.A.I. meeting could not be secured. This is the meeting that will decide the movement of food supplies for AMG, 5th Army to take care of the present emergency with which you are familiar and is so important as to engage your personal attention.

A.G. ANTOLINI
Executive Director
Economic Section.

1025

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Executive Director
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