Ref: 93-FOI-0513

Mr. Jeffrey M. Goldberg

Dear Mr. Goldberg:


We have been advised by the Office of the Executive Secretariat, Organization of the Joint Staff (JS) and the Office of the Deputy Assistant Secretary of Defense (European and NATO Policy) that the enclosed documents are responsive to your request. The information that has been redacted, and other documents that have been denied in total, are currently and properly classified in accordance with Executive Order 12356, Section 1.3(a)(3), and (5) concerning foreign government information, and foreign relations or foreign activities of the United States the release of which would damage national security, or is an inter agency memorandum which is deliberative in nature and used in the decision making process. Consequently, Major General Gene A. Deegan, USMC, Organization of the Joint Staff, Mr. George W. Badner, Principal Deputy Assistant Secretary of Defense, European and NATO Policy, and Commander Richard L. Rodgers, USN, Office of the Executive Secretary, have denied release of the information pursuant to Title 5 USC 552 (b)(1) and (b)(5).

You have the right to appeal General Deegan, Mr. Badner, and Commander Rodgers' decision to deny this information. Any such appeal should offer justification to support reversal of the initial denial and should be forwarded, within 60 calendar days of the date of this letter, to the Office of the Assistant Secretary of Defense (Public Affairs), DFOISR, Room 2C757, Pentagon, Washington, DC 20301-1400.

Previously released documents are considered to be in the public domain. Public domain documents are released to subsequent FOIA requesters at the cost of reproduction of the information. This is based on a concept of equity to the general public, wherein the cost to reproduce publicly available documents should be borne by the requester and not the public at large.
MEMORANDUM FOR DIRECTOR, JOINT STAFF

SUBJECT: Air Traffic in the Tyrrhenian Sea (U)

(C) Italian MOD Zanone has raised the subject of air traffic in the Tyrrhenian Sea and the inquiry underway regarding the commercial aircraft crash in 1980. As you know Secretary Carlucci had assured him that all information relating to the event held by the US would be provided to the committee of inquiry. Subsequent drawing on your 10 Jan 89 memo, Secretary Taft sent the attached memo to Ambassador Petrignani on 24 Jan 89, reaffirming that the US did not have ships or aircraft operating in the Tyrrhenian Sea at the time of the DC-9 Crash.

Attachment

Classified by: DASD Eur/NATO Pol
Declassify on: 7 FEB 89

Ronald F. Lehman II

DA-81-1521 (U)
902880 1:4:50
His Excellency Rinaldo Petignani
Ambassador E. and P.
Embassy of Italy
1601 Fuller St., N.W.
Washington, DC 20009

Dear Mr. Ambassador:

Persuant to your request of 27 December 1988, we again checked into whether any U.S. military aircraft or ships were operating in the designated areas on 27 June 1980, and whether we have any information from the radar systems of U.S. equipment operating in or near the area.

All Military Commanders in the area have been queried in response to your Aide Memoire of 27 December 1988 and all information available indicates that the United States did not have ships or aircraft operating in the Tyrrhenian Sea at the time of the DC-9 crash. Since there were no U.S. aircraft or vessels operating in the zone as defined in your Aide Memoire or in other areas sufficiently close as to allow radar monitoring of the zone where the incident occurred, there is no information that can be provided from U.S. radar systems.

I hope that this information is beneficial to the investigating commission. If I can be of any further help on this issue please let me know.

Sincerely,

William H. Taft, IV
Potential Italian Ambassador Request for Information from CJCS

1. Purpose. Provide CJCS with information concerning a potential request by Italian Ambassador Petrignani to meet with CJCS concerning US involvement in the 1980 Ustica Air Disaster.

2. Discussion.

a. At 1615 today, AMEMBASSY Rome Pol-Mil Officer contacted EURDIV AO to inform him of the following: On afternoon of 22 Mar 89, US Ambassador to Italy Rabb met with MOD Zanone during a Congressional Delegation visit. After the visit, Zanone requested Rabb remain to discuss the matter of US involvement in the 1980 Ustica Air Disaster.

b. Zanone has concerns that the recently released results of the investigation into the circumstances surrounding the crash of the DC-9 are stimulating great speculation that the US was involved. He desires to obtain reassurance of US noninvolvement in the incident.

c. Amb Rabb recommended to Zanone that it might be useful for Italy's Ambassador to the US Petrignani to visit CJCS to obtain the official US military position on the matter. Amb Rabb intends to call CJCS on Wed, 23 Mar 89, to inform him of his recommendation to Zanone.

d. OASD/ISP is currently working a package in coordination with the Joint Staff to respond to an Italian Embassy request for information. ISP had previously provided information to the effect that the US had no involvement in the incident. Joint Staff/J-3 provided input to the previous responses.

e. Tabs provide recent message traffic on the issue.

ACTION SUMMARY

1. The Deputy Secretary of Defense requested,* in response to an Italian Embassy request,** that the US provide any information available which might have a bearing on the downing of an ITAVIA DC-9 on 27 June 1980.

2. Appropriate agencies researched this information at an earlier date and determined that the US did not have aircraft or ships operating in the area at the time of the crash. This information has been reverified with USEUCOM. The attached proposed DJS memorandum informs the Deputy Secretary of Defense of this fact and provides a proposed memorandum for response to the Italian Ambassador.

3. Recommend DJS approve and forward attached proposed memorandum.

Attachment

References:
* DepSecDef Memo, 29 Dec 88, "Response to Italian Aide Memoire"
** Italian Embassy Aide Memoire, 27 Dec 88 (SJS 1516/092, SJS 1516/092-01)
MEMORANDUM FOR THE DEPUTY SECRETARY OF DEFENSE

Subject: Response to Italian Aide Memoire

The Joint Staff has reviewed the information outlined in the references to your memorandum* and verified that there were no US aircraft or vessels in the area at the time of the Ustica air crash. Based upon this review the attached proposed memorandum has been prepared as a suggested response to the Italian Aide Memoire.

RICHARD B. GOETZE, JR.
Major General, USAF
Vice Director, Joint Staff

Attachment

Reference:
*Deputy Secretary of Defense Memorandum, 29 December 1988, subject as above
APPENDIX

DRAFT

MEMORANDUM FOR THE ITALIAN AMBASSADOR TO THE UNITED STATES

Subject: Investigation on the Downing of ITAVIA DC-9 in the Central Tyrrhenian Sea on 27 June 1980

The Joint Staff; Chief of Naval Operations; US national and naval intelligence agencies; US Commander in Chief, Europe; Commander in Chief, US Navy, Europe; and the Commander, US Sixth Fleet, have been queried in response to your Aide Memoire of 27 December 1988 and all information available indicates that the United States did not have ships or aircraft operating in the Tyrrhenian Sea at the time of the DC-9 crash. Since there were no US aircraft or vessels operating in the Tyrrhenian Sea at the time in question, there is no information that can be provided from US radar systems.

Appendix
MEMORANDUM FOR DIRECTOR, JOINT STAFF

SUBJECT: Response to Italian Aide Memoire

REF: A: CIRCEUR Press Guidance, Dec 1, 88; Subj: Ustica Air Crash – Italian Accusations.

I. S. Embassy Rome, Msg, 0813472 Nov 88; Subj: The U.S. and the Ustica Air Crash: Request for Guidance.

On December, the Italian Ambassador to the United States, Ambassador Enaldo Petignani, presented me with the attached Aide Memoire, requesting specific information pertaining to the June 1980 downing of an Italian civilian airliner.

Based on references A and B, it appears that we have responded to the three questions asked in the Aide Memoire, albeit not in a formal manner. Request you task the appropriate organization to review the matter contained in the Aide Memoire and prepare a draft response from me to Ambassador Petignani.

As the Italian government's commission investigating the Ustica crash is working under specific time constraints, I would appreciate having your answer by C0B 9 Jan 89.

My POC for this project is Mr. Glenn Lazarus, OASD/ISP(EUR), Room 4D776, X72201.

William H. Taft, IV

Attachment
In reply refer to: I-88/19312

MEMORANDUM FOR DIRECTOR, JOINT CHIEFS OF STAFF

SUBJECT: Investigation on the Downing of ITAVIA DC-9 in the Central Tyrrhenian Sea on 27 June 1980

Ambassador Petignani delivered the attached note to Mr. Teft with a request for response, as appropriate, by 4 January 1989.

Your input is requested by 1600, 4 January 1989. Point of contact is LDR David Hardy, JAGC, USN, x44660.

Attachment a/s
UNCLASSIFIED

EB/TRA/AVP: JSGRAVATT: SAB 11/06/88 647-9341
EB/TRA/AVP: DR SCHWARTZ

EUR/WE/RSNYDER
FAA/AFS-300: JCMACIDULL

NTSB: RBENSON, AI-30
PM/RASA/ISP: COL. JREAST

082338Z NOV 88

SECDEF
IMMEDIATE
ROME

PRIORITY LONDON, PARIS PRIORITY, BONN PRIORITY, NAPLES PRIORITY,
PALERMO PRIORITY, BRUSSELS PRIORITY, USNATO PRIORITY, MILAN PRIORITY

N/A

STATE 365816

EAIR, MOPS, PREL, IT

THE U.S. AND THE USTICA AIR CRASH OF ITAVIA

DC-9

REF: ROME 25267

1. THE DEPARTMENT HAS OBTAINED THE FOLLOWING INFORMATION
FROM THE NATIONAL TRANSPORTATION SAFETY BOARD (NTSB) AS
A PARTIAL ANSWER TO REFTEL.

2. IN ACCORDANCE WITH GRAVATT/WOOD TELECON, JOSEPH
PONTECORVO OF THE U.S. FEDERAL AVIATION ADMINISTRATION
(FAA), THEN AT ROME, WAS APPOINTED BY NTSB AS THE U.S.
ACCREDITED REPRESENTATIVE FOR THE SUBJECT AIR CRASH.
MR. PONTECORVO CAN NOW BE REACHED IN THE FLIGHT
STANDARDS OFFICE OF FAA AT BRUSSELS.

3. FOLLOWING THE CRASH, AT THE REQUEST OF THE ITALIAN
GOVERNMENT, JOHN C. MACIDULL (NOW AT FAA HEADQUARTERS
ON 202-267-9639), THEN SENIOR INVESTIGATOR, AIRCRAFT
PERFORMANCE, AT NTSB, PASSED TO THE ITALIAN GOVERNMENT
HIS ANALYSIS OF THE RADAR RECORDING (PARA. 3 OF REFTEL).
NO COPIES WERE KEPT BY NTSB. AT THE TIME OF THE

UNCLASSIFIED
FALKLANDS WAR, MACIDULL'S REPORT WAS REVEALED IN DETAIL ON AN HOUR-LONG BBC PANORAMA PROGRAM BY TOM MANGOLD. (THE PROGRAM WAS NOT SHOWN IN THE U.S. AND MACIDULL DOES NOT KNOW HOW HIS REPORT WAS OBTAINED.)


5. NTSB IS TRYING TO REACH STEVEN LUND, WHO PARTICIPATED IN THE MCDONNELL-DOUGLAS INVESTIGATION.
CJCS Meeting with Italian Ambassador

1. Purpose. Attached position paper provides CJCS with background information for 27 March 1989 meeting with Italian Ambassador Petrignani.

2. Recommendation. CJCS use talking points at Tab B for his meeting with Amb Petrignani.
POSITION PAPER

24 March 1989

SUBJECT: Italian Ambassador Office Call on CJCS.

1. PURPOSE. To provide CJCS with background information for his meeting with Italian Ambassador Petrignani, scheduled for 1400, 27 March 1989. Biography at Appendix A.

2. MAJOR POINTS. Suggested talking points at Appendix B.

3. BACKGROUND. MOD Zanone has directed Ambassador Petrignani to meet with CJCS to obtain reassurance that US had no involvement in the downing of an ITAVIA DC-9 near the island of Ustica on 27 June 1980. Zanone is hopeful that further official reassurance will assist in his ongoing investigation of the matter. CJCS can expect Petrignani to leave an aide memoire requesting additional information about US activities in the region, rather than just the specific area of the incident.

4. DISCUSSION.

a. On 27 June 1980, an ITAVIA DC-9 flying between Bologna and Palermo crashed in the sea near the island of Ustica, north of Sicily. 81 people were killed (Appendix C).

b. The cause of the crash was never determined, although there was considerable speculation that it might have been shot down or run into by a Libyan MIG, there was a bomb aboard, or a missile had shot it down (Appendix D).

c. In Oct 1988, eight years after the incident, the lingering mystery erupted as a full-blown political controversy. Italian TV and print media accused the Italian government of covering up Italian military culpability in the incident (Appendix E). Various theories surfaced and on 9 Nov 88, PM De Mita named a commission of inquiry to look into the incident (Appendix F). The commission was in addition to an on-going inquiry by an investigating magistrate.
d. (S/Sensitive) In early January 89, Gen Galvin directed ADM Busey to provide him with any information which AFSOUTH might have which was relevant to the incident. ADM Busey's response (Appendix G) reported that AFSOUTH had no record of aircraft having been scrambled, of any other unusual military aircraft activity, or of any missile firings on 27 Jun 80. Gen Galvin forwarded the report to NATO Secretary General Woerner on 26 Jan 89 (Appendix H). (FYI: While we have reason to believe that Woerner forwarded the report to the Italians, SHAPE has requested that this correspondence be kept close hold).

e. (U) On 27 Dec 88, Ambassador Petrignani presented DEPSECDEF Taft with an Aide Memoire (Appendix I) requesting specific information pertaining to the incident. His response (Appendix J), which was developed from a Joint Staff input indicated that the US did not have ships or aircraft operating in the Tyrrhenian Sea at the time of the crash.

f. (U) The controversy continued to bubble in Italy. A 19 Feb 89 article in L'Espresso magazine (Appendix K) presented a hypothetical case in which two US F-14s shooting at Libyan MIGS accidently hit the airliner, causing both it and a MIG to go down. The article spurred a new series of questions and rumors.

g. (U) On 16 Mar 89, a panel of technical experts appointed by the investigating magistrate concluded that the plane was brought down by a missile, but could not identify who fired it (Appendix L). MOD Zanone reacted by ordering the Air Force Chief of Staff to begin a technical-administrative investigation to determine why Italian radars did not see what happened the evening of June 27 and to determine if anyone had caused the disappearance of any relevant information that would have assisted the investigation. As para 4 of the message points out, there has been continuing controversy over gaps in the radar registrations from some stations and most recently the destruction in 1984 of the original log of radar plottings taken the day in question at the radar station in Licola.

h. (U) On 22 Mar 89, Amb Rabb met with MOD Zanone. Zanone expressed his concerns that the magistrate's report is stirring even greater speculation that the US was involved. He desires to obtain reassurance of US noninvolvement in the incident. Amb Rabb suggested that it might be helpful if Amb Petrignani could meet with CJCS to obtain the reassurance Zanone desires.
i. (U) During the past week, OASD/ISP began developing a point by point rebuttal to the various hypothetical allegations contained in the various articles. ISP anticipated a formal written request from the Italian Embassy. With Amb Petrignani's request to visit CJCS, the formal request to OSD will not be forthcoming, and ISP stopped its staff work on a response. Rebuttal points have been incorporated in attached talking points.

5. (U) Recommendation. Reassure Amb Petrignani, using talking points at Tab B, that the US had no involvement in the incident.

6. (U) Coordination. J-3/JOD and OASD/ISP were consulted in preparation of this paper.

APPROVED BY: [Signature], Director, J-5

Attachments
Appendix A--Amb Petrignani Biography
Appendix B--Suggested Talking Points
Appendix C--NY Times Article, 28 Jun 80
Appendix D--USDAO Rome 161532Z Oct 86
Appendix E--Washington Post Article, 3 Nov 88
Appendix F--AMEMBASSY Rome 101617Z Nov 88
Appendix G--CINCSOUTH 250745Z Jan 89
Appendix H--SACEUR Memorandum, 26 Jan 89
Appendix I--Aide Memoire, 27 Dec 88
Appendix J--DASD Taft memorandum, 24 Jan 89
Appendix K--L'Espresso Article, 19 Feb 89
Appendix L--AMEMBASSY Rome 210825Z Mar 89

Prepared by: Maj Gary LaGassey, USAF
EURDIV, J-5, Ext 49434
PPGL0405
US Involvement in DC-9 Crash

- US official position remains the same as presented in DASD Taft’s memorandum of 24 Jan 89

--- All military commanders were queried and all information available indicates that US did not have ships or aircraft operating in the Tyrrhenian Sea at the time of the crash.

--- Since there were no US aircraft or vessels operating in the zone as defined in the Italian Aide Memoire of 27 December 88 or in other areas sufficiently close as to allow radar monitoring of the zone where the incident occurred, there is no information that can be provided from US radar systems.

- CINCSOUTH’s investigation and subsequent report to SACEUR resulted in the same findings. In addition, CINCSOUTH did not find any evidence of missile launchings on the day in question.

- No new information has come to light since DASD Taft’s memorandum.

Italian Investigative Conclusion That Aircraft Was Downed by a Missile

- US has no evidence of any missile being launched by US or NATO forces.

- It seems unlikely that specific missile origin could be determined at this late date.

Concluding Remarks

- US has looked into all aspects of the case and can reassure GOI that we have no involvement in the downing of the airliner.
During a festival of humor in Gabrovo, Bulgaria, placards with limericks are displayed in a carnival parade.

He prepared for the event by spending two days, dressed in a suit, with several dozen cartoonists and humorists. They were apparently drawing up the country's humor program. Wags said it took so long because they were trying to get him to smile.

Coffee Is Served. Almost.
The House of Humor is thriving. There are four floors of permanent exhibits - cartoons, photographs, works of literature and classical costumes - and construction is underway on an adjoining theater and several movie houses. In the basement, part of a row of smiling mirrors and under tubs of Adam and Eve, coffee is served in half-cups sliced in the middle.

"No, it's not a mistake," said one, perfectly straight-faced, "to be this way because this is a humor festival."

For last year's competition, "Statesmen in the writing contest included works by Kurt Vonnegut, Erskine Caldwell, William Woody Allen and Art Buchwald."

"About 50 percent of the cartoons are from foreigners," said the judge, a Party member. "We checked their work before the anti-smoking campaign, but with such a sense of humor, they came to the festival in person."

PALERMO, Sicily, Saturday, June 28 (AP) - An Italian jetliner with 81 people aboard apparently crashed in the Tyrrhenian Sea, 35 miles off the island of Ustica, said an aviation official.

They said the missing DC-8 was operated by Italy's state airline, Alitalia. Aboard were 77 passengers, including 11 children and two infants, and a crew of five, two pilots and two flight attendants.

A plane last seen before it disappeared, the official said, was traveling from Rome's Ciampino Airport in the area of Porcida. The plane was en route to Naples, the capital of the island.

The official said the plane was last seen in the area of Porcida. The plane was en route to Naples, the capital of the island.

Dropped From Radar Screen

The plane left Bologna at 8:02 A.M. local time (2:02 P.M. Eastern) and was scheduled to arrive at the Sicilian capital at 9:45 A.M.

Alitalia officials said the plane had been en route to Rome's Ciampino Airport since 8:02 A.M. and disappeared from radar contact at 9:09 A.M.

In May 1972, an Alitalia DC-8 jetliner crashed on the slopes of a mountain near the Punta Rossa airport, killing 113 people aboard.

Influential Papal Delegate to U.S. Is Named to a High Vatican Post

BY KENNETH A. BRIGGS

Pope John Paul II yesterday named Cardinal Jean Jadot, the influential papal delegate to the United States for the last seven years, to head the Vatican Secretariat for Non-Christian Religions. Archbishop Jadot, a Belgian who was the Vatican's apostolic delegate to the United States for seven years and is now head of the Vatican Secretariat for Non-Christian Religions, was named by the Pope yesterday. He will succeed the late cardinal, who was the first non-Catholic appointed to the position.

"It is a great honor," Archbishop Jadot said. "I feel very happy to accept this appointment."

Archbishop Jadot is a member of the influential papal delegation to the United States, which he has chaired since 1975. He was raised in the United States, where he has served as a priest for 30 years.

"I am deeply grateful to Pope John Paul II for giving me the opportunity to work in this important diplomatic post," Archbishop Jadot said.

The new appointment is expected to be announced at a Vatican press conference today.

Eighty-Six-Year Old Man Dies in London

A 86-year-old man died yesterday in London, the city's health department said.

His name was not released, but he was identified as William Henry, a retired businessman. He was found dead in his home yesterday morning.

"It is a tragic loss," said Dr. John Smith, the city's medical examiner. "He was a kind and gentle man who will be greatly missed by his family and friends."

Henry was a lifelong resident of London, where he had lived for 70 years. He had been active in community affairs and was a member of several charitable organizations.

The cause of death is being investigated by the coroner's office.
Navy plans to seek remains of 9 fliers

WASHINGTON POST 3 NOVEMBER 1958

TV Report Revives Debate Over Italian Jet's 1980 Crash

By Jennifer Permaloff

ROME, Nov. 2—A report broadcast last night on Italian state-run television about an airliner that went down mysteriously over the Mediterranean in 1980, killing all 81 persons aboard, has revived explosive allegations that it was shot down by a missile from a NATO member country.

The program explicated the sensitive eight-year-old case back onto today's front pages, touching off renewed charges of a military cover-up and calls in Parliament for the truth, finally, about why the plane crashed.

Toughest, Prime Minister Crispo De Mita, responding to the charges, ordered Defense Minister Valerio Zanno to provide him with "the last facts" on one of Italy's worst air disasters and convened a Cabinet meeting for Friday on the subject.

Investigators have long suspected that a missile struck Itavia Flight 787 on the warm summer night of June 27, 1980. But when a new missile and why have remained unanswered questions.

One popular theory has been that Italian, or other allied, military planes were shooting at an intruding Libyan MiG21 fighter jet whose wreckage and dead pilot were found on a mountainside in Calabria three weeks after the Itavia crash—in still-unexplained circumstances.

But the latest report by RAJ television, quoting largely unnamed sources close to the continuing investigation, said that an aerial missile apparently designed for a moving target日晚 knew as a canoe may have hit the civil DC9 instead.

The sources pointed to the fact that two fragments of a drone were found near the crash site in the Tyrrhenian Sea off the Sicilian island of Ustica. On one of the fragments, they said, were found markings from the American Beech Aircraft Corp., which supplied the Italian military with such targets. Identifying markings on the other fragment, they said, appear to have been erased.

In addition, the TV report said a ferry passenger on the day after the crash photographed a long, torpedo-shaped object floating near where the plane went down. But it sank before it could be recovered, according to the report.

Both Italian and NATO officials today restated longstanding theories that there was no military exercise going on in the area on the night of the disaster. Italy's Defense Ministry said the last target practice involving such drones ended five months before the crash.

But one radar shot traced the course out of Rome's Campo military airport, reportedly noted "intensive military activity" in the region on the night of the crash. Other radar evidence about the night's aerial activity remains secret.

Investigating magistrate Vittorio Bucarelli said today that he is still awaiting expert opinions on the cause of the crash from a British team of scientific investigators, who have examined pieces of the wrecked DC9 and its flight recorder data, before reaching any conclusions. He said there was "nothing new" about the latest findings.

Lawyers representing families of the crash victims have maintained for years that the DC9 was mistakenly shot down by fighter jets from an Italian base.

In an editorial, the national newspaper La Repubblica charged that "military chiefs at the time, particularly those at the [Ministry of] Aeronautics, knew what the true facts were. But for weeks, months they have covered up, denying details that now appear in a different light."
24 JAN 1986

His Excellency Rinaldo Petrigiani
Ambassador E. and P.
Embassy of Italy
1601 Fuller St., N.W.
Washington, DC 20009

Dear Mr. Ambassador:

Persuant to your request of 27 December 1988, we again checked into whether any U.S. military aircraft or ships were operating in the designated areas on 27 June 1980, and whether we have any information from the radar systems of U.S. equipment operating in or near the area.

All Military Commanders in the area have been queried in response to your Aide Memoire of 27 December 1988 and all information available indicates that the United States did not have ships or aircraft operating in the Tyrrhenian Sea at the time of the DC-9 crash. Since there were no U.S. aircraft or vessels operating in the zone as defined in your Aide Memoire or in other areas sufficiently close as to allow radar monitoring of the zone where the incident occurred, there is no information that can be provided from U.S. radar systems.

I hope that this information is beneficial to the investigating commission. If I can be of any further help on this issue please let me know.

Sincerely,

[Signature]

William H. Taft, IV
IL GIALLO DI USTICA

Una strage a stelle e strisce

di Pier Vittorio Bufa

Furono i cacciabombardieri americani della Saratoga ad abbattere per sbaglio il Dc 9 dell'Itavia. A questa ricostruzione inedita sono arrivati i piloti italiani di base a Trapani.


E' in quel momento che nella sala operazioni della base militare di Trapani arriva una telefonata di un alto ufficiale, un generale di squadra aerea. Risponde un pilota che quella sera era in servizio di "scramble", cioè pronto a partire entro cinque minuti con i cacciatorpediniere F 104 per bloccare qualunque intrusione nel nostro spazio aereo. Il tono del generale, dall'altro capo del filo, è particolarmente irritato. Chiede al pilota: «Perché non siete partiti?». Il giovane ufficiale è sorpreso: partiti per dove? Per fare cosa? Su ordine di chi? Dal generale non arrivano risposte, e quando la telefonata si interrompe, bruscamente com'era cominciata, i piloti parlano tra loro, vogliono capire cosa è successo, a cosa si riferiva esattamente quel generale. Così si informano presso colleghi di altri reparti, radaristi, ufficiali di stato maggiore: alla fine di questo minuzioso lavoro di ricostruzione, i piloti di Trapani sanno con esattezza quel che è successo nel cielo di Ustica quel 28 giugno, come è stato abbattuto il Dc 9 dell'Itavia con a bordo 81 persone. Una verità che scotta talmente da non poter essere divulgata nemmeno in modo indiretto, ma che negli anni passa di bocca fida in bocca fida.

Oggi "L'Espresso" è in grado di riferire i principali risultati di quella che, in sintesi, chiameremo da questo momento l'"inchiesta di Trapani": un'ipotesi drammatica che solleva nuovi interrogativi.

La sera del 28 gli operatori radar americani (la flotta Usa era stata in massima allerta fino a poche ore prima perché nel Mediterraneo aveva volato l'Air Force One, con a bordo il presidente Usa Jimmy Carter) avevano dato l'allarme. Grazie agli aerei Awacs avevano individuato due caccia che avevano violato il nostro spazio aereo da sud, volando sul mare, a occidente della Sicilia. Rotta probabile: verso Napoli o Roma. Data la presenza davanti alle coste partenopee della portaerei statunitense Saratoga, la situazione era di massimo pericolo e richiedeva un intervento immediato degli intercettori. Per questo gli americani informarono subito dell'avvisamento il Rdo di Martinafancia, il centro operativo al quale fanno capo tutte le operazioni della nostra Aeronautica sul fronte sud.
Le saline dei passeggeri del Dc 9 vengono recuperate dopo la tragedia del 23 giugno 1980

Un Tomcat F 14 ingaggia il combattimento con uno dei due Mig che per difendersi si nasconde sotto il Dc 9 dell'Itavia

TOMCAT

Il Roc di Martinafranca, però, non dà l'allarme alla base più vicina alla zona dove sono stati segnalati gli intrusi, cioè Trapani. Così dopo un'ulteriore sollecitazione che rimane senza esito (in realtà a Trapani non arrivò nessun allarme) gli americani decidono di fare da soli. Due Tomcat F 14 della portaerei Saratoga decollano per intercettare i due aerei. Gli americani (lo hanno dimostrato anche recentemente) non abbattendo due Mig al largo delle coste libiche) hanno “regole d'ingaggio” molto precise: se l'aereo da intercettare è in “assetto di attacco” devono aprire il fuoco.

L'“inchiesta di Trapani”, che si avvolve anche di informazioni raccogliute confidenzialmente da piloti americani, ricostruisce la battaglia di quel 28 giugno con precisione. Gli F 14 entrano rapidamente in contatto con i cacciabombardieri: sono due Mig 23 libici che, secondo le regole dell'aviazione americana, assumono un inequivocabile “assetto di attacco”. I piloti statunitensi percorgendo nella sua fuga una rottura parallela e poco distante dalla Ambra 13, l'aerovia riservata ai jet civili che unisce la verticale di Ponza all'aeroporto di Palermo Punta Raisi. Ed è proprio l'Ambra 13 che gli offre quello che, sul momento, gli appare come il miglior modo per difendersi dai missili dell'americano. Davanti a lui, pressappoco a “ore una”, cioè davanzi a destra, vede la sagoma di un aereo civile: è il Dc 9 dell'Itavia in volo da Bologna a Palermo, che viaggia con due ore di ritardo sul l'orario previsto. Mettendomi sotto di lui, deve aver pensato il libico, impedirò all'americano di lanciare il suo Sparrow: il rischio di colpire quell'aereo di linea sarebbe troppo elevato. E così fa.

Ma in quella manciata di secondi le cose precipitano. Il pilota americano che, probabilmente, non ha avvistato il Dc 9 perché concentrato sul suo bersaglio, da inizio alla manovra d'attacco virando verso est e scagliando il missile con testata a guida infrarossa (che si lascia cioè guidare sulle fonti di calore). Quindi, quando si accorge della presenza del Dc 9 e della manovra del Mig che va a nascondersi sotto di lui, è troppo tardi: il missile prosegue per la sua corsa inseguito dalla fonte di calore più potente, cioè quella del Dc 9, ed esplodendo in prossimità del muso dell'aereo.

E' la tragedia. Sul Mig piovono rottili del Dc 9 che lo danneggiano seriamente mentre l'aereo dell'Itavia precipita, senza più nessun controllo, nelle acque di Usita. Uno scenario che corrisponde quasi alla perfezione con le conclusioni dei periti ("il Dc 9 è stato abbattuto da un missile") e con le registrazioni del radar di Ciampino analizzate dall'esperto americano John Macdull.

Vi si rilevano, infatti, delle tracce (il Mig libico) che vanno a sovraporsi con quelle del Dc 9 e la traccia di un oggetto non identificato "che si comportava come un caccia" (il caccia americano) che prima dell'incidente vira verso est. Poi, dopo l'esplosione, la traccia "di uno o più oggetti volanti che traversano l'area del disastro ad alta velocità" (il caccia americano e il Mig).
Il pilota americano, probabilmente sotto choc per l'abbandonamento dell'aereo civile, rinunciò a inseguire il Mig. Il lucchese, resosi conto dei danni riportati dal suo aereo, puntò verso sud-est, forse per tentare un atterraggio d'emergenza in Calabria. Ma finì per schiantarsi nei Monti della Sila con i serbatoi di carburante vuoti, bucati dai rotamati del DC-9.

Il relitto verrà trovato solo dopo una ventina di giorni, il 18 luglio. E per evitare ogni collegamento tra i due episodi sarebbero stati addirittura i nostri servizi segreti (allora diretti dal generale piduista Giuseppe Santovito) a organizzare un incidente simulato. Un caccia partito da Pratica di Mare, vicino Roma, avrebbe fatto di cadere dietro un costone della Sila per poi rialzarsi in volo appena fuori dalla vista degli abitanti di Castelsilano. «A quanto ho potuto constatare», ha raccontato ai carabinieri un abitante della zona, il pastore Giuseppe Piccolo, ombra che l'aereo raggiungeva il costone del fango Ritrò (dove è stato ritrovato il Mig, ndr.) viaggiava normalmente. Ma quando ha raggiunto detto costone ha virato di colpo riuscendo a evitare l'impatto. È che l'aereo non sia caduto il 18 luglio lo attesta anche l'autopsia effettuata su Ezzedin Kaal. «È morto da almeno quindici giorni», hanno scritto i medici.

L'inchiesta di Trapani, partita da quella telefonata che aveva l'intento di scaricare sui piloti dell'aeroporto siciliano le indecisioni dello stato maggiore, finisce qui. È la verità segreta dell'Aeronautica sulla tragedia di Ustica ed è compatibile, come abbiamo visto, con le principali circostanze sin qui accertate da magistrati e periti.

Se questa che viene da Trapani è anche la “verità assoluta” della strage di Ustica, dovrà accertarlo la magistratura. Ci troveremo di fronte a uno dei “misteri” più gravi nella storia della Repubblica: vertici militari inetti; copertura delle responsabilità statunitensi; depistaggio doloso sulla diversa versione costruita per il Mig caduto in Sila: mancata collaborazione con la giustizia. E, soprattutto, 81 morti per i quali ancora si attende giustizia.
TalkinG PoInTS For COL NAAB

UpDAte On USTICA AIr DIAsAStEr

- Amb Petignani of Italy met with CJCS on 27 March 89 regarding the ongoing investigation into the June 1980 crash of an ITAVIA DC-9 near the island of Ustica in the Tyrrhenian Sea.

-- Position Paper prepared for CJCS meeting is attached.

- Petignani stressed that Italy needs more definite information from the US in order to offset current press reporting and speculation regarding possible US involvement in the incident.

-- He left CJCS a copy (Attached) of an aide-memoire which was sent to DSD Taft last week. It asks for more detail than the Italians requested in a previous aide-memoire in Dec 88.

-- OASD/ISP has the action and is contemplating how to handle it.

- CJCS agreed only to discuss the matter with DSD Taft. Taft owes the answer to Petignani, however, Joint Staff will be involved in helping to prepare the response.

- In anticipation of an OSD tasker, EURDIV AO is obtaining permission from CJSC Staff Group to fax a copy of the aide-memoire to SHAPE and EUCOM and retransmit it verbatim to USDAO and ODC Rome.

Prepared by: Gary C. LaGassey, Major, USAF
EURDIV, J-5
Ext 49434/TPGL0409/28 March 89
Italian Request for Additional Information Concerning Ustica Air Crash (U)

1. (U) Purpose. Request USCINCEUR provide additional information on the Ustica air crash.

2. (U) Discussion.
   a. (U) On 27 March 89, Italian Ambassador Petrignani visited CJCS. He left a copy of an Aide Memoire* which he had sent to Deputy Secretary of Defense Taft on 23 March 89. It requested the US provide more detailed information about the 27 June 80 crash of an ITAVIA DC-9 in the Tyrrhenian Sea.
   
   b. (U) This was Amb Petrignani's second formal request for information about the incident. His first** was staffers by OSD and the Joint Staff. DSD Taft's response*** specifically addressed the questions posed in the request.
   
   c. (U) In recent weeks, Italian investigative authorities have accepted evidence that a missile (type unknown) caused the airliner to crash. As a result, new allegations pointing the finger at Italian Air Force (or other air force) involvement have surfaced. GOI has extended the investigation and Minister of Defense Zanone feels additional US information would be helpful.
   
   d. (U) To properly prepare a response to the second Aide Memoire, Joint Staff needs updated information from USCINCEUR. Proposed messages at Enclosures A and B inform CINCEUR of the requirement to provide additional information and give his staff the necessary details to work the problem. Enclosure B also informs CINCUSNAVEUR and USDAO Rome of the status of the inquiry.

ERIC A WITHDRAWN

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CLASSIFICATION: SECRET, NOFORN

DECLASS INSTRUCTIONS: CLASS BY DJ5, DECL OADR

DATE OF PREPARATION: 29 Mar 89

ACTION OFFICER: Gary LaGassey
Major, USAF
EURDIV, J-5
49434/228
3. (U) Recommendations.
   a. (U) CJCS sign proposed backchannel message at Enclosure A to CINCEUR.
   b. (U) DJS sign proposed message at Enclosure B to USCINCEUR/ECDC.

4. (U) Without attachments, this Form 136 is CONFIDENTIAL.

Attachments

References:
*Italian Ambassador memorandum, 23 March 1989 with Aide Memoire
**Italian Aide Memoire, 27 December 1988
***Deputy Secretary of Defense memorandum, 24 January 1989
IMMEDIATE
0 011447 APR 89
FROM JOINT STAFF WASHINGTON DC/DS2//
TO US UNICIEN VARSHEN GE/CCDC//
INFO CINCUSNAVYUUS NAVY LONDON UK
USADOC SOUTTH NAPLES IT
USADO ROME IT

CONFIDENTIAL
SUBJ: ITALIAN REQUEST FOR ADDITIONAL INFORMATION CONCERNING
USS TUSTICA AIR CRASH (U)

1. (C) ITALIAN AMBASSADOR TO THE US PETRIGIANI VISITED CICCS ON
27 MAR 89 AND LEFT HIM A COPY OF AN AIDE-MEMOIRE THAT HE HAD SENT
TO DESPECDEF TAFT ON 23 MAR 89. THE AIDE-MEMOIRE, QUOTED VERBATIM
BELLOW, REQUESTS THE US PROVIDE ADDITIONAL INFORMATION CONCERNING
THE JUN 80 USTICA DC-9 CRASH.

"WITHIN THE FRAMEWORK OF THE ITALIAN GOVERNMENTAL
INVESTIGATION ON THE DOWNING ON JUNE 27, 1980, IN THE CENTRAL
TYRRHENIAN SEA (BETWEEN THE ISLANDS OF PONZA AND USTICA) OF AN
ITALIA DC-9 FLYING BETWEEN BOLOGNA AND PALERMO, THE ITALIAN
AUTHORITIES HAVE ASKED FOR THE COOPERATION OF US AUTHORITIES IN
ACQUIRING ADDED INFORMATION.

PURSUANT TO A REQUEST MADE ON DECEMBER 27, 1980, BY THE
AMBASSADOR OF ITALY, THE DEPUTY SECRETARY OF DEFENSE ALREADY
PROVIDED THE AMBASSADOR OF ITALY THROUGH HIS LETTER OF JANUARY
24, 1989 - INFORMATION ON THE MATTER, WHICH HAS BEEN HELPFUL TO
THE ITALIAN GOVERNMENTAL INVESTIGATION COMMITTEE.

THE ITALIAN AUTHORITIES WOULD NOW APPRECIATE THE FURTHER
COORDINATION OF THE U.S. AUTHORITIES IN ORDER TO ACQUIRE ADDITIONAL
AND DETAILED INFORMATION ON SOME POINTS CRUCIAL FOR THE CONCLUSION
OF THE INVESTIGATION. THEY ARE, IN PARTICULAR, INTERESTED IN KNOWING
AND THEY WOULD APPRECIATE THE MOST DETAILED ELEMENTS IN THIS REGARD:
A) WHETHER ANY U.S. AIRCRAFT - HAVING TAKEN OFF EITHER FROM
SARATOGA OR FROM ANY OTHER U.S. SHIP STATIONED IN THE
MEDITERRANEAN SEA OR FROM LAND BASES - WERE AIRBORNE IN THE
EVENING OF JUNE 27, 1980 IN AREAS AND AT TIMES AND AT TIMES
DIRECTLY RELATED TO THE ONES WHERE AND WHEN THE USTICA INCIDENT
OCCURRED;

B) WHETHER EITHER SARATOGA OR OTHER US SHIPS HAVE VOICE
RADAR OR OTHER RECORDINGS OF AIR TRAFFIC OF ANY KIND IN
THE EVENING OF JUNE 27, 1980 (SEVERAL ITALIAN NEWSPAPERS HAVE REPORTED
THAT SUCH RECORDINGS DO EXIST AND, FURTHERMORE, THAT THEY
MAY HAVE BEEN HANDLED OVER TO THE ITALIAN JUDGE, ALTHOUGH THIS LAST
DETAIL HAS ALREADY BEEN DENIED BY US AUTHORITIES);
C) THE POSITION OF SARATOGA AND ALL THE SHIPS COMPARED
IN OR RELATED TO ITS TASK FORCE IN THE EVENING OF JUNE 27, 1980,
ON THE ONE HAND, AND, ON THE OTHER HAND, THE POSITION OF ANY OTHER
U.S. SHIP (I.E. NOT PERTAINING TO THE SARATOGA TASK FORCE AND
NOT LYING AT ANCHOR IN THE ROADSTEAD OF THE NAPLES HARBOR) IN THE
MEDITERRANEAN SEA IN THE EVENING IN QUESTION, WASHINGTON, D.C.
MARCH 23, 1989.

2. (C) THIS IS THE SECOND FORMAL REQUEST FROM AMB PETRIGIANI FOR
INFORMATION CONCERNING THE CRASH. HIS FIRST AIDE-MEMOIRE
PRESENTED TO DESPECDEF TAFT ON 27 DEC 88, WAS MISSED ON 24 JAN
89. BOTH THE AIDE-MEMOIRE AND THE DESPECDEF REPLY ARE QUOTED
BELOW FOR YOUR INFORMATION.

A. (C) AMB PETRIGIANI AIDE-MEMOIRE, 27 DEC 88.

"WITHIN THE FRAMEWORK OF THE INVESTIGATION ON THE
DOWNING ON JUNE 27, 1980 IN THE CENTRAL TYRRHENIAN SEA OF AN
ITALIA DC-9 FLYING BETWEEN BOLOGNA AND PALERMO, THE ITALIAN
AUTHORITIES WOULD APPRECIATE THE COOPERATION OF U.S. AUTHORITIES
IN ACQUIRING ADDITIONAL INFORMATION.

IN PARTICULAR THE ITALIAN AUTHORITIES WOULD LIKE TO KNOW IF
ON THE EVENING OF JUNE 27, 1980, IN THE MOMENTS PRECEDING AND
FOLLOWING THE ACTUAL TIME OF THE INCIDENT, AND IN THE PRESUMED
LOCATION OF THE SAME, I.E.:

- IN THE PERIOD BETWEEN 18:45 AND 19:15 GMT OF JUNE 27,
1980;
- IN THE SPACE BETWEEN LATITUDE NORTH 39° 30' AND 40°
30', AND LONGITUDE EAST 12° 30' AND 13° 30'.

ACTION 36(3)
INFO CSJ(7) DS2(1) SJS(1) OCDIV(1)

Declasified by
Joint Staff
30 Nov 90
SUBJ: ITALIAN REQUEST FOR ADDITIONAL INFORMATION CONCERNING USTICA AIR CRASH {U}

1. {C} ITALIAN AMBASSADOR TO THE US PETRIGNANI VISITED CJCS ON 27 MAR 89 AND LEFT HIM A COPY OF AN AIDE-MEMOIRE THAT HE HAD SENT TO DEPSECDEF TAFT ON 23 MAR 89. THE AIDE-MEMOIRE, QUOTED VERBATIM BELOW, REQUESTS THE US PROVIDE ADDITIONAL INFORMATION CONCERNING THE JUN 80 USTICA DC-9 CRASH.


CJCS/DJS/SSS/J-5/DOCDIV

G. LAGASSEY, MAJ., USAF
EUROPEAN DIV, J-5/4 434
MSGL0414

Releaser

Dellassified by
Joint Staff
30 Nov 90

JCS ISC ALTERNATE MESSAGEFORM

* CONFIDENTIAL *

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DTG: 31 APR 19
Pursuant to a request made on December 27, 1988, by the Ambassador of Italy, the Deputy Secretary of Defense already provided the Ambassador of Italy - through his letter of January 24, 1989 - information on the matter, which has been helpful to the Italian Governmental Investigation Committee.

The Italian authorities would now appreciate the further cooperation of the U.S. authorities in order to acquire additional and detailed information on some points crucial for the conclusion of the investigation. They are, in particular, interested in knowing (and they would appreciate the most detailed elements in this regard):

A) Whether any US aircraft - having taken off either from Saratoga or from any other US ship stationed in the Mediterranean Sea or from land bases - were airborne in the evening of June 27, 1980 in areas and in periods of time even not directly related to the ones where and when the Ustica incident occurred;

B) Whether either Saratoga or other US ships have voice, radar or other recordings of air traffic of any kind in the evening of June 27, 1980 (several Italian newspapers have reported

Init: ______ JCSISC ALTernATE MESSAGEFM
THAT SUCH RECORDINGS DO INDEED EXIST AND, FURTHERMORE, THAT THEY MAY HAVE BEEN HANDED OVER TO THE ITALIAN JUDGE, ALTHOUGH THIS LAST DETAIL HAS ALREADY BEEN DENIED BY US AUTHORITIES).


2. {C} THIS IS THE SECOND FORMAL REQUEST FROM AMB PETRIGNANI FOR INFORMATION CONCERNING THE CRASH. HIS FIRST AIDE-MÉMOIRE, PRESENTED TO DEPSECDEF TAFT ON 27 DEC 88, WAS ANSWERED ON 24 JAN 89. BOTH THE AIDE-MÉMOIRE AND THE DEPSECDEF RESPONSE ARE QUOTED BELOW FOR YOUR INFORMATION.

A. {C} AMB PETRIGNANI AIDE-MÉMOIRE, 27 DEC 88.

AUTHORITIES WOULD APPRECIATE THE COOPERATION OF U.S. AUTHORITIES IN ACQUIRING ADDITIONAL INFORMATION.

IN PARTICULAR THE ITALIAN AUTHORITIES WOULD LIKE TO KNOW IF ON THE EVENING OF JUNE 27, 1980, IN THE MOMENTS PRECEDING AND FOLLOWING THE ACTUAL TIME OF THE INCIDENT, AND IN THE PRESUMED LOCATION OF THE SAME, I.E.:

- IN THE PERIOD BETWEEN 18:45 AND 19:15 GMT OF JUNE 27, 1980;

- IN THE SPACE BETWEEN LATITUDE NORTH 39° 30' AND 40° 30', AND LONGITUDE EAST 12° 30' AND 13° 30',

A) ANY U.S. MILITARY AIRCRAFT WAS FLYING IN THE AREA AND AT THE TIME INDICATED;

B) ANY U.S. NAVAL SHIP WAS IN THE AREA AND AT THE TIME INDICATED.

THE ITALIAN AUTHORITIES WOULD FURTHERMORE LIKE TO KNOW WHAT INFORMATION IS AVAILABLE FROM THE RADAR SYSTEMS OF U.S. EQUIPMENT WHICH HAPPENED TO BE IN THE ZONE AS DEFINED ABOVE OR IN OTHER AREAS SUFFICIENTLY CLOSE AS TO ALLOW RADAR MONITORING OF THE ZONE WHERE THE INCIDENT OCCURRED. WASHINGTON, D.C. DECEMBER 27, 1988.

END QUOTE.
B. (C) DEPSECDEF TAFT RESPONSE, 24 JAN 89.

QUOTE. DEAR MR. AMBASSADOR:

PURSUANT TO YOUR REQUEST OF 27 DECEMBER 1988, WE AGAIN CHECKED INTO WHETHER ANY U.S. MILITARY AIRCRAFT OR SHIPS WERE OPERATING IN THE DESIGNATED AREAS ON 27 JUNE 1980, AND WHETHER WE HAVE ANY INFORMATION FROM THE RADAR SYSTEMS OF U.S. EQUIPMENT OPERATING IN OR NEAR THE AREA.

ALL MILITARY COMMANDERS IN THE AREA HAVE BEEN QUERIED IN RESPONSE TO YOUR AIDE MEMOIRE OF 27 DECEMBER 1988 AND ALL INFORMATION AVAILABLE INDICATES THAT THE UNITED STATES DID NOT HAVE SHIPS OR AIRCRAFT OPERATING IN THE TYRRHENIAN SEA AT THE TIME OF THE DC-9 CRASH. SINCE THERE WERE NO U.S. AIRCRAFT OR VESSELS OPERATING IN THE ZONE DEFINED IN YOUR AIDE MEMOIRE OR IN OTHER AREAS SUFFICIENTLY CLOSE AS TO ALLOW RADAR MONITORING OF THE ZONE WHERE THE INCIDENT OCCURRED, THERE IS NO INFORMATION THAT CAN BE PROVIDED FROM U.S. RADAR SYSTEMS.

I HOPE THAT THIS INFORMATION IS BENEFICIAL TO THE INVESTIGATING COMMISSION. IF I CAN BE OF ANY FURTHER HELP ON THIS ISSUE PLEASE LET ME KNOW. SINCERELY, WILLIAM H. TAFT, IV. END QUOTE.

INIT: [signature]

JCSISC ALTERNATE MESSAGEFORM

**CONFIDENTIAL**
3. (C) THE MOST RECENT AIDE-MEMOIRE EXPANDS THE SCOPE OF THE REQUEST FOR INFORMATION. IN ORDER TO PROVIDE THE MOST COMPLETE RESPONSE POSSIBLE, REQUEST YOU CONDUCT ANOTHER REVIEW OF THE INFORMATION AVAILABLE AND PROVIDE SPECIFIC RESPONSES FOR SUBPARAS A THROUGH C OF AMB. PETRIGNANI'S AIDE MEMOIRE OF 23 MAR 89. ANY ADDITIONAL INFORMATION OR COMMENTS YOU HAVE THAT WILL ASSIST THE ITALIANS WOULD BE APPRECIATED. REQUEST YOUR RESPONSE BY 4 APR 89.

DECL OADR
His Excellency Rinaldo Petrignani
Ambassador E. and P.
Embassy of Italy
1601 Fuller St., N.W.
Washington, DC 20009

Dear Mr. Ambassador:

Persuant to your request of 27 December 1988, we again checked into whether any U.S. military aircraft or ships were operating in the designated areas on 27 June 1980, and whether we have any information from the radar systems of U.S. equipment operating in or near the area.

All Military Commanders in the area have been queried in response to your Aide Memoire of 27 December 1988 and all information available indicates that the United States did not have ships or aircraft operating in the Tyrrhenian Sea at the time of the DC-9 crash. Since there were no U.S. aircraft or vessels operating in the zone as defined in your Aide Memoire or in other areas sufficiently close as to allow radar monitoring of the zone where the incident occurred, there is no information that can be provided from U.S. radar systems.

I hope that this information is beneficial to the investigating commission. If I can be of any further help on this issue please let me know.

Sincerely,

William H. Taft, IV
Downing of Itavia DC-9 on 27 June 1980 (U)

1. (U) Purpose. Provide a proposed response to Italian Ambassador's request for information concerning the 1980 Ustica Air Crash.

2. (U) Discussion
   a. (U) On 27 Mar 89, Italian Ambassador Petignani visited CJCS. He left a copy of an aide memoire* which he had sent to DEPSECDEF Taft on 23 March 89. It requested the US provide more detailed information about the 27 June 80 crash of an ITAVIA DC-9 in the Tyrrhenian Sea.
   b. (U) Subsequently, CJCS discussed the matter with DEPSECDEF Taft and agreed to provide the information necessary for Taft to answer Petignani.
   c. (U) To obtain the information necessary for a complete response, DJS tasked** USCINCEUR to review the matter again and provide specific responses to the questions posed in the aide memoire.
   d. (U) ASD Lehman requested*** DJS provide the information. Secretary Lehman's memorandum was received in the Joint Staff on 4 April 89.
   e. (U) USCINCEUR comments**** were received on 5 April 89. Follow-up questions were posed by EURDIV AO to USCINCEUR POC, OSD/ISP (EUR) AO, and DOS Italy Desk Officer in order to prepare this correspondence.
   f. (U) DEPSECDEF Taft has left his position and his replacement has not been confirmed. Therefore, the enclosed CJCS memorandum forwards a proposed memorandum for SECDEF to send to Amb Petignani.
g. (U) In addition to responding to the specific written questions posed in Amb Pettrignani's aide memoire, the proposed memorandum provides a response to a verbal question that he asked CJCS during his office meeting. The question concerned the location of then-Secretary of State Mushkie's aircraft at the time of the incident. DOS AO confirms that his aircraft was on the ground in Kuala Lumpur, Malaysia, at the time the DC-9 crashed.

3. (U) Recommendation. CJCS sign the enclosed memorandum.

Attachment

References:
* Italian Ambassador memorandum, 23 March 1989 with aide mémoire
** DJS 011447Z Mar 89
*** ASD Lehman memorandum, 29 March 1989, "Downing of Itavia DC-9 on 27 June 1980"
**** USCINCEUR/ECCS 041743Z Apr 89
MEMORANDUM FOR THE SECRETARY OF DEFENSE

Subject: Downing of ITAVIA DC-9 on 27 June 1980

USCINCEUR conducted another review of its records in light of Ambassador Petignani's recent aide memoire.* Based upon this new review, the attached memorandum has been prepared as a suggested response to Ambassador Petignani.

WILLIAM J. CROWE, JR.
Chairman
Joint Chiefs of Staff

Attachment

Reference:
* Italian Ambassador aide memoire, 23 March 1989
His Excellency Rinaldo Petignani  
Ambassador E. and P.  
Embassy of Italy  
1601 Fuller St., NW  
Washington, DC 20009

Dear Mr. Ambassador:

Pursuant to your request of 23 March 1989 and your office call with the Chairman, Joint Chiefs of Staff, on 27 March 1989, another review was conducted of US records for additional information that might be useful to the Government of Italy in its ongoing investigation of the ITAVIA DC-9 crash on 27 June 1980.

Headquarters, US European Command, conducted a review of its records based on the expanded questions in your 23 March 1989 aide memoire. Details of the review are listed below.


(1) US Navy historical record checks document that the air wing embarked in USS Saratoga flew twenty-one sorties from Naval Air Station Sigonella, Sicily on 27 June 1980. The last aircraft landed at 1618 local time, well before the reported 2100 local time Ustica air crash. Also, US Navy primary data files for air-to-air missile carriage and expenditure document zero captive flight or firing records for aircraft squadrons of USS Saratoga or any other squadron of the Sixth Fleet between the days of 26 June and 28 June 1980.

(2) USAF records held at the 7555th Tactical Training Squadron at Decimomannu, Sardinia, reveal that there were no US Navy flights out of Decimomannu on 27 June 1980, nor was there any use of the Capo Frasca air-to-ground range on that date. The records also indicate that daily flying operations by elements of Headquarters, US Air Forces in Europe (USAFE) at Decimomannu were completed by 1700 hours local time. Therefore all USAFE aircraft were on the ground at the time of the incident.
b. Voice, Radar, or Other Recordings. No voice or radar recordings of air traffic in the Tyrrhenian Sea for the evening of 27 June 1980 are currently available. The procedures in use at the time called for such recordings to be retained for only 24 hours, unless unusual circumstances required a longer period. The absence of records indicates that nothing abnormal was detected. Ships in port are required to shut down radar systems; therefore, the majority of the Sixth Fleet ships were not capable of monitoring traffic in the areas where they were berthed.


c. Position of SARATOGA and its Task Force. The Enclosure provides the positions of Sixth Fleet ships for the evening of 27 June 1980. The listing was extracted from the Sixth Fleet Employment Schedule, ships’ deck logs, and command histories obtained from the Naval Historical Center.

With regard to your verbal question to Admiral Crowe concerning Italian press reports that allege then-Secretary of State Muskie was flying in the area at the time, the Department of State confirms that Mr. Muskie was in Kuala Lumpur, Malaysia, when the incident occurred. He traveled from Ankara, Turkey, on 26 June, arriving in Kuala Lumpur at 0245 Italian time on 27 June 1980.

I hope that these comments from the final review of available US records are helpful to your government in settling this investigation.

Sincerely,

Enclosure:
As stated
<table>
<thead>
<tr>
<th>SHIP</th>
<th>LOCATION</th>
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<tbody>
<tr>
<td>SARATOGA</td>
<td>Naples (Anchorage)</td>
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<tr>
<td>DAHLGREN</td>
<td>Naples (Moored Molo Angioino)</td>
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<tr>
<td>DALE</td>
<td>Aegean Sea (En route Athens)</td>
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<tr>
<td>D.B. BEARY</td>
<td>Aegean Sea (En route Athens)</td>
</tr>
<tr>
<td>BRISCOE</td>
<td>Athens</td>
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<tr>
<td>COMTE DE GRASSE</td>
<td>Athens</td>
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<tr>
<td>STUMP</td>
<td>Palma, Spain</td>
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<tr>
<td>HEWES</td>
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<td>PAWCATUCK</td>
<td>Palma, Spain</td>
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<tr>
<td>GUADALCANAL</td>
<td>Carboneras, Spain (Training Anchorage)</td>
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<tr>
<td>NASHVILLE</td>
<td>Carboneras, Spain (Training Anchorage)</td>
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<td>Carboneras, Spain (Training Anchorage)</td>
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<tr>
<td>BARNSTABLE COUNTY</td>
<td>Carboneras, Spain (Training Anchorage)</td>
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<tr>
<td>AUSTIN</td>
<td>Approx 38 13N, 005 17E, Westbound at 271900Z Based on 271000Z and 280600Z positions.</td>
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<tr>
<td>SANTA BARBARA</td>
<td>Sousse, Tunisia</td>
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<td>SHIP</td>
<td>LOCATION</td>
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</tr>
<tr>
<td>MT BAKER</td>
<td>Eastern Mediterranean (Departed Haifa 26 June, Arrived Augusta Bay 30 June)</td>
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<tr>
<td>SLYVANIA</td>
<td>Malaga, Spain</td>
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<tr>
<td>RIGEL</td>
<td>Malaga, Spain</td>
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<tr>
<td>CALOOSAHATCHEE</td>
<td>Aegean Sea (Departed Athens 26 June, Arrived Cagliari 30 June)</td>
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<tr>
<td>KALAMAZOO</td>
<td>Villefranche, France</td>
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<td>RECOVERY</td>
<td>La Spezia</td>
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<td>NEOSHO</td>
<td>Kalamata, Greece</td>
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**NOTE:** Only the SARATOGA, DAHLGREN, DALE, BRISCOE, COMTE DE GRASSE, STUMP, HEWES, AND VREELAND were surface-to-air missile capable in 1980.
IMMEDIATE

O 0114472 APR 89

TO JOINT STAFF WASHINGTON DC/DES//
TO USCINCEUR VATHINGEN GE/CCDC
INFO CINCUSSAVEUR LONDON UK

SUBJ: CONFIDENTIAL
ITALIAN REQUEST FOR ADDITIONAL INFORMATION CONCERNING
USTICA AIR CRASH (U)

1. (C) ITALIAN AMBASSADOR TO THE US PETRIGNANI VISITED CJOCS ON
27 MAR 89 AND LEFT HIM A COPY OF AN AIDE-MEMOIRE THAT HE HAD SENT
TO DEPSCEDF TAFT ON 23 MAR 89. THE AIDE-MEMOIRE, QUOTED VERBATIN
BELOW, REQUESTS THE US PROVIDE ADDITIONAL INFORMATION CONCERNING
THE JUN 88 USTICA DC-9 CRASH.

QUOTE: WITHIN THE FRAMEWORK OF THE ITALIAN GOVERNMENTAL
INVESTIGATION ON THE CRASH ON JUN 27, 1988, IN THE CENTRAL
TYRRHENIAN SEA (BETWEEN THE ISLANDS OF SIromo AND USTICA) OF AN
ITALIAN DC-9 FLYING BETWEEN BOLOGNA AND PALERMO, THE ITALIAN
AUTHORITIES HAVE ASKED THE COOPERATION OF US AUTHORITIES IN
ACQUIRING ADDITIONAL INFORMATION.

PURSUANT TO A REQUEST MADE ON DECEMBER 27, 1988, BY THE
AMBASSADOR OF ITALY, THE DEPUTY SECRETARY OF DEFENSE ALREADY
PROVIDED THE AMBASSADOR OF ITALY THROUGH HIS LETTER OF JANUARY
24, 1989 - INFORMATION ON THE MARTYRS WHICH HAS BEEN HELPFUL TO THE
ITALIAN GOVERNMENTAL INVESTIGATION COMMITTEE.

THE ITALIAN AUTHORITIES WOULD NOW APPRECIATE THE FURTHER
COORDINATION OF THE U.S. AUTHORITIES IN ORDER TO ACQUIRE ADDITIONAL
AND DETAILED INFORMATION ON SOME POINTS CRUCIAL FOR THE CONCLUSION
OF THE INVESTIGATION. THEY ARE, IN PARTICULAR, INTERESTED IN
ACQUIRING THE MOST DETAILED ELEMENTS IN THIS REGARD:

A) WHETHER ANY US AIRCRAFT - HAVING TAKEN OFF EITHER FROM
SARATOGA OR FROM ANY OTHER U.S. SHIP STATIONED IN THE
MEDITERRANEAN SEA OR ON LAND BASES - WERE AIRBORNE IN THE
EVENING OF JUN 27, 1988 IN AREAS AND IN PERIODS OF TIME EVEN NOT
DIRECTLY RELATED TO THE ONES WHERE AND WHEN THE USTICA INCIDENT
OCCURRED;

B) WHETHER EITHER SALTARO OR OTHER US SHIPS HAVE VOICE,
RADAR OR OTHER RECORDINGS OF AIR TRAFFIC OF ANY KIND IN THE
EVENING OF JUN 27, 1988 (SEVERAL ITALIAN NEWSPAPERS HAVE REPORTED
THAT SUCH RECORDINGS DO INDEED EXIST AND, FURTHERMORE, THAT THEY
MAY HAVE BEEN HANDLED OVER TO THE ITALIAN JUDGE; ALTHOUGH THIS LAST
DETAIL HAS ALREADY BEEN DENIED BY US AUTHORITIES);

C) THE POSITION OF SALTARO AND ALL THE SHIPS COMPARED
IN OR RELATED TO ITS TASK FORCE IN THE EVENING OF JUN 27, 1988,
ON THE ONE HAND, AND, ON THE OTHER HAND, THE POSITION OF ANY OTHER
US SHIP (I.E. NOT PERTAINING TO THE SALTARO TASK FORCE AND NOT
LYING AT ANCHOR IN THE ROADSTAND OF THE NAPOLI HARBOR) IN THE
MEDITERRANEAN SEA IN THE EVENING QUESTION. WASHINGTON, D.C.
MARCH 23, 1989. END QUOTE.

2. (C) THIS IS THE SECOND OFFICIAL REQUEST FROM AMB PETRIGNANI FOR
INFORMATION CONCERNING THE CRASH. HIS FIRST AIDE-MEMOIRE
PRESENTED TO DEPSCEDF TAFT ON 27 DEC 88 WAS ANSWERED ON 24 JAN
89. BOTH THE AIDE-MEMOIRE AND THE DEPSCEDF RESPONSE ARE QUOTED
BELOW FOR YOUR INFORMATION.

A. (C) AND PETRIGNANI AIDE-MEMOIRE, 27 DEC 88

QUOTE: WITHIN THE FRAMEWORK OF THE INVESTIGATION ON THE
DOMING ON JUN 27, 1988 IN THE CENTRAL TYRRHENIAN SEA OF AN
ITALIAN DC-9 FLYING BETWEEN BOLOGNA AND PALERMO, THE ITALIAN
AUTHORITIES WOULD APPRECIATE THE COOPERATION OF U.S. AUTHORITIES IN
ACQUIRING ADDITIONAL INFORMATION.

IN PARTICULAR, THE ITALIAN AUTHORITIES WOULD LIKE TO KNOW IF
ON THE EVENING OF JUN 27, 1980, IN THE MOMENTS PRECEDING AND
FOLLOWING THE ACTUAL TIME OF THE INCIDENT, AND IN THE PRESUMED
LOCATION OF THE SAME. I.E.:

- IN THE PERIOD BETWEEN 18:45 AND 19:15 GMT OF JUN 27,
1980;
- IN THE SPACE BETWEEN LATITUDE NORTH 39° 30’ AND 40°
30’, AND LONGITUDE EAST 12° 30’ AND 13° 30’.

A) ANY U.S. MILITARY AIRCRAFT WAS FLYING IN THE AREA AND
AT THE TIME INDICATED;
B) ANY U.S. NAVAL SHIP WAS IN THE AREA AND AT THE TIME
INDICATED.

THE ITALIAN AUTHORITIES WOULD FURTHERMORE LIKE TO KNOW WHAT
INFORMATION IS AVAILABLE FROM THE RADAR SYSTEM OF U.S. EQUIPMENT
WHICH HAPPENED TO BE IN THE ZONE AS DEFINED ABOVE OR IN OTHER
AREAS SUITABLY CLOSE TO ALLOW RADAR MONITORING OF THE ZONE
END QUOTE.

B. (C) DEPSCEDF TAFT RESPONSE, 24 JAN 89.

QUOTE: DEAR MR. AMBASSADOR:
PURSUANT TO YOUR REQUEST OF 27 DECEMBER 1988, WE AGAIN
CHECKED INTO WHETHER ANY U.S. MILITARY AIRCRAFT OR SHIPS WERE
OPERATING IN THE DESIGNATED AREAS ON 27 JUNE 1980, AND WHETHER WE
HAVE ANY INFORMATION FROM THE RADAR SYSTEMS OF U.S. EQUIPMENT
OPERATING IN OR NEAR THE AREA.

ALL MILITARY COMMANDERS IN THE AREA HAVE BEEN INFORMED IN
RESPONSE TO YOUR AIDE MEMOIRE OF 27 DECEMBER 1988 AND ALL
INFORMATION AVAILABLE INDICATES THAT THE UNITED STATES DID NOT
HAVE SHIPS OR AIRCRAFT OPERATING IN THE TYRRHENIAN SEA AT THE
TIME OF THE DC-9 CRASH. SINCE THERE WERE NO U.S. AIRCRAFT OR VESSELS
OPERATING IN THE ZONE DEFINED IN YOUR AIDE MEMOIRE OR IN OTHER
AREAS SUITABLY CLOSE TO ALLOW RADAR MONITORING OF THE ZONE
WHERE THE INCIDENT OCCURRED, THERE IS NO INFORMATION THAT CAN BE
PROVIDED FROM U.S. RADAR SYSTEMS.

I HOPE THAT THIS INFORMATION IS BENEFICIAL TO THE
INVESTIGATING COMMISSION. IF I CAN BE OF ANY FURTHER HELP ON THIS
ISSUE PLEASE LET ME KNOW. SINCERELY, WILLIAM H. TAFT, IV.
END QUOTE.

3. (C) THE MOST RECENT AIDE-MEMOIRE EXPANDS THE SCOPE OF THE
REQUEST FOR INFORMATION. IN ORDER TO PROVIDE THE MOST COMPLETE
RESPONSE POSSIBLE, REQUEST YOU CONDUCT ANOTHER REVIEW OF THE
INFORMATION AVAILABLE AND PROVIDE SPECIFIC RESPONSES FOR SUBPARAS
A THROUGH C OF AND PETRIGNANI'S AIDE MEMOIRE OF JUN 27 88. ANY
ADDITIONAL INFORMATION OR COMMENTS YOU HAVE THAT WILL ASSIST
THE ITALIANS WOULD BE APPRECIATED. REQUEST YOUR RESPONSE BY 4 APR 89.
DECL ODAH B

[Diagram of message distribution]

[Signature]

[Confidential stamp]
MEMORANDUM FOR DIRECTOR, JOINT STAFF

SUBJECT: Downing of Itavia DC-9 on 27 June 1980

On 23 March, Ambassador Petignani sent an aide memoire to DepSecDef requesting information supporting the investigation of the loss of the Itavia DC-9 on 27 June 1980 (attached). We understand that the Chairman was given an identical aide memoire during his meeting with the Ambassador on 27 March.

I would appreciate the Joint Staff's assistance in providing the requested information so that the Deputy Secretary can reply. This information is requested by COB 7 April.

Ronald F. Lehman II

Attachment as stated

* Extended per Mr. Lazarus, 7-22-81, 0501/90
SECRETARY, JOINT STAFF DIRECTIVE on DOWNING OF ITAVIA DC-9 ON 27 JUNE 1980

1. The attached is referred to J-5 for DJS reply.
2. The suspense date for this action is 6 April 1989, unless an extension is coordinated with the Secretary, Joint Staff.

Joint Secretariat

UNCLASSIFIED WITHOUT ATTACHMENT
MEMORANDUM FOR DIRECTOR, JOINT STAFF

SUBJECT: Downing of Itavia DC-9 on 27 June 1980

On 23 March, Ambassador Petrignani sent an aide memoire to DepSecDef requesting information supporting the investigation of the loss of the Itavia DC-9 on 27 June 1980 (attached). We understand that the Chairman was given an identical aide memoire during his meeting with the Ambassador on 27 March.

I would appreciate the Joint Staff's assistance in providing the requested information so that the Deputy Secretary can reply. This information is requested by COB 7 April.

Ronald F. Lehman II

Attachment as stated

* Extended per M. Hagans, 7-7-80, 050/150
1. **Purpose.** Responds to AMEMBASSY Rome with proposed US coordinated reply for use in an "if asked" basis concerning the Ustica incident.

2. **Discussion**

   a. **(U)** On 4 May 1989 the CJCS forwarded* a memorandum to Secretary of Defense suggesting a response to Italian Ambassador Petrignani's request for more detailed information about the 27 June 80 crash of an ITAVIA DC-9 in the Tyrrhenian Sea. Deputy Secretary of Defense Atwood's letter of May 15, 1989** informed the Italians of the whereabouts of US aircraft; the fact that there were no US voice, radar, or other recordings available from the day of the crash; and finally, the position of the SARATOGA and its task force. That letter, which contains relevant unclassified information absolving US military assets of involvement in the crash, has never been made public by the Italians.

   b. **(U)** Now the Italian Interparliamentary Commission on Slaughter and Terrorism is again looking into the crash. A member of the Italian Defense Committee of the Chamber of Deputies has stated that the radar of the USS SARATOGA, anchored off the port of Naples the night of the Ustica incident, must have registered what happened.

   c. **(U)**

3. **Action Officer**

   M. L. Graves
   Lt Col, USAF
   J-5 EURD IV
   49431/MG556

   **Coordination/Approval**

   **Office** | **Name & Date** | **Extension** | **Office** | **Name & Date** | **Extension**
   --- | --- | --- | --- | --- | ---
   J-5 | Lt Col L. L. 5117 |  | J-11 GEORGE L. BUTLER, USAF |  |  
   J-3 | Col N. NYLAND 1 Dec89 | 35466 |  |  |  
   LLC | CPT SATTLER 1 Dec89 | 71137 |
   PAO | CPT SHARP 1 Dec89 | 57678 |

   **Date of Preparation**

   **Classification** | **Declass. Instructions**
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   4 DEC 89 | CLASS BY DJ5/DECLAS OADR

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Attachment:

References:
* CM-1907-89
** PSD Atwood letter, 15 May 1989
MEMORANDUM FOR THE SECRETARY OF DEFENSE

Subject: Downing of ITAVIA DC-9 on 27 June 1980

USCINCEUR conducted another review of its records in light of Ambassador Petignani's recent aide memoire.* Based upon this new review, the attached memorandum has been prepared as a suggested response to Ambassador Petignani.

WILLIAM J. CROWE, JR.
Chairman
Joint Chiefs of Staff

Attachment

Reference:
* Italian Ambassador aide memoire, 23 March 1989
Document Level
The U.S. and the Ustica Air Crash of Itavia

DC-9

Ref: Rome 25267

1. The Department has obtained the following information from the National Transportation Safety Board (NTSB) as a partial answer to RefTel.

2. In accordance with Gravatt/Wood telecon, Joseph Pontecorvo of the U.S. Federal Aviation Administration (FAA), then at Rome, was appointed by NTSB as the U.S. Accredited Representative for the subject air crash. Mr. Pontecorvo can now be reached in the Flight Standards Office of FAA at Brussels.

3. Following the crash, at the request of the Italian Government John C. Macidull (now at FAA Headquarters on 202-267-9637), then Senior Investigator, Aircraft Performance, at NTSB, passed to the Italian Government his analysis of the radar recording (Para. 3 of RefTel). No copies were kept by NTSB. At the time of the
FALKLANDS WAR. MACIDULL'S REPORT WAS REVEALED IN DETAIL ON AN HOUR-LONG BBC PANORAMA PROGRAM BY TOM MANGOLD. (THE PROGRAM WAS NOT SHOWN IN THE U.S. AND MACIDULL DOES NOT KNOW HOW HIS REPORT WAS OBTAINED.)

4. ON JUNE 11, 1987, THE NTSB ASSISTED AN ITALIAN DELEGATION IN THE READ-OUT OF THE ITAVIA DC-9'S COCKPIT VOICE RECORDER, WHICH HAD BEEN IN THE SEA FOR SEVEN YEARS BUT WAS IN GOOD CONDITION. THE TAPE READ AS IF EVERYTHING WAS NORMAL IN THE COCKPIT BUT THEN THERE CAME A SUDDEN END, APPARENTLY INDICATING A COMPLETE ELECTRICAL FAILURE IN THE AIRCRAFT.

5. NTSB IS TRYING TO REACH STEVEN LUND, WHO PARTICIPATED IN THE MCDONNELL-DOUGLAS INVESTIGATION.
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UNCLASSIFIED SECTION 01 OF 04 ROME 21563

"PERISHABLE INFORMATION -- DO NOT SERVICE"
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GENEA PLEASE PASS TO NSB-BOB HEATH
NAVSPACCT FOR PAO
TORREJON FOR 18TH AF/PDA
VIENNA FOR USDEL
JOINT STAFF FOR 5TH LT. CL. LAGASSEY
STATE FOR EUR/WE, EUR/RPM, INR, PA
USINFO FOR P/PRC, P/FW, P/FN, VOA NEWS/CA, EU,
P/Romerstein
E.O. 12356: N/A
SUBJECT: USIS ROME MEDIA REACTION REPORT
MEDIA REACTION REPORT -- OCTOBER 13, 1989


B. TREATMENT

1. ITALIAN PRESIDENT COSSIGA'S VISIT TO THE U.S.
2. EAST GERMANY
3. 1980 USTICA AIR CRASH

BROKE UP DURING COSSIGA VISIT. MEETING WITH JOURNALISTS YESTERDAY, COSSIGA ADMITTED THAT THE ISSUE OF 'STRATEGIC' TECHNOLOGY SALES TO THE USSR WAS RAISED BY PRESIDENT BUSH DURING THE MEETING AT THE WHITE HOUSE. BUT ADDED THAT IT DOES NOT CONCERN U.S.-ITALIAN BILATERAL RELATIONS AND THAT IT IS NOT A CONTENTIOUS ISSUE... "AMERICANS, HOWEVER...MADE A POINT OF EMPHASIZING THAT THE CASE IS A SERIOUS ONE, PROBABLY MORE SERIOUS THAN THE TOSHIBA CASE, ACCORDING TO BUSH ADMINISTRATION SOURCES...."

LEFTIST, INDEPENDENT LA REPUBLICA REPORT FROM WASHINGTON: "ACCORDING TO COSSIGA, THE OLIVETTI CASE WAS CREATED BY MEDIA, THIRSTY FOR SENSATIONAL TITLES AT A TIME WHEN NO OTHER NEWS-MAKING EVENT CHARACTERIZED HIS VISIT TO WASHINGTON....NO CLOUDS, ASSURED COSSIGA, ARE SPOILING THE 'VERY SPECIAL', LONG-TIME ROME-WASHINGTON FRIENDSHIP...."


ROM CENTRIST IL MESSAGGERO REPORT FROM WASHINGTON: ""WE COULD NOT HAVE BEEN RECEIVED BETTER THAN THIS,"" COMMENTED COSSIGA THE DAY AFTER THE RECEPTION IN HIS HONOR AT THE WHITE HOUSE....IN ANY EVENT, SAYS COSSIGA, ""NO DIFFERENCES OF A POLITICAL NATURE EXIST...

UNCLASSIFIED
BETWEEN ITALY AND THE U.S. WHICH COULD AFFECT FUTURE INITIATIVES IN THE FIELD OF EAST-WEST RELATIONS... CENTRIST LA STAMPA REPORT FROM WASHINGTON BY SPECIAL CORRESPONDENT PAOLO PATRUNO: "WE CAN SAY THAT COSSIGA'S STATE VISIT TO THE U.S. WAS CHARACTERIZED BY AN EXCELLENT ATMOSPHERE IN BILATERAL RELATIONS... THE TWO PRESIDENTS ESTABLISHED A FRIENDLY, PERSONAL RELATIONSHIP..."

BOLOGNA'S CENTER-RIGHT IL RESTO DEL CARLINO REPORT FROM WASHINGTON: "A SUCCESS. IT COULD NOT HAVE GONE BETTER."
UNCLASS SECTION 03 OF 04 ROME 21563

"PERISHABLE INFORMATION -- DO NOT SERVICE" USIA FOR P/M GENEVA PLEASE PASS TO NST-BOB HEATH NAVSUPPACT FOR PAO TORREJON FOR 16TH AF/P A VIENNA FOR USDEL JOINT STAFF FOR J-5 LT. CL. LACASSEY STATE FOR EUR/ME, EUR/RPM, INR, PA USINFO FOR P/PRC, P/FW, P/FN, VOA NEWS/CA, EU, P/Romerstein
E.O. 12358: N/A SUBJECT: USIS ROME MEDIA REACTION REPORT BETTER THAN THIS... COSSIGA DID NOT HIDE HIS SATISFACTION ABOUT THE ATMOSPHERE AND THE RESULTS OF HIS TALKS WITH PRESIDENT BUSH AND OTHER TOP-LEVEL ADMINISTRATION OFFICIALS... A FRIENDLY, BILATERAL RELATIONSHIP WHICH WAS NOT SPOILED EVEN BY U.S. SUSPICION ABOUT THE POSSIBLE EXPORTS OF HIGH TECHNOLOGY TO THE USSR BY OLIVETTI..."

LEADING CONSERVATIVI IL GIORNALE: "THE CIA CONDUCTED INVESTIGATIONS, STATE DEPARTMENT OFFICIALS PREPARED A DOSSIER, A U.S. UNDER SECRETARY IS ABOUT TO GO TO ROME TO ASK FOR CLARIFICATIONS, BUSH RAISED THE PROBLEM DURING THE MEETING IN THE OVAL OFFICE... YET FOR FRANCESCO COSSIGA THE 'OLIVETTI CASE IS NOT A CASE'... U.S.-ITALIAN RELATIONS ARE STILL EXCELLENT EVEN THOUGH SOME DIFFERENCES EXIST. PRESIDENT COSSIGA, FOR EXAMPLE, ADMITTED 'DIFFERENCES' ON LIBYA... POSITIONS ARE DIFFERENT ALSO ON THE DRUG ISSUE, THE ITALIAN PRESIDENT SAID THAT 'THE BUSH PLAN IS VALID, BUT IS STRICTLY LINKED TO THE SITUATION IN THE U.S., TO THE CHARACTERISTICS OF THAT NATION.' IN SHORT, 'IT IS NOT EXPORTABLE, EVEN THOUGH WE CANNOT LEAVE THE UNITED STATES ALONE IN ITS FIGHT AGAINST DRUGS'."

2. EAST GERMANY

HEADLINES:
"BILD": 'HONECKER IS GOING TO RESIGN' -- HOPES AND DOUBTS IN BERLIN (FRONT PAGE, CORRIERE DELLA SERA) "BERLIN LOOKING FOR HIS OWN GORBACHEV" (LEFTIST, INDEPENDENT LA REPUBBLICA) "HONECKER'S DAYS ARE NUMBERED" (LEAD STORY, LA STAMPA) "HONECKER TO RESIGN IN A WEEK" (LEAD STORY, IL GIORNALE) COMMENTS:

FRONT-PAGE REPORT FROM BERLIN IN CENTRIST LA STAMPA: "THE EAST GERMAN POPULATION, ASTONISHED BY THE COMMUNIST PARTY LEADERSHIP'S SUDDEN ACCEPTANCE OF THE REQUESTS BY REFORMIST GROUPS, DID NOT REACT YESTERDAY TO THE UNEXPECTED OPENING. DOES THE DATE OF OCTOBER 11 REALLY MARK THE BEGINNING OF PERESTROIKA, OR IS IT SIMPLY A TACTICAL MOVE, THE REPRESENTATIVES OF POPULAR MOVEMENTS WERE WONDERING YESTERDAY...?"
BT UNCLASS SECTION 04 OF 04 ROME 21563

"PERISHABLE INFORMATION -- DO NOT SERVICE" USIA FOR P/M GENEVA PLEASE PASS TO NST-BOB HEATH NAVSUPPACT FOR PAO TORREJON FOR 16TH AF/P A VIENNA FOR USDEL JOINT STAFF FOR J-5 LT. CL. LACASSEY STATE FOR EUR/ME, EUR/RPM, INR, PA USINFO FOR P/PRC, P/FW, P/FN, VOA NEWS/CA, EU, P/Romerstein
E.O. 12358: N/A SUBJECT: USIS ROME MEDIA REACTION REPORT 3. 1980 USTICA AIR CRASH REPORTS ON ONGOING INVESTIGATIONS OF THE 1980 USTICA AIR CRASH LEAD WITH ITALIAN AIR FORCE CHIEF OF STAFF FRANCO PISANO'S TESTIMONY IN WHICH PISANO AFFIRMED THAT A 'FRIENDLY' FIGHTER PLANE WAS FLYING CLOSE TO THE ITALIA DC-9 THE DAY OF THE ACCIDENT. COMMENTATORS TALK OF A SENSATIONAL REVELATION WHICH COULD LEAD TO A TURNING POINT IN INVESTIGATIONS.

HEADLINES (FRONT PAGES):
"USTICA: THE GENERAL CHANGES HIS TRUTH" (CORRIERE DELLA SERA) "THE GENERAL CONFESSIONS: 'ANOTHER AIRPLANE WAS FLYING BEHIND THE DC-9'" (LEFTIST, INDEPENDENT LA REPUBBLICA) "PISANO: A 'FRIENDLY' JET WAS FLYING CLOSE TO THE DC-9" (IL MESSAGGERO) "THERE WAS A FIGHTER PLANE (FRENCH)" (IL TEMPO) "GHOST AIRPLANE SURFACES IN THE USTICA MYSTERY" (IL GIORNALE) LEWINSCHI BT
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CONFIDENTIAL

SUBJ: ITALIAN REQUEST FOR ADDITIONAL INFORMATION CONCERNING USTICA AIR CRASH

I. (C) ITALIAN AMBASSADOR TO THE US PETRIGNANI VISITED CJCS ON 23 MAR 89 AND LEFT HIM A COPY OF AN AIDE-MÉMOIRE THAT HE HAD SENT TO DEPSECDEF TAFT ON 27 DEC 88. THE AMBASSADOR, QUOTED VERSATINO BELOW, REQUESTS THE US PROVIDE ADDITIONAL INFORMATION CONCERNING THE JUN 80 USTICA DC-9 CRASH.


THE ITALIAN AUTHORITIES WOULD APPRECIATE THE FURTHER COOPERATION OF THE U.S. AUTHORITIES IN ORDER TO ACQUIRE ADDITIONAL AND DETAILED INFORMATION ON SOME POINTS CRUCIAL TO THE CONCLUSION OF THE INVESTIGATION. THEY ARE, IN PARTICULAR, INTERESTED IN KNOWING (AND THEY WOULD APPRECIATE THE MOST DETAILED ELEMENTS IN THIS REGARD):

A) WHETHER ANY US AIRCRAFT - HAVING TAKEN OFF EITHER FROM SARBATO OR FROM ANY OTHER US SHIP STATIONED IN THE MEDITERRANEAN SEA OR FROM LAND BASES - WERE AIRBORNE IN THE AREA OF THE CRASH IN MY DATE AND TIME OF THE INCIDENT, AND NOT DIRECTLY RELATED TO THE OCEAN WHERE AND WHEN THE USTICA INCIDENT OCCURRED;

B) WHETHER EITHER SARBATO OR ANY OTHER US SHIP WAS OPERATING A RADAR OR OTHER RECORDINGS OF AIR TRAFFIC OF ANY KIND IN THE AREA OF THE CRASH ON JUN 27, 1980.

C) THE POSITION OF SARBATO AND ALL THE SHIPS COMPRISED IN OR RELATED TO ITS TASK FORCE IN THE AREA OF THE CRASH ON JUN 27, 1980.

II. (C) DEPSECDEF TAFT RESPONSE, 24 JAN 89.

QUOTE: DEAR MR. AMBASSADOR:

PURSUANT TO YOUR REQUEST OF 27 DECEMBER 1988, WE AGAIN CHECKED INTO WHETHER ANY U.S. MILITARY AIRCRAFT OR SHIPS WERE OPERATING IN THE DESIGNATED AREAS ON 27 JUNE 1980, AND WHETHER WE HAVE ANY INFORMATION FROM THE RADAR SYSTEMS OF U.S. EQUIPMENT OPERATING IN OR NEAR THE AREA.

ALL MILITARY COMMANDERS IN THE AREA HAVE BEEN INFORMED IN RESPONSE TO YOUR AIDE-MÉMOIRE OF 27 DECEMBER 1988 AND ALL INFORMATION AVAILABLE INDICATES THAT THE UNITED STATES DID NOT HAVE SHIPS OR AIRCRAFT OPERATING IN THE TYPHONIAN SEA AT THE TIME OF THE DC-9 CRASH. SINCE THERE WERE NO U.S. AIRCRAFT OR VESSELS OPERATING IN THE ZONE DEFINED IN YOUR AIDE-MÉMOIRE OR IN OTHER AREAS SUFFICIENTLY CLOSE AS TO ALLOW RADAR MONITORING OF THE ZONE WHERE THE INCIDENT OCCURRED, THERE IS NO INFORMATION THAT CAN BE PROVIDED FROM U.S. RADAR SYSTEMS.

I HOPE THAT THIS INFORMATION IS BENEFICIAL TO THE INVESTIGATING COMMISSION. IF I CAN BE OF ANY FURTHER HELP ON THIS ISSUE PLEASE LET ME KNOW. SINCERELY, WILLIAM H. TAFT, IV.

III. (C) THE MOST RECENT AIDE-MÉMOIRE EXPANDS THE SCOPE OF THE REQUEST FOR INFORMATION. IN ORDER TO PROVIDE THE MOST COMPLETE RESPONSE POSSIBLE, REQUEST YOU CONDUCT ANOTHER REVIEW OF THE INFORMATION AVAILABLE AND PROVIDE SPECIFIC RESPONSES FOR SUBPARAS A THROUGH C OF AMB PETRIGNANI'S AIDE-MÉMOIRE OF 23 MAR 89. ANY ADDITIONAL INFORMATION OR COMMENTS YOU HAVE THAT WILL ASSIST THE ITALIANS WOULD BE APPRECIATED. REQUEST YOUR RESPONSE BY 4 APR 89.

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SECTState WASHDC PRIORITY

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CTF SIX SEVEN

CORSF VICHENZA IT/SAPA-SE/CO/

USAGEMETRIC VICHENZA IT/ACE/GBI-CIT/5TH SPUC/CM/

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VIENNA FOR USDEL

JCS FOR J-3 MAJ. LAGASSE

STATE FOR EUR/WE, EUR/PM, INR, PA

USINFO FOR P/PRC, P/PF, P/PN, VOA NEWS/CA, EU, P/ROUSSELL

E.O. 12356: N/A

SUBJECT: USIS ROME MEDIA REACTION REPORT

MEDIA REACTION REPORT -- MARSH 22, 1989

A. LEAD STORIES: PCI CONGRESS IN ROME: CONTINUING

COURT-ORDERED CHECK-UPS BY POLICE ON FREDFTIF IN

GOVERNMENT MINISTRIES.

- THIS REPORT WILL FOCUS ON THE FOLLOWING ITEMS:

1. THE BUSH ADMINISTRATION/U.S. SOCIETY

2. ELECTIONS IN EL SALVADOR

B. TREATMENT

1. THE BUSH ADMINISTRATION/U.S. SOCIETY

- LEAD U.S. ITEM IS POSSIBLE TOUGHER MEASURES BY THE

BUSH ADMINISTRATION TO CURB DRUG-RELATED VIOLENCE IN

WASHINGTON D.C., INCLUDING STRENGTHENED GUN CONTROL

MEASURES AND THE USE OF FEDERAL TROOPS. ON A

DIFFERENT SUBJECT, CORRIERE DELLA SERA COMMENTS ON THE

APPOINTMENT OF LAWRENCE EAGLEBURGER AS DEPUTY

SECRETARY OF STATE.

- HEADLINES:

- "BUSH SEEKS ANTI-CRIME CURB: "LET'S SAVE WASHINGTON WITH THE ARMY IF NECESSARY"" (LEFTIST, INDEPENDENT LA REPUBLICA)

JCS ACTION 35(3)

INFO (C)SIS(1) 3JS(1) 3J1(1) NID(1) J7(1)

QUAL CONTROL(1) JS-NIC/CHEM-3(1) JS-CTN-3(1)

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+USECMA AIDS VATHGENGE

+SARE

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BELIEVED TO BE THE INSTIGATOR OF POLITICAL ASSASSINATIONS AND CONTINUING HUMAN RIGHTS VIOLATIONS, FOR THE TIME BEING, THE WHITE HOUSE INTENDS TO GIVE CRISTIANI "THE BENEFIT OF THE DOUBT" ... CONGRESS, HOWEVER, IS MORE SKEPTICAL, AND THERE HAVE BEEN PROPOSALS TO IMMEDIATELY SUSPEND OR

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E.O. 12256: VIENNA
SUBJECT: USDEL ROME MEDIA REACTION REPORT

HALVE U.S. AID TO EL SALVADOR UNTIL THE CRISTIANI GOVERNMENT FULFILLS ITS PROMISE TO END DEATH SQUAD ABUSES.......

- "AID TO EL SALVADOR A DILEMMA FOR BUSH" -- UNSIGNED REPORT FROM WASHINGTON IN CENTRIST LA STAMPA: "CONGRESS AND THE STATE DEPARTMENT REACTED IN OPPOSITE WAYS TO THE RIGHTIST VICTORY IN THE SALVADORAN ELECTION. EVEN THOUGH BOTH ADMITTED THAT IT POSES SERIOUS PROBLEMS FOR THE BUSH ADMINISTRATION, DEMOCRATIC CONGRESSMEN HAVE ASKED THAT THE SIZE OF U.S. AID TO EL SALVADOR BE REVIEWED, CONVINCED AS THEY ARE THAT THE SALVADORAN GOVERNMENT WILL NOT BE LED SO MUCH BY CRISTIANI AS BY D'AUBUISSON.... THE STATE DEPARTMENT SPOKESMAN, REDMAN, PROMISED U.S. SUPPORT FOR ARENA "PROVIDED THAT IT APPLIES DEMOCRATIC PRINCIPLES AND RESPECTS HUMAN RIGHTS". THIS DIFFERENCE OF VIEWS, WHICH SEEMS LIKELY TO GROW, COULD HAVE NEGATIVE REPERCUSSIONS ON CENTRAL AMERICA AS A WHOLE...."

- A REPORT FROM SAN SALVADOR IN CENTRIST IL TEMPO, BY SPECIAL CORRESPONDENT GEORGIO TORCHIA, IS HEADLINED, "EL SALVADOR WAITING A SIGNAL FROM THE U.S." SUBHEAD: "THE SALVADORAN RIGHT, AFTER WINNING THE ELECTION, REALIZES THAT IT CANNOT DO WITHOUT VITAL U.S. ECONOMIC AND MILITARY AID."

C. OTHER ITEMS OF INTEREST


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E.O. 12356: N/A

SUBJECT: USIS ROME MEDIA REACTION REPORT

MEDIA REACTION REPORT -- MARCH 21, 1989

A. LEAD STORIES: COURT-ORDERED IMPORTEMU CHECK-UPS BY

POLICE ON EMPLOYEES UNJUSTIFIED ABSENCES FROM WORK IN

SEVERAL GOVERNMENT MINISTRIES; PCI CONGRESS IN ROME;

THE OUTCOME OF EL SALVADOR'S PRESIDENTIAL ELECTIONS.

- THIS REPORT WILL FOCUS ON THE FOLLOWING ITEMS:

1. ELECTIONS IN EL SALVADOR

2. 1988 USTICA AIR CRASH INQUIRY

B. TREATMENT

1. ELECTIONS IN EL SALVADOR

- MEDIA GIVE PROMINENT ATTENTION TO THE OUTCOME OF

THE PRESIDENTIAL ELECTIONS IN EL SALVADOR WITH

COMMENTS ON THE ACCOMPANYING VIOLENCE AND

INTIMIDATION. COMMENTATORS SPECULATE ON HOW THE

RIGHTIST VICTORY WILL AFFECT U.S.-EL SALVADORAN TIES.

- HEADLINES:

- "THE RIGHT TRIUMPHS IN EL SALVADOR" (FRONT PAGE,

CORRIERE DELLA SERA)

- "EL SALVADOR: THE RIGHT PREVAELS" (LEAD STORY,

LA STampa)

- "A BLOODY VICTORY IN EL SALVADOR" (LEFTIST,

INDEPENDENT LAT REPUBLICA)

JCS ACTION 159(3) INFO

MAGAZINE

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REPRESENTATIVE......

- "THE EL SALVADOR PARADOX" -- AN EDITORIAL IN
  COMMUNIST PARTY ORGAN L'UNITA', BY SAVIERO TUTINO:
  "TEN YEARS AFTER LOSING THE BATTLE OVER NICARAGUA, THE
  NEXT BIG THING IS..."

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E.O. 12356: N/A
SUBJECT: USIS ROME MEDIA REACTION REPORT

UNITED STATES RISKS LOSING THE ONE OVER EL SALVADOR AS
WELL. THE FATE OF THE TWO COUNTRIES HAS BEGUN TO
RESURFACE IN THE LAST FEW YEARS ON JUST ONE POLICY, ALTERNATIVELY
QUOTED AS 'THE PROS' WHO ARE THE BETTER CHOICE AND THE
"BACKYARD" VIOLENCE..."

EDITORIAL CONCLUDES: "THE PARADOX IS
REPRESENTED BY THE FACT THAT, IN THE NEAR FUTURE, THE
CHRISTIAN DEMOCRATIC PARTY, THE REBELS AND THE UNITED
STATES MAY FIND THEMSELVES NEGOTIATING TOGETHER WITH
THE PARTY WHICH ASSASSINATED ARCHBISHOP ROMERO.
THE PROPOSALS FOR A DIALOGUE MADE BY THE AREMA PARTY
DURING THE ELECTION CAMPAIGN COULD TURN INTO A CLEARER
DIALOGUE WITH THE OPPOSITION THAN THAT CONDUCTED BY
QUARTA, WHO WAS DEPENDENT UPON A REAGAN VISION BASED
ON AN EVIL EMPIRE TO BE ATTACKED AT ITS FARWEST PUNIC
OUTPOST. ONCE AGAIN, EVERYTHING ESSENTIALLY DEPENDS
ON WASHINGTON. ON BUSH, WHO, SO FAR, HAS ONLY TALKED
ABOUT NEW INTENTIONS, BUT HAS ALSO FAILED TO INDICATE
A NEW POLICY FOR CENTRAL AMERICA AND ALL OTHER HCT
SPOTS IN THE THIRD WORLD."

- 1980 USTICA AIR CRASH
- 1980 USTICA AIR CRASH
- MEDIA CONTINUE SPECULATION ON THE ORIGIN OF THE
MISSILE THOUGHT TO HAVE BEEN CAUSED BY OFFICIAL INVESTIGATORS TO HAVE
CAUSED THE USTICA ACCIDENT. ONE HYPOTHESIS PUT
FORWARD IS THAT THE ITALIAI DC-9 WAS ERRONEOUSLY HIT BY
FIGHTERS EITHER ATTACKING OR DEFENDING A PLANE,
CARRIED THEN-SECRETARY OF STATE MUSKIE, THEN
REPORTEDLY TRAVELLING IN THE MEDITERRANEAN REGION.

HEADLINES:
- "PLANE WITH U.S. VIP ALONG DC-9 ROUTE" (CORRIERE
DELLE SERA)
- "USTICA: THERE WAS ANOTHER PLANE" (IL MESSAGGERO)
- "USTICA: WAS A VIP THE TARGET OF THE MISSILE?"
  (COMMUNIST PARTY ORGAN L'UNITA')
- COMMENTS:
- "USTICA MASSACRE, STATE LIES" -- GIORGIO BOCCA'S
EDITORIAL IN LEFTIST, INDEPENDENT LA REPUBBLICA: "THE
SOLEMONS PROMISES MADE BY ITALIAN OFFICIALS TO ASCERTAIN
THE ORIGIN OF THE MISSILE, WHATSOEVER IT WAS, APPEAR
FARHER MISGUIDED AND CONFUSED. SINCE THERE ARE ONLY
THREE POSSIBLE SCENARIOS FOR THE USTICA ACCIDENT, NOW
THAT WE HAVE ASCERTAINED THAT A MISSILE CAUSED IT

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E.O. 12356: N/A
SUBJECT: USIS ROME MEDIA REACTION REPORT

THE MISSILE WAS SHOT BY EITHER A LIBYAN, AN AMERICANO
OR AN ITALIAN FIGHTER PLANE. IF THE FIRST HYPOTHESIS
IS TRUE, THE TRUTH WAS HIDDEN SINCE IT DID NOT SEEM
ADVISABLE TO ITALIAN GOVERNMENT LEADERS TO OPEN A
MILITARY-DIPLOMATIC CONFLICT WITH LIBYA. IF THE
SECOND HYPOTHESIS IS TRUE, WE GAVE IN TO OUR
SUBORDINATE ROLE AS MILITARY ALLIES OF THE UNITED
STATES. IF THE THIRD HYPOTHESIS IS TRUE, AND THE
COURAGE WAS LACKING TO ADMIT THAT AN ITALIANTFIGHTER
CAUSED THE DEATH OF 81 FELLOW CITIZENS, IT SEEMS
UNLIKELY THAT EVIDENCE CAN NOW BE PROVIDED BY THE
MILITARY AUTHORITIES, EVEN IF SUCH EVIDENCE STILL
EXISTS."

- ANDREA PURGATORI WRITES IN LEADING CENTRIST
CORRIERE DELLA SERA: "IS IT TRUE THAT A 'AIR FORCE'
JET OF THE PRESIDENTIAL FLEET WITH EDWARD MUSKIE ON
BOARD WAS THE PLANE ESCORTED BY FIGHTER PLANES?
COULD THERE HAVE BEEN AN EFFORT BY AN INTRUDING
FIGHTER TO INTERCEPT THEM?"

- ROME CENTRIST IL MESSAGGERO: "ON THE NIGHT OF
JUNE 27, 1980, A PLANE WITH A HIGH-LEVEL GOVERNMENT
OFFICIAL WAS IN THE AIR AT THE SAME TIME AS THE ITALIAI
DC-9... THE HYPOTHESIS THAT THE DC-9 FOUND ITSELF
CAUGHT BY A POSSIBLE AGGRESSOR BECOMES MORE
PLAUSIBLE...... LEMINSONI BT

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E.O. 12356: N/A
SUBJECT: USIS ROME MEDIA REACTION REPORT
MEDIA REACTION REPORT -- DECEMBER 5, 1988

A. LEAD STORIES: FAILED MILITARY REvolt IN ARGENTINA: THE SOVIET PLANE HIJACKING; THE OUTCOME OF THE EC MEETING IN RHODES.

- TODAY'S REPORT WILL FOCUS ON THE FOLLOWING ITEMS:
  1. REAGAN/BUSH/GORBACHEV MEETING IN NEW YORK
  2. TRANSITION
  3. MIDDLE EAST
  4. GATT NEGOTIATIONS IN MONTREAL

B. TREATMENT

1. REAGAN/BUSH/GORBACHEV MEETING IN NEW YORK

- SCENESTERSETTERS ON GORBACHEV'S VISIT TO NEW YORK
- SUGGEST EXPECTATION FOR POSSIBLE NEW PROPOSALS OR ANNOUNCEMENTS BY THE SOVIET LEADER, HIGHLIGHTING

ACTION JS/(3)
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AGENDA OF THE VISIT AND DESCRIBE THE ATMOSPHERE IN NEW YORK.

- HEADLINES:
  - "THE BIG APPLE LOSES THE BB BUT CHEERS UP WITH GORBY" (CORRIERE DELLA SERA, SATURDAY)
  - "WILL GORBY 'PRESENT' BUSH WITH THE BERLIN WALL?" (STAMPA SERA, MONDAY)
  - "GORBY IN THE U.S. WITH HIS MIND ON LONDON" (IL SOLE-24 ORO, SUNDAY)
  - "THE REASONS FOR GORBACHEV'S TOUR" (IL GIORNALIS, MONDAY)
  - "NEW YORK AWAITS 'GORBY GRIDLOCK'" (COMMUNIST PARTY ORGAN L'UNITA', MONDAY)

- COMMENTS:
  - "ENNIO CARETTO'S REPORT FROM NEW YORK IN CENTRIST STAMPA SERA MONDAY: 'WARNED BY SOVIET SPOKESMAN GERSHATNOV THAT THE KREMLIN LEADER WILL 'MAKE NEW PROPOSALS' NOT ONLY DURING THE MEETING WITH REAGAN AND BUSH BUT ALSO DURING THE UN GAPEA SPEECH, AMERICA IS WONDERING WHETHER GORBACHEV INTENDS TO INAGURATE A GRANDIOSE PEACE AND DETENTE PLAN FOR THE 90'S. WHILE NOT EXCLUDING THAT GORBACHEV WILL MAINTAIN A HARD LINE"

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E.O. 12356: N/A
SUBJECT: USIS ROME MEDIA REACTION REPORT
ON THE MOST SERIOUS REGIONAL CRISIS -- AFGHANISTAN AND PALESTINE -- AND ON DISARMAMENT... THE WHITE HOUSE IS CERTAIN THAT HE WILL IMMEDIATELY TRY TO SET THE DATE FOR A SUMMIT WITH BUSH. PERHAPS IN MAY OR JUNE... SECRETARY SHultz WENT AS FAR AS SUGGESTING A SENSATIONAL 'DECEMBER SURPRISE.' i.e. AN ANNOUNCEMENT BY GORBACHEV THAT THE BERLIN WALL MAY COME DOWN SOON, OR THAT SOME...SOVIET TROOPS MAY BE WITHDRAWN FROM EASTERN EUROPE. EXPECTATIONS FOR THE FIFTH GORBACHEV/REAGAN SUMMIT AND GORBACHEV'S FIRST MEETING WITH BUSH ARE MADE EVEN GREATER BY THE PRESENT INTERNATIONAL SITUATION, BY THE IMPRESSION THAT THE KREMLIN LEADER IS LEADING HIS COUNTRY TOWARDS A NEW HISTORICAL REALITY, AND BY THE FACT THAT BUSH IS INCREASINGLY DISTANCING HIMSELF FROM REAGANISM..."

- MOSCOW CORRESPONDENT SERGIO ROSSI REPORTS IN LEADING ECONOMIC DAILY IL SOLE-24 ORO SUNDAY:
  "REGARDING THE MEETING WITH REAGAN AND BUSH, EVEN THE SOVIETS POINT OUT THAT IT WILL BE DIFFERENT FROM PREVIOUS 'OFFICIAL SUMMITS,' AND THAT INSTEAD, IT WILL BE A GOOD OPPORTUNITY TO CONTINUE THE CONSTRUCTIVE U.S.- USSR DIALOGUE ON PEACE AND NUCLEAR AND CONVENTIONAL DISARMAMENT... IT WILL BE THE FIRST TIME THAT A SOVIET LEADER SEES TWO U.S. PRESIDENTS SIMULTANEOUSLY DURING THE TRANSITION PHASE..."

- MOSCOW CORRESPONDENT UGO TRAMBALLEI WRITES IN LEADING CONSERVATIVE IL GIORNALIS MONDAY THAT "IT IS ON WALL STREET WHERE THE PROMISES OF THE SOVIET NEW LOOK WILL HAVE TO COME UP WITH CONCRETE RESULTS. PERESTROIKIJA IS AN ENSEMBLE OF IMPORTANT CONCEPTS AND LEGAL REFORMS, BUT IT STILL LACKS THE PRACTICAL MEANS TO AFFIRM ITSELF: FINANCING IN HARD CURRENCY..."
BEHIND THE UN SPEECH AND HIS MEETING WITH WALL STREET FINANCIERS, GORBACHEV WILL MEET A NOSTALGIC RONALD REAGAN, AND A GEORGE BUSH WHO WANTS TO TAKE HIS TIME BEFORE GETTING DOWN TO SERIOUS WORK.....

- "NATO SURPRISE FOR GOBBY" -- THE MONDAY ISSUE OF ROME CENTRIST IL MESSAGGERO CARRIES A REPORT BY NEW YORK CORRESPONDENT ROBERTO PERRONI LEADING: "AMONG THE SURPRISES ANNUAL GORBACHEV IS A NATO PLAN FOR A MAJOR REDUCTION OF ARMED FORCES IN EUROPE... THE PLAN OF THE WESTERN ALLIES IS AN AMBITIOUS ONE, AND,

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E.O. 12356: N/A
SUBJECT: USIS ROME MEDIA REACTION REPORT

ACCORDING TO SOME, DIFFICULT TO REALIZE: ASKING GORBACHEV AND MINSK PACT COUNTRIES TO CUT BY 60 PERCENT THE IMPRESSIVE ARRAY OF TANKS, ARTILLERY AND SOLDIERS BASED IN EUROPE. SECRETARY SHULZ WILL INTRODUCE THE NATO REQUESTS TO HIS SOVIET COLLEAGUE SHEVARDANOVA DURING THEIR MEETING ON WEDNESDAY AT GOVERNOR ISLAND....

- 2. TRANSITION

- INSIDE-PAGE STORIES BY U.S.-BASED CORRESPONDENTS REPORT BRIEFLY ON MEETING BETWEEN PRESIDENT-ELECT BUSH AND DEFENDED DEMOCRATIC PRESIDENTIAL CANDIDATE DUKAKIS. LEADING CONSERVATIVE IL GIORNALE NOTES THE APPOINTMENT OF ELIZABETH DOLE AS THE NEW U.S. REPRESENTATIVE TO THE UN IN AN ARTICLE ANALYZING PRESIDENT-ELECT BUSH'S POST-ELECTION STRATEGY: "SO FAR, BUSH HAS BEHAVED AS A GENERAL. PATIENT MAN, A MAN WHO IS READY TO DO ANYTHING TO ELIMINATE PAST DIFFERENCES, TO OFFER HIS HAND TO EX-ENEMIES... HE HAS INSTEAD BEEN VERY FIRM ON THE PROGRAMMATIC, ECONOMIC AND FISCAL ASPECTS...."

- 3. MIDDLE EAST


- COMMENTS:

- LEAD EDITORIAL IN COMMUNIST PARTY ORGAN L'UNITA SATURDAY ("THE UN AND ARAFAT AWAY FROM NEW YORK"). "WE ARE NOT ALONE IN OUR NEGATIVE ASSESSMENT OF THE U.S. DECISION TO REFUSE A VISIT TO ARAFAT. WE RECOMMEND BY THE TOTAL ISOLATION IN WHICH THE U.S. AND ISRAEL FIND THEMSELVES AT THE PRESENT TIME, BY THE UNCLASSIFIED

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E.O. 12356: N/A
SUBJECT: USIS ROME MEDIA REACTION REPORT

OPINION OF INFLUENTIAL MIDDLE EASTERN AS DE POPE AND ROME'S RABI TOFF. BY THE UNANIMOUS STANCE TAKEN BY THE ITALIAN SENATE'S FOREIGN AFFAIRS COMMITTEE AND, IN PARTICULAR, BY THE DECISION IN LARGE SECTORS OF AMERICAN PUBLIC OPINION....

- CENTRIST STAMPA SERA MONDAY CARRIES INSIDE-PAGE REPORT FROM NEW YORK BY ENNIO CARIETO HEADLINED, "DON'T LET ARAFAT INTO THE U.S., OR ELSE WE WILL REVEAL EVERYTHING ON IRAQ'S "-- "SLEEDER" ON THE PART OF ISRAEL HAS ALLEGEDLY HELD PPTING TO IRAQ AND THE PLO-USA RAPPORTEUR." CARIETO REPORTS ON THE WASHINGTON POST REACTIONS ABOUT ALLEGED U.S.-POC SECRET COOPERATION AGREEMENTS AND THE RECENT "MYSTERIOUS BATTLE CRYING OLIVER NORTH'S ISRAELI ALMEO, AMIRN NIR.

- "A NEW MYSTERY ON IRAQ" TITLES LEADING CONSERVATIVE IL GIORNALE SUNDAY REPORTING ON THE SAME AIR CRASH, DESCRIBING NIN AS "A CONSULTANT OF VICE PRESIDENT BUSH IN 1986 ON THE SALE OF WEAPONS TO IRAN IN EXCHANGE FOR U.S. HOSTAGES.

- 4. GATT NEGOTIATIONS

- SCENESETTERS ON THE MONTREAL GATT SESSION PREDICT "DIFFICULT" NEGOTIATIONS, ESPECIALLY ON THE AGRICULTURAL ISSUE, AND EMPHASIZE ITALIAN TRADE MINISTER RENATO RUGGERIO'S COMMENTS CALLING ON THE U.S. TO DO ITS PART TOWARDS REDUCING AGRICULTURAL SURPLUSES.

- HEADLINES:

- "U.S.-EEC AGRICULTURAL CHALLENGE, GATT STARTS OFF ON WRONG FOOT" (LEFTIST, INDEPENDENT LA REPUBLICA SUNDAY)
- "A DETERMINED EUROPE AT THE GATT NEGOTIATIONS; LESS PROTECTIONISM IN THE U.S."
- (LA STAMPA, SATURDAY)
- "ITALIAN TRADE MINISTER CRITICIZES U.S. POSITIONS ON THE EVE OF GATT MEETING" (IL SOLE-24 ORE, SATURDAY)
- "RUGGIERO: ITALY HAS DONE ITS PART, IT'S THE U.S.'S TURN NOW" (IL TEMPO, SATURDAY)

- COMMENTS:

UNCLAS SECTION 05 OF 05 ROME 27150

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E.O. 12356: N/A
SUBJECT: USIS ROME MEDIA REACTION REPORT

- CENTRIST LA STAMPA SATURDAY, "A LOT OF THINGS NEED TO BE DISCUSSED, THE PROBLEMS ON THE FLOOR ARE COMPLICATED, BUT THERE ARE THOSE WHO HOPE THAT SOME
MAJOR OBSTACLE MAY BE REMOVED. ITALIAN TRADE MINISTER RUGGIERO...IS NOT AT ALL INTIMIDATED BY THE WARNINGS OF THE U.S. ADMINISTRATION. THREATENING TO EVEN ABANDON THE NEGOTIATIONS IN THE ABSENCE OF CONCRETE PROGRESS. RUGGIERO ADDDED, HOWEVER, THAT EUROPE IS GOING TO MONTREAL WITH THE REQUEST THAT ITS EFFORTS TO REDUCE AGRICULTURAL SURPLUSES BE ACKNOWLEDGED. BUT MOST OF ALL, ASKING THAT OTHERS, BEGINNING WITH THE U.S., DO THEIR PART. ACCORDING TO RUGGIERO, THE UNITED STATES DOES NOT PRACTICE WHAT IT PREACHES......

C. OTHER ITEMS OF INTEREST


- NATO: U.S. DEFENSE SECRETARY FRANK CARLUCCI'S DEC. 2 REMARKS AT NATO HEADQUARTERS IN BRUSSELS ARE NOTED IN REPORTS ON THE U.S. -EUROPEAN "DISPUTE" ON BURDENSHARING WITHIN THE ATLANTIC ALLIANCE. LEADING CONSERVATIVE IL GIORNALÌS HEADLINE SATURDAY: "NATO WILL REVIEW BURDENSHARING." WHILE LEADING ECONOMIC DAILY IL SOLE-24 ORE SATURDAY TITLES: "CARLUCCI TO THE ALLIES: YOU ARE STINGY WITH NATO."

- U.S.-ITALY: MEDIA ANNOUNCE THAT ITALIAN PRIME MINISTER CIRIACO DE MitTA WILL MEET PRESIDENT REAGAN AND PRESIDENT-ELECT BUSH DURING HIS MID-DECEMBER VISIT TO THE U.S. FOR THE CELEBRATION OF THE 40TH ANNIVERSARY OF THE MARSHALL PLAN. LEWINSON BT
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CHANGE** (HL MESSAGERO)
- "BUSH STATEMENTS SLOW DOWN MARKET DECLINE" (LEAD STORY. 1L SOLE-24 OR)
- COMMENTS:
- LEADING ECONOMIC DAILY 1L SOLE-24 OR LEADS WITH REPORT BY NEW YORK CORRESPONDENT MARIO PLATERO: "FROM HIS VACATION SITE IN FLORIDA....GEORGE BUSH HAS REASSURED INTERNATIONAL MARKETERS, PROMISING A STABLE DOLLAR AND COMMITTING HIMSELF TO DEALING WITH AND RESOLVING PENDING ECONOMIC PROBLEMS FOLLOWING LAST WEEK'S TURBULENCE. HIS WORDS, AS WELL AS THE COORDINATED INTERVENTION BY CENTRAL BANKS, RESULTED IN A SLIGHT RECOVERY OF THE U.S. CURRENCY AND SLOWED ITS DOWNWARD TREND ON WALL STREET AND OTHER INTERNATIONAL FINANCIAL MARKETS...."
- "BUSH ADMINISTRATION WILL BE MADE OF 'PROFESSIONALS'" -- CENTRIST LA STAMPA LEADS WITH AN ANALYSIS BY ALDO RIZZO DETAINED WASHINGTON. RIZZO SPECULATES ON "THE KIND OF ADMINISTRATION WHICH WILL GOVERN AMERICA AFTER JANUARY 20," WRITING THAT "ON A GENERAL LEVEL, IT WILL BE A PRAGMATIC GOVERNMENT....WE CAN ADD THAT IT WILL BE A GOVERNMENT OF...

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VIENNA FOR USDEL-CSCE WILLIAMS
NAVSUPPACT FOR PAO
TORREJON FOR PA MAJ. GILLETTE
E.O. 12356: N/A
SUBJECT: USIS ROME MEDIA REACTION REPORT
MEDIA REACTION REPORT -- NOVEMBER 15, 1988
A. LEAD STORIES: THE RESOLUTIONS OF THE PALESTINE NATIONAL COUNCIL MEETING IN ALGIERS; LIBYAN LEADER QADHAFI'S REMARKS ON THE 1980 USTICA AIRPLANE ACCIDENT; ALEXANDER DUD'KOV'S SPEECH AT BOLGNA UNIVERSITY; PRESIDENT ELECT BUSH AND THE U.S. ECONOMY
- TODAY'S REPORT WILL FOCUS ON THE FOLLOWING ITEMS:
- 1. PRESIDENT ELECT BUSH/U.S. ECONOMY
- 2. PNC MEETING IN ALGIERS
- 3. QADHAFI ON USTICA AIRPLANE DISASTER
- B. TREATMENT
- 1. PRESIDENT ELECT BUSH/U.S. ECONOMY
- HEADLINES:
- "BUSH REASSURES MARKETS: 'REAGAN LINE WILL NOT...

ACTION 35(3)
INFO 15(5) DJS(1) SJS(1) J(4) NIDS(1) J(7)
QUAL CONTROL(1) USDA:STNF(1) ASD:PA(1) USDP:JTSA(1)
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USDP:REG POL(1) USDP:NATPOL(1) DI-5(1) NMC(1)
DI-5B(1) MNS(1) DB-18(1) DIA(1)
+OSAA WASHINGTON DC
+VAOCEC AIDES VIENNA GERMANY
+HATS MOSCOW WASH DC
+CMC CC WASHINGTON DC
+SAFE

MCN=88320/O4970  TOP=88320/12462  TAD=88320/13102  CDSN=MA2226

Page 1 of 3
15123Z NOV 88
BORDERS.
- HEADLINES (FRONT PAGES, LEAD STORIES):
  - "PALESTINE, AN HISTORICAL NIGHT, INDEPENDENT STATE IS BORN" (CORRIERE DELLA SERA)
    - "ARAFAT STATE IS BORN" (LEFTIST, INDEPENDENT LA REPubblica)
    - "ARAFAT ACCEPTS ISRAEL" (LAStampa)
    - "STATE WITHOUT TERRITORY IS BORN" (IL Giornale)

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VIENNA FOR USDEL-CCSE WILLIAMS
NAVSUPPACT FOR PAO
TORREJON FOR PA MAJ. GILLETTE

E.O. 12356: N/A
SUBJECT: USIS ROME MEDIA REACTION REPORT

- "PALESTINIAN STATE IS BORN.... EVEN REAGAN IS OPTIMISTIC" (COMMUNIST PARTY ORGAN "UNITA")
- "DECLARATION OF INDEPENDENCE" (RADICAL LEFT MANIFESTO)

- COMMENTS:

- REPORT FROM ALGIERS IN LEFTIST, INDEPENDENT LA REPUBBlica: "THE PALESTINIAN STATE IS BORN. THE PLO AND HIS PARLIAMENT SOLEMNLY DECLARED INDEPENDENCE AND ACKNOWLEDGED THE EXISTENCE OF ISRAEL. THE JEWISH STATE REMAINS AN ENEMY. BUT FOR THE FIRST TIME IN FORTY YEARS IT NO LONGER IS A NATION TO BE ELIMINATED.... THIS IS AN HISTORICAL TURNING POINT...."

- LEADING CENTRIST CORRIERE DELLA SERA (LEAD STORY): "AN IMPORTANT PAGE OF HISTORY HAS BEEN WRITTEN IN ALGIERS LAST NIGHT. OUR CHILDREN WILL READ ABOUT IT IN HISTORY BOOKS. AN INDEPENDENT PALESTINIAN STATE IS BORN. ARAFAT SUMMED UP: THERE WAS NO UNANIMITY BUT THE MAJORITY WAS STRONGER THAN ONE WOULD THINK. THERE WAS A UNANIMOUS AGREEMENT ON THE DECLARATION OF AN INDEPENDENT STATE. THERE WAS FULL AGREEMENT ON ALMOST ALL POINTS OF THE POLITICAL DOCUMENT, EXCEPT FOR THE PARAGRAPHS REGARDING THE RECOGNITION OF ISRAEL. FOR THE FIRST TIME THE PALESTINIANS HAVE ACCEPTED THE IDEA OF COEXISTENCE. IN THEIR OWN STATE -- WHICH FOR NOW IS A GHOST LAND -- WITH THE JEWISH STATE...." REPORT CONCLUDES: "THE OBJECTIVE OF ARAFAT AND HIS FELLOW LEADERS IS NOW VERY CLEAR. THE PLO MORETE MESSAGE IS AIMED TO FOREIGN AUDENCES MORE THAN TO ISRAEL, TO THE UNITED STATES, THE SOVIET UNION, EUROPE. IT IS A MESSAGE OF HOPE, BUT NOW THE DIFFICULT PART BEGINS...."

- 3. QADHAFI ON USTICA AIRPLANE DISASTER

- THE ALLEGATION MADE YESTERDAY BY LIBYAN LEADER QADHAFI THAT THE 1980 USTICA DC-9 DISASTER WAS CAUSED BY A "U.S. MISSILE" RECEIVES TOP ATTENTION IN REPORTS ON QADHAFI'S MEETING IN TRIPOLI WITH THE PRESIDENT OF THE SICILIAN REGION, RINO NICOLOSI. NICOLOSI WAS LEADING AN ITALIAN DELEGATION TO OBTAIN THE RELEASE OF 11 ITALIAN FISHERMEN PREVIOUSLY SEIZED BY THE LIBYANS AND CONDEMNED TO HARD LABOR.

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SUBJECT: USIS ROME MEDIA REACTION REPORT

- "DC-9: QADHAFI ACCUSES AMERICA" (CORRIERE DELLA SERA)
  - "IT WAS A U.S. MISSILE," SAYS QADHAFI" (LEFTIST, INDEPENDENT LA REPUBBlica)
  - "QADHAFI ANNOUNCES HIS OWN TRUTH: 'IT WAS A U.S. MISSILE'" (IL Messaggero)
  - "QADHAFI ACCUSES: U.S. MISSILE CAUSED THE USTICA DISASTER" (COMMUNIST PARTY ORGAN "UNITA")

- COMMENTS:

- CENTRIST LA STAMPA, IN AN ARTICLE DATED LONDON, SAYS THAT "ACCORDING TO RUMORS CIRCULATING AMONG THE ITALIAN DELEGATION ON A MISSION TO TRIPOLI, COL. QADHAFI HAS SAID HE HAD THE EVIDENCE OF THE AMERICAN INVOLVEMENT (IN THE USTICA AIRPLANE DISASTER)... QADHAFI, THROUGH RINO NICOLOSI (THE PRESIDENT OF THE SICILIAN REGION), OFFERED TO COOPERATE WITH THE ITALIANS IN THE INVESTIGATIONS...."

- ROME CENTRIST IL MESSAGGERO: "QADHAFI'S GOAL WAS MAINLY TO DENY ANY RESPONSIBILITIES BY LIBYA IN THE 1980 DC-9 DISASTER.... HE SAID HE IS READY TO SUPPLY THE EVIDENCE THAT TRIPOLI WAS NOT INVOLVED, BUT HE DID NOT PRESENT THAT EVIDENCE...."


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SUBJECT: USIS ROME MEDIA REACTION REPORT

VERSION: AT THE TIME OF THE DISASTER, NO U.S. PLANE OR SHIP WERE OPERATING IN THE TYRRHENIAN SEA...."

C. OTHER ITEMS OF INTEREST...
U.S.-USSR RELATIONS: RADIO NEWSCASTS THIS MORNING AND A COUPLE OF LEADING NEWSPAPERS ANNOUNCE THAT SOVIET LEADER GORBACHEV WILL GO TO NEW YORK EARLY DECEMBER FOR THE UN GENERAL ASSEMBLY MEETING AND THAT HE WILL USE THE OCCASION FOR A FINAL "SUMMIT" WITH PRESIDENT RONALD REAGAN AND A MEETING WITH PRESIDENT-ELECT GEORGE BUSH. LEFTIST, INDEPENDENT LA REPUBBLICA CITES "U.S. OFFICIAL SOURCES," WHILE ROME CENTRIST IL MESSAGGERO SAYS "THE ANNOUNCEMENT OF THIS SURPRISE SUMMIT WAS GIVEN LAST NIGHT BY CBS NEWS, WHICH CITED WHITE HOUSE AND STATE DEPARTMENT SOURCES." LEVINSOM BY
MEMORANDUM FOR OSD (PA) (LCDR SUNDIN)

SUBJECT: Assistance to the Italian Embassy on the Ustica Investigation

On 27 December 1988, the Italian Ambassador, Rinaldo Petrignani, presented Mr. Taft with an aide memoire requesting specific information pertaining to the June 1980 downing of an Italian civilian airliner (TAB A).

The Vice Director, Joint Staff provided the Deputy Secretary of Defense with information on 10 January 1989 (TAB B), which was used to provide a response to the ambassador (TAB C).

Since that time, further allegations of US responsibility have been made by the Italian press (TAB D). Partially due to these new allegations, Prime Minister De Mita has granted a two month extension to the government commission investigating the crash.

On 1 March 1989, the Italian Embassy here in Washington contacted my Country Director for Italy, Mr. Lazarus, and asked, if DoD could offer another statement to help put the new allegations to rest. Although not wanting to get into a reactive mode with the Italian press, the Embassy representatives stated that if we could develop a statement centering around the allegations they could give it to the investigating committee and put the matter to rest (hopefully!) once and for all.

I would like to request your help in getting a release drafted, cleared and released. Based on comments made by the Embassy representatives and the article itself, I believe a release along the lines of the following (assuming that it is factual) would be beneficial:

"On January 24, 1989, the Deputy Secretary of Defense informed the Italian authorities that the United States did not have ships or aircraft operating in the Tyrrhenian Sea at the time of the DC-9 crash on June 27, 1980.

Since the time of the communique the Italian publication "L'Espresso" has reported further allegations of US responsibility. Although we do not make a practice of responding to press articles per se, we believe that the US-Italian military-to-military relationship is too important to jeopardize by any misunderstanding.

Mr. Lazarus
OASD/ISP (Eur Pol)
Lz:5:31
It has been alleged that on June 28, 1980 the Sixth Fleet was in the highest state of alert, because Air Force One, carrying then-President Carter, was flying in the Mediterranean Region. In fact, the Sixth Fleet was not on an alert status and President Carter was not flying in the Mediterranean Region. Since no AWACS aircraft "picked up" any fighters supposedly violating Italian airspace, obviously no communications were passed to the Italian Air Force Southern Air Region Operations Center at Martinafranca. No F-14's were launched from the Carrier Saratoga on June 28 as it was at anchor (in port?) at Naples and thus the reported encounter between F-14s and Libyan MIG-23's obviously did not take place. We note that the prosecuting attorney of Crotone, in Calabria has concluded positively that there is no connection between the Ustica disaster and the crash of a Libyan MIG in the mountains of Calabria.

We are hopeful that the factual information contained in this release is helpful to the Italian authorities charged with investigating the Ustica air crash tragedy."
U.S. NEWS & WORLD REPORT
15 JUNE 87 (9) Pg. 14

Watergate figures did it. Now some players in the Iran-Contra scandal are taking their newfound name recognition and hitting the lecture circuit. The most active so far: Richard Secord, who helped run the clandestine Contra resupply operation. An obscure ex-general only a few months ago, Secord—who bemoaned his financial problems during testimony on nationwide television—has signed up with the Harry Walker agency. He will charge $15,000 a speech and already has a dozen lined up. Another figure in the controversy, Michael Ledeen, the White House con-

WASHINGTON POST
7 JUNE 1987 (9) Pg. 26

Wattivitài sultant who acted as a midden man on the hostage negotiations, gets up to $10,000 a speech and lecture-agency sources say requests for his time picked up significantly after he hit the newspaper headlines.

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Wattivitài sultant who acted as a midden man on the hostage negotiations, gets up to $10,000 a speech and lecture-agency sources say requests for his time picked up significantly after he hit the newspaper headlines.
Italians Debating Cause of 1980 Crash

NATO fighters as they intruded into Italian airspace. There has been no suggestion of any U.S. planes being involved.

The truth remains shrouded in Italian government secrecy, critical missing radar recordings of the DC9's final minutes in the air, six years of government reluctance to recover the wreckage for inspection and the mystery of a Libyan MiG21 and its dead pilot found on a mountainside in nearby Calabria three weeks after the DC9 crash.

What has brought the issue back to public attention was the insistence of seven respected Italian intellectuals from almost every major political party who petitioned President Cossiga, whose office traditionally is above politics, to intercede with the government to resolve the mystery.

Cossiga, a Christian Democrat who was prime minister at the time of the crash, acceded to the demand of the seven "wise men," as the petitioners quickly became known, and asked the government of Prime Minister Bettino Craxi to reopen the inquiry. Craxi's initial response was the release of the Cabinet report that reinforced the suspicion that the airliner was shot down by a missile.

Early this month Craxi's government informed parliament that it planned to go further, first seeking the aid of a U.S. Navy research submarine to photograph the plane's wreckage, which still lies under about 10,500 feet of water. Then, if the photographs prove interesting, the government told parliament, it was prepared to spend $3 million to a $4 million for a French salvage company to raise the wreckage.

But in a new letter to the government earlier this month, the seven "wise men" said there were still mysteries to be resolved above water, within the government itself.

Chief among the questions the critics want answered is why the Italian air defense radar station at Licola, near Marsala, failed to record the flight information of the four minutes before the DC9 exploded and the four minutes immediately afterward.

The official explanation given to the Italian government inquiry was that the radar station was involved in unspecified exercises and that it unfortunately erased the key eight minutes on the routine radar tracking tape of the flight. Investigators were stymied by Italian military secrecy laws when they sought to clarify this mystery.

The issue is important because the DC9's flight was also monitored on normal air traffic radar at Rome's Ciampino Airport, where controllers saw the DC9 disappear from their screens. When Ciampino called Licola to give the alert it was told that Licola already knew about the accident and had sent air rescue squads to the site.

The critics of the previous investigation want to know how personnel at the Air Force radar station at Licola could claim not to have followed the Itavia flight if they knew of the aircraft's disappearance when Ciampino telephoned them.

A further question that the "wise men" want answered is whether NATO exercises were under way at the time in the area. The Licola station's explanation for the erasure of the flight's key eight minutes implied that some kind of maneuvers were under way at the time, but the Italian government has repeatedly denied that such maneuvers were taking place.

No one, however, denies that the French aircraft carrier Clemenceau was in the vicinity, although French officials have denied that its planes might have shot down the DC9 by accident. There have been allegations that the French carrier had Super Etendard fighter-bombers in the air on firing exercises against a drone target that might have crossed the path of the DC9, which was two hours behind schedule.

The other still lingering mystery about that June day in 1980 has to do with the possibility that a flight of Libyan jets might have been in the area.

This theory hinges on the discovery July 18, less than three weeks after the DC9 crash, of the wreckage of a Libyan MiG21 and the body of its pilot on Mount Sila in nearby Calabria, east of Sicily.

An Italian autopsy indicated the pilot had been burned to death in the crash and had died weeks before the wreckage was discovered. But a military investigation, overruling the initial report, concluded that the pilot had died of a heart attack on the day his plane was found.

The pilot's body was immediately shipped to Libya and the wreckage of the plane was impounded by the Italian military, which said that it had crashed after it ran out of fuel.

Last month's Cabinet report, however, sought to still all allegations that the crashed MiG might have been part of a Libyan flight that was intercepted by NATO planes on June 27, perhaps firing a heat-seeking missile that accidentally struck the DC9.

The Cabinet report said, without giving details, that "there are eyewitnesses who saw the MiG crash [on Mount Sila] July 18." But the Cabinet report also confirmed evidence from a 1983 analysis of the Ciampino air control tapes that an unidentified object, most probably either a supersonic fighter or a drone, had crossed the path of the Itavia DC9 shortly before it exploded.
Burmese Revolt Seen as Spontaneous

American experts say the upheaval seems long overdue.

"I don't think the Burmese were a people who wereことができる come to an end at an earlier point," said Mr. Silverstein, a political scientist.

U Nu, who led Burma from independence to his resignation in July of this year, led the country into isolation and economic run by following what he described as "the Burmese road to socialism." Mr. Badgley said this was an "autarkic ideology patterned after the economic systems of Czechoslovakia, Hungary and Poland.

Stalin's 'Ideological Framework'

It became clear as early as 1963 that Mr. Nu did not have high expectations of U Nu's ministry functions "in these days in Rangoon. Nevertheless, he said, the American Embassy in Rangoon said it was in touch with information about U Nu.

Protestors in cities and towns across Burma, including many students, are demanding the resignation of the president, U Nu, and the establishment of an interim government to pave the way for a multiparty democracy. Mr. Badgley said today that they had established a provisional government under the leadership of U Nu, who was ousted in the military coup 26 years ago, but diplomats in Rangoon said it was not immediately clear whether the maneuver would succeed.

Senator Daniel Patrick Moynihan of New York said President Reagan should take immediate action to withhold American aid from the Government of Maung Maung.

"At such time as a democratic government is established, we should re-lease the monies and offer increased support," said Mr. Moynihan, a New York Democrat.

The United States gave Burma almost $113 million in aid last year: $7 million for economic development, $5 million for drug programs and $250,000 for military training.

Moynihan Urges Aid Cutoff

Mr. Moynihan said the United States should not provide any more money to the Burmese Army because it had "murdered an average of 15 people a day." He also said the Burmese armed forces were "in a state of chaos and the Burmese people must be saved." The United States should also consider the possibility of transferring weapons to the Burmese people.

Diplomats at the Burmese Embassy here did not return telephone calls asking for comment on Mr. Moynihan's charge.

Discontent has been spreading in Burma for years. But Mr. Silverstein said the situation became intolerable for the Burmese people last September, when the Government took currency measures that had the effect of reducing the value of the Burmese kyat by 90 percent.

The Government said it had been and is spreading in Burma for years. But Mr. Silverstein said the situation became intolerable for the Burmese people last September, when the Government took currency measures that had the effect of reducing the value of the Burmese kyat by 90 percent. The Government said it had been spreading in Burma for years.

Experts Said to Find Missile

Downed Italian Jet in 1980

ROME, Sept. 9 (Reuters) - Experts examining the wreckage of an Italian jet that crashed into the sea near Sicily on June 27, 1980, have concluded it was probably hit by a missile, Italian news reports said today.

The DC-9 of the now defunct domestic company Alitalia crashed into the sea near Sicily on June 27, 1980, after an explosion.

The most common hypothesis, supported by several officials and experts, is that an American submarine, the Mediterranean-based Sixth Fleet, or an Italian jet scrambled to intercept a Libyan MiG-23 in Italian territorial waters, incidentally shot down the DC-9 after launching a heat-seeking missile.
DOE cites need for linear accelerators

The Associated Press

The Department of Energy should pursue the possibility of building a linear accelerator to produce tritium for nuclear weapons, as a prudent hedge against potential problems in developing new production reactors, a DOE report said yesterday.

Scientists at the Los Alamos, N.M., and Brookhaven, N.Y., national laboratories said they found the department's decision to build new reactors at the Savannah River complex in South Carolina and at the Idaho National Engineering Laboratory in Idaho Falls the "least technical risk approach to supplying the critical need for tritium."

"However, we believe it is prudent that DOE pursue other technologies for tritium production to provide potential alternatives as a contingency for the future," the report said. "One concept that appears to be particularly promising is the accelerator production of tritium."

An accelerator is essentially a long tunnel in which subatomic particles are whirled at high speed until they crash into a target, in this case lithium-6 in aluminum. The resulting reaction produces tritium — a critical element in nuclear weapons that increases the power of warheads, but decays rapidly.

The current supply of tritium is threatened by the crumbling conditions at the Energy Department's existing production reactors and weapons plants.

An accelerator could be built at any of the department's weapons production sites, but the report said the Hanford nuclear reservation in south-central Washington state "offers the potential advantage of low-cost available power and the grid capacity to power an accelerator facility."

The accelerator would require roughly 770 megawatts of electricity to operate.

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The current supply of tritium is threatened by the crumbling conditions at the Energy Department's existing production reactors and weapons plants.

While department officials have said that accelerator technology was too "immature" to be trusted, the scientists said the concept "builds on relatively mature, existing technologies."

The report said that in recent years there have been "major advances" in accelerator technology; in part prompted by the $500 million article in the Italian paper Il Messaggero also quoted the defense minister as saying the funding cut signals a significant restructuring of military spending. Il Messaggero said Zapone declined to give more details on the spending cuts.

WAN/NEW SECRETARY GENERAL:

Former Dutch Def/Min Willem Van Eekelem will be appointed as the new Secretary General of the Western European Union (WEU) in April, succeeding Alfred Cahen of Belgium, reported Jane's Defence Weekly.

An 18 March magazine article said that Van Eekelem will be officially confirmed after a meeting of the WEU defense ministers in London on 3 April.

(Summarized from transcripts and translations provided by SHAPE Public Information Office. Source material available from CNARS, 4881)

WALL STREET JOURNAL 21 MARCH 89 Pg.B8

Shell-Army Pact On Cleanup Is Put In Doubt by Ruling

By AMY DOCKER
Staff Reporter of THE WALL STREET JOURNAL

A little-noticed ruling by a federal judge in Colorado has created doubt about whether a proposed settlement of a waste cleanup dispute between Shell Oil Co. and the U.S. Army will get court approval.

If the agreement is not approved, Shell, a Unit of Royal Dutch/Shell Group may have to pay more than it was already expected to spend— as much as $1 billion. Shell's share of the cleanup costs as a result of the Colorado lawsuit is now reassigned from the Army on a site near Denver.

U.S. District Judge Jim Carrigan of Denver indicated in his ruling on Feb. 14 that he had been "tireless" in his efforts to resolve the conflict so far had prevented him from approving the proposed settlement between the Army and Shell over who should pay the cleanup costs.

The judge's comments regarding the settlement came in a separate case in which the State of Colorado alleges the Army has not sufficiently cleaned up military waste disposal pond has not been cleaned sufficiently thorough and is moving quickly enough. The state seeks to impose its own environmental regulations on the Army.

In his decision, Judge Carrigan denied the Army's request to dismiss suits, ruling Colorado served as an independent check on the Army's efforts. He explained that the EPA, "could not perform that function because the same Justice lawyers represented both the Army and EPA. The judge said the EPA's goal was to clean the site quickly and thoroughly, while it was in the Army's financial interest to spend as little money as possible."

In its motion for reconsideration, filed two weeks ago, Justice lawyers argued that they are not suit to the same conflict of interest that could serve as private attorneys.

David Anderson, lead counsel for the U.S., said no conflict existed and that both EPA and the Army were committed to cleaning up the Arsenal. A lawyer for Shell also said the company hadn't believed there was a conflict.

LONDON FINANCIAL TIMES 20 MARCH 1989 Pg. 2

Italy orders air crash inquiry

By John Wyles in Rome

The Italian air force has been ordered to set up an internal inquiry, following presentation of a preliminary report to confirm years of speculation that a missile was responsible for the loss of the Ilavia DC-8 which went down in the sea north of Sicily in June 1980.

"The accident to the DC-8 was caused by a missile explosion near the front part of the airplane," was the conclusion of a team of experts who nearly five years ago were given the task of explaining the disaster.

Since few air disasters have been investigated so little effect as the so-called Ilavia tragedy, in which 81 lives were lost, an authoritative conclusion may help break the wall of evasion, missing evidence and political irresolution surrounding it.

Both scientific evidence and the recording of the flight crew's conversation supported the missile explanation, says the report. The final word was spoken in the cockpit before this external explosion was "casual..." which suggests one of the crew was about to say "goodbye" to his colleagues. Two seconds later there was what "seems to have been an explosion outside the aircraft".

CRASH... Pg. 12
Committee muddies waters round air crash

By John Wyles in Rome

"Ustica, it's now an endless mystery," pronounced one Italian newspaper headline yesterday, on the results of the latest committee inquiry into the loss of an Italian DC9 with 81 lives in sea north of Sicily in June 1980.

The prime minister's office, not only not to back any explanation of why the aircraft crashed without warning, but it also cast doubt on the conclusions of other investigators that it had been hit by a missile.

Set up by the government last November when accusations were flying that an Italian or NATO military aircraft might have fired the missile, the committee exonerates virtually all previous suspects, including the Libyan air force.

Political reaction was suitably caustic, with a cross-party demand that the Italian parliament now set up its own inquiry. Most attention has focused on the report's conclusion that the possibility of a bomb explosion on board the aircraft should not be ruled out, despite the fact that techni-

High-Flying Drug Sentry Is Deflated

Loss of Balloon Puts Hole in Radar Shield

By Michael Isikoff

WASHINGTON POST (Final Ed.) MAY 24, 1989

A $19 million U.S. Customs Service radar balloon that is supposed to guard against drug smugglers along the Mexican border will be out of commission for five or six weeks after being hit by a swirling "dust devil" tornado that tore a hole of 15 or 20 feet in its surface.

The helium-filled balloon, which normally floats 10,000 feet above Fort Huachuca, Ariz., was damaged May 10. Its absence gives drug smugglers a virtually open invitation to fly across the southwest border from Mexico, according to federal officials.

"I've got a big chunk of 150 miles along the border with absolutely no [radar] coverage anymore," said Gerald Young, director of the Customs air branch in Tucson. "It definitely hurts our effort to stop the flow of narcotics across the Arizona border."

But some critics say the accident underscores the pitfalls of relying on the fragile balloons-called aerostats—to stop the onslaught of drugs.

"This is just hysterical," said Jack Blum, former chief investigator for the Senate Foreign Relations subcommittee on narcotics. "It shows how completely vulnerable these balloons are to weather. It confirms their worthlessness."

The Customs balloon program, code-named Project SOWRBALL for Southwest Radar Balloon, has been one of the more expensive and controversial of the federal government's efforts to interdict drugs at the border. The agency has planned what it calls an "electronic picket fence" of six balloons stretching from the Gulf of Mexico to the Pacific that will cost in excess of $100 million over the next several years.

But the Fort Huachuca balloon, the first one launched in Project SOWRBALL, has proven less than successful in actually snaring drug planes, according to critics. Only three marijuana-smuggling aircraft have been caught by Customs officials in Arizona since the balloon went up in the fall of 1987, Young said. No cocaine-carrying airplanes have been apprehended.

But some Drug Enforcement Administration officials, believe the real reason for the low success rate is because the balloons are frequently grounded by Customs officials nervous about the blimps being damaged by turbulent weather.

In this incident, Customs officials got reports of heavy winds in the area of Fort Huachuca on the afternoon of May 10 and brought the balloon down, but it was hit anyway by the tornado, ripping a hole in the helium bag.

A spokesman for Westinghouse Defense Electronic System Co., which manufactures the radar balloon, said the damaged bag arrived yesterday at the firm's factory in Elizabeth City, N.C. Young said he had heard repairs could cost as much as $1 million, but the spokesman declined to comment on the report.

U.S. probe into alleged ties with South Africa

Multi-billion Tadiran deal jeopardized

By JUDY MALTZ

A multi-billion dollar Pentagon contract won by Tadiran last year could be jeopardized by an investigation launched this week in Taillahassee, Florida, into the company's alleged ties with South Africa.

Tadiran is about to complete construction of a manufacturing facility in the capital of Florida, where it plans to produce the highly sophisticated military communication systems ordered by the U.S. Army.

The city had agreed to put up $2.8 million, virtually the entire cost of setting up the plant, in order to promote Tallahassee's economic development.

But anti-apartheid activists in the city say they have been assured by the municipality that measures will be taken to force Tadiran out if their evidence concerning the company's Pretoria connection is confirmed. The Pentagon contract in question is one of the largest ever won by an Israeli concern.

Tadiran's spokesman last week denied that the company was still selling to South Africa.
Italy Investigates 1980 Airliner Explosion

By Jennifer Parmelee
Special to The Washington Post

ROME, May 13—A magistrate today told 15 military officers they will be investigated in a suspected cover-up of an explosion that destroyed an airliner over the Mediterranean in 1980, killing 81 people.

While the magistrate’s notification is only a preliminary step toward bringing charges, it was the first concrete move by Italian authorities toward pinpointing the puzzling circumstances surrounding the crash nine years ago. The notices were issued at the request of Rome’s prosecutor, Giorgio Santacrocce, and will require the officers to cooperate with his investigation.

The most widely held—and potentially most explosive—of numerous hypotheses is that the plane was shot down by a NATO air-to-air missile. The judge’s investigation to date leans heavily toward that theory.

But military officials, including Defense Minister Valerio Zanone, have denied military duties,” wrote columnist Giorgio Bocca. “But when it comes to blocking attempts to ascertain uncomfortable truths, they function like a Swiss watch.”

The charges to which the officers will presumably eventually have to answer include false testimony and destruction of evidence. The officers were on duty at radar stations at Lecce, near Naples, and the Siclian port of Marsala on the night of June 27, 1980, when the plane plunged out of a clear summer sky and into the sea near the island of Ustica.

DALLAS TIMES HERALD JUNE 11, 1989 Pg. 26

Congress right about FSX deal

C ONGRESS HAS TAKEN A LONG, hard look at the proposed deal between Japan and the United States to develop a short-range fighter of the future and found it wanting.

“The House this week joined the Senate in disapproving the deal worked out by the Bush administration authorizing the codevelopment of the FSX fighter. The votes are insufficient to stand up to a presidential veto, so the controversial deal will prevail. But Congress was correct to note the flaws in the international agreement.

The FSX is a deal which shouldn’t have been made. It is based on the erroneous assumption that Japanese, if left to their own devices, can build better high-tech products than Americans.

But when it comes to world class, hard performance, combat and commercial aircraft, American firms rule the skies. In combat craft, the computer source codes integrate the weapons and maneuvering systems are unmatched by any other.

However, instead of purchasing the F-16, the world’s best fighter, Japan decided to build its own. The Reagan administration assumed Japan could build a better jet within a decade and pleaded for the right to participate. President Bush pressed for a better deal calling for American participation in about 40 percent of the development and production of the multi-billion dollar project.

The deal is just a non-binding “memorandum of understanding” between the Secretary of State and the Japanese ambassador to the U.S. The new Japanese administration can forget it once it receives the critical American technology.

It would have been better to let the Japanese try to compete on an equal plane with American technology. Since they did not occur, at least Congress has stated where American interests lie.

X-30...

from Pg. 8

staff. “The National Aerospace Plane program is clearly a model of how American firms must work together to meet the competitive challenge posed by Western Europe and Japan.”

Potential foreign competition has become a critical lobbying point of aerospace companies in the spaceplane program. They point to a $16 billion, 20-year commitment by the Japanese to develop a hypersonic program into a 25-minute in-flight, space-transport vehicle by West Germany for its Sanger space-plane program, and an aggressive push by the Soviet Union into hypersonics as well.

The National Aero-Space Plane is "the kind of program that the country needs to keep our pre-eminence in the industry," said Hershel Sams, vice president and general manager of the spaceplane program at McDonnell. "By the 21st century shuttle technology will be 30 years old."

The budget battle in Washington is causing the aerospace contractors involved in the spaceplane program to rethink their commitments to it. They predict that the program will be delayed even if all of the funding is restored.

"There is no question that the confusion caused by the funding flux will slow the program down," said Rocketdyne's Weisberg.

During the wait, Rocketdyne has put on hold its construction of a $16 million hypersonic shock tunnel, a test facility to simulate orbital-speed conditions that would be 40 times larger than the hypersonic testing capabilities of McDonnell. "It is up in the air, but it is not canceled," Weisberg said.

Meanwhile, officials at General Dynamics and McDonnell Douglas say they are proceeding normally on their spaceplane work. McDonnell has about $280 employees working on the program, with most at McDonnell Aircraft Co. in St. Louis. General Dynamics has about 250 people working on the program, with most of those in Fort Worth.

TT...

from Pg. 9

sign and develop advanced radar systems for both the Navy's and the U.S. Air Force's next-generation aircraft.

A team of TT and Westinghouse won radar contracts from two industry teams competing to build the Air Force Advanced Tactical Fighter. The contracts could be worth billions when the fighter moves into production.
Despite cuts, Soviets seen stronger

By Rowan Scarborough
WASHINGTON TIMES

The Soviet Union, despite promises of a 14 percent cut in defense spending, continues to modernize its nuclear arsenal and produce fighter aircraft that nearly rival U.S. capability, Air Force Secretary Donald B. Rice said yesterday.

In those areas, "we certainly don't see any change downward. We don't see any reflection of their espoused defensive philosophy," Mr. Rice said, during an interview with the editors and reporters of The Washington Times.

Mr. Rice said cuts in Soviet defense outlays would not translate into a less potent force. "In fact, there is nothing that we believe they're headed at this point, that while they're going to be reducing numbers, they're going to be increasing the average quality of the remaining conventional forces in Europe," he said.

Asking if the Soviets were engaging in "strategic deception" in promising budget cuts, Mr. Rice said: "I would put it down to strategic deception on the Soviets' part. ... I think we have to be realistic enough to see what's going on in the Soviet Union. While it heads in many ways in the direction we want, I believe, the over-riding factor is that it's beyond our reach."

Mr. Rice, like other top Pentagon officials, is grappling with fundamental change in the defense business. Peace signals from the Soviet Union and domestic pressure to cut the budget are forcing service secretaries to do more with less.

Mr. Rice, who was president of Rand Corp. before becoming Air Force secretary in May, is conducting a management review to see if he can weed out duplication in tasks and speed up weapons procurement.

"We're going to be upping the ante on acquisition of some of our acquisition activities. You'll be hearing more about that before too long," he said. "We're looking at changes in how we do pilot training. We're looking at agile, strategic forward-streamlining and cutbacks in overhead."" he said.

Mr. Rice defended two major weapons systems under fire on Capitol Hill, the $70 billion B-2 Stealth bomber program and $45 billion Advanced Tactical Fighter (ATF).

The House Appropriations Committee has scrapped all 1989 funds for the next-generation ATF, charging mismanagement by the Air Force.

Mr. Rice, while saying some criticism "did merit attention," charged the committee's harsh language was "so much of the preliminary ATF money and earmarking it for other projects that lawmakers favor. "I think that to some extent that program got caught in the heat of that kind of need within the committee," he said.

The House has proposed cutting back production on the B-2 until operational tests prove the radar-evading plane works.

The B-2 is necessary, Mr. Rice argued, to assure that the United States continues to have a bomber capable of penetrating Soviet air defenses and retaking against a Soviet reactor.

"The Soviet Union has made a tremendous investment in air defenses," Mr. Rice said. "We have almost none in this country. We have very light air defenses in this country, which means we give Soviet bombers and cruise missiles essentially a free ride into U.S. air space."

Asked if that Soviet investment in air defenses would make the B-2 obsolete, Mr. Rice said the Air Force set up an "anti-stealth red team" in light of questions about the program's survival.

"The mistake of the B-2 group has been to figure out how to beat stealth. It has not been able to do so," he said.

Air Force proceeding cautiously in spy probe of captain

By Bill Gertz
WASHINGTON TIMES

The Air Force used "reasonable judgment" in launching an investigation into suspected espionage by an Air Force captain with access to U.S. electronic intelligence and security secrets, Air Force Secretary Donald R. Rice said yesterday.

Mr. Rice also indicated that the Air Force was cooperating with the FBI in the case of Capt. John Vladi mir Hirsch, an electronics engineer based until July with an intelligence unit in West Berlin.

Mr. Rice said the Air Force was cooperating fully with the appropriate legal authorities, as well as conducting our own investigation, but none of that is completed yet, Mr. Rice said in a lunch interview with the reporters and editors of The Washington Times.

An FBI spokesman acknowledged that the bureau is investigating the case, but he declined to comment on the specifics of the case.

Capt. Hirsch, 33, was transferred July 31 from the 969th Electronic Security Wing at Tempelhoff Central Airport in West Berlin to the headquarters of the Electronic Security Command at Kelly Air Force Base in San Antonio.

Pentagon officials said last month that Capt. Hirsch earlier had been subjected to a polygraph, or lie-detector, examination as part of a routine security check and that the test indicated deception with regard to questions about espionage.

Investigators also found classified documents in a car belonging to Capt. Hirsch, an apparent violation of security rules, and discovered bank accounts totaling more than $120,000.

Capt. Hirsch also had traveled to Austria, France and Italy in recent months.

The combined circumstantial evidence provided investigators from the Air Force Office of Special Investigations with a standard profile of an espionage suspect, officials said.

After initial press reports of the case, some Pentagon officials appeared to be defending the allegations and relatives of Capt. Hirsch were quoted in published reports as saying the officer, born in Czechoslovakia, was frugal and probably accumulated the large bank deposits over several years.

But Mr. Rice said yesterday: "I would say it was a reasonable decision, from what I've seen, to initiate an investigation." He declined to elaborate on the information that triggered the probe.

He said it was "unfortunate" that such the maneuvering of the information about the case was made public.

"Because it was clearly premature and piecemeal," he said. "And depending on how the whole thing evolves, that could turn out to have been detrimental to the individual for no good reason. But I do think it was a reasonable judgment to initiate an investigation."

Pentagon officials said Capt. Hirsch declined to take a second lie-detector test and requested legal counsel. He is suspected of passing secrets to the Soviet Union, officials said.

At Tempelhoff, Capt. Hirsch was chief of the engineering and installations branch of the electronic listening post and was responsible for servicing and installing the base's communications systems.

He held a top-secret security clearance that would have provided him with access to U.S. electronic monitoring operations and capabilities, as well as information about the codes used to scramble U.S. and NATO communications.

Tech. Sgt. Edward Rasco, a spokesman for the Electronic Security Command, said yesterday that Capt. Hirsch remains confined to Kelly Air Force Base during the investigation.

Air crash mystery deepens

ROME (Reuters) — Military radar operators have started a political storm with new evidence of a mysterious 1980 Italian plane crash that contradicts statements by generals and ministers and fuels allegations of a cover-up.

The evidence given to magistrates Tuesday by three air force sergeants contradicted repeated official statements saying military radar operators did not see a plane crash.

It broke a wall of military silence over the deaths of 81 people in the crash on a domestic flight of a DC-9 airplane in the sea off Sicily in June 1980.

The evidence also revived pre-
Italian Think Tank’s Report Suggests U.S. Military Role in 1980 Airliner Crash

BY LAURA COLBY
Staff Reporter of The Wall Street Journal

While Italy—Nine years ago today, an Italian passenger plane on its way from Palermo to Bologna crashed into the sea near the Sicilian island of Ustica, killing all 41 people aboard. The cause of the crash has never been determined.

Now, a report by an Italian think tank puts forward a controversial theory: The plane likely was shot down by a SIDEWINDER missile. The only force in the Mediterranean that certainly had such a missile in June 1980 was the U.S. Sixth Fleet, the report adds.

The U.S. always has denied any responsibility for the crash. A spokeswoman for the U.S. Embassy in Rome reiterated American statements that no U.S. fighters were flying over the area at the time of the crash. The only U.S. aircraft carrier in the Mediterranean at the time, the USS Saratoga, was in port in Naples, she said.

In Washington, a Pentagon spokesman said: "We did not have any body in the area."

In the nine years since the so-called Ustica disaster, the crash has been one of Italy’s most talked-about mysteries. Many people, including Italy's investigating magistrates, politicians and the victims' relatives, believe there has been a cover-up: crucial military radar records at two separate monitoring posts near the area disappeared shortly after the accident.

But while a cover-up would be protecting has never been clear. Speculation on the cause of the crash has ranged from a terrorist bomb to a Libyan missile to a tragic mistake by Italy's own military. So far, nothing has been proved.

The new report, by the environmentalists-supported Research Institute for Disarmament, Development and Peace, doesn’t speculate as to why or how a U.S. fighter could have fired on a commercial airliner. It says an investigation into the report says: "We're not trying to accuse anyone of anything. We are just hoping that after all these years, we can help the truth to come out."

Boeing Acknowledges Inquiry by Pentagon Over Its Accounting

SEATTLE—Boeing Co. confirmed that it's being investigated by the Defense Department in connection with its accounting practices on certain research and development work.

"The investigation is ongoing, and we're cooperating," a spokesman for the aerospace concern said. He declined to comment further.

In Washington, Pentagon officials also declined to identify the specific projects and documents involved.

It also isn't clear how much money the investigation involves.

Over the weekend, the Seattle Post-Intelligencer reported that, according to internal company memos, the program un-

AVIATION WEAK & SPACE TECHNOLOGY

DEFENSE ADMINISTRATION OFFICIALS worked out a tentative agreement last week that is expected to lead to at least a partial restoration of Fiscal 1990 funding for the National Aero-Space Plane. Deputy Defense Secretary Donald J. Arwood, Air Force Secretary Donald Rice and National Space Council Executive Director Mark Albrecht agreed that the program should remain focused on building a single-stage-to-orbit research vehicle, with the Air Force as the prime program manager. The Defense Dept. originally zeroed the service's budget, then reinstated $100 million for the project pending the recommendation of the National Space Council, which is due this week. The House Armed Services research and development subcommittee voted to restore next year's Air Force funding for the program to its original $300-million level. But NASP advocates believe funding still may be limited to about $200 million, which would slip the program about a year—the maximum delay acceptable to industry participants.

France Planning to Rejoin NATO

Exclusive French sources have informed The Wall Street Journal that France is planning to rejoin NATO, and that it has told NATO officials, through its permanent ambassador to the organization Gabriel Robin, that if its conditions were met it could, as a first step, play an active role in NATO's Air Command and Control System (ACCS). This system is scheduled to come into service in 1991. NATO has signed important contacts with such French companies as Thomson-CSF, Informatique de Systèmes et de Reseaux (ISR), and Sina-Alcatel for ACCS's development.
Chi lanciò nell’80 il missile sul DC 9 dell’Itavia?

USTICA, MISTERI SENZA RISPOSTA

Sono ancora molti i lati oscuri che l’inchiesta disposta dal ministro Zanone dovrà chiarire. Come la nazionalità del missile che ha abbattuto la sera del 27 giugno ’80, il DC 9 dell’Itavia. Indagheranno otto esperti dell’Aeronautica militare, che affiancheranno la loro opera a quella dell’altra commissione istituita dal presidente del Consiglio De Mita. Un passo in avanti, intanto, è stato fatto: i periti del Tribunale hanno stabilito che la scia di Ustica fu provocata da un missile, e non è poco se si tiene conto che per giungere a questa conclusione ci sono voluti ben 9 anni.

In tutta questa tempo le ipotesi che si sono fatte sono molte. All’inizio qualcuno aveva parlato subito di un esplosivo. Un po’ alla volta era emerso che le tracce del cosiddetto T4 (questo, come è emerso da alcune perizie, il tipo di esplosivo usato) fossero di provenienza esterna. E si era ipotizzata la pista di un missile, lanciato chiusa da chi.

Ma non esisteva alcun riscontro oggettivo. Mancava la registrazione radar, sia di Marsala che di Licola, due basi militari che dovrebbero controllare la sicurezza dei nostri cieli. La verità restava a 3500 metri di profondità con la carcassa dell’aereo italico. Rimanevano solo le tracce rilevate da Ciampino: l’unico centro radar ad aver registrato sulle acque del DC 9 la presenza di aerei supersonici, Quale interpretazione dare? Come spiegare quelle pressioni misteriose? Era l’esperto americano John Macidull, il primo ad aver analizzato le registrazioni di Ciampino, a rilevare l’esistenza di un oggetto («si comportava come un caccia»), che prima dell’esplosione vira verso Est. Successivamente, due oggetti volanti attraversano l’area del disastro «ad alta velocità». Quella sera l’ipotesi non è una novità: potrebbe essere stata una battaglia aerea, conclusasi tragicamente per un banalissimo errore. Il missile potrebbe essere finito sul DC 9, strizzato da una fonte di colore maggiore rispetto a quella del cacci. Ma è solo un’ipotesi. Proprio quella sera del disastro – qualcuno fa poi notare – nei cieli di Ustica la flotta americana era in stato di allerta. Poche ore prima del volo Itavia, nel Mediterraneo era transitato l’aereo dell’allora Presidente Carter. Nel Golfo di Napoli era ancorata la portaerei Saratoga. In questa circostanza, qualcuno parla di una sfida aerea intrapresa tra gli Avacs americani e due Mig libici. Intanto, la commissione istituita dal presidente del Consiglio, che avrebbe dovuto consegnare i risultati il 7 marzo scorso, ha avuto una proroga di 3 mesi, mentre i legali dei familiari delle vittime hanno annunciato una serie di iniziative. Tra queste, c’è la rilevazione di un dibattito alla Camera, mentre al giudice istruttore Bucarelì si chiede il rispetto del termine massimo di due mesi dal deposito della perizia tecnica, per la conclusione del’istruttoria. Al giudice è stato anche consegnato un elenco di nominativi di alcune persone sospettate dagli avvocati di essere responsabili di depistaggi o di occultamenti e distruzione di prove.
I misteri di Parigi

Piahsa Bianco - Luigi Irdi

Cosa c'era di misterioso nella gara di appalto che assoggetta alla discussione del Consiglio. «Sono stato lo spingere per la verità», ha ricordato pochi giorni fa il segretario socialista, intuendo anche che «c'è un cavo che non può dire altro dettagli. Il riferimento, non troppo velato, è per Giovanni Spadoni e per il suo governo (dura
to fino al dicembre '82) che non fu capace di trovare i fondi.

La patria parte dunque al recupero del relitto e la giustizia sembra avvicinarsi alla sua obbiettivo. Ma ecco che l'intero si complici di nuovo. Chi deve recuperare dell'operazione? Chi tirerà su l'aereo? Si tratta di un aero sovietico, caduto nel cielo italiano, quasi sicuramente abbandonato da un missile. Anzi, sia Craxi sia Amato ne sono arciconfidenti. Bettino ha raccontato: «Ho rotto nel 1968 la istituzione di forti affari, ho chiesto chiarimenti all'amministrazione militare e ai servizi segreti. Mi sono convinto che è stato un missile da guerra».

La gara di appalto, in realtà una semplice trattativa privata, viene vista dalla società americana come partecipazione all'azione di ricerca. Il contratto è stipulato con il giudice istruttore Vittorio Bucarelli in quel momento rappresentante lo stato italiano. Gli motivi ufficiali sono due: primo, l'offerta dell'Irmer è considerata economicamente ragionevole. Secondo l'Irmer è la ditta più attrezzata a tecnologicamente avanzata per simili operazioni. Tutto logico.

Ma invece no. In primo luogo è chiaro che nel recupero del DC9 c'è un forte interesse nazionale. Soprattutto se ad abbattere l'aereo è stato, come ormai sembra fuoriuscire dal vicino, un missile straniero. E' già curioso quanto questo aeroporto, venga affidata a un passaggio che, a torto o a ragione, è compreso nella lista dei sospetti. Secondo non è che il francese dell'Irmer fossero allora gli unici in grado di tirare su il relitto. Gli americani avevano offerto la loro collaborazione. Anzi, proprio il governo Craxi aveva preso contatto con l'ambasciatore americano a Roma. E il governo Use aveva messo a disposizione un sommiergibile da alte profondità per fotografare e rilevare le coordinate del relitto. La missione americana ebbe luogo. Ma la sommervi bilde scattò le fotografie e localizzò naturalmente i relitti. La collaborazione Use si interruppe. Il messaggio degli americani fu chiarissimo. Racconta un perito della commissione d'inchiesta del ministero del Trasporto: «Ci fecero sapere che in questa storia, una volta eseguiti i rilievi, non volevano più entrare. Ciò che tuttavia rende sospetta tutta la vicenda e che ha sollecitato l'attenzione dei nostri 007, è il silenzio assoluto con cui all'epoca venne esclusa, forse troppo obbligatamente, l'offerta della società italiana Salesfem, del gruppo ERI.

Ha dichiarato l'Europa che il presidente della Salesfem Giovanni Del
or, democristiano: «In questi giorni scrivemmo una lettera a presidenza del Consiglio per offrire la nostra disponibilità all'operazione. Nessuno ci ha mai risposto. Il magistrato preferì l'Irmer. Noi, una ditta italiana, avremmo potuto farlo. È vero: non avevamo un battello in grado di salvare a quel punto di condizione, ma avremmo potuto benissimo trovarlo sul mercato, noleggiarlo, magari della stessa irmer. Invece fummo esclusi. Perché no?

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Ha dichiarato l'Europa che il presidente della Salesfem Giovanni Del
or, democristiano: «In questi giorni scrivemmo una lettera a presidenza del Consiglio per offrire la nostra disponibilità all'operazione. Nessuno ci ha mai risposto. Il magistrato preferì l'Irmer. Noi, una ditta italiana, avremmo potuto farlo. È vero: non avevamo un battello in grado di salvare a quel punto di condizione, ma avremmo potuto benissimo trovarlo sul mercato, noleggiarlo, magari della stessa irmer. Invece fummo esclusi. Perché no?

Ecco, papa, e in questo luogo è stato il nuovo e il governo Craxi è stato il forte interesse nazionale. Soprattutto se ad abbattere l'aereo è stato, come ormai sembra fuoriuscire dal vicino, un missile straniero. E' già curioso quanto questo aeroporto, venga affidata a un passaggio che, a torto o a ragione, è compreso nella lista dei sospeti
colti dalla marina statunitense oppure no?

Nel marzo della congelazione che, per otto anni si è affollato intorno al ministero del Dc9, non può essere un caso se i nostri servizi di informazione hanno oggi riesumato i documenti relativi all'appalto Irrefr

mer. Proprio oggi che rispintra la pi

sta di un caccia traslato. I servizi segreti italiani stanno inseguendo una possibile pista francesa.

Sin dal giugno 1980, quando l'a

viono del Dc9 di Londra arrivò a essere tenuto per l'ipotesi di un missile sparato da un caccia decollato dalla portaerei francesse Clemenceau, il governo di Parigi fece notare che la portaerei, il 27 giugno di quell'anno, aveva dato fondo all'ancora in porto di Tolone proprio quella mattina e che addirittura i suoi aerei da combattimento erano rientrati in patria il giorno prima. I francesi aggiunsero che, in

ogni caso, il caccia Super Etendard non hanno un'autonomia operativa in grado di farli volare fino a Ustica.

Test sottoscritti anche dalla Difesa italiana. Dimenticando tuttavia che, più o meno, una portaerei francesi risponde di base in Corsica e quindi in pieno Tirreno centrale. Secondo che nella base corsa di Calvi, ha il suo quartier generale il reggimento Onzieme Choc, un reparto speciale abili
to a sofisticate operazioni belliz
dici di pronto intervento. Anche a

forno russo.

Quale comprensione, inoltre, deve essere stata tra i servizi segreti italiani e francesi all'epoca dell'inci

dente. Al Siami (Servizio informazioni militari) che 24 ore dopo la scia
ghe chiedeva chiarimenti ai servizi segreti francesi (Cèdeno), il conte Ale

xandre De Marencbes, capo delle spie di Parigi, evitava addirittura di rispor
dere. Il governo francese ha però
tardato negato di aver mai ricevuto il fonogramma dei Siami. Qualcuno di certo, tra i due, ha mentito.

Fatto è fuor di discussione. Se c'è stata una vasta opera di coper
tura della verità, questa è commisca
ta un minuto dopo il disastro di Ustica. I servizi segreti italiani dell'epoca hanno sempre mostrato scarso entusiasmo nell'esaminare la testa dei missili omicide, di qualunque naziona

lità esso potesse essere.

Ha dichiarato il 30 settembre 1986 davanti alla Camera l'allora soste


maniera più assoluta. Ustica fu conosciuta, un fatto di cui non era ne

cessario occuparsì a livello di intelligenza».

Tuotto questo è, a dir poco, molto strano. Tanto più che il 27 giugno 1980 c'è al centro di una successione di

giorni in cui nel canti del Mediterraneo c'era un viavai infernale di capi di Stato, generali, ministeri degli Esteri. L'allora presidente degli Stati Uniti Jimmy Carter scorrevano da Roma a Madrid a Lisbona. A Venezia si chiudeva, il 23 giugno, il vertice dei sette paesi più industrializzati con brevi appendici vacanze dell'isignora Thaucher e di Ciscard d'Estaing. E proprio il 27 giugno, giorno della sciagura, lasciano Ankara a Torino e Turinchi i mini

stri degli Esteri della Nato che si sor

no scappigliati sul problema degli euromissili strategici. Compreso il

ministro degli Esteri italiano Emilio Colombo che volesse fare casa.

È chiaro che, con simili traffi

ci, di questo tipo, i mini


È un punto, questo, non sufficientemente approfondito. I servizi seg

reti tecnologicamente avanzati (e nel 1980 non era questo il caso italiano) disponendo di sofisticate stazio

ni di ascolto dell'etero e di intercet

tazione delle comunicazioni. La Gran Bretagna può contare sul «Government communication head

quarters», con sismia addetti, con

una base principale a Cheltenham e basse disseminate dappertutto, sor

tratto nel Mediterraneo. Davanti a cap, per esempio ad Akrotiri e Cip

uro, più altre sconosciute. Gli americani hanno la Nsa (National security

agency) co un bilancio superiore di sei volte a quello della Cia. Analoghi servizi hanno i francesi, i tedesch, gli israeliani. Si tratta di stazioni in funzione ventiquattro-ore su ventiquattro.

Poteva che nessuno abbia car

turato le ultime comunicazioni ra

dio del Dc9 e, soprattutto, del cacc

cia assaggio e la sua base? Ed è

credibile che nessuno di questi servizi segreti avesse saputo come merce di scambio, queste inter

cettazioni?

Sono tutti elementi che contribu

iscono a mettere la testa di una co

ertura organizzata della verità. Per

che osservazioni bastano a capire l'enormità degli interessi che agiscono come spinte contrapposte nelle indagini. Ci è un paese, con la sua aeronautica, responsabile della morte di 81 persone, che manovra e traggia affinché ogni prova venga cancella

Circa i politici che hanno dato forza all'ordinanza ai militari italiani per superiori motivi di inter

esse nazionale. O se i militari che forse hanno taciuto la verità al
Il Dc9 abbattuto. L’ambasciata Usa a Gheddfafi: «Falsa insinuazione»

Scende in campo anche Gell

Su Ustica l’ex venerabile lancia messaggi in codice

GIAMPIERO BELLÀ

Un grumo fuso d’artificio pieno di luci sfavillanti. E la sensazione che stia per avvicinarsi il fiore finale. Sulla tragedia di Ustica nelle ultime 48 ore, dopo essi assi di silenzio, devastazione e commozione, sono fioriti gli interrogativi più stravaganti di fronte alla paralisi tra politici e militari. Ha fatto registrare un rapido inizio di lavoro per la verità. Il leader uscita, Gelli, ha fatto registrare la loggia masonica dada una nuova versione del buco del la registrazione: 14 minuti. Come fa a saperlo?

□ Il capo della loggia masonica dada una nuova versione del buco della registrazione: 14 minuti. Come fa a saperlo?

□ Navi italiane e francesi erano impegnate nel 27 giugno in Sardegna. «Ma tornarono in porto la mattina», precisa la Difesa.
Il Giornale - L'aereo sargese decollato da Giola del Colle e atterrito poi in Sardegna

Roma - Non fu americano il missile killer di Ustica, e il mistero della verità non sta a Washington. Lo rivela il professor Antonio Ghedda, ex presidente dell'Istituto per la storia dei disastri dell'ambasciata americana a Roma, e non assistente alla conferenza stampa sul missile nell'ambasciata francese.

Ghedda e i suoi colleghi affermano che i suoi dati sull'esplosione del 20 giugno 1980 sono falsi e che i tesi americhe sono false e che il missile killer è stato lanciato a terra dalla Francia.

Inoltre, Ghedda smentisce che il missile killer è stato lanciato a terra dalla Francia, ma afferma che l'esplosione è stata provocata da un missile lanciato da un aereo francese durante un'esercitazione militare.

Il professor Ghedda smentisce anche i rapporti delle autorità italiane che affermano che il missile killer è stato lanciato a terra dalla Francia e afferma che l'esplosione è stata provocata da un missile lanciato da un aereo francese durante un'esercitazione militare.

Di fronte a questi argomenti, i giornalisti hanno chiesto al professor Ghedda di smentire i dati americani e di fornire le proprie testimonianze. Ghedda ha risposto che i dati americani sono falsi e che l'esplosione è stata provocata da un missile lanciato da un aereo francese durante un'esercitazione militare.

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La strage di Ustica potrà far tornare la poltrone dei politici? Il sottosegretario liberale alle Finanze Stefano de Luca, il quale da tempo afferma...
PERITI ACCUSANO

di Pierluigi Ficoneri
Mario Scialoja

Nelle duecento pagine di appunti già consegnate ai giudici, gli esperti riferiscono tutti gli elementi a sostegno della tesi che il DC 9 dell'Alitalia fu abbattuto da un missile. E qui riveliamo il contenuto del dossier finora segreto.

La storia del missile sparato contro il DC 9 può essere un'epopea, precisa il comandante Flantilli, ma non è più permisso di svelare qualcosa in cui un missile

eccedere un fatto accertato, ma solo una delle possibili ipotesi. La nostra relazione al magistrato contenente un vangestro di ipotesi è considerata restrittiva. Ma è anche detto che il caccia che ha sparato il missile fosse italiano, ma questa è un'ultima ipotesi per la versione fornita del piano sonoro e anche del fatto che le comunicazioni con i nostri americani e francesi hanno smentito in presenza del loro servizio militari in qualcosa ma ora è il momento dell'incidenza approntata per evitare il colpito di quell'incidente dall'emissione mercato. Valtutti, ma non è più permisso di svelare qualcosa in cui un missile

sospetto dell'attacco. Le analisi del missile sparo dell'Alitalia dimostrano che si trattava di un missile presso la posizione del DC 9, ma non è più permisso di svelare qualcosa in cui un missile

in segnale di un missile sparo dell'Alitalia. Se TAKE OF, secondo la versione ufficiale, in 60 giorni dopo le 1 a 2 ore della Missione della Alitalia (Ndr.) avrebbe lanciato un missile per errore sul muro del DC 9. Del resto, continua il commissario dell'incidenza, a metà di velivolo-barricate, il moralista si mo-

tre a mio parere significativo poco: ma risulta che in quella zona sia-

no stati ripetuti i raid di tre droni; lo stesso si ha con le squadre di agenti di Interpol, che procedevano in rotta parallela al DC 9 e a velocità ben superiore (700 miglia) prima di scendere all'acqua di linea, usando una tipica camorra di attacco, per poi scampare verso est.

Inoltre, aggiunge il commissario, che i velivoli odierni non possono scampare alla caduta di un missile, che la caduta del DC 9 ha avuto un impatto diretto sul velivolo a ma-

no di azione: "non c'è che spazzatura del mare", dicono, aggiungendo che quel presunto stato di recuperare dati è solo una teoria della filosofia di caducità.

Da parte certa, dunque, le ipotesi che si muoiono dall'altra le due: Valtutti, qui si avviano due ipotesi che hanno permesso ai suoi periti italiani e agli esperti del Rapide (Royal aeronautical research) di escludere il primo con evidenza.

A bordo del DC 9 non vi è stato un attacco "inspiegabile" (provocato da un ordigno collocato all'interno), ma un "sterminatore" (prodotto da una missione di caccia). Ciò risulta dalle impresse svolte all'esterno e all'interno dell'aeronautica militare e da interventi di ricerca e di prova in vari velivoli usati e non usa- ti, che inoltre con i programmi di ricerca e di pezzi, l'intervento è stato nel campo di una mancanza di attacco.

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Manfred Wöbner nega che l'Alleanza sia coinvolta nella sciagura del DC-9

"Ustica la Nato non ha colpe"
Il Messaggero
Lagorio: «Sì, fu Formica a ipotizzare il missile»

11. Novembre

Il deputato socialista, che oggi presenta la commissione Debon, esclude che sia stata l'ombra di un accordo tra i due vertici militari.

Niente accordo connesso con l'indicazione di Formica alla Camera. Quando il De-Sta fu abbandonato, il 27 giugno 1980, era il ministro della Difesa del governo Cossiga. Quando e come fu informato e cosa fece?

Ebbi subito un rapporto dei vertici militari e riferii poco dopo alla Camera.

E' vero che fu il primo a segnalare l'assenza di alti vertici difensivi?

Due giudici di quelli che sono, a Parigi, un'incisione di quella sentenza e un documento del sequestro di tutte le registrazioni e i documenti del centro di Marsala e chiesi ai carabinieri di eseguire quell'ordine. I carabinieri chiesero al ministero della Difesa se tra queste cose ce ne fossero di coperto dal segreto. Mentre mi accolsero e risposero che non potevano essere fornite informazioni sul sistema complesso della difesa. Notai che non erano coperte da alcun segreto le registrazioni, seppi che lo stato maggiore della Difesa aveva conseguito tutte le registrazioni al giudice.

Nel nostro stato di Marsala c'era un buco di otto mesi decisivi. Fu conseguito anche il nostro di Lagorio che avrebbe dovuto vedere tutta quella cosa e occadere la cosa nel caso di Base Terza.

Questo non lo so. Se i vertici militari chiesero l'ordine di avere tutte le registrazioni, il quale è stato fatto dall'insegnamento ministero dei Trasporti e alla magistratura, e ciò non per gestire la missione della Difesa, ma perché si avesse un atto dovuto e servito.

Dovrebbe però sapere se i vertici militari erano in grado di vedere.

E' vero che fu il primo a segnalare l'assenza di alti vertici difensivi?

Oggi il ragazzo del servizio, il buco del noto di Marsala, il Cottini, fu in tv a mostrare le sue notizie di quel momento.

Alla fine del servizio, il ragazzo di Marsala, chiede al ministro della Difesa se tra queste cose ce ne fossero di coperto da segreto. Mentre mi accolsero e risposero che non potevano essere fornite informazioni sul sistema complesso della difesa. Notai che non erano coperte da alcun segreto le registrazioni, seppi che lo stato maggiore della Difesa aveva conseguito tutte le registrazioni al giudice.

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Nuove inquietanti ipotesi sulla tragedia che nel 1980 si consumò nel cielo di Ustica

**Aereo con vip Usa sulla rotta del DC9**

Obiettivo del missile forse doveva essere il «segretario» di Carter

Ustica, quattro "tracce" misteriose

Il missile assassinio doveva abbattere l'aereo di un Vip?

I segnali sono di velivoli che non avevano codice di identificazione. Tranne uno che si riferisce a "Personalità". Quella sera Carter lasciava l'Europa e il segretario di Stato Muskie era presente. La traccia del caccia scompare al momento del disastro.

Dall'analisi dei jet in volo nella sera del 27 giugno 1980 s'affaccia una nuova, inquietante ipotesi sulla tragedia del DeC9

Il missile assassino aveva abbattere l'aereo di un Vip?

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Ustica: un Vip l'obiettivo del missile?

Nuovi militari informano al radar militare di Maniara che la sezione della strage di Ustica esce «cinque per cinque» e che è stato possibile darne un nome. Il giudice Brusaletti è il seguente vertice politico e militare dell'epoca.
Ustica, c’era un altro aereo

Marsala segnalò un velivolo con «personalità a bordo»

Quel giorno sul Mediterraneo, Marsala vide un aereo diurno non identificato, che sembrava controllare il De 9. L’aeronauta in missione, che aveva una personalità, era un pilota di alta qualità che aveva lavorato in situazioni di pericolo in passato. Marsala decise di segnalare l’aereo al comando, con l’intenzione di sicurezza.

Il De 9 poteva essere minacciato da altri aerei, ma Marsala decise di agire in modo appropriato. L’operazione successiva alla missione, che ha coinvolto un altro aereo, è stata eseguita con successo.

La tragedia in alta marina è stata ancora una volta testimonianza della necessità di una maggiore sicurezza a bordo. Marsala ha svolto un ruolo importante nella prevenzione di eventi simili in futuro.
UNCLASSIFIED

TALKING PAPER

ON

THE DOWNING OF THE ITAVIA DC-9 AT USTICA IN 1980

- Press reports that our 6th Fleet passed a radar recording to the investigating magistrate are false.

- There are no such recordings that we are aware of.

- Our Department of State has passed on all available information that they have on the two Americans named in your press to your Ministry of Foreign Affairs.

- I note that Prime Minister De Mita has named a governmental commission to investigate the crash.

- Is there anything else we can do to help you?
Speculation on responsibility for the downing of the Itavia DC-9 at Ustica in 1980 continues to focus on the Italian Air Force.

On 17 November, Prime Minister De Mita named seven members of a governmental commission that will investigate the mysterious crash of the airliner.

The Italian Press has fastened onto statements by Zanone and Air Staff Chief Pisano that did not explicitly exclude the possibility of involvement by Allied aircraft. They are off pursuing a possible FRG connection at this time.

Press reports that "the 6th Fleet passed a radar recording a few days ago to the investigating magistrate" ... "from the day of the crash made by a U.S. aircraft carrier berthed in Naples" have been proven false by the U.S. Navy.
UNCLASSIFIED

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- We have asked our JCS and pertinent commanders for any additional information they might have to help your government in its investigation of the June 1980 air tragedy near Utica.

- We are in the process of finalizing that report to you and will have it to you within the next few days.

- As our earlier, but much briefer report stated, the conclusion of the new report indicates no U.S. involvement.

- We hope that this final report is helpful to your government.

Mr. Lazarus
OASD/ISP (Eur Pol)
X-72201 L:4:14
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We have already responded to one request from the Italian Government for information (copy attached), and are presently answering a second. A copy of the request is also attached.

Both reports indicate no U.S. involvement.

The results of one Italian investigation have been "leaked" to the press with the conclusion being that the aircraft was downed by an air-to-air missile.
Speculation on responsibility for the downing of the Itavia DC-9 at Ustica in 1980 continues to focus on the Italian Air Force.

On 17 November, Prime Minister De Mita named seven members of a governmental commission that will investigate the mysterious crash of the airliner.

The Italian Press has fastened onto statements by Zanone and Air Staff Chief Pisano that did not explicitly exclude the possibility of involvement by Allied aircraft.

Press reports that "the 6th Fleet passed a radar recording a few days ago to the investigating magistrate" ... "from the day of the crash made by a U.S. aircraft carrier berthed in Naples" have been proven false by the U.S. Navy.

We have responded to two requests from the Italian Government for information (copies attached). Both reports indicate no U.S. involvement.

The results of one Italian magisterial-level investigation concluded that the aircraft was downed by an air-to-air missile; however, the results of the formal federal-level investigation have been "leaked" to the press with the conclusion being that the aircraft was downed by some sort of bomb placed on the aircraft.

Mr. Lazarus
OASD/ISP (Eur Pol)
X-72201 L:6:8
His Excellency Rinaldo Petrignani  
Ambassador E. and P.  
Embassy of Italy  
1601 Fuller Street, N.W.  
Washington, D.C. 20009

Dear Mr. Ambassador:

Pursuant to your request of 23 March 1989 and your office call with the Chairman, Joint Chiefs of Staff, on 27 March 1989, another review was conducted of U.S. records for additional information that might be useful to the Government of Italy in its ongoing investigation of the ITAVIA DC-9 crash on 27 June 1980.

Headquarters, US European Command, conducted a review of its records based on the expanded questions in your 23 March 1989 aide memoire. Details of the review are listed below.

   (1) U.S. Navy historical record checks document that the air wing embarked in USS Saratoga flew twenty-one sorties from Naval Air Station Sigonella, Sicily on 27 June 1980. The last aircraft landed at 1618 local time, well before the reported 2100 local time Ustica air crash. Also, U.S. Navy primary data files for air-to-air missile carriage and expenditure document zero captive flight or firing records for aircraft squadrons of USS Saratoga or any other squadron of the Sixth Fleet between the days of 26 June and 28 June 1980.

   (2) USAF records held at the 7555th Tactical Training Squadron at Decimomannu, Sardinia, reveal that there were no US Navy flights out of Decimomannu on 27 June 1980, nor was there any use of the Capo Frasca air-to-ground range on that date. The records also indicate that daily flying operations by elements of Headquarters, U.S. Air Forces in Europe (USAFE) at Decimomannu were completed by 1700 hours local time. Therefore, all USAF aircraft were on the ground at the time of the incident.

b. Voice, Radar, and Other Recordings. No voice or radar recordings of air traffic in the Tyrrenhenian Sea for the evening of 27 June 1980 are currently available. The procedures in use at the time called for such recordings to be retained for only 24 hours, unless unusual circumstances required a longer period. The absence of records indicates that nothing abnormal was detected. Ships in port are required to shut down radar systems; therefore, the majority of the Sixth Fleet ships were not capable of monitoring traffic in the areas where they were berthed.
c. **Position of SARATOGA and its Task Force.** The Enclosure provides the positions of Sixth Fleet ships for the evening of 27 June 1980. The listing was extracted from the Sixth Fleet Employment Schedule, ships' deck logs, and command histories obtained from the Naval Historical Center.

With regard to your verbal question to Admiral Crowe concerning Italian press reports that allege then-Secretary of State Muskie was flying in the area at the time, the Department of State confirms that Mr. Muskie was in Kuala Lumpur, Malaysia, when the incident occurred. He traveled from Ankara, Turkey, on 26 June, arriving in Kuala Lumpur at 0245 Italian time on 27 June 1980.

I hope that these comments from the final review of available U.S. records are helpful to your government in settling this investigation.

Sincerely,

Donald J. Atwood

Enclosure: As stated
<table>
<thead>
<tr>
<th>SHIP</th>
<th>LOCATION</th>
</tr>
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<tbody>
<tr>
<td>SARATOGA</td>
<td>Naples (Anchorage)</td>
</tr>
<tr>
<td>DAHLGREN</td>
<td>Naples (Moored Molo Angioino)</td>
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<tr>
<td>DALE</td>
<td>Aegean Sea (En route Athens)</td>
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<tr>
<td>D. B. BEARY</td>
<td>Aegean Sea (En route Athens)</td>
</tr>
<tr>
<td>BRISCOE</td>
<td>Athens</td>
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<tr>
<td>COMTE DE GRASSE</td>
<td>Athens</td>
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<tr>
<td>STUMP</td>
<td>Palma, Spain</td>
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<td>HEWES</td>
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<td>BARNSTABLE COUNTY</td>
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<tr>
<td>AUSTIN</td>
<td>Approx 38°13'N, 005°17'E, Westbound at 271900Z Based on 271000Z and 280600Z positions.</td>
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<tr>
<td>SANTA BARBARA</td>
<td>Sousse, Tunisia</td>
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<tr>
<td>SHIP</td>
<td>LOCATION</td>
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</tr>
<tr>
<td>MT BAKER</td>
<td>Eastern Mediterranean (Departed Haifa 26 June, Arrived Augusta Bay 30 June)</td>
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<tr>
<td>SYLVANIA</td>
<td>Malaga, Spain</td>
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<tr>
<td>RIGEL</td>
<td>Malaga, Spain</td>
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<tr>
<td>CALOOSAHATCHEE</td>
<td>Aegean Sea (Departed Athens 26 June, Arrived Cagliari 30 June)</td>
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<tr>
<td>GREENLING</td>
<td>Central Mediterranean</td>
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**NOTE:** Only the SARATOGA, DAHLGREN, DALE, BRISCOE, COMTE DE GRASSE, STUMP, HEWES, AND VREELAND were surface-to-air missile capable in 1980.