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)

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.

Ronald F. Lehman II

Attachment

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

Dr. Lazarus
ASD/PAI (DD.O)
24 JAN 1989

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
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.
MEMORANDUM FOR DIRECTOR, JOINT STAFF

SUBJECT: Response to Italian Aide Memoire

REF: A. CINCEUR Press Guidance, Dec 1, 88; Subj: Ustica Air Crash - Libyan Accusations.

I. S. Ambassady Rome, Msg, 081347Z Nov 88; Subj: The U.S. and the Ustica Air Crash: Request for Guidance.

On December, the Italian Ambassador to the United States, Ambassador Vito Pietrignani, 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 Pietrignani.

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

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

William H. Taft, IV

Attachment
MEMORANDUM FOR DIRECTOR, JOINT CHIEFS OF STAFF

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

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

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

Attachment

David G. Wigg
Deputy Assistant Secretary
Policy Analysis

SJS 1516/092
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:


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.
**ACTION SUMMARY**

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.

---

**ACTION OFFICER**

Gary LaGassey  
Major, USAF  
EURDIV, J-5  
PPGL0405  
TPGL0406

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**COORDINATION/APPROVAL**

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**DATE OF PREPARATION**  
24 March 89  
**CLASSIFICATION**  
SECRET  
**DECLAS INSTRUCTIONS**  
CLASS BY DJ5, DECLAS OADR
(U) 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. (U) Major Points. Suggested talking points at Appendix B.

3. (U) 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. (U) Discussion.

   a. (U) 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. (U) 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. (U) 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. (U/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 C) 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 Petigniani 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 Petigniani could meet with CJCS to obtain the reassurance Zanone desires.
1. (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 collecting 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 carnival costumes — and construction is under way on an adjoining theater and several movie houses. In the basement, past a row of distorting mirrors and under tapestries of Adam and Eve, coffee is served in half-cups sliced down the middle.

81 Aboard an Italian DC-8 Missing at Sea Off Naples

PALERMO, Sicily, Saturday, June 28 (AP) — An Italian jetliner with 81 people aboard apparently crashed in the Tyrrhenian sea, port sources on the island of Ustica said today.

They said the missing DC-9 was operated by Italy's domestic line, Alitalia. Aboard were 77 passengers, including 11 children and two infants, and a crew of 11, airline officials said. The plane last was reported flying over the island of Ponza off the Naples coast by pilots of a Palermo-Naples flight.

The DC-9 was reported missing shortly after the last flight left Bologna to Palermo. The plane was scheduled to land at Palermo and was expected to arrive at the Sicilian capital one hour and 40 minutes later.

Dropped From Radar Screen

The plane left Bologna at 6:02 P.M. local time (11:02 P.M. New York time) and was scheduled to arrive in the Sicilian capital one hour and 40 minutes later.

Alitalia officials said the plane last was heard radio contact with Rome's Ciampino Airport 35 minutes after takeoff and disappeared from the radar screen about 20 minutes later.

Influenti Palapal Delegate to U.S. Is Named to a High Vatican Post

BY KENNETH A. BRIGGS

Pope John Paul II yesterday named Archbishop Jean Jadot, the influential papal delegate to the United States for the last several years, to head the Vatican Secretariat for Non-Christian Religions.

Archbishop Jadot, a Belgian who was the first delegate sent to the United States in 1977, transformed a role that had been largely ceremonial into a position of power that helped to reshape the Roman Catholic Church in America and to underscore the church's teaching on the social justice issues.

"This is a great honor," said Bishop Thomas Kelly, general secretary of the National Conference of Catholic Bishops. "We are deeply grateful to Pope John Paul II for giving me the opportunity to serve him in his important role with all the people of the United States of America."
Navy plans to seek remains of 9 fliers

By B. A. Gott

The Navy's proud tradition is to take care of its own. But sometimes the process needs some prodding—and a little influence in high places.

Forty years after his brother and eight others died in the crash of a Navy plane in Canada—and 27 years after the wreckage was found—Raymond H. Swentek has finally succeeded in his determination to have the victims' remains brought home for proper burial.

"It's been a very painstaking experience, but also very rewarding," Mr. Swentek, a Washington resident and a former naval aviator, said yesterday.

His patience had been rewarded by a telephone call from an aide to Vice President George Bush, to whom Mr. Swentek had written a few weeks ago. A Bush aide told Mr. Swentek the Navy had reversed a 1960 decision and will send a team to recover the skeletal remains from the wreckage of a Navy P-2V Neptune bomber that crashed Nov. 4, 1946 during an ice storm on Vancouver Island, Canada.

The phone call was the culmination of a 16-year effort by Mr. Swentek and relatives of the other fliers.

"We're all very grateful, and I know 1 speak for all the families and next of kin, because we know they're finally coming home," said Mr. Swentek. 62. "They've never had a proper burial because they were left lying about there in the wreckage of the aircraft."

Mr. Swentek's older brother, Edward, was a 25-year-old Navy lieutenant when his plane crashed on a routine flight. According to Mr. Swentek, a wing detached and a debris field was built up and the plane crashed into a snow-covered, inactive volcano 3,000 feet above sea level near the headwaters of the Cyper River.

The wreckage was undiscovered until 1961, when a helicopter pilot spotted it. The next of kin weren't notified by the Navy until a year later, Mr. Swentek said.

A year after that, he said, a Navy search team visited the site, dug a 1-foot hole for the remaining bones and placed a metal plaque on the makeshift grave.

Using the Freedom of Information Act to obtain Navy documents on the case, Mr. Swentek gradually pieced together the Navy's mishandling of the case.

Once a Navy team visited the crash site, removed a flight suit from a set of remains and left the bones under a rock, he said. On another trip the aircraft's altitude was recovered.

To press their case for recovery and repatriation, a group of the crash victims' relatives formed the Pilots Remains Incomemnt Endowment.

But after numerous appeals to the Pentagon, then-Navy Secretary John Lehman in 1986 issued a plan to send a recovery team to the site, on condition that the Navy believed the crash site was inaccessible.

That same year, Mr. Swentek and his wife, Betty, purchased a lot near the wreckage and rented a helicopter that took them to the crash scene. They recovered some bones that were later identified as those of two crewmen by a Smithsonian Institution anthropologist.

Last month Mr. Swentek wrote a letter to Mr. Bush explaining how they had reached the crash area easily and recovered the bones. "We were told by Navy that the place wasn't accessible. In fact, they had no good rationale as to why it was inaccessible," Mr. Swentek said. "My wife and I went there and I think that made them look less than manly."

Bush spokesman Stephen Hart said the president forwarded Mr. Swentek's request to reopen the case to Navy Secretary William L. Ball III.

"While I can't draw a causal link between the letter and the Vancouver Island crash, there was obviously some action to review the case, and Mr. Swentek's information (that recovery was possible) turned out to be true," Mr. Hart said.

Mr. Ball approved the burial mission Tuesday, according to Cmdr. Jeff Zakem, a spokesman for the secretary.

"The secretary has reviewed the case and granted approval for a recovery mission," said Cmdr. Zakem, adding that the team must wait until the snow melts next July or August to begin the recovery operation. The two other bodies that are identified at laboratories in Hawaii will be buried in Arlington National Cemetery.

Mr. Swentek said he was greatly relieved by the decision and planned to take part in the recovery mission, although his efforts since 1972 have "met with resistance all the way."

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TV Report Revives Debate Over Italian Jet's 1980 Crash

By Jennifer Perellone

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 51 persons aboard, has revived explosive allegations that it was shot down by a missile from a NATO member country.

The program expalined 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.

Tonight, Prime Minister Cinacco De Mita, responding to the charges, ordered Defense Minister Valiero Ciardi to provide him with "the latest 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 Itaca Flight 870 on the warm summer night of June 27, 1980. But who fired the 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 Itaca crash-in still-unexplained circumstances.

But the latest report by RAI television, quoting largely unnamed sources close to the continuing investigation, said that an air-to-air missile apparently intended for a moving practice target known as a drone may have hit the civilian DC-9 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 large, 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 reiterated longstanding denial that there was any 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 station out of Rome's Ciampino 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 Bucarello 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 wreckage. DC-9 and its flight recorder data, before reaching any conclusions. He said there was "nothing unusual" about the latest findings.

Lawyers representing families of the crash victims have maintained for years that the DC-9 was mistakenly shot down by fighter jets from an Italian base.

In an editorial, the national newspaper La Repubblica charged that "military chieftains at the time, particularly those at [the Ministry of] Aeronautica, knew what the true facts were. But for weeks, months, and years they have covered up, denying details that now appear in a different light."
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
IL GIALLO DI USTICA

Una strage a stelle e strisce

di Pier Vittorio Buffa

Furono i caccia 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 caccia intercettori 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 dove quel che è successo, proprio a mezzanotte, per sbaglio, mentre il DC 9 dell'Itavia cadeva sul mare, con 81 persone a bordo.

Il 28 giugno, come è stato svelato, c'è stato un incidente. L'incidente è successo quando il DC 9 dell'Itavia passava attraverso un'area di traffico dei cacciabombardieri americani. Gli americani avevano lanciato un ordine di scatenare l'attacco, ma il DC 9 aveva già lasciato l'area di traffico. In questo modo, il DC 9 è stato attratto dalla caccia aerea americana, che ha cominciato a volare verso il cielo, per poi precipitare in mare. La ricostruzione avviene per la prima volta nella storia, e il risultato è sorprendente. Tutti i reparti sono informati, e le indagini vengono avviate per il caso.
Dopo non lontani americani di Saratoga, battendo l'esercito americano, viene avvistato il DC 9 in un assetto diさんがりで, est e sganciando il missile con testata a guida infrarossa (che si lascia cioè guardare sulle fonti di calore). 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 la sua corsa inseguito la fonte di calore più potente, cioè quella del DC 9, ed esplodendo in prossimità del muso dell'aereo.

E' la tragedia. Sull'aeroporto di Ciampino, per gli osservatori della traccia del DC 9 che lo danneggia no seriamente mentre l'aereo dell'Italia precipita, senza nessuno di controllo, nelle acque di Ustica. 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 Macidull.
Il pilota americano, probabilmente sotto choc per l'abattimento dell'aereo civile, rinuncia a inseguire il Mig. Il libico, resosi conto dei danni riportati dal suo caccia, punta verso sud-est, forse per tentare un atterraggio d'emergenza in Calabria. Ma finisce per schiantarsi sui Monti della Sila con i serbatoi di carburante vuoti, bucati dai rottami del De 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 finto 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, «prima che l'aereo raggiunga il costone del fondo Ritri (dove è stato ritrovato il Mig; ndr.) viaggiava normalmente. Ma quando ha raggiunto il costone ha virato di colpo riuscendo a evitare l'impatto». E 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. E' 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 accertarla 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.
Amb Petrignani 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.

- Petrignani 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 Petrignani, 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 US CINCEUR 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 US CINCEUR. 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
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 US CINCEUR/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
CONFIDENTIAL

SUBJ: ITALIAN REQUEST FOR ADDITIONAL INFORMATION CONCERNING

U.S. AERONAUTICAL INCIDENT NEAR USTICA ISLAND (U)

1. (C) ITALIAN AMBASSADOR TO THE U.S. PETRIGNANI VISITED CIA'S 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

B) REQUESTS THE U.S. PROVIDE ADDITIONAL INFORMATION CONCERNING

THE JUN 89 USTICA DC-9 CRASH.

C) QUOTE: WITHIN THE FRAMEWORK OF THE ITALIAN GOVERNMENTAL

INVESTIGATION OF THE CRASH ON JUNE 27, 1980, IN THE CENTRAL

TYRRENEAN SEA (BETWEEN THE ISLANDS OF PONZA AND USTICA) OF AN

ITALIAN DC-9 FLYING BETWEEN BOLOGNA AND PALERMO, THE ITALIAN

AUTHORITIES HAVE ASKED FOR THE COOPERATION OF U.S. 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 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

THESE 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 FROM LAND BASES - WERE AIRBORNE IN THE

EVENING OF JUNE 27, 1980 IN AREAS AND AT TIMES PRECISELY

OF THE INCIDENT OCCURRED;

B) WHETHER EITHER SARATOGA OR OTHER U.S. 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 DID INDEED EXIST AND, FURTHERMORE, THAT THEY

MAY HAVE BEEN HELD OVER TO THE ITALIAN JUDGE, ALTHOUGH THIS LAST

DETAIL HAS ALREADY BEEN DENIED BY U.S. AUTHORITIES);

C) THE POSITION OF SARATOGA AND ALL THE SHIPS COMPRISED

IN OR RELATED TO ITS TASK FORCE IN THE EVENING OF JUNE 27, 1980,

OF THE 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 MALPI LOBAR) IN THE

MEDITERRANEAN SEA IN THE EVENING IN QUESTION. WASHINGTON, D.C.

MARCH 23, 1989. END QUOTE.

2. (C) THIS IS THE SECOND FORMAL REQUEST FROM AMB PETRIGNANI FOR

INFORMATION CONCERNING THE CRASH. HIS FIRST AIDE-MEMOIRE,

PRESENTED TO DEPSECDEF TAFT ON 27 DEC 88, WAS ANSWERED ON 24 JAN

89. BOTH THE AIDE-MEMOIRE AND THE DEPSECDEF RESPONSE ARE QUOTED

BELOW FOR YOUR INFORMATION.

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

QUOTE: WITHIN THE FRAMEWORK OF THE INVESTIGATION OF THE CRASH ON

JUNE 27, 1980 IN THE CENTRAL TYRRENEAN SEA OF AN

ITALIAN DC-9 FLYING BETWEEN BOLOGNA AND PALERMO, 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 CRASH, AND IN THE PREMISED

LOCATION OF THE SAME, I.E.:

- IN THE PERIOD BETWEEN 18:43 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 C085(1) 035(1) 0425(1) 0000(1)

MCN=89091/04125 - TDR=89091/14472 - TAO=89091/14572 - CBS=MAJ361

CONFIDENTIAL

30 Nov 90

Declassified by Joint Staff

CONFIDENTIAL
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/SJS/J-5/DOCDIV

G. LAGASSEY, MAJ., USAF
EUROPEAN DIV., J-5/4 434
MSGLO414

Releaser

JCS ISC ALTERNATE MESSAGEFORM

DTG: 11047 E APR 89
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 U.S. 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...
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:

C) The position of Saratoga and all the ships comprised 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 US ship (i.e., not pertaining to the Saratoga task force and not lying at anchor in the roadstead of the Napoli Harbor) in the Mediterranean Sea in the evening in question. Washington, D.C. March 23, 1989. End quote.

2. {C} This is the second formal request from Amb Petignani 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 Petignani aide-mémoire, 27 Dec 88.

Quote. Within the framework of the investigation on the downing on June 27, 1980 in the central Tyrrhenian Sea of an Itavia 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'.

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.


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.
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

INIT: [illegible]

JCSISC ALTERNATE MESSAGEFORM

* CONFIDENTIAL *

**************
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
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 Petrignani 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 Petrignani.

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 Petrignani.
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 Muskie'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 memoire
** 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 Petrignani's recent aide memoire.* Based upon this new review, the attached memorandum has been prepared as a suggested response to Ambassador Petrignani.

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

Attachment

Reference:
* Italian Ambassador aide memoire, 23 March 1989
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.

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
# SIXTH FLEET SHIP POSITIONS ON 27 JUNE 1980

<table>
<thead>
<tr>
<th>SHIP</th>
<th>LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>SARATOGA</td>
<td>Naples (Anchorage)</td>
</tr>
<tr>
<td>DAHLGREN</td>
<td>Naples (Moored Molo Angloino)</td>
</tr>
<tr>
<td>DALE</td>
<td>Aegean Sea (En route Athens)</td>
</tr>
<tr>
<td>D.B. BEARY</td>
<td>Aegean Sea (En route Athens)</td>
</tr>
<tr>
<td>BRISCOE</td>
<td>Athens</td>
</tr>
<tr>
<td>COMTE DE GRASSE</td>
<td>Athens</td>
</tr>
<tr>
<td>STUMP</td>
<td>Palma, Spain</td>
</tr>
<tr>
<td>HEWES</td>
<td>Palma, Spain</td>
</tr>
<tr>
<td>MC DONNEll</td>
<td>Palma, Spain</td>
</tr>
<tr>
<td>VREELAND</td>
<td>Palma, Spain</td>
</tr>
<tr>
<td>PUGET SOUND</td>
<td>Palma, Spain</td>
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<tr>
<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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</tr>
<tr>
<td>LAMOURE COUNTY</td>
<td>Carboneras, Spain (Training Anchorage)</td>
</tr>
<tr>
<td>BARNSTABLE COUNTY</td>
<td>Carboneras, Spain (Training Anchorage)</td>
</tr>
<tr>
<td>AUSTIN</td>
<td>Approx 38 13N, 005 17E, Westbound at 271900Z Based on 271000Z and 280600Z positions.</td>
</tr>
<tr>
<td>SANTA BARBARA</td>
<td>Sousse, Tunisia</td>
</tr>
<tr>
<td>SHIP</td>
<td>LOCATION</td>
</tr>
<tr>
<td>-----------------</td>
<td>-----------------------------------------------</td>
</tr>
<tr>
<td>MT BAKER</td>
<td>Eastern Mediterranean (Departed Haifa 26 June, Arrived Augusta Bay 30 June)</td>
</tr>
<tr>
<td>SYLVANIA</td>
<td>Malaga, Spain</td>
</tr>
<tr>
<td>RIGEL</td>
<td>Malaga, Spain</td>
</tr>
<tr>
<td>CALOOSAHATCHEE</td>
<td>Aegean Sea (Departed Athens 26 June, Arrived Cagliari 30 June)</td>
</tr>
<tr>
<td>KALAMAZOO</td>
<td>Villefranche, France</td>
</tr>
<tr>
<td>RECOVERY</td>
<td>La Spezia</td>
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<tr>
<td>NEOSHO</td>
<td>Kalamata, Greece</td>
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<tr>
<td>GILMORE</td>
<td>La Maddalena</td>
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<td>La Maddalena</td>
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<tr>
<td>LAPON</td>
<td>Central Mediterranean</td>
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<tr>
<td>SEAHORSE</td>
<td>Central Mediterranean</td>
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<tr>
<td>GREENLING</td>
<td>Central Mediterranean</td>
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</tbody>
</table>

NOTE: Only the SARATOGA, DAHLGREN, DALE, BRISCOE, COMTE DE GRASSE, STUMP, HEWES, AND VREELAND were surface-to-air missile capable in 1980.
IMMEDIATE
ZYW RUEJCSS267 0911447
0 0114472 APR 89
TO JOINT STAFF WASHINGTON DC/DS/CS;
TO USSCOEU WAHINGEN GE/ECC/
INFO CINCINNATI LONDON UK;
USDOC/SOUTH NAPLES IT;
USDOC/0SOUTH ROME IT.

CONFIDENTIAL

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

1. C. ITALIAN AMBASSADOR TO THE US PESERTIGNANI Visited CISCS 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 VERBATIM BELOW, REQUESTS THE US PROVIDE ADDITIONAL INFORMATION CONCERNING THE JUN 80 USTICA DC-9 CRASH.


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 26, 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 U.S. 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 U.S. SHIPS HAVE VOICE, RADAR OR OTHER RECORDINGS OF AIR TRAFFIC OR ANY KIND OF TRAFFIC IN THE EVENING OF JUNE 27, 1980 (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);


WASHINGTON, D.C.
MARCH 23, 1989. END QUOTE.

2. C. THIS IS THE SECOND FORMAL REQUEST FROM MR PESERTIGNANI 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 PESERTIGNANI AIDE-MEMOIRE, 27 DEC 88.


- 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 JS(3)
INFO CIEST(7) DS(1) JS(1) DOCCIV(1)
MCN=89091/04125 TOR=89091/14472 TAD=89091/14572 CDSN=MAJ361 30 Nov 90

CONFIDENTIAL

Declassified by Joint Staff
30 Nov 90

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PAGE 1 OF 1
0114472 APR 89
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 for Mr. Lazarus, 7-2201, 050/510
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 14 April.

Ronald F. Lehman II

Attachment
as stated

* Extended per Mr. Rogers, 2-7-80, 050/150
1. (U) **Purpose.** Responds to AMEMBASSY Rome with proposed US coordinated reply for use in an "if asked" basis concerning the Ustica incident. **TABA**

2. (U) **Discussion**

   a. *(U)* On 4 May 1989 the CJCS forwarded* a memorandum to Secretary of Defense suggesting a response to Italian Ambassador Pettrignani’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)*
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 Petrignani's recent aide memoire.* Based upon this new review, the attached memorandum has been prepared as a suggested response to Ambassador Petrignani.

[Signature]
WILLIAM J. CROWE, JR.
Chairman
Joint Chiefs of Staff

Attachment

Reference:
* Italian Ambassador aide memoire, 23 March 1989
UNCLASSIFIED

EB/TRA/AVP: JSGRAVATT:SAB  5531
11/08/88  647-9341
EB/TRA/AVP: DRSCHWARTZ

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

NTSB: RBJENSON, AI-3D
PM/RASA/ISP: COL. JREAST

082887 NOV 88

SECDEF

IMMEDIATE ROME

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

N/A

STATE 365316

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 202-267-9439), 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.}

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.
UNCLASSIFIED

JOINT STAFF
INFO SERVICE CENTER

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PRIORITY
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REPORTS ON PRESIDENT COSSIGA'S VISIT TO THE U.S.

REDACTED FOR P/M

THIS REPORT WILL FOCUS ON THE FOLLOWING ITEMS:
1. ITALIAN PRESIDENT COSSIGA'S VISIT TO THE U.S.
2. EAST GERMANY
3. 1980 USTICA AIR CRASH

A. LEAD STORIES: ITALIAN PRESIDENT COSSIGA'S VISIT TO THE U.S.; THE POLITICAL SITUATION IN EAST GERMANY; NEW REVELATIONS ABOUT THE 1980 USTICA AIRCRASH.

B. TREATMENT
1. ITALIAN PRESIDENT COSSIGA'S VISIT TO WASHINGTON

HEADLINES:
"COSSIGA: U.S.-ITALIAN RELATIONS ARE EXCELLENT" (FRONT PAGE, CORRIERE DELLA SERA)
"COSSIGA: THERE IS NO OLIVETTI CASE" (FRONT PAGE, LEFTIST, INDEPENDENT LA REPUBBLICA)
"COSSIGA: LET'S FIGHT DRUGS IN COOPERATION WITH EASTERN EUROPE" (IL STAMPA)
"COSSIGA: LET'S FIGHT TOGETHER AGAINST DRUGS" (FRONT PAGE, IL MESSAGGERO)
"BUSH: WE WILL RESOLVE THE OLIVETTI CASE TOGETHER" (FRONT PAGE, IL SOLE-24 ORE)
"OLIVETTI CASE TURNS INTO A STORM" (LEAD STORY, IL TEMPO)
"COSSIGA: THE OLIVETTI CASE IS NOT DIVIDING US" (IL RESTO DEL CARIBINO)
"THE OLIVETTI CASE DOES NOT SPOIL COSSIGA'S VISIT" (IL GIORNALE)

LEADING CENTRIST CORRIERE DELLA SERA REPORT FROM NEW YORK BY MASSIMO GAGGI: "THE ITALIAN AUTHORITIES ARE TRYING TO PLAY DOWN THE OLIVETTI-USA AFFAIR WHICH BT UNCLAS SECTION 02 OF 04 ROME 21563"

"PERISHABLE INFORMATION -- DO NOT SERVICE"
USIA FOR P/M
GENEVA PLEASE PASS TO NST-BOB BEATH
NAVSUPPACT FOR PAO
TORREJON FOR 16TH AF/PA
VIENNA FOR USDEL
JOINT STAFF FOR J-5 LT. CL. LAGASSE
STATE FOR EUR/EU, EUR/RPM, INR, PA
USINFO FOR P/PIC, P/IV, P/FR, VOA NEWS/CA, EU,

E.O. 12356: N/A
SUBJECT: USIS ROME MEDIA REACTION REPORT
MEDIA REACTION REPORT -- OCTOBER 13, 1989

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 REPUBBLICA 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....."


ROME 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, SAID COSSIGA, 'NO DIFFERENCES OF A POLITICAL NATURE EXIST'....."
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 BT UNCLAS SECTION 03 OF 04 ROME 21583"

"PERISHABLE INFORMATION -- DO NOT SERVICE"
USIA FOR P/M
GENEVA PLEASE PASS TO NST-BOB HEATH NAVSUPPACT FOR PEO TOLRECORD FOR 16TH AF/PA VIENNA FOR USDEL JOINT STAFF FOR J-5 LT. CL. LAGASSE 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

"BETTER THAN THIS..." Cossiga did not hide his satisfaction about 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 CONSERVATIVE IL GIORNAL: "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..."

LEADING CONSERVATIVE IL GIORNAL: "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..."

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 GIORNAL) 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 MAR THE BEGINNING OF PERESTROIKA, OR IS IT SIMPLY A TACTICAL MOVE, THE REPRESENTATIVES OF POPULAR MOVEMENTS WERE WONDERING YESTERDAY...?" BT
UNCLAS SECTION 04 OF 04 ROME 21583
CONFIDENTIAL

SUBJ: IITALIAN REQUEST FOR ADDITIONAL INFORMATION CONCERNING USSAICA 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 DEPSDECF TAFT ON 27 JAN 89. THE AIDE-MEMOIRE, QUOTED VERBATIM BELOW, REQUESTS THE US PROVIDE ADDITIONAL INFORMATION CONCERNING THE JUN 80 USTICA DC-9 CRASH.

QUOTE: WITHIN THE FRAMEWORK OF THE ITALIAN GOVERNMENTAL INVESTIGATION ON THE CRASH, THE ITALIAN AUTHORITIES HAVE ASKED FOR 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 presented 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 US 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 (several Italian newspapers have reported 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);

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 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);

C) The position of Saratoga and all the ships comprised in or related to its task force in the evening of June 27, 1980, one hour earlier, and, on the other hand, the position of any other US ship (i.e., not pertaining to the Saratoga task force and not lying at anchor in the roadstead of the Napoli harbor) in the Mediterranean Sea in the evening of the same day. Washington, D.C. March 23, 1989. END QUOTE.

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

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


In particular the Italian authorities would like to know if:

- In the period between 14:45 and 10:15 GMT on June 27, 1980;
- In 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) DEPSDECF 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 region defined by your aide memoire of 27 March 1989 and whether we have any information from the radar systems of U.S. equipment operating there.

All military commanders in the area have been queried in response to your aide memoire of 27 December 1988. Any information available indicates that the United States did not have ships or aircraft operating in the Mediterranean 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 to allow radar monitoring of that area, there was 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 AMB PETRIGNANI'S AIDE-MEMOIRE OF 27 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 87

ACTION JS(3)
INFO CGS/DJS(7) DJS(1) JSJ(1) DOCDIV(1)

Declassified by Joint Staff 30 Nov 90
UNCLASSIFIED

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CONSIPERF ITGHT
USMISSION GENEVA
AMCONSUL LONDON
AMCONSUL MILAN
CONFINED GENEVA IT
USDOCOSOUTH IT
AMCONSUL PALEMO
USAF WEST GERMANY IT/PP/
USMISSION USATOYORITA
AMCONSUL VIENNA
USCINCUS VATHINGEN GE/ECPAD//

SECOND STATE WASHDC PRIORITY
7237ABG SAN LUCAS/IN/PA/
CTF SIX SEVEN

CORSEB VENICE IT//SAPA-SEB-XD//
USASF VENICE IT//A/SI-R-G-CIT//5TH SUPCOM//
USDEL NST GENEVA NAS SIGONELLA IT

UNCLAS SECTION 01 OF 04 ROM 06153

"PERISHABLE INFORMATION -- DO NOT SERVICE"
GENEVA PLEASE PASS TO NST-TERRY SHEROEDER

NAVY SUPPAC FOR PAO
TORREJON FOR PA MAJ. GILLETTE
VIENNA FOR USDEL
JCS FOR J-5 MAJ. LAGASSEY
STATE FOR EUR/WE, EUR/RRM, INR, PA
USINFO FOR P/PRC, P/FW, P/FN, VOA NEWS/CA, EU,
P/ROMERSTEIN

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

MEDIA REACTION REPORT -- MARCH 22, 1989

A. LEAD STORIES: PCI CONGRESS IN ROME. CONTINUING
COURT-ORDERED CHECK-UPS BY POLICE ON ABSENTEEISM 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 ROUGHER 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 CURR: "LET'S SAVE
  WASHINGTON WITH THE ARMY IF NECESSARY" (LEFTIST,
  INDEPENDENT LA: REPUBBLICA)

JCS ACTION 35(3)

INFO C0676 (DJS:3:1) SJ1(3) MINS(13) J7(6)
QUAL CONTROL(1) J5-NIC/Chem-3(1) J5-CTRS-31(1)
J5-MLSEC-31(1) J5-EURO-3(0) ASD:PA1(1) USDP:ISA1(1)
USDP:DSAN(4) USDP:WP(1) USDP:TN1F(1) USDP:DTSA1(1)

- MCN=89081/05651 TDR=89081/15402 TAD=89081/16142 CDSN=MZ2691

- "NIGHTIME IN THE CITY OF CRIME" (IL MESSAGGERO)
- "CRACK" STRIKES WASHINGTON AT ITS HEART" (IL
  TEMPO)
- "VIOLENCE IN WASHINGTON: BUSH WANTS THE ARMY"
  (IL GIORNALE)
- "WASHINGTON: THE MILITARY (MAY ALSO BE USED)
  AGAINST VIOLENT YOUTH" (COMMUNIST PARTY ORGAN
  L'UNITA')

- COMMENTS:

  ANNA GAUTIA REPORTS FROM WASHINGTON IN ROME.
  CENTRIST IL MESSAGGERO: "WASHINGTON...ASKS
  UCING OVER THE WEIGHT OF DRUGS, AND GEORGE BUSH
  THE TIME HAS COME TO PLAY HARDBALL. THE
  PRESIDENT IS CONSIDERING BRINGING IN THE MILITARY
  TO PATROL THE STREETS OF AMERICA'S CAPITAL.
  WAS THE CASE DURING THE VIOLENT RACIAL REVOLTS
  OF 1968...."

UNCLAS SECTION 02 OF 04 ROM 06153

"PERISHABLE INFORMATION -- DO NOT SERVICE"
GENEVA PLEASE PASS TO NST-TERRY SHEROEDER

NAVY SUPPAC FOR PAO
TORREJON FOR PA MAJ. GILLETTE
VIENNA FOR USDEL
JCS FOR J-5 MAJ. LAGASSEY
STATE FOR EUR/WE, EUR/RRM, INR, PA
USINFO FOR P/PRC, P/FW, P/FN, VOA NEWS/CA, EU,
P/ROMERSTEIN

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

- ENRICO FRANCESCHINI FROM WASHINGTON IN LEFTIST
  INDEPENDENT LA REPUBBLICA: "NO CURfew FOR NOW... BUT
  THE NATIONAL GUARD, OR THE U.S. ARMY, COULD BE BROUGHT
  TO PATROL WASHINGTON AGAINST VIOLENCE AND
  DRUGS. THE IDEA HAD BEEN CIRCULATING IN
  WASHINGTON FOR SOME DAYS, AND NOW THE PRESIDENT
  HIMSELF HAS MENTIONED IT. IF THE DISTRICT OF COLUMBIA
  POLICE PROVES POWERLESS, BUSH TOLD HIS ASSISTANTS
  ACCORDING TO THE NEW YORK TIMES, 'WE MUST CONSIDER
  DEPLOYING REGULAR MILITARY FORCES IN ORDER TO RESTORE
  ORDER AND SOCIAL PEACE...'."

- "EAGLEBURGER BRINGS KISSINGER PHILOSOPHY BACK TO
  THE WHITE HOUSE" -- GIANNI RIOtTA'S REPORT FROM NEW
  YORK IN LEADING CENTRIST CORRIERE DELLA SERA PREDICTS
  THAT BUSH AND RSC ADVISOR SCHuwERT WILL
  FOLLOW A "PRAGMATIC APPORTER" IN ANALYZING SPECIFIC
  ISSUES, RIOtTA WRITES THAT "ON CENTRAL AMERICA
  EAGLEBURGER SEEMS MORE CONCERNED ABOUT SOVIET
  INFLUENCE IN THE AREA THAN ABOUT THE "PROCESS OF
  DEMOCRATIZATION" SO CLOSE TO THE HEART OF NOBEL PRIZE
  WINNER, PRESIDENT MIAH. LIKE KISSINGER, EAGLEBURGER
  CAUTIONS ON "THE END OF THE COLD WAR" AND SKEPTICAL
  ABOUT THE REAL INTENTIONS OF THE SOVIET LEADER...."

- 2. ELECTIONS IN EL SALVADOR

- REPORTS BY U.S.-BASED CORRESPONDENT IN SOME
  NEWSPAPERS FOCUS ON REACTION IN THE U.S. TO THE
  OUTCOME OF THE SALVADORAN ELECTIONS.

- "DISAPPOINTMENT IN WASHINGTON OVER CHRISTIAN
  DEMOCRATIC PARTY'S DEFEAT" -- ENRICO FRANCESCHINI
  REPORTS FROM WASHINGTON IN LEFTIST. INDEPENDENT LA
  REPUBBLICA: "THE U.S. ADMINISTRATION MUST CONE TO
  GRIPS WITH THE VICTORY...OF THE ARENA RIGHTIST PARTY
  AND ITS PRESIDENTIAL CANDIDATE, ALFREDO
  CRISTIANI... MANY PEOPLE IN WASHINGTON ARE
  CONCERNED THAT CRISTIANI MAY NOT BE ABLE TO MAINTAIN
  THE LEADERSHIP OF HIS PARTY, BECOMING A SORT OF
  "PUPPET" OF ARENA's REAL LEADER, ROBERTO D'AUBUSSON.
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: H/A
SUBJECT: USIS ROME MEDIA REACTION REPORT

HALVE U.S. AID TO EL SALVADOR UNTIL THE CRISTIANI
GOVERNMENT FULLFILS 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 ROME CENTRIST IL
TEMPO, BY SPECIAL CORRESPONDENT GEORGIOD TORCHIA, IS
HEALED: "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

- U.S.-PLO DIALOGUE: LEFTIST, INDEPENDENT LA
REPUBLICA CARRIES REPORT FROM TUNIS PREVIEWING
TODAY'S MEETING BETWEEN PLO REPRESENTATIVES AND U.S.
AMBASSADOR TO TUNIS, ROBERT PELLETREAU. ARTICLE SAYS
THAT "ACCORDING TO PALESTINIAN SOURCES, THE MEETING --
THE FIRST OFFICIAL ONE SINCE THE INAUGURATION OF
GEORGE BUSH -- WAS REQUESTED BY THE UNITED
STATES..... THE AGENDA OF THE MEETING HAS NOT BEEN
REVEALED, BUT PALESTINIAN SOURCES INFORMED US THAT IT
WILL FOCUS ON THREE MAIN ISSUES: THE DEFINITION OF
'TERRORISM' BY THE PLO... PROSPECTS FOR AN
INTERNATIONAL PEACE CONFERENCE FOR THE MIDDLE EAST;
THE ISRAELI ATTITUDE OF POLITICAL INTRANSIGENCE AND
THE REPRESSSION OF THE PALESTINIAN REVOLT IN THE
OCCUPIED TERRITORIES."

- 1980 USTICA AIR CRASH INQUIRY: ROME CENTRIST IL

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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 IMPROMETU 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. 1980 USITICA 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 PREVAILS" (LEAD STORY, 
LA STAMPA) 
"A BLOODY VICTORY IN EL SALVADOR" (LEFTIST, 
INDEPENDENT LA REPUBBLICA) 
JCS ACTION 35(3) 
INFO: SECDEF-M(1) CJCS(5) OJS-(1) ASD-PA(1) USDP-IS(A1) 
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REPRESENTATIVE.....

- "THE EL SALVADOR PARADOX" -- AN EDITORIAL IN COMMUNIST PARTY ORGAN L'UNITA', BY SAVERIO TUTINO: "TEN YEARS AFTER LOSING THE BATTLE OVER NICARAGUA, THE

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"PERISHABLE INFORMATION -- DO NOT SERVICE!" GENEVA PLEASE PASS TO NST-TERRY SHROEDER NAVSUPPACT FOR PA MAJ. GILLETTE VIENNA FOR USDE.

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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 DEPENDED IN THE LAST FEW YEARS ON JUST ONE POLICY, ALTERNATIVELY TRIED OUT BY WASHINGTON ON ONE OR THE OTHER IN ORDER TO TRY EMERGING FROM THE DEAD END OF 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 ARENA PARTY DURING THE ELECTION CAMPAIGN COULD TURN INTO A CLEARER DIALOGUE WITH THE OPPOSITION THAN THAT CONDUCTED BY QUARTE, WHO WAS DEPENDENT UPON A REAGAN VISION BASED ON AN EVIL EMPIRE TO BE ATTACKED AT ITS FARDEST FLUG 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 HOT SPOTS IN THE THIRD WORLD."

2. 1980 USTICA AIR CRASH

- MEDIA CONTINUE SPECULATION ON THE ORIGIN OF THE MISSILE THOUGHT BY OFFICIAL INVESTIGATORS TO HAVE CAUSED THE USTICA ACCIDENT. ONE HYPOTHESIS PUT FORWARD IS THAT THE ITAVIA DC-9 WAS ERRONEOUSLY HIT BY FIGHTERS EITHER ATTACKING OR DEFENDING A PLANE (CARRYING THEN-SecretARY OF STATE MUSKIE, THEN REPORTEDLY TRAVELLING IN THE MEDITERRANEAN REGION).

- HEADLINES:
  - "PLANE WITH U.S. VIP ALONG DC-9 ROUTE" (CORRIERE DELLA 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 SOLEMN PROMISES MADE BY ITALIAN OFFICIALS TO ASCERTAIN THE ORIGIN OF THE MISSILE, WHATEVER IT WAS, APPEAR ALL THE MORE 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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THE MISSILE WAS SHOT BY EITHER A LIBYAN, AN AMERICAN 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 ITALIAN FIGHTER 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 PUGGATORI WRITES IN LEADING CENTRIST CORRIERE DELLA SERA: "WAS IT PERHAPS AN 'AIR FORCE' JET OF THE PRESIDENTIAL FLIGHT WITH EDMOND 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 ITAVIA DC-9.... THE HYPOTHESIS THAT THE DC-9 FOUND ITSELF CAUGHT BY A POSSIBLE AGRESSOR BECOMES MORE PLAUSIBLE.... LEWINSON BT

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AGENDA OF THE VISIT AND DESCRIBE THE ATMOSPHERE IN NEW YORK.

- HEADLINES:

- "THE BIG APPLE LOSES THE UN 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 ORE, SUNDAY)

- "THE REASONS FOR GORBACHEV'S TOUR" (IL GIORNALE, MONDAY)

- "NEW YORK WAITS 'GORBY GRIDLOCK'" (COMMUNIST PARTY ORGAN L'UNITÀ, MONDAY)

- COMMENTS:

- ENNIO CARETTO'S REPORT FROM NEW YORK IN CENTRIST STAMPA SERA MONDAY: "WARNED BY SOVIET SPokesman GERASSINOV THAT THE KREMLIN LEADER WILL 'MAKE NEW PROPOSALS'. NOT ONLY DURING THE MEETING WITH REAGAN AND BUSH BUT ALSO DURING THE UNGA MEETING. AMERICA IS WONDERING WHETHER GORBACHEV INTENDS TO INAUGURATE A GRIENDE PEACE AND DETENTE PLAN FOR THE 90S'. WHILE NOT EXCLUDING THAT GORBACHEV WILL MAINTAIN A HARD LINE..."

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SUBJECT: USIS ROMA 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 ON JUNE... SECRETARY SHULZEN WENT AS FAR AS SUGGESTING A SENSATIONAL 'JULY SUMMIT'... I.E. AN ANNOUNCEMENT BY GORBACHEV THAT THE BERLIN WALL MAY COME DOWN SOON, OR THAT SOON... 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 ORE 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 TRAMBALLI WRITES IN LEADING CONSERVATIVE IL GIORNALE MONDAY THAT "IT IS ON WALL STREET WHERE THE PROMISE OF THE SOVIET NEW LOOK WILL HAVE TO COME UP WITH CONCRETE RESULTS. STRENGRAZIA IS AN ENSEMBLE OF IMPORTANT CONCEPTS AND LEGAL REFORMS, BUT IT STILL LACKS THE PRACTICAL MEANS TO AFFIRM ITSELF: FINANCING IN HARD CURRENCY...."
BETWEEN THE UN SPEECH AND HIS MEETING WITH WALL STREET
FINANCERS, GORBACHEV WILL MEET A NOVELTINO: RONALD
REAGAN, AND A GEORGE BUSH WHO WANTS TO TAKE HIS TIME
BEFORE GETTING DOWN TO SERIOUS WORK..."

- "NATO SURPRISE FOR GORB" -- THE MONDAY ISSUE OF
ROME CENTRIST IL MESSAGIERO CARRIES A REPORT BY NEW
YORK CORRESPONDENT ROBERTO FERNANDEZ: "AMONG
THE SURPRISES WAITING 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 WARSAW PACT COUNTRIES TO CUT BY 60
PERCENT THE IMPRESSIVE ARRAY OF TANKS, ARTILLERY AND
SOLDIERS BASED IN EUROPE, SECRETARY SHULTZ WILL
INTRODUCE THE NATO REQUESTS TO HIS SOVIET COLLEAGUE
SHRENDIANOZA 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 DEFEATED DEMOCRATIC PRESIDENTIAL CANDIDATE
DUKASIS. 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 GENTLE, 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

- MEDIA ANNOUNCE THAT THE UNGA SESSION ON PALESTINE
WILL BE HELD IN GENEVA DEC. 13-15. SOME MEDIA NOTE
SECRETARY SHULTZ'S EXPRESSED HOPE THAT ARAFAT BE MORE
EXPlicit IN GENEVA REGARDING THE RECOGNITION OF
ISRAEL, LEFTIST, INDEPENDENT LA REPUBLICA SUNDAY AND A
SPECIAL PROGRAM ON RAJ'S LEFT-OF-CENTER CHANNEL TWO
TELEVISION SUNDAY NIGHT EM phasized THE ROLE OF
THE U.S. JEWISH LOBBY (WITH SPECIAL REFERENCE TO THE
"ATIPAC") IN SHAPING THE U.S. MIDDLE EAST POLICY. LA
REPUBLICA'S HEADLINE: "TEL AVIV'S AMERICAN ARM
POWER AND MYTHS OF U.S. JEWs."

- COMMENTS:

- LEAD EDITORIAL IN COMMUNIST PARTY ORGAN L'UNITA
SATURDAY: "THE UN ARE ARAFAT AWAY FROM NEW YORK..."
"WE ARE NOT ALONE IN OUR NEGATIVE ASSESSMENT OF THE
U.S. DECISION TO REFUSE A VISA TO ARAFAT. WE ARE
ENCOURAGED BY THE TOTAL ISOLATION IN WHICH THE U.S.
AND ISRAEL FIND THEMSELVES AT THE PRESENT TIME, BY THE
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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 ADDED, 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 BURDENS SHARING WITHIN THE ATLANTIC ALLIANCE. LEADING CONSERVATIVE IL GIORNALE'S HEADLINE SATURDAY: "NATO WILL REVIEW BURDENS SHARING," 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 MITA 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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TORREJON FOR PAO 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 ALGIER; LIBYAN LEADER
QADHAFI'S REMARKS ON THE 1980 USTICA AIRPLANE
ACCIDENT; ALEXANDER BUDER'S SPEECH AT BOLOGNA
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 ALGIER
  3. QADHAFI ON USTICA AIRPLANE DISASTER

B. TREATMENT
- 1. PRESIDENT-ELECT BUSH/U.S. ECONOMY

HEADLINES:
- "BUSH REASSURES MARKETS: "REAGAN LINE WILL NOT
  CHANGE"" (11 MESSAGE)
  - "BUSH STATEMENTS SLOW DOWN MARKET DECLINE" (LEAD
  STORY; IL SOLE-24 ORE)

COMMENTS:
- LEADING ECONOMIC DAILY IL SOLE-24 ORE LEADS WITH
  REPORT BY NEW YORK CORRESPONDENT MARIO PLATERO: "FROM
  HIS VACATION SITE IN FLORIDA....GEORGE BUSH HAS
  REASSURED INTERNATIONAL MARKETS, 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 DATELINED 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

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E.O. 12356: N/A

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PROFESSIONALS, IN THE BEST SENSE OF THE WORD. THAT
IS, NO IDEOLOGICAL VISIONS NOR EXCESSIVELY BINDING
PHILOSOPHIES ABOUT AMERICA AND THE WORLD, BUT
PRACTICAL ATTEMPTS TO RESOLVE, POSSIBLY ONE AT A TIME,
THE MANY REAL PROBLEMS IN THEIR REAL ASPECTS....
- RIZZO CONTINUES: "BUSH IS A MODERATE
CONSERVATIVE WHO WILL CONTINUE SOMETHING IN REAGAN'S
FOOTSTEPS. IN HIS CONCRETE APPROACH. HOWEVER, BUSH
WILL BE A DIFFERENT PRESIDENT THAN HIS PREDECESSOR AND
MENTOR. WHILE REAGAN NEVER SUCCEEDED IN ESTABLISHING
A DIALOGUE WITH CONGRESS, EVEN WHEN HE NEEDED IT, AND
LIMITED HIMSELF TO BLANDBUSH IT WITH CHARISMA, BUSH,
AIDED BY BAKER, WILL DO THE IMPOSSIBLE TO SUCCEED IN
THIS ENDEAVOR. HE HAS NO CHOICE, OF COURSE, BUT HE
WILL TRY TO CONVINCE A DEMOCRATIC CONGRESS THAT HE
WANTS A REAL DIALOGUE, WITH CONCESSIONS BY BOTH
SIDES.... CONGRESS SEEMS WILLING TO GRANT THE NEW
PRESIDENT THE FAMOUS "HONEYMOON" (FROM THREE TO SIX
MONTHS). DURING THAT TIME, HOWEVER, BUSH WILL HAVE TO
PROVIDE SOME CONCRETE EVIDENCE, OR AT LEAST LAUNCH
ENCOURAGING SIGNALS. IN ORDER TO DO SO, HE WILL HAVE
TO DISTANCE HIMSELF FROM THE REPUBLICAN RIGHT, PERHAPS
MORE SO THAN HE HAD ORIGINALLY PLANNED. THERE HE
WILL BE CATEGORIZED BETWEEN TWO FIRES, WHICH IS PERHAPS THE MAIN
PROBLEM FOR THE PROFESSIONAL WHO HAS REACHED THE WHITE
HOUSE."

- 2. PNC MEETING IN ALGIER
- ALL ITALIAN MEDIA LEAD WITH REPORTS EMRPHASIZING
THE PNC'S DECLARATION OF AN INDEPENDENT PALESTINIAN
STATE IN THE ISRAELI-occupied TERRITORIES AND ITS
ENDORSEMENT OF UN RESOLUTION 242, WHICH IMPLICITLY
RECOGNIZES ISRAEL'S RIGHT TO EXIST WITHIN SECURE
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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" (La Stampa)
  - "STATE WITHOUT TERRITORY IS BORN" (IL Giornale)

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P/ROMERSTEIN
JCS FOR J-5 MAJ. LAGASSE
STATE FOR EUR/W, EUR/APM, INR, PA
GENEVA PLEASE PASS TO NST-TERRY SHROEDER
VIENNA FOR USEDL-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)
- REPORT FROM ALGIERS IN LEFTIST, INDEPENDENT LA REPUBBLICA: "THE PALESTINIAN STATE IS BORN. THE PLO AND HIS PARLIAMENT SOLEMNLY DECLARED INDEPENDENCE AND ACKNOWLEDGE THE EXISTENCE OF ISRAEL. THE JEWISH STATE REMAINS AN ENEMY, BUT FOR THE FIRST TIME IN 40 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 WINS BIG. 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 MIRACULATE MESSAGE IS AIMED TO FOREIGN AUDIENCES MORE THAN TO ISRAEL, THE UNITED STATES, THE SOVIET UNION, EUROPE. IT IS A MESSAGE OF HOPE, BUT NOW THE DIFFICULT PART BEGINS...."


UNCLASSIFIED SECTION 05 OF 05 ROME 25720

"PERISHABLE INFORMATION -- DO NOT SERVICE"
USINFO FOR P/PRC, P/FW, P/FN, VOA NEWS/CA, EU,
P/ROMERSTEIN
JCS FOR J-5 MAJ. LAGASSE
STATE FOR EUR/W, EUR/APM, INR, PA
GENEVA PLEASE PASS TO NST-TERRY SHROEDER
VIENNA FOR USEDL-CCSE WILLIAMS
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TORREJON FOR PA MAJ. GILLETTE

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

- HEADLINES (FRONT PAGES):
  - "DC-9: QADHAFI ACCUSES AMERICA" (Corriere della Sera)
  - "IT WAS A U.S. MISSILE," SAYS QADHAFI (LEFTIST, INDEPENDENT LA REPUBLICA)
  - "QADHAFI ANNOUNCES HIS OWN TRUTH: 'IT WAS A U.S. MISSILE'" (IL MESSAGGERSO)
  - "QADHAFI ACCUSES U.S. MISSILE CAUSED THE USTICA DISASTER" (COMMUNIST ORGAN 'UNITA')
- COMMENTS:
  - CENTRIST LA STampa, IN AN ARTICLE DATED LIO, SAYS THAT "ACCORDING TO RUMORS CIRCULATING AMONG THE ITALIAN DELEGATION ON A MISSION TO TRIPOLI, COLONEL QADHAFI SAID HE HAS THE EVIDENCE OF THE AMERICAN INVOLVEMENT IN THE DC-9 AIRPLANE DISASTER}. QADHAFI, THROUGH RINO NICOLOSI (THE PRESIDENT OF THE SICILIAN REGION), OFFERED TO COOPERATE WITH THE ITALIANS IN THE INVESTIGATIONS."
  - "ROME CENTRIST IL MESSAGGERSO: 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...."

C. OTHER ITEMS OF INTEREST

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 LYBIANS AND CONDEMNED TO HARD LABOR.

UNCLASSIFIED SECTION 04 OF 05 ROME 25720

"PERISHABLE INFORMATION -- DO NOT SERVICE"
USINFO FOR P/PRC, P/FW, P/FN, VOA NEWS/CA, EU,
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." LEWINSOHN ET
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 1987 (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 consultant who acted as a middleman 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.

WASHINGTON POST
7 JUNE 1987 (9) Pg. 26

French salvagers have found the cockpit recorder of an Italian jetliner that mysteriously exploded and crashed into the Tyrrenian Sea in 1980, killing all 81 people aboard, the Italian news agency ANSA reported Friday.

Dunn said his priorities are to urge Congress to approve manpower increases needed to fill the aviation communities as the fleet grows in size, to appropriate money for replacement aircraft carriers and to accept the Navy's aircraft acquisition program. In the meantime, he wants to become a "strong and vocal advocate for naval aviation."

"I find that people both in and outside the Navy really don't appreciate what naval aviation is and what it's for." While naval aviation is not an end unto itself, Dunn said, "If you set aside for a moment the fleet of ballistic-missile submarines, the rest of the Navy is built around naval aviation... Aviation can do those things that seapower can do only do them better... I'd like to spread that gospel."

NATO has some genuine disadvantages as well. Allied aircraft could be shot down in droves by their own side because NATO has yet to deploy a reliable means of enabling its air defense forces to identify friendly planes. On the ground, NATO defenses could be crippled by shortages of ammunition, reinforcement problems and rear area attack by Soviet special forces. And the Soviets' new "reactive" armor, which can detonate an incoming antitank missile prematurely, could make many NATO antitank weapons obsolete. But perhaps a greater shortcoming, say some defense experts, is the Western military's tendency to promote the appearance of irremediable NATO inferiority. That perception can send dangerous signals to the East while undermining the West's will to defend itself. "INF reductions need not reduce our security, but doomsday talk about it could," warns a top alliance analyst. With Europe's nuclear missiles due for a drastic cutback, NATO defense planners will have to move from counting their beans to watching their words.

—By Christopher Hedman.
Reported by Bruce van Voorst/Washington, with other bureau
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 intervene 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 in photographing 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 $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 initial 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 downed 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 initial 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 radar 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

By ROBERT EAYE
Special to THE ECHRONAL SATURDAY, SEPTEMBER 10, 1983

WASHINGTON, Sept. 9 — Experts on Burma portray the upheaval there as a spontaneous revolution by people craving democracy, and they say the only mystery is why it took the Burmese so long to rise up against an oppressive, one-party government.

Prof. Josef Silverstein at Rutgers University, one of the few Burma experts in the United States, said, "This is one of the few examples of a pure popular revolution that we are not used to seeing in the modern world. There are no leaders, there is no organization and there is no international movement outside the country pushing the people one way or the other.

"What surprised me is that the Burmese government has held on for so long, that this upheaval did not come at an earlier point," said Mr. Silverstein, a political scientist.

U.S. Evacuates Dependents

American experts assessed the situation there as the United States today evacuated 46 relatives of American officials in growing instability. They flew from Rangoon, the capital, to Bangkok, Thai- land, on a charter flight. State Department officials said that another group of about the same size would leave Burma on Saturday. Before the evacuation, there were about 150 American embassy personnel and dependents there.

Charles E. Redman, the State Department spokesman, said, "I'm not aware of any mass exodus of embassy personnel or dependents leaving Burma at this time." However, he added, "I don't think it would be unreasonable to assume that they would be leaving Burma on Saturday, as scheduled."

Demonstrators in cities and towns across Burma, including many students, are demanding the resignation of the president, U Maung Maung, and the establishment of an interim government to pave the way for a multiparty democracy. Mr. Maung Maung is the leader of the country's Burma Socialist Program Party, which seized power in a military coup last week.

John H. Badgley, curator of the Southeast Asia collection at the Cornell University Library, said that U Maung Maung would be "very lucky to retain power for another week."

"The government is basically defunct," Mr. Badgley said. "There is a genuine collapse of government as we know it." In Mandalay, he said, a committee of students and monks, under 35 years old, is maintaining order and performing the functions of government.

Many people, including employees of American embassies in Singapore, Japan and other countries, have resigned from the Socialist Party. Information reaching the State Department indicates that scores of Burmese government employees and at least several hundred members of the armed forces have engaged in anti-government demonstrations in Rangoon this week.

Badgley visited Burma last December and again in January and February of this year. "I got a sense of a very general sense of dynamism, and I was surprised at the questions asked."

American experts say the upheaval seems long overdue.

"This is a question of people who have been frustrated by the Burmese road to socialism," Mr. Badgley said. "They may yet emerge as the Burmese road to revolution."

Stalin's 'Ideological Framework'

It became clear as early as June 1 that Mr. Ne Win had not wanted to bring Burma into the mainstream of the international economy through trade and development projects with other countries. Mr. Badgley said. For the last quarter-century, he said, "Burma's leaders have been anti-Communist, but they viewed the economy with the ideological framework of Stalin."

American experts on Burma said they believed some type of provisional government would soon emerge, "probably with political and financial backing from the United States."

"Key Japanese officials want to stabilize the situation in Burma, hoping that the Burmese will move toward the recovery of Burma," Mr. Badgley said. "In foreign policy, this may be the most aggressive political move Japan has engaged in since World War II." Mr. Tin Oo, chief of staff of the Burmese army when he was removed by Mr. Ne Win in 1976, has been suspected of organizing opposition in Rangoon.

Several Burma opposition leaders 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 said today that President Reagan should take immediate action to withhold American aid from the Government of U Nu.

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

The United States gave Burma almost $233 million in aid last year: $7 million for economic development, $25 million for anti-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 a number of people last September." He also said the Burmese armed forces "use our assistance" to spray carcinogenic herbicides on land and protect minority groups in opium-growing areas of northern Burma.

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

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 assets that many people held in cash by 70 to 80 percent.

The Government also had the step was designed to curb narcotics traffic and the black market in Burma. But it set off protests by students, who have been in the forefront of political activity since they fought for Burma's independence from Britain in the late 1940's.

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 after an explosion, say that the DC-9 of the now defunct domestic company Ilavia crashed into the sea near Sicily on July 10, 1980 after an explosion.

The most common hypothesis, supported by several officials and experts, is that an American-built, the Mediterranean-based Sixth Fleet or an Italian jet scrambled to intercept a Libyan MiG-23 in the Mediterranean and accidentally 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 future production shortfalls, 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 accelerators at the Savannah River complex in South Carolina and at the Idaho National Engineering Laboratory in Idaho Falls the "lowest 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 whisked at high speed until they crash into a target, in this case lithium clad in aluminum. The resulting reaction is the production of 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.

While department officials have said that accelerator technology was "too immature" to be trusted, the scientists said their 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 spent through the Strategic Defense Initiative, or "star wars" program.

"Our assessments indicate that neither scientific "proof-in-principle" demonstrations nor basic research programs are required before proceeding," the report said.

The report recommended a "development and demonstration" phase for an accelerator that would take four to five years and then a five-year construction program.

An accelerator would be safer than a reactor because there would be an "absence of fissionable materials, there are no critical issues, minimal decay heat safety concerns, no nuclear licensing requirements and a much smaller amount of radioactive waste," the report said.

In addition, it said the "extensive time" it would take to prepare a safety analysis, environmental impact statement and license a new reactor "would be greatly reduced for the accelerator approach."

EUROPEAN MEDIA

ITALY/DEFENSE BUDGET: 10-year, $22 billion plan to modernize weaponss will be at least half with the remaining funds going to the European Fighter Aircraft, observation and telecommunication satellites, new generation helicopters and anti-aircraft missile systems, said Valerio Sanzone. A 17 March 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 quoted Sanzone as declining to give more details of the expected cuts.

WALL STREET JOURNAL 21 MARCH 89 Pg.B8

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

By AMY DICKER
Staff Reporter of The WALL STREET JOURNAL

A little-noticed ruling by a federal judge in Colorado has created doubts 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 Ltd., may have to pay more than it was already expected to spend — as much as $7 billion, Shell's share of the cleanup costs at a former Army base used as a war training site near Denver.

U.S. District Judge Jim Carrigan of Denver indicated in his ruling on Feb. 14 that he had approved a deal that has a conflict of interest when they represented both the Army and the Environmental Protection Agency in the matter. And he said 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 argues that the land on which the hazardous waste disposal pond hasn't been sufficiently treated and isn't moving quickly enough. The state seeks to impose its own environmental regulations.

In his decision, Judge Carrigan denied the Army's request to dismiss that suit, ruling Colorado served as an independent check on the Army's efforts. He said the EPA couldn't 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 aren't under the same conflict of interest as the lawyer for Shell. Mr. Anderson said the lawyer for Shell also said the company didn't believe there was a conflict.

LONDON FINANCIAL TIMES 20 MARCH 89 Pg.2

Italia 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 report to confirm years of speculation that a missile was responsible for the loss of the Livavia DC9 which went into the sea north of Sicily in June 1980.

"The accident to the DC9 was caused by a missile explosion near the front portion 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 so clear, the report led to the external explosion "was a mis..." which suggests one of the crew was about to say "shame," to his colleagues. Two seconds later there was what "seems have been a missile explosion outside the aircraft."
Committee muddies waters round air crash

By John Wylies in Rome

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

The committee's report, released by the prime minister's office, not only failed 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 technical analysis has pointed to an explosion outside the DC9 as the cause of its loss.

While ruling out equipment or structural failure, the government-sponsored inquiry suggests that the missile theory is weakened by the absence of any activity in the area by either Italian or allied military forces. It also came across no evidence to support "insinuations" that radar evidence from stations at Marsala and Licola had been doctored, while the fact that some relevant radar tapes have been destroyed could be explained by the normal "thinning" of archives.

Syria to be more flexible toward an Arab/Israeli political settlement. Al-Ittihad quoted recent Western press reports as saying Moscow is also planning to supply Syria with Soviet-made Sukhoi-24 assault-fighter planes.

**YAZOV/SSERRA MEETING:** Spanish Defense Minister Narcis Serra arrived in the Soviet Union Tuesday for a meeting with his Soviet counterpart Dmitry Yazov and Soviet Prime Minister Nikolai Ryzhkov, the Soviet News Agency TASS has reported. A May 23 dispatch quoted Serra as saying Spain maintains a defensive military policy based on the principle of minimum sufficiency. TASS said that Serra's visit to Moscow was the first ever by Spain's top military official.

**MEDIA...from Pg. 15**

(Summarized from translations provided by Foreign Broadcast Information Service. Complete texts available from CANS, 4C881)

High-Flying Drug Sentry Is Deflated

Loss of Balloon Puts Hole in Radar Shield

By Michael Isikoff

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 SOWBALL 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 SOWBALL, 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.

Customs officials speculate this is because the smugglers have been flying around the balloon's radar coverage. This alternative, however, was presumably cut down when the second SOWBALL balloon was launched at Deming, N.M., last December. A third SOWBALL balloon is scheduled to be launched in Yuma, Ariz., later this month.

Some Drug Enforcement Administration officials, however, 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 has heard repairs could cost as much as $1 million, but the spokesman declined to comment on the repair.

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 Tallahassee, 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 Santacroce, 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 Zanon, have denied military involvement in the crash. The Air Force was cleared of any misconduct in the affair last month by a panel of seven experts designated by then Prime Minister Ciriaco De Mita. The panel said the crash might have been caused by structural defects in the DC-9 or a collision with another plane.

But the panel’s investigation lasted only five months—compared to five years for Santacroce’s probe—and critics have argued that it is one of several weak investigations that have left the possibility of a cover-up. In a recent editorial entitled Lies of the State, La Republica newspaper lambasted the “scandal” of broken promises by officials to solve the mystery.

“Our public officials, our leaders, are pretty mediocre when it comes to their professional duties,” wrote columnist Giorgio Boccia. “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 Licolana, near Naples, and the Sicilian 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.

Congress right about FSX deal

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 proceed. 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 the Japanese, if left to their own devices, can build better high-tech products than Americans.

But when it comes to world class, high 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 “memo of understanding” between the Secretary of State and the Japanese ambassador to the U.S. The new Japanese administration can ignore 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 that did not occur, at least Congress has stated where American interests lie.

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 in the upcoming fiscal year.

“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 any existing facility.

“It is up in the air, but it has not been canceled,” Weisberg said.

Meanwhile, officials at General Dynamics-McDonnell Douglas say they are proceeding normally in 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.

X-30...

Staff, “The National Aero-Space 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 $6 billion, 20-year commitment by the Japanese to develop a hypersonics program that could be challenged by the U.S. if approved by West Germany for its X-30 spaceplane program, and an aggressive push by the Soviet Union into hypersonics as well.

REAGAN...

From Pg. 5

recent NATO summit for deep cuts in conventional forces in Europe. “I believe we should consider the risk that the Soviets are serious in their desire to reach genuine arms reductions with the West,” Reagan said.

So long as the threat of communism remains, he said, NATO must remain strong. “But if we continue our policies,” he said, “there may not even be a need for NATO in another 40 years.”

The retired president took a more cautious line in discussing technology transfers to the Soviet Union.

Noting that despite liberalization, the Russians recently had made it illegal for individuals to obtain a computer printout or a copying machine from abroad, he asked: “Why should we sell the Soviet Union sophisticated computers when it will not allow its own citizens simple things like copying machines?”

But his main theme was that the new communications technology is undermining authoritarian governments everywhere, or, as he put it, “the Goliath of totalitarian control will rapidly be brought down by the David of the microchip.”

Citing Churchill as the preeminent example of a leader who understood the power of words in a mass-communication age, Reagan said technology has now immensely magnified that impact—through personal computers, satellite television, telexes and tape recorders.

“More than arms, more than diplomacy, the communications revolution will be the greatest force for advancement of freedom in the world,” he said.

Although the brutal repression of the prodemocracy demonstrators in Beijing may argue otherwise, Reagan declared, “those heroic Chinese students who gave their lives have released the spirit of democracy and it cannot be called back.”

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 TI 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

THURSDAY, September 28, 1989

By Rowan Scarborough

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 on-the-record meeting with 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, they're trying to believe their way they're heading at that point, 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.

"We're going to be opposing changes in organization or 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 greater introduction of straight forward streamlining and cutbacks in overhead.

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 1990 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 "much of the preliminary investigations" and earmarking it for other projects that lawmakers favor. "I think that to some extent that program got caught in that kind of need within the committee," he said.

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

It was necessary, Mr. Rice argued, to assure that the United States continues to have a bomber capable of penetrating Soviet air defenses and retaliating against a Soviet first strike.

"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."

"I think that if 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 the summer of 1986 to answer that question. "The mission of that 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

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 Rice said yesterday.

Mr. Rice also indicated that the Air Force was cooperating with the FBI in the case. Capt. John Vladimir Hirsch, an electronic engineer based until July in an intelligence unit in West Berlin, was under investigation.

The Air Force is cooperating fully with the appropriate legal authorities, as well as conducting our own investigation, but none of that is complete yet," Mr. Rice said in a lunch meeting with editors and reporters 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 690th Electronic Security Wing at Tempelhof 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 downplay or question 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 so much of the preliminary 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 top secret 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 on 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 that the military radar operators did not see a plane.

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

The evidence also revived previous speculation that the DC-9 was accidentally shot down by an Italian warplane as it pursued another plane carrying either Libyan leader Col. Moammar Gadhafi or an escaping Libyan rebel air force officer.

Italian newspapers splashed the controversy on their front pages yesterday under headlines like "Nine Years of Lies" and "The Lies of the Generals."

Vincenzo Chiocchi, a leader of the opposition Communist Party, demanded an immediate parliamentary debate.

"Members of the government, chiefs of staff, senior leaders of the armed forces have deliberately and shamelessly lied to Parliament and the country. Whoever is responsible for hiding the truth must be made to answer," he said.

Paolo Battistuzzi, Chamber of Deputies leader for the Liberal Party — a member of the five-party government — demanded a parliamentary statement by the defense minister.
ITALIAN Think Tank's Report Suggests
U.S. Military Role in 1980 Airliner Crash

ITALIAN think tank puts forward a controversial theory: The plane most likely was shot down by a Side- winder AIM-9 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 in 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 anybody in the area.

WALL STREET JOURNAL
Boeing Acknowledges Inquiry by Pentagon Over Its Accounting

By a WALL STREET JOURNAL Staff Reporter
SEATTLE—Boeing Co. confirmed that it is 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 investigators are seeking. They also declined to comment on the details of the investigation.

Over the weekend, the Seattle Post-Intelligence reported that, according to internal company memos, the program under scrutiny is the Sea Lance anti-submarine weapon, which Boeing is developing for the Navy.

The Defense Contract Audit Agency routinely audits contractors' books, and it has authority to subpoena records. The Boeing investigation also includes the Defense Criminal Investigative Service, which often is called in to help investigators determine whether laws were broken and whether the matter should be referred to the Justice Department or other agencies for further investigation.

Separately, Boeing also acknowledged that it's being investigated by the Occupational Safety and Health Administration.

Richard Terrill, assistant regional administrator for OSHA in Seattle, characterized the investigation as a "very, very serious" one.

He said Boeing has had weeks to respond to OSHA's complaints. The investigation centers on the first day of production on the B-1B bomber.

Actor Assistant Attorney General Stuart E. Schiffner said yesterday the settlement removes a cloud that has hung over the company in U.S. District Court in Hartford, Conn., against Industrial Electronics, Inc., of Duxbury, Mass., by a former employee.

WASHINGTON TIMES
June 27, 1989
Page 2

Justice recovers defense overcharges

The Justice Department has recovered $14.3 million from a Michigan defense contractor charged the Air Force and Navy between 1979 and 1983 for ball bearings.

The recovery was part of settlement reached after government investigation of the company.

Air Force investigators charged the company with overcharging, but the company maintained it had paid fair market value for the bearings it sold to the military.

The settlement provides for return of $9.5 million in credit the contractor had been allowed by the government in the past, plus $14.3 million in cash.

The contractor is to pay $9.5 million to the government immediately and to pay $4.8 million in cash to the government in 1989 and 1990.

The remaining $4.8 million will be paid in settlement of the government's claims against the contractor.

The settlement comes as the Justice Department continues to investigate companies suspected of overcharging the government for military supplies.

DEFENSE & FOREIGN AFFAIRS
Week of June 26

France Planning to Rejoin NATO

Exclusive French sources have informed the Weekly 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 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 contracts with such French companies as Thomson-CSF, Informatique de Systems et de Reseaux (ISR), and Sintra-Alcalert for ACCS's development.

The think tank's report comes as the case has jumped back into the headlines. On Friday, a Rome prosecutor charged 23 Italian military officials who were meeting at an airbase in Libya with an allegedly destroyed evidence and with false testimony. Meanwhile, a parliamentary commission on terrorism and mass surveillance is investigating the case. It is at least the sixth official investigation, but the first by the parliament—and will begin questioning the former ministers of defense and transport this week.

The entire nation for 13 days in May and early June. In fact, officials said yesterday, so many people stopped working to watch that industrial output, put dropped 20 percent during the session.

Apart from the economic cost, officials justify the decision not to cover the coverage. The chief concern that unlike the Congress, which will meet for a few weeks a year, the Soviet Parliament will be in session for an estimated eight months a year.

The deputies face a 21-point agenda that some of them, already pronounced too filled with complex, controversial measures for the month-long session.

Scientist Evgeny V. Velikhov drew gasps when he held up a full volume explaining the procedures for lawmaking in the U.S. Congress. Vice President Anatoly I. Lukyanov, who works for the agenda partly by saying that all the proposed laws do not have to be passed by Aug. 4, but that discussion of them should at least begin.

In his disarming candor toward the interview, Mr. Lapinoff the defense committee said he favors that professional, all-volunteer army, a controversial proposal here both of its cost and because it is associated with Western European countries.

He unfortunately referred to the Soviets' equivalent of the U.S. "wars" strategic defense system, saying "of course they know in the U.S. that we are creating systems capable

KGB... fm Pg. 3

""""
Chi lanciò nell'80 il missile sul DC 9 dell'Itavia?

USTICA, MISTERI SENZA RISPOSTA

Sono ancora molti i lati scuri 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 sciagura 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 tutte queste tempo le ipotesi che si sono fatte sono molte. All'inizio qualcuno aveva parlato subito di un esplosivo. Un po' alla volta è 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 chissà 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 3.500 metri di profondità con la carcassa dell'aereo Itavia. Rimanevano solo le tracce rilevate da Campomarino: l'unico centro radar ad aver registrato sulla scia del DC9 la presenza di aerei supersonici. Quale interpretazione dare? Come spiegare quelle presenze misteriose?

Gli esperti americani John Macdull, il primo ad aver analizzato le registrazioni di Campomarino, fa rilevare l'esistenza di un oggetto (essi com portava come un caccia), che prima dell'esplosione «va verso Est». Successivamente, due oggetti volanti attraversavano l'area del diastretto «a media velocità». Quelle aere (l'ipotesi non è una novità) potrebbe essere stata una battaglia aerea, conclusa tragicamente per un banalissimo errore. Il missile potrebbe essere stato sul DC9, attirato da una fonte di colore maggiore rispetto a quella del caccia. Ma è solo un'ipotesi.

Proprio quella sera del diastretto - qualcosa 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 Awacs 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 richiesta di un dibattito alla Camera, mentre al giudice istruttore Bucarelly si chiede il rispetto del termine massimo di due mesi dal deposito della perizia tecnica, per la conclusione dell'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 Irni

Cosa c'era di misterioso nella gara di appalto che assecondò alla c八字h 32 del gaelo di un missile nello cielo di Uscia il 27 giugno 1982, si chiede chi è stato colpito da un missile. Sanitacco invia la sua richiesta al ministro dei Trasporti (allora regnante il socialista Vincenzo Balzamo), «Ma ottenue una risposta? No, ma ha dichiarato Sanitacco all'Europeo.

Andiam avanti. Il ministro studia la questione e inaugura un disegno e legge per lo stanziamento necessario. Cio è così di dieci milioni, ma la cosa può essere un affare per la presidenza del Consiglio. Nel marzo 1983, quando è stato deciso di stabilire un centro per studiare i dati e l'informazione. Sanitacco inviò la sua lettera a Sanitacco e a Sanitacco, «Ma volete dire che non avete trovato il missile?»

No, non abbiamo trovato il missile. La gara di appalto, in realtà una semplice trattativa privata, viene vinta dalla società francesa a partecipazione di ambedue. Il contratto è stipulato con il gigante istruttoro Vittorio Bucarelly, ma non è stato possibile trovare il missile. Sanitacco inviò la sua lettera a Sanitacco e a Sanitacco, «Ma volete dire che non avete trovato il missile?»

Si, è vero. Ma non abbiamo trovato il missile. La gara di appalto, in realtà una semplice trattativa privata, viene vinta dalla società francesa a partecipazione di ambedue. Il contratto è stipulato con il gigante istruttoro Vittorio Bucarelly, ma non è stato possibile trovare il missile. Sanitacco inviò la sua lettera a Sanitacco e a Sanitacco, «Ma volete dire che non avete trovato il missile?»

E invece no. In primo luogo è chiaro che nel recupero del Dc9 ci è stato un'efficienza inferiore. Nei primi giorni di luglio, la mia corrispondente ha ricevuto il messaggio di Sanitacco, «Siamo sempre nel 1983 e da allora per tre anni, le richieste del giudice rimangono lettera morta.

colti dalla marina statunitense oppure no?
Nel mare delle confusioni che per otto anni si sono affollate intorno al mistero del DC9, non può essere un caso se i nostri servizi di informazione non siano oggi riusciti a decifrare i documenti relativi all'attentato di Tirs
ter. Proprio oggi che risplenta la pi
data di un caccia straniero. I servizi segreti italiani stanno inseguendo una possibile pista francese.

Sin dal giugno 1980, quando l'a
temista del 19 ottobre: Accordo di Londra, secondo il quale le ipotesi di un missile sparato da un caccia decollato dalla portaerei francese Clemenceau, il governo di Parigi fece notare che la portaerei, il 27 giugno di quell'anno, aveva dato come segnale di allarme nel porto del Golfo proprio quella mattina e che addirittura il suo sergente di combattimento erano rientrati in patria il giorno prima. I francesi aggiungono che, in
ogni caso, il caccia Super Etendard non ha un'autonomia operativa in grado di farli volare fino a Ustica. I dati sottoscritti anche dalla Difesa italiana. Dimenticando tuttavia che: prima del 19 ottobre, una miriade di basi in Corse e quindi in piu
ter Tirreno centrale. Secondo che nella base corsa di Calvi, ha il suo quartier generale il reggimento On
tizie Choc, un reparto speciale abili
to a sofisticate operazioni bellici
e che di primo intervento. Anche as
erazioni

Qualche incomprensione, inoltre, deve essere stata tra i servizi segreti italiani e francesi all'epoca dell'incidenti. Al Sikorski (Servizio informazio
ni militari) che 24 ore dopo lo scontro consegneva chiarimenti ai servizi segreti francesi (CSD) il conte Al
dre De Marencourt, capo delle spie di Parigi, evitava addirittura di ris
tendere il governo francese ha più
tardi negato di aver mai ricevuto il fonogramma dei Sikorski. Qualcuno di certa, tra i due, ha mentito.

Un fatto è fuori discussione: se c'è stata una vasta operazione di coper
tura della verità, questa è cominciata a mezzogiorno dopo il disastro di Usti
ci. I servizi segreti italiani dell'epoca, sempre mostratoscacciato esclusivo nell'esaminare la testa del missile omicida, di qualunque nazionalità esso potesse essere.

to un fatto che non era ne
cessario occuparsì a livello di intelli
genza».

Tutto questo è a dir poco, molto strano. Tanto più che il 27 giugno 1980 cade al centro di una successione di giorni in cui nei cileni del Mediterraneo c'è un viavai infernale di capi di Stato, generali, ministri degli Esteri. Il vice presidente degli Stati Uniti Jimmy Carter scorrazza da Roma a Madrid a Lisbona. A Venezia si chiun
de il 23 giugno, il vertice dei sette paesi più industrializzati con brevi appendici vacanzarie della signora Thatcher e di Ciscard d'Estaing. E proprio il 27, giorno della sciagura, lasciano Baghdad in Turquie i mini
stri degli Esteri della Nato che si sor
no scavaglifici sul problema degli euromissili strategici. Compreso il ministro degli Esteri italiano Emilio Colombo che vole verso casa.

È chiaro che, con un simile traffi
to, di cotonato, i celi, i mari, ogni centimetro di carta, fos

È un punto, questo, non sufficiente
temente approfondito. I servizi segre
ti tecnologicamente avanzati (e noi nel 1980 non era questo il caso italiano) dispongono di sofisticate stazioni di ascolto dell'eper e di intercet
zazione delle comunicazioni. La Gran Bretagna può contare sul «Government communication head
quarters», con semireali addetti, una base principale a Cheltenham e basi dismesse dappertutto, soprattutto nel Mediterraneo, dove un es
ea, per esempio ad Acri e Cipro, più altre sconosciute. Gli americani hanno la Nsa (National security agency) e un bilancio superiore di sei volte a quello della Cia. Analoghi servizi hanno i francesi, i tedeschi, gli israeliani. Si tratta di stazioni in funzione ventiquattr'ore su ventiquattro.

Possibile che nessuno abbia ca
turato le ultime comunicazioni ra
dio del DC9 e, soprattutto, del cacc
cia assasino e la sua base? Ed è credibile che nessuno di questi ser
vi, magari in via ufficiosa, abbia offerto alle autorità italiane, civili o militari, o agli stessi servizi segreti come merce di scambio, queste intercettazioni?

Sono tutti elementi che contribu
dono a perdersi la testa di una cop
tura organizzata della verità. Po
che osservazioni bastano a capire l'enormità degli interessi che agiscono
come spine contrapposte nelle indagini. C'è una pace, con la sua aeronautica, responsabile della morte di 81 persone, che manca e intrigà affinché ogni prova venga cancella

to. Ci sono politici che hanno dato
rata l'ordine di tacere ai militari italiani per superiori motivi di inte
resse nazionale. O ci sono militari che forse hanno tacuto la verità al
Il Dc9 abbattuto. L’ambasciata Usa a Gheddafi: «Falsa insinuazione»

Scende in campo anche Gelli

Su Ustica l’ex venerabile lancia messaggi in codice

Di Dany Apero Bella

Un gran fuoco d’artificio pieno di luci sfavillanti. E la sensazione che sta per avvicinarsi il bello finale. Sulla tragedia di Ustica nelle ultime 48 ore, dopo tanto assai di silenzio, depistaggi e omissioni sono finiti gli intervalli più stabiliti mentre la polizia tra politici e militari ha fatto registrare un rapido incontro di fatti tra il ministro Rino Fiume e l’ex capo di Stato maggiore dell’Aeronautica Lamberto Fasoli. Il leader siciliano Gelli dice che sono stati gli americani ad abbracciaro il Dc9 dell’Italia, intervista per l’ex venerabile capo della P2. Licinio Gelli, si stupire che la missione francese e quella francese in quel maldestro 27 giugno erano impegnate a provare le loro artiglierie a Sardegna, il 15 talora fuori una nuova vista, tedeasa.

Gelli, quando furono uccise “11 persone in volo tra Belgio e Paesi Bassi, la loggia masonica inglese P2 avevano i suoi uomini ai vertici delle gerarchie militari. I capi dei reggimenti di carabiniere, non potevano usare queglielli, erano tutti negli

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

□ Navi italiane e francesi erano impegnate il 27 giugno in Sardegna. «Ma tornarono in porto la mattina», precisa la Difesa

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Il Giornale
L'aereo sarebbe decollato da Giola del Colle e atterrato poi in Sardegna.

Il TG 1 con una nuova versione alimentera la macabra danza di ipotesi sul DC-9

«Tedesco il missile di Ustica

Roma - Non fu americano il missile killer di Ustica, e il nastro della verità non sta a Washington. Lo rivela il posteriore e stando alla verità americana e a Roma. E' non assunto registrato l'incidente dei due Stati Uniti e di Gheddafi sono false e pure le ricerche dei poliziotti. Tanto che non mancano da pregiudiziari e che non mancano da destini americani, 300 millimetri di fraffyla e chiama la. la tragédia. Sconvolto, il pilota, che aveva un nome di

Maree, scelto che il Gueprat-

ne (il cacciatore di presidi francesi chiamato in causa) fosse attirato per lanciare missili. Solo cannoni da 100 millimetri per sparare alla terra.

Ieri sera Deniro tra sottolinea, il TG di Batequart, ha inve- ce sosteguito che il giorno dell'incidente partì dalla ba-

se corsa d'incredulo e con le armi per iribelli anti-Gheddafi di Tobruk. La fede! Un rapporto dei servi-

ni segreti francesi. Un episcopio forse da collegare alla

tragedia di Ustica.

Marco Ventura
In testa e in fondo ad ogni foglio c'è il timbro "Riservato". Quindi la dichiarazione "Appunto" e l'oggetto del documento: "Incidente di Ustica".

Sono i documenti che il Siami ha inviati al governo e in cui il servizio segreto militare dà la sua versione dei fatti. Una versione che esclude possibilmente essere stato un missile a guida radar che sarebbe stato abbatuito da un aereo militare. Sono i documenti che hanno firmato il generale Umberto Bartolucci, che in questi giorni ha assicurato che l'incidente è stato "un incidente".

La strage di Ustica non può far tremare le poltrone dei politici! Il Sottosegretario liberale alla Finanza Stefano Fiore, di una nostra amicizia, fa il suo dovere di informare il pubblico.

**PAROLE DI SPIA**

PROPOSTO E STATO INIZIALMENTE AVAN- 
ZATA L'IPOTESI CHE SI TRATTE DI UN 
MISSILE IR. IN TALE CASO IL SIA- 
MI SI EBBE AUTOGUARDIA SULE FONTI 
DI CALORE E SULLE MOTORI. 

C'è stato un errore di guida del 
missile a guida radar che sarebbe stato abbatuito da un aereo militare. Sono i documenti che hanno firmato il generale Umberto Bartolucci, che in questi giorni ha assicurato che l'incidente è stato "un incidente".

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**RISERVATO**

I documenti "Riservati" del Siami, sui disastri di Ustica, inviati al nostro governo.
Di Pierluigi Ficoceri

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. È qui rivelato il contenuto del dossier finora segreto.

Pimma Francesco Cassia, Bettina Croci, assistente Giacomo De Mita: due presidenti del Consiglio e un presidente della Repubblica, un'omissione non interamente di Osica. I maggiolari da testi, qui erano unici con due pagine di appunti analisi e risultati che costituiscono un'ammirazione della relazione finale del collegio dei periti. In quelle pagine sono conservate le buone parti delle notizie riferite dal settimanale televisivo Tg 7 che stava iniziando a raccogliere i dati negli ambienti militari e politici che ha svolto di interogazioni parlamentari: una grandissima amministrazione che richiesta alla Commissione per le streghe di aprire un'inchiesta; l'invito di De Mita al ministro della Difesa Valerio Zanone a svolgere un'interrogazione di indagine tra gli Stati maggiori.

«Per quanto ne sappiamo, ha escluso una versione accertata dal collegio dei periti», spiega il colonnello Cesare Plauti, pilota di Dc 9 dell'Alitali e perito di politica interna e militare che ha svolto l'interrogazione di indagine tra gli Stati maggiori. «Siamo convinti che quel piano era stato recuperato dai giorni prima del disastro di Liotard.»

Da una parte, dunque, le ipotesi che dall'altra le correnti. Vediamo qua sono i periti che hanno permesso ai periti italiani a esteri dei rapporti. Il Rapporto aeronautica reso da un giudice, un'opera di successo.

1) A bordo del Dc 9 non vi era la «magnesia» di un unico collettore dell'interno, ma un'altra magnesia (restituita da un aggregato periferico). Grazie alla maggiore presenza della magnesia all'interno dell'aeroplano, il maggiolario era in grado di operare un verificato che il caccia si serviva di un tronco di cattivo funzionamento. Invece, era un tronco di cattivo funzionamento. Invece, era un tronco di cattivo funzionamento...
ROMA - La NATO non s'è limitata a richiedere l'istruttoria per il caso. Si è spinta più in là, con la richiesta di un'indagine antimafia sulla marcia di Marsala.

La richiesta è stata presentata da NATO a Giugno, in risposta alla richiesta di un'indagine antimafia sulla marcia di Marsala. Nel frattempo, la NATO ha presentato una richiesta di indagine antimafia a giugno, in risposta alla richiesta di un'indagine antimafia sulla marcia di Marsala. Nel frattempo, la NATO ha presentato una richiesta di indagine antimafia a giugno, in risposta alla richiesta di un'indagine antimafia sulla marcia di Marsala. Nel frattempo, la NATO ha presentato una richiesta di indagine antimafia a giugno, in risposta alla richiesta di un'indagine antimafia sulla marcia di Marsala. Nel frattempo, la NATO ha presentato una richiesta di indagine antimafia a giugno, in risposta alla richiesta di un'indagine antimafia sulla marcia di Marsala. Nel frattempo, la NATO ha presentato una richiesta di indagine antimafia a giugno, in risposta alla richiesta di un'indagine antimafia sulla marcia di Marsala. 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Lagorio: «Si, fu Formica a ipotizzare il missile»

Il deputato socialista, che oggi presiede la commissione Difesa, raccontò come fu informato e ciò che fece dopo la tragedia.

IL DANNO APERIO BELLA

«Non siamo ancora stati informati del pericolo. La tragedia è avvenuta quando il Dottor Difesa ha comunicato all'Ammiraglio Porta che il sistema di avvistamento in uso al mare aveva registrato una probabile ipotesi di un missile.»

IL 28 giugno, il Dottor Difesa, che si trovava in un'altra parte del Comando della Difesa, ha comunicato all'Ammiraglio Porta che il sistema di avvistamento rilevava la presenza di un obiettivo che potrebbe essere un missile.»

IL 29 giugno, il Dottor Difesa, che si trovava in un'altra parte del Comando della Difesa, ha comunicato all'Ammiraglio Porta che il sistema di avvistamento rilevava la presenza di un obiettivo che potrebbe essere un missile.»

IL 30 giugno, il Dottor Difesa, che si trovava in un'altra parte del Comando della Difesa, ha comunicato all'Ammiraglio Porta che il sistema di avvistamento rilevava la presenza di un obiettivo che potrebbe essere un missile.»

Il sistema di avvistamento rilevava la presenza di un obiettivo che potrebbe essere un missile.»

IL 1 luglio, il Dottor Difesa, che si trovava in un'altra parte del Comando della Difesa, ha comunicato all'Ammiraglio Porta che il sistema di avvistamento rilevava la presenza di un obiettivo che potrebbe essere un missile.»

IL 2 luglio, il Dottor Difesa, che si trovava in un'altra parte del Comando della Difesa, ha comunicato all'Ammiraglio Porta che il sistema di avvistamento rilevava la presenza di un obiettivo che potrebbe essere un missile.»

IL 3 luglio, il Dottor Difesa, che si trovava in un'altra parte del Comando della Difesa, ha comunicato all'Ammiraglio Porta che il sistema di avvistamento rilevava la presenza di un obiettivo che potrebbe essere un missile.»

IL 4 luglio, il Dottor Difesa, che si trovava in un'altra parte del Comando della Difesa, ha comunicato all'Ammiraglio Porta che il sistema di avvistamento rilevava la presenza di un obiettivo che potrebbe essere un missile.»

IL 5 luglio, il Dottor Difesa, che si trovava in un'altra parte del Comando della Difesa, ha comunicato all'Ammiraglio Porta che il sistema di avvistamento rilevava la presenza di un obiettivo che potrebbe essere un missile.»

IL 6 luglio, il Dottor Difesa, che si trovava in un'altra parte del Comando della Difesa, ha comunicato all'Ammiraglio Porta che il sistema di avvistamento rilevava la presenza di un obiettivo che potrebbe essere un missile.»

IL 7 luglio, il Dottor Difesa, che si trovava in un'altra parte del Comando della Difesa, ha comunicato all'Ammiraglio Porta che il sistema di avvistamento rilevava la presenza di un obiettivo che potrebbe essere un missile.»

IL 8 luglio, il Dottor Difesa, che si trovava in un'altra parte del Comando della Difesa, ha comunicato all'Ammiraglio Porta che il sistema di avvistamento rilevava la presenza di un obiettivo che potrebbe essere un missile.»

IL 9 luglio, il Dottor Difesa, che si trovava in un'altra parte del Comando della Difesa, ha comunicato all'Ammiraglio Porta che il sistema di avvistamento rilevava la presenza di un obiettivo che potrebbe essere un missile.»

IL 10 luglio, il Dottor Difesa, che si trovava in un'altra parte del Comando della Difesa, ha comunicato all'Ammiraglio Porta che il sistema di avvistamento rilevava la presenza di un obiettivo che potrebbe essere un missile.»

IL 11 luglio, il Dottor Difesa, che si trovava in un'altra parte del Comando della Difesa, ha comunicato all'Ammiraglio Porta che il sistema di avvistamento rilevava la presenza di un obiettivo che potrebbe essere un missile.»

IL 12 luglio, il Dottor Difesa, che si trovava in un'altra parte del Comando della Difesa, ha comunicato all'Ammiraglio Porta che il sistema di avvistamento rilevava la presenza di un obiettivo che potrebbe essere un missile.»

IL 13 luglio, il Dottor Difesa, che si trovava in un'altra parte del Comando della Difesa, ha comunicato all'Ammiraglio Porta che il sistema di avvistamento rilevava la presenza di un obiettivo che potrebbe essere un missile.»

IL 14 luglio, il Dottor Difesa, che si trovava in un'altra parte del Comando della Difesa, ha comunicato all'Ammiraglio Porta che il sistema di avvistamento rilevava la presenza di un obiettivo che potrebbe essere un missile.»

IL 15 luglio, il Dottor Difesa, che si trovava in un'altra parte del Comando della Difesa, ha comunicato all'Ammiraglio Porta che il sistema di avvistamento rilevava la presenza di un obiettivo che potrebbe essere un missile.»

IL 16 luglio, il Dottor Difesa, che si trovava in un'altra parte del Comando della Difesa, ha comunicato all'Ammiraglio Porta che il sistema di avvistamento rilevava la presenza di un obiettivo che potrebbe essere un missile.»

IL 17 luglio, il Dottor Difesa, che si trovava in un'altra parte del Comando della Difesa, ha comunicato all'Ammiraglio Porta che il sistema di avvistamento rilevava la presenza di un obiettivo che potrebbe essere un missile.»

IL 18 luglio, il Dottor Difesa, che si trovava in un'altra parte del Comando della Difesa, ha comunicato all'Ammiraglio Porta che il sistema di avvistamento rilevava la presenza di un obiettivo che potrebbe essere un missile.»

IL 19 luglio, il Dottor Difesa, che si trovava in un'altra parte del Comando della Difesa, ha comunicato all'Ammiraglio Porta che il sistema di avvistamento rilevava la presenza di un obiettivo che potrebbe essere un missile.»

IL 20 luglio, il Dottor Difesa, che si trovava in un'altra parte del Comando della Difesa, ha comunicato all'Ammiraglio Porta che il sistema di avvistamento rilevava la presenza di un obiettivo che potrebbe essere un missile.»

IL 21 luglio, il Dottor Difesa, che si trovava in un'altra parte del Comando della Difesa, ha comunicato all'Ammiraglio Porta che il sistema di avvistamento rilevava la presenza di un obiettivo che potrebbe essere un missile.»

IL 22 luglio, il Dottor Difesa, che si trovava in un'altra parte del Comando della Difesa, ha comunicato all'Ammiraglio Porta che il sistema di avvistamento rilevava la presenza di un obiettivo che potrebbe essere un missile.»

IL 23 luglio, il Dottor Difesa, che si trovava in un'altra parte del Comando della Difesa, ha comunicato all'Ammiraglio Porta che il sistema di avvistamento rilevava la presenza di un obiettivo che potrebbe essere un missile.»

IL 24 luglio, il Dottor Difesa, che si trovava in un'altra parte del Comando della Difesa, ha comunicato all'Ammiraglio Porta che il sistema di avvistamento rilevava la presenza di un obiettivo che potrebbe essere un missile.»

IL 25 luglio, il Dottor Difesa, che si trovava in un'altra parte del Comando della Difesa, ha comunicato all'Ammiraglio Porta che il sistema di avvistamento rilevava la presenza di un obiettivo che potrebbe essere un missile.»

IL 26 luglio, il Dottor Difesa, che si trovava in un'altra parte del Comando della Difesa, ha comunicato all'Ammiraglio Porta che il sistema di avvistamento rilevava la presenza di un obiettivo che potrebbe essere un missile.»

IL 27 luglio, il Dottor Difesa, che si trovava in un'altra parte del Comando della Difesa, ha comunicato all'Ammiraglio Porta che il sistema di avvistamento rilevava la presenza di un obiettivo che potrebbe essere un missile.»

IL 28 luglio, il Dottor Difesa, che si trovava in un'altra parte del Comando della Difesa, ha comunicato all'Ammiraglio Porta che il sistema di avvistamento rilevava la presenza di un obiettivo che potrebbe essere un missile.»

IL 29 luglio, il Dottor Difesa, che si trovava in un'altra parte del Comando della Difesa, ha comunicato al...
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

**ROMA -** Un aereo di Stato con una "personalità" non identificata a bordo, era in volo nel cielo a Sud della Sicilia in sera dall'ab- battimento del DC9 italiano. I piani sono sconosciuti e nessuno ha avuto elementi su questo aereo che, nel nostro studio di trasmissione radar di Marsala, viene chiamato "traccia numero 11". Era il volo di un "Air Force" della flotta presidenziale con a bordo Edward Muskie, segretario di Stato all'estero. Ulteriori indizi che potrebbero essere rilevanti sono:  

- C'era un caccia di soccorso? C'è stato un tentativo di contatti da parte di un caccia italiano con un aereo extraterritoriale?

Sono state rivelate le informazioni seguenti:  

- L'ipotesi che un aereo con un "caccia" all'estero e il segre- tario di Stato Usa avesse avuto contatti con un aereo extraterritoriale è stata sviluppata da parte del governo Usa.  

La sera precedente la navigazione di Ustica, l'USS fu trovato ad Ankare per il consiglio della NATO. E po- che ore prima dell'abbattimento del DC9, il presiden- te Carter aveva lasciato il Portogallo, ultima tappe del suo viaggio in Europa. Ma senza Muskie, che do- vrebbe invece prospettare per la Thailandia.  

Da Ankare, Muskie rag- giunse Carter in aere- no "rollback" del Portogallo. "E' uno dei gesti ancora senza risposta. Se non fosse l'aereo del segretario di Stato americano in volo nel Me- diterraneo avrebbe certamente dovuto una scorta. E tutte le ipotesi sull'inter- vento di un caccia americano (EIS), su un insedi- mento e un doppio termina- to con l'abbattimento del DC9 avvenuto nel cielo di Ustica, dovrebbero venire confermate. Le distanze tra la "traccia numero unico" e il DC9 venne calcolata in circa 200 miglia, un tragitto che uno o più cacciavano- ti in un inseguimento potrebbero coprire in pochi minuti.  

"Spera adesso al giudic- e of uccelli" li per far- no a questo ed altri scenari pro- posti dall'esperto della peri- ei consigliata venerdì. E' certo che il magistrato con- vocerà nuovamente tutti i ministri che hanno guidato la Difesa dal 1980 ad oggi, per tentare di migliorare le relazioni con le agenti dell'informazione (sconosciute) di cui già dispone.  

E' importante notare che il governo Usa, in particolare il segretario di Stato, ha sempre negato che avesse avuto contatti con un aereo extraterritoriale. Ma la situazione rimane ancora inesatta.

Andrea Purgatori
Ustica, quattro “tracce” misteriose

Il missile assassino 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 reduce da Ankara. La traccia del caccia scompare al momento del disastro.

Dall’analisi dei dati in volo la sera del 27 giugno 1980 s’affaccia una nuova, inquietante ipotesi sulla tragedia del De C9
Ustica: un Vip l'obiettivo del missile?

Nuovi misteri intorno al radar militare di Marsala, che la sera della strage di Ustica restò "cieco" per otto minuti a causa di una esercitazione. I periti hanno rilevato stranezze e incongruenze nelle tracce radar del DC-9 abbattuto. E la presenza di un aereo con un bordo "personale" alle quali non è stato possibile dare un nome. Il giudice Bucarel- li sentirà i vertici militari e militari dell'epoca.

VITTORIO BAGNINI

8 VIII ROMA. Dalle pagine della gesta sulla strage di Ustica, a disposizione del giudice introvabile Bucarel- li rimane quasi da un cicchet- to di nuovo donato ad esercitazioni. I periti confermano che il "buco radar" concerne solo il lasso di tempo che va dal quarto al dodicesimo minuto dopo la sc Sunga. Ha nello stesso tempo trovato sull'aeroplane di cui il radar militare siede immediatamente e prima di dopo il strope. Il radar di Marsala è stato fatto sulla pista che ha registrato l'ultima traccia radar con

La notte successiva al 27 giugno 1980 dal DC-9 della Bancarella, esce dal radar militare di Marsala. Internamente, la traccia che ha lasciato delli sul parlamentare coincidenza di date e spesso la sera prima della trag-

dente di Ustica l'allora presidente degli Stati Uniti, Jimmy Carter, ripeteva per gli Usa dopo una visita di stato in Europa. Riparte da Portogallo. Negli stessi giorni il suo segre-
tario di Stato, Muskie, aveva promosso ad Ankara il Colpo della Notte. È presumibil-
e che si recò a Lisbona per informare Carter, prima che il presidente lasciasse l'Europa, degli esiti del Consiglio. Poi volò a Bangalo per esigenza. In quel caso, la traccia asse-

to 11 e la sconosciuta persona se ne avrebbe un nome. Qualcuno potrebbe aver at-

taccato l'aereo, provocando la registrazione della scorta e un in-

seguimento nel cieco del Tevere.

Per la lotta a Ustica, Bucarel- li ha fatto sapere che è necessario un esame di testimoni e testimonianze dei testimoni hannone esposto del governo e il ca-

po di Stato maggiore dell'Ae-

ronautica in carica nel 1980. All'inizio di aprile il legato dei familiari delle vittime di Usti-

cava, Feucrani, Galasso e Gar-
Ustica, c'era un altro aereo

Marsala segnalò un velivolo con «personalità a bordo»

□ Quel giorno sul Mediterraneo viaggiavano autorità di risalto da un vertice NATO. Il giudice interrogò l'ex ministro Lagorio

di FIORENTINA BARZANINI

La sera del 27 giugno 1980 un aereo con una alta personalità governativa a bordo viaggiava contemporaneamente al De 9 dell'Illavia a 230 miglia di distanza, a sud. L'ipotesi che si trattasse di un velivolo scortato da aerei da caccia rimarrà all'attesa nella perizia depositata venerdì nell'ufficio del giudice istruttore Vittorio Bucardì. Il trovarsi dei due aerei così lontani sembrava confermare la possibilità che il De 9 si sia trovato in mezzo a un inseguito di un possibile attentatore. Quella sera il radar di Marsala registrò 31 tracce di velivoli o oggetti non identificati. L'attacco 115 corrisponde all'aereo sul quale viaggiava quell'alta personalità: è identificato nei tabulati di Marsala con la sigla «5» che identifica proprio gli aerei a bordo. Ma chi era quell'attore? L'ipotesi avanzata più volte vuole che il velivolo di Stato che va da Ankara fino a Portogallo per raggiungere il presidente, si trovi in mezzo a un inseguito di un velivolo scortato da aerei da caccia. Ma non sappiamo come e quando e chi era quel velivolo. Quello del De 9 attaccato è stato un attentato al De 9, ma alla fine la verità non è stata mai attestata.

Il magistrato che condusse l'indagine intervenne nel prosieguo di quella sera l'allora ministro della Difesa, Lelio Lagorio, e sentì nuovamente gli addetti al radar della missione di Linoca e Marsala. Dopo le rivelazioni contenute nella relazione consegnata dai soldati, si cerca ora una bandiera di quell'aereo da caccia da cui partì il missile. Sapere quale alta personalità viaggiava contemporaneamente al De 9 potrebbe aiutare gli inquirenti a capire chi sparò contro l'aereo dell'Illavia. Solo tre anni fa, l'Interpol. davanti a 230 miglia di distanza, a sud, trovò il velivolo che percorreva l'attacco. Era la morte di quello che era stato attaccato. Ma non sappiamo come e quando e chi era quel velivolo. Quello del De 9 attaccato è stato un attentato al De 9, ma alla fine la verità non è stata mai attestata.

L'aereo dell'Illavia viaggiava in direzione sud e si trovava quindi in questa posizione pericolare e all'assedio di un'aerei da caccia. Era in servizio di scorta. L'addetto al radar di Marsala segnalò quell'aereo con l'alta personalità fino alle 21.02 e cioè esattamente due minuti dopo la tragica Messaggero. E questa possibilità si è sostenuta in luce l'intero corso dei fatti. Che l'aereo militare italiano era in mezzo ad altri aerei da caccia, che la tragedia sia stata un attentato al De 9, o che l'aereo militare italiano sia stato attaccato, o che il De 9 sia stato attaccato, o che il De 9 sia stato attaccato, o che l'aereo militare italiano sia stato attaccato, o che il De 9 sia stato attaccato, o che l'aereo militare italiano sia stato attaccato, o che il De 9 sia stato attaccato, o che l'aereo militare italiano sia stato attaccato, o che l'aereo militare italiano sia stato attaccato, o che l'aereo militare italiano sia stato attaccato, o che l'aereo militare italiano sia stato attaccato, o che l'aereo militare italiano sia stato attaccato, o che l'aereo militare italiano sia stato attaccato, o che l'aereo militare italiano sia stato attaccato, o che l'aereo militare italiano sia stato attaccato, o che l'aereo militare italiano sia stato attaccato, o che l'aero
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

TALKING PAPER

ON

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

- 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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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 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.
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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.
15 MAY 1989

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 inves-
tigation 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.

a. **US Aircraft Airborne on 27 June 1980.**

   (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 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 U.S. records are helpful to your government in settling this investigation.

Sincerely,

[Signature]

Enclosure: Donald J. Atwood

As stated
<table>
<thead>
<tr>
<th>SHIP</th>
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<tbody>
<tr>
<td>SARATOGA</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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<td>D.B. BEARY</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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<td>SANTA BARBARA</td>
<td>Sousse, Tunisia</td>
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Enclosure
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<th>SHIP</th>
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<tr>
<td>MT BAKER</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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<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.