

## **2000: ITALIAN AIR FORCE'S UFOs AND MUSSOLINI'S FASCIST UFO FILES**

**FOR THE FIRST TIME AN OFFICIAL ITALIAN AIR FORCE SPEAKER  
ATTENDED A UFO CONGRESS**

On June 3rd and 4th, 2000, during the 8th meeting of the San Marino UFO World Symposium, organized by Italy's Centro Ufologico Nazionale (CUN) President, Dr. Roberto Pinotti. This had the support of the San Marino Government and was attended by representatives from seventeen countries. An Italian Air Force delegate was sent by Italian Government to describe the statistical aspect of the UFO cases reported to the Italian Ministry of Defense. Colonel Aldo Olivero, Head of the "Reparto Generale Sicurezza" (General Security Section) of the Italian Air Force, which corresponds with the USAF's A.T.I.C., admitted having more than 200 unexplained reports on file. This impressive event is the result of CUN's positive thirty-five year relationship with the Italian Authorities. In 1978 CUN officially received the first military dossier of UFO cases in Italy released to civilian UFO researchers by the Italian Ministry of Defense.



**Italian Air Force Colonel Aldo Olivero**

## THE UFO FILES OF FASCISM

In 2000, during the annual World UFO Symposium in San Marino, Alfredo Lisson and I gave a lecture on the sensational discovery of some original material, which has been sent to us anonymously on a number of occasions regarding the existence so-called "Fascist UFO Files". This material dealt with a purported flying saucer that had either crashed or landed near Magenta in Lombardy on April 11th, 1933, some fourteen years before the Roswell, New Mexico, crash. This event involved a subsequent investigation by an obscure war time intelligence unit called "Gabinetto RS/33" (or RS/33 Cabinet ), 'RS' is the acronym for Ricerche Speciali or Special Researches, and 33 means 1933, this group had allegedly been authorized by Benito Mussolini to study the problem. Later the crashed UFO was allegedly stored in the hangars of the SIAI Marchetti in Vergiate. Mussolini thought that this "unconventional flying vehicle" was a French, British or German secret weapon, but apparently Guglielmo Marconi believed it was Extra-Terrestrial in nature. The RS/33 Cabinet - according to the mysterious sender of the material who wrote to us saying he was a relative of one of its members investigated this. Apparently, between 1933 and 1940, there were many different Italian UFO sightings: in one instance an Italian fighter plane intercepted an UFO between Ravenna and Rome and in August 1936 there was a multiple UFO sighting (an Adamski "flying cigar" and two Saturn-shaped UFOs) over Mestre and Venice.



**Benito Mussolini and Sen. Guglielmo Marconi, head of the Italian Royal Academy**

Indeed, in Italy there were many UFO sightings between 1933 and 1940, so little wonder a secret commission was established to study them. According to the “Fascist UFO Files” we received, it was founded by Mussolini along with Fascist Ministers Italo Balbo and Galeazzo Ciano and it was headed by Guglielmo Marconi. The first UFO case was in 1931 near Venice; the second is above mentioned case when, on June 13, 1933, a landed UFO was recovered.



**Map of the Magenta 1933 UFO crash**

We have three telegrams (there are four) about the recovery of this UFO and a 'protocol' was sent to the Prefect, intended for the Italian secret services and the newspapers, in order to cover up this news. It all began in early 1996 when I received a handful of hand written notes on stationary bearing the seal of the “Kingdom’s Senate” in the mail. The year mentioned in the material was 1936 and in the hand written document, first sent to a Certain “Valiberghi” by a secret agent using the first name “Andrea” there was a sketch of a “mysterious airship”.





SENATO DEL REGNO

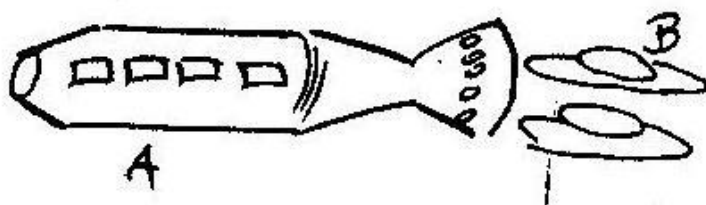
22 agosto XIV

Care Valterragli,

ti confesso quanto hai saputo dei  
Valterragli. Anche se la Prefettura  
di Torino sta attivando le indagini  
indagini, non c'è nulla di più sulle  
storie delle sentenze misteriose!! ---  
Le avvisate nelle mailing (con un  
semplice) di lunedì. E' un caso  
misterioso, tutto, lucido, lungo, duro  
dici. Sottile, molto.


Già che viene non pochi dei  
seccatori, per cui a 130 km/h  
non ho niente di più accettabile.

Non s'altava alen unu, e queto fante  
 seggia ci fruttava di an acrostato.  
 Aveva veduto com'è giallo che lu-  
 bra più vici di int. La per carta  
 che è dot veduto de altri gileti.  
 L'avistava, ande de que Meri-  
 belli de la via sotto il reggato de  
 i aniso a mano di liane.  
 (P.) De cing alcune a me, dopo de  
 queto per me fante vane Mente,  
 i vete int (e queto anco fu non  
 fu) una volta di lungo feto mibel-  
 lic, gigio. o a l'up. Nel reggato  
 del al. l'ok / .X i q. n. l'g. m. f.



The first two pages of the Mestre 1936 case report

Mod. 1094


  
**UFFICIO TELEGRAFICO DI MILANO**
  
**TELEGRAMMA**

Indicazioni di urgenza <b>LAMP</b>		Gruppo sul quale si deve fare l'ordine del Telegramma									
Il Comando non assume alcuna responsabilità circa la veridicità del contenuto della notizia. La stessa è fornita in base ai rapporti e la segnalazione è riservata al destinatario secondo norme emanate dal Ministero. La presente è fornita al destinatario corrispondente al campo radio del Comando aerea, e nel frattempo l'ordine di servizio da una responsabilità civile.		Spedito in <b>TU</b> ore <b>10</b> del mattino <b>10</b>	N° <b>111</b> di <b>111</b> transmittente								
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Qualità	Categorie	Presenza	N. Pagine								

*Sigponen assoluta segreteria su secondo  
non qualificata di cui al rapporto riservato  
83/47 sigle segue lettera Top*

*Antonelli*

Mistrallo: Agenzia Stefani - Milano

**The Agenzia Stefani telegram about the Mestre 1936 case: ABSOLUTE SECRECY IS REQUIRED ABOUT UNIDENTIFIED AIRCRAFT MENTIONED IN 23/47 CONFIDENTIAL REPORT- A LETTER WILL FOLLOW – ANTONELLI.**

“It was sighted in the morning” he writes “it was a metallic disc, polished and reflecting light, with a length of ten or twelve meters. Two fighters from a nearby base took off, but were not able to reach it even traveling at 130 Km/h. It didn’t emit sound, which would lead one to consider an aerostat. But nobody knows of balloons that can fly faster than the wind. I know for sure that it was seen by other pilots... the report arrived in the hands of Ciano [Mussolini’s son-in-law and Italy’s Minister of Foreign Affairs]. “Then, after approximately an hour and after flying over Mestre, it was seen as a sort of metallic tube, gray or slate”. A drawing by a confidential informant was redrawn by Andrea, who, as far as the two ‘A’ and ‘B’ drawings are concerned, explained that “ ‘A’ was described as being like a kind of aerial torpedo, with very clear windows... and with alternating white and red lights. ‘B’ were two ‘hats’, two hats like those used by priests. They were wide, round with a dome in the center, metallic and followed the torpedo without changing their relative positions”. The document mentions that “the Prefecture has opened an inquiry, but you can imagine that it will make little inroads and have a similar outcome to that of 1931. The Duce has expressed his worries, because he says that if it was an English or French aircraft, his foreign policy would have to start all over again”. Although Andrea’s report is only one of several received by Lissoni and I since 1996, its contents are sensational since it describes a classic “flying saucer” in 1936, with aircraft alerted and multiple witnesses. It also reveals that Mussolini and Ciano, Italy’s number one and two leaders at the time, were kept informed of the situation.

At first, as the recipient of the material for Centro Ufologico Nazionale, I decided to file it away for the time being until a deeper analysis, or fresh evidence was available that might be able to establish its authenticity. A long time passed and the search for eyewitnesses was fruitless. The document had indicated three names, all of whom were now untraceable.

Then, finally, CUN member Dr. Cristina Vannucci managed to secure the testimony of an aged relative, Faustino (who unfortunately died shortly afterwards), but who confirmed that he had been present and had seen the incredible thing flying over Mestre and Venice.

Indeed, other caches of documents sent by the anonymous “Mr. X” (as we decided to call him) were received by CUN, before the daily newspaper, IL RESTO DEL CARLINO of Bologna, – whose skeptical journalists did not publish them – and by the contactee-oriented magazine, UFO: LA VISITA EXTRATERRESTRE – mentioned in Cabinet RS/33. This magazine was charged with both investigating and covering up what the documents call “Velivoli Non Convenzionali” or VNC as an acronym for (Unconventional Flying Vehicles).

Unfortunately, an original thirty-page dossier about VNC (i.e. the one that had been sent to the newspaper IL RESTO DEL CARLINO of Bologna) was lost, while the first batch of photocopied material sent to UFO: LA VISITA EXTRATERRESTRE did not have the result “Mr. X” had desired. This magazine entrusted their enquiry to the Naples ufologist Umberto Telarico who was skeptic about the case. The material got published, but they considered it a fake.

Evidently greatly disappointed and wearied, on September 10, 1999, “Mr. X” sent a letter of protest (always of course anonymously) repeating what we have just said about the RS/33 CABINET, and supplying the names of some of its members: - a certain shadowy Dr. Ruggero Costanti Cavazzani, and also Professor Severi, Professor Bottazzi, Professor Giordano, and Professor Crocco, all real people.

Enclosed also was a newspaper-clipping about a French air force pilot who had vanished in Italy (a pilot who, as we discovered later, had had the misfortune to film a UFO and then spoke to the Italians about it!).

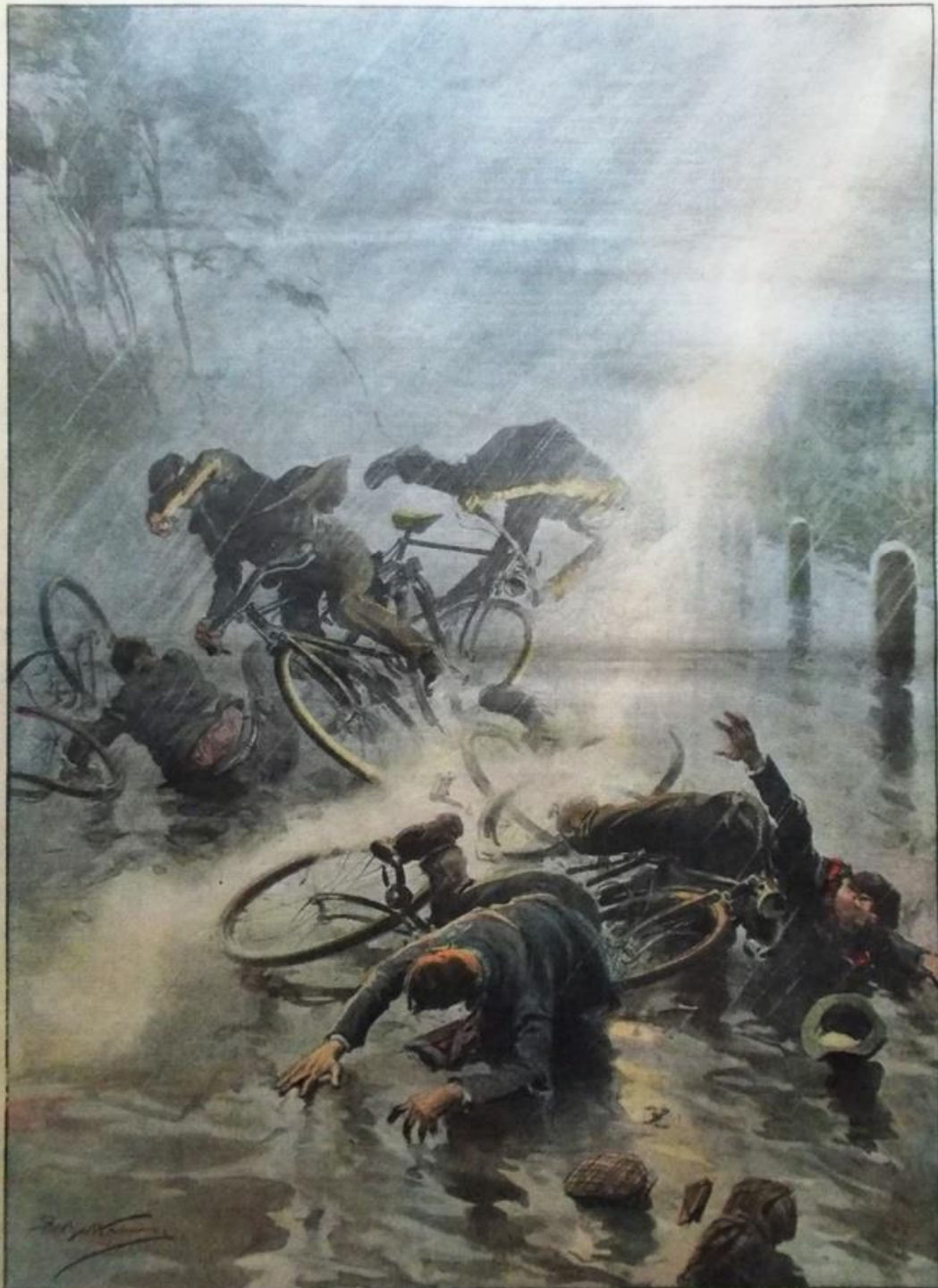
Cabinet RS/33 had links with the Fascist Secret Police OVRA and with “Agenzia Stefani”, the regime’s news agency in charge of disseminating Fascist information and propaganda. As far as the 1933 case, the “Fascist UFO Files” include a “PRIORITY and MOST CONFIDENTIAL” telegram from the Telegraphic Office in Milan, the sender was Agenzia Stefani - Milano, explaining that:

*“By personal order of the Duce (i.e. Mussolini), absolute silence is required about an alleged landing on national soil of unknown aircraft STOP Released version dispatched today by Stefani Agency confirmed STOP The same version also applies to personnel and journalists STOP Anticipated max punishment for transgressors up to referral to the Tribunal for State Security STOP”.*

Although it has not been possible for us - 70 years later! – To find eyewitnesses to those events who were still living, we think we did find an indirect confirmation of the landing (or



maybe of the “crash”) of the flying saucer - in a news item in the popular weekly magazine *Domenica del Corriere* of July 9, 1937.



*Sullo stradale fra Novara e Magenta, cinque operai che rincasavano in bicicletta durante un temporale sono stati investiti dal fulmine e gettati violentemente a terra. Uno di essi è rimasto gravemente ferito.*  
(Disegno di A. Beltrami)



The illustration of an ‘enormous and brilliant flash of lightning’ (a sort of ball lightning) which according to *Domenica del Corriere* injured five pedestrians on the road between Magenta and Novara.

Aby camouflaged, this spoke of an ‘enormous and brilliant flash of lightning’ which, one night, injured five pedestrians on the road between Magenta and Novara".

As the President of the Royal Italian Academy of Sciences, Senator Guglielmo Marconi, Italy’s Nobel Prize winner and most famous scientist and inventor, was the director of the cabinet, which also included several other eminent Italian astronomers, scientists and aeronautical engineers such as Senator Luigi Cozza, astronomer Gino Cecchini and professors **Vallauri, Pirotta, Crocco, Debbasi, Severi, Bottazzi** and **Giordano**.

The late Dr. Antonio Garavaglia, a top Italian forensic consultant, conducted tests on the material I received, and the results were positive, authenticating the most important of the papers (the drawing of the 1936 UFO reported over Mestre). Copies of eighteen secret documents from the Fascist era (handwritten notes and telegrams), as well as a forensic report authenticating one of the papers (with a drawing of two Saturn-shaped “flying saucers” following their cylindrical “mother ship”) were released by CUN to the Italian media, including the National TV network RAI UNO and leading newspapers such as IL RESTO DEL CARLINO, LA NAZIONE and LA REPUBBLICA.

Mod. 1067

Indicazione di urgenza  
PILLOLE SU TUTTE  
IS-FRICKIT

UFFICIO TELEGRAFICO DI MILANO  
TELEGRAMMA

Chiuso nel posto di destinazione  
PILLOLE SU TUTTE  
==RISERVATISSIMO==

Il Governo non assume alcuna responsabilità nella la concessione del servizio delle  
telegrafi. Le sono devolute le spese per servizi e la gestione e l'attività del telegrafo.  
Sono sotto esclusiva del telegrafo.  
La rete di servizio del telegrafo è considerata di servizio della Pubblica Amministrazione.  
In relazione a tutto ciò che è di servizio della Pubblica Amministrazione.

Spazio per il testo del telegramma  
Data e ora di ricezione N.  
Data e ora di invio  
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Data e ora di invio

DATA DELLA PRESENTAZIONE  
Data e ora  
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Data e ora  
Data e ora

== D'ORDINE PERSONALE DEL D U C E DISPONESI ASSOLUTO SILENZIO SU PRESUNTO  
ATTERRAGGIO SU SUOLO NAZIONALE AT OPERA AERONAUTICA SCONOSCIUTO STOP  
CONFERMATI VERSIONE PUBBLICATA DIFFUSA DISPACCIO ST. FANI ODIERNO STOP  
INER VERSIONE ANCHE AT PERSONALE AT GIORNALISTI STOP PASVISTE FAX FANE PER  
TRASMISSIONI FINO AT DEPERIMENTO TRIBUNALE SICUREZZA DELLO STATO STOP  
DIRE INCHIESTA CONFERMA RICAVIMENTO STOP = DIR GEN AFFARI SPECIALI = = FINE  
STOP ==

RIS NO COPIA RIS

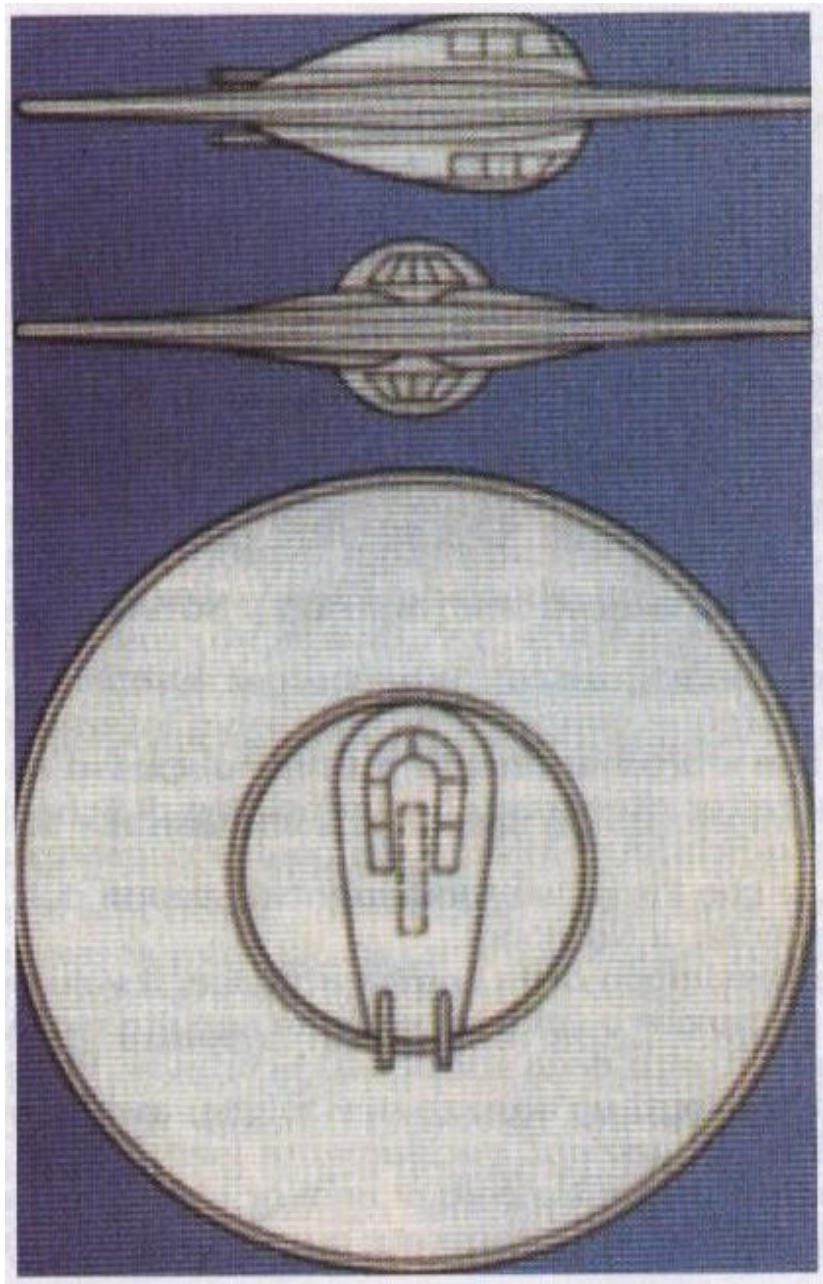
2412

Milano: Agenzia Stefani - Milano

A 'highly confidential' Italian Government telegram dating back to June 1933 from the Director of Special Affairs: 'On the personal order of *Il Duce*, absolutely no mention is to be made of the alleged landing of an unknown aircraft on national soil – the same applies to today's news due for publication by the Stefani Agency [and] individual journalists – Maximum penalty for non-compliance will be enforced by the Tribunal for State Security.' (Roberto Pinotti/Alfredo Lissoni)

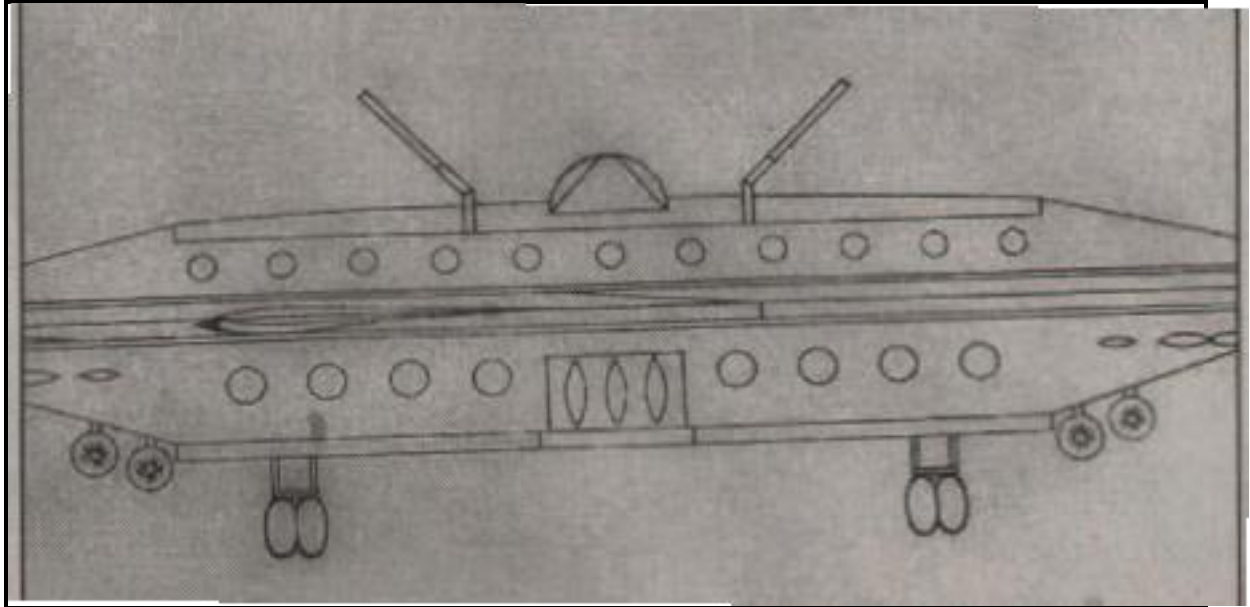
As things went sour for Italy during the war, all the files from the RS/33 Cabinet were supposedly shipped to Nazi Germany. As Lissoni points out, rumors of Nazi discs have

plagued the UFO literature for decades, and one Italian scientist, Giuseppe Belluzzo, is always mentioned in conjunction with the Germans, Miethe, Schriever and Habermohl. Much nonsense has been written about the so-called Nazi flying saucers - some of it unabashed neo-Nazi propaganda - yet undoubtedly there is at least some truth to the matter. The names of Miethe, *et al.*, are confirmed by FBI and other U.S. and German documents. It is also possible that the German V-7 (a revolutionary discoidal aircraft whose existence as a prototype was confirmed by Hermann Oberth) was initially developed after Italian research by VNC.

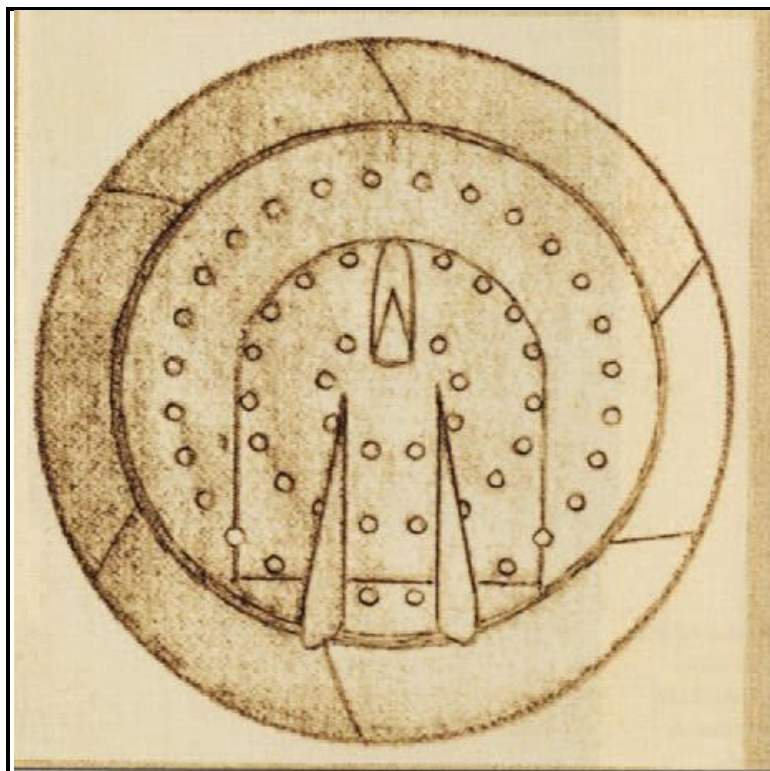


**The Miethe-Belluzzo “Flying Saucer” design**

The technician for Mussolini's Italian Social Republic in 1944 and 1945 in the Garda Lake area, found and gave us seventeen original documents from her father, including detailed drawings of the outer parts of the design of an Italian disc-shaped "DISCOMET" showing an unknown and never produced Italian discoidal aircraft he had designed in the last months of WW2. Besides, since the end of the Thirties a German aircraft designer named Nordung had been attempting to build a "solar" flying disc to be sent out into space - subsequently re-named the "flying wheel", so it is no wonder that the Italian Fascists, finding themselves confronted with a UFO, should have opted for the explanation that it was a secret weapon!



**The design of D.G.'s "Discomet" (cross-section drawing)**





## The plan view of D.G.'s "Discomet"

Are the "Fascist UFO Files" authentic? Obviously, considering the technical forensic analysis conducted for CUN, the answer is positive for me and Lissoni (who, in the Archives of the Prefecture in Milan, also found about 500 copies of telegrams of the Prefects of the Kingdom of Italy to the Government, between 1933 and 1938, some of which concerned definite reports of "Unconventional Flying Vehicles" and showed the attention Italian Authorities directed to the problem).

So they appear genuine, in spite of the fact that critics do not accept them as proper "historical documents". But even if we considered them only as a sort of "private correspondence", the fact that they mention the UFO the phenomenon in a report dated 1936 cannot be ignored.

**INDICAZIONI EVENTUALI ABBREVIADE**

Urgenza	spetta no. 3	no	Analisi di ricevimento postale	no. PGP	no
Urgenza	no. UGS	no	Per proseguire	no. PG	no
Perseveranza urgente	no. PU	no	Per proseguire postale	no. PGP	no
Offerta	no. LCP	no	Posta raccomandata	no. PR	no
	no. LCO	no	Espresso pagato	no. XP	no
Risposta pagata e disposta	no. LCO	no	Da consegnare in mani proprie	no. MP	no
Telegramma collettore	no. RPS	no	Perno telegrafo	no. TS	no
Avviso di ricevimento telegrafo	no. TO	no	Perno postale	no. SP	no
Avviso di ricevimento telegrafo	no. PG	no	Perno postale raccomandata	no. SPR	no
	no. PGO	no	A telegrafo	no. TGP	no
			Comunicare tutti indirizzi	no. CTA	no

Il Governo non assume alcuna responsabilità civile in conseguenza dell'arrivo delle telegrafi.  
 La facce passano la mano per errore ed in seguito a rifiuto o incomprensibilità del destinatario devono essere compilate dal mittente.  
 Il destinatario è tenuto a fornire la ricevuta presentata dal mittente ed a segnare la data e l'ora della consegna del telegramma. La mancanza di tali indicazioni  
 il destinatario perde il diritto a reclamarlo in caso di ritardo della consegna.

Ricevuto il 17/9/36 ore 10/55  
 Per circuito 10/55

QUALIFICA DESTINAZIONE PROVENIENZA DATA DELLA PRESENTAZIONE VIA E INDICAZIONI EVENTUALI D'UFFICIO

+ ORE 10/55 STAMANE DOPO AVER SORVOLATO SU VALONA VELIVOLI SCONOSCIUTI  
 INVERTIVANO ROTTA DIRIGENDOSI NORD OVEST PREGO VIGILANZA  
 + PREFETTO MUTINELLI

From the Archives of the Prefecture in Milan, many copies of telegrams from the Prefects of the Kingdom of Italy to the Government between 1933 and 1938 mention reports of "Unconventional Flying Vehicles" and show the official attention of the Italian Authorities to the problem. This telegram, signed by Prefect Mutinelli, mentions the presence of "unknown flying vehicles" over Valona in Albania, a country under Italian control (before World War II Victor Emanuel III was the King of Italy and Albania and the Emperor of Ethiopia).

To the investigators' credit, the whole affair was kept strictly confidential until Antonio Garavaglia's professional forensic analysis was completed. Only then the documents were released to the Italian press and published in a series of articles in CUN's official magazine and later in a book. Garavaglia conducted a series of chemical tests of the paper and ink – remember, he had originals and not copies - and he concluded they are really authentic, hand written documents from the Fascist era. The color of the paper and ink aging process led him to believe they were absolutely genuine and not modern forgeries.

Lissoni also consulted with Andrea Bedetti, a historian and expert on Italy's Fascist period. "I cannot exclude the existence of a "RS/33 Cabinet" said Bedetti. He also examined in the



documents for the wording and the bureaucratic style of the period", as well as the stationery ("Kingdom's Senate" and Stefani Agency telegrams) and aeronautical terminology used. Bedetti found that all of it was consistent with genuine Fascist-era documents. According to debunkers this didn't rule out a skilled forger, but they have to admit he would have to be someone deeply knowledgeable about Fascist history, style, vocabulary and terminology. Bedetti also pointed out that in the period between 1933-1940 - coinciding with the alleged RS/33 Cabinet - Mussolini's power was at its peak and Italy was one of the world's leading nations in aviation and military aeronautics.

As Nick Pope also admitted, if the "Fascist UFO Files" are authentic, this rewrites the history of 'official' ufology, and the first country to officially deal with the UFO problem was no longer the United States, but Italy.

Lissoni's hypothesis is that the purported saucer recovered in 1933 had been hidden in one of the nearest and most discrete hangars in that region - namely the hangars of the aeronautical establishments of the SIAI Marchetti at Vergiate or Sesto Calende in the Varese region of Ticino. At that time they were under the control of Regia Aeronautica (Royal Italian Air Force) and General Italo Balbo, a very popular and world famous airman and, as indicated, a member of the RS/33 Cabinet. At the beginning of World War II, although he was against Italy's alliance with Nazi Germany, he became the viceroy of Lybia, but his plane was shot down there by Italian batteries "by mistake". Another member of the Cabinet, Mussolini's son-in-law Count Galeazzo Ciano, was later executed by the Fascists due to his opposition to *Il Duce*.

The "Varese trail" had been suggested to Lissoni via several clues: namely that the messages about the recovery of the UFO came from the nearby Telegraphic Office of Milano; and at that time Black Shirts were suddenly dispatched to that region; and a Varese newspaper, "Cornice Praline", of June 20, 1933, gave the first report, emphasizing that forms of life on Mars were in contact with the Earth - almost as it were a matter of fact. Also at the SIAI Marchetti at Sesto Calende, there was a director by the name of Moretti; and during the existence of the Italian Social Republic, it was a man named Moretti who, having gone over to the Resistance, set fire to the hangars at Vergiate (which were perhaps guarding some aerospace secret). And finally, when the war was over, the US Air Force and members of the Nazi Secret Service were simultaneously infiltrated into Sesto Calende, to investigate rumors of the presence of terrestrial flying saucers kept at Vergiate. Also, from time immemorial the entire region, was at the centre of intense ufological activity - to such a degree that it gained the nickname of being "The Ticino Triangle".

In April of 1945, the 1st Armored Division captured the SIAI Marchetti Aviation Facility where the 1933 Magenta UFO (or its debris) was probably kept and it was brought to the United States. Indeed the "RS/33 Cabinet" had continued to work right up to the time of the Italian Social Republic, the period in which a part of the documentation on UFOs, in several sealed boxes, had been sent to Berlin, while a part - "a not irrelevant part" - remained in Italy.

And this latest consignment of material, included copies of new documents, which possibly demonstrated the existence of agreements between Hitler and Mussolini regarding the study of a new(alien?) technology, agreements that had been made in 1938. These documents were: a Stefani Agency message from Florence containing an interview with Hitler when he was visiting Italy; a banknote of the nominal value of a million Lire (maybe "black funds" of the RS/33 Cabinet); minutes regarding the oath of secrecy given by the professors who

collaborated with the Fascist Government; an invitation (registered) to Benito and Rachele Mussolini to Villa Torlonia (said to be for a "riunione riservatissima dedicata al Gabinetto RS/33" (that is "an extremely private meeting dedicated to the RS/33 Cabinet").

Indeed, we know that a few years later, just before the Second World War, the Italians were able to produce the prototype of the first jet airplane in History (the "Campini Caproni 1"). But we also know that the aviation industry in Italy was the last in Western Europe at the end of WW1. So the question is: can it be that the study of the UFO stored in hangars near Milano gave the Italians the needed technology? We have to remember that Italian engineer Secondo Campini submitted a report on the potential of jet propulsion to the Regia Aeronautica (Royal Italian Air Force), and demonstrated a jet-powered boat in Venice. In 1934 the Regia Aeronautica granted approval for the development of a jet aircraft to demonstrate the principle used by Campini and requested him to build two aircraft with "propulsione a reazione" (jet propulsion) in the second half of the 1930s.

What is striking is the coincidence that all this "jet" development, in line with the Italian interest in the so-called "superaviazione" (super aviation) started to happen exactly one year after the first VNC sighting in Venice (1931) and one year after the Magenta UFO crash (1933). Campini had proposed the jet engine in 1932 and the first flight of a jet engined aircraft that is known about was in the Italian Caproni Campini N. 1 motor jet prototype that flew on August 27, 1940.

It was the first jet aircraft recognized by the Fédération Aéronautique Internationale (at the time the German Heinkel 178 program was still being kept secret by Nazi Government). Has all this to do with "reverse engineering" to copy the unknown flying machines reported in the "Fascist UFO Files"?



## **The Caproni Campini motor jet prototype in flight**

Another question relates to the original idea of the disc called, "Turboproietti" (Turbina proiettile), created during WW2 by Giuseppe Belluzzo. Working with the SS after 1943, Belluzzo designed a three motor jet-pipe system that would rotate an annular wing. Belluzzo had been inspired by Hermann Oberth's orbital platform concepts in the 1930's so he put his own engineering skill to work with this design. Here is a brief description of the design, made by Rob Arndt: "Jet pipes on the edge of the disc had a variable diameter.

A turbine drove the pipes initially until air accelerated through the pipes. At the widest section of each pipe, oil was injected and ignited. The temperature was raised quickly and at the end of each pipe, the air reached a speed of 700 meters/second, able to allow the circular craft to spin at a rotation speed of 400 meters/second. When the fuel ran out, the explosive-laden "Turboproietti" simply dropped to the ground in similar fashion to the German V-1 missile. It was hoped that it would hit its target."



**The design of Belluzzo's "Turboproietti" or Turbina proiettile round craft**

While the SS supported this idea, an unmanned aerial "Flakmine" version was considered more important, and that was what Giuseppe Belluzzo was working on in 1945 when the war ended. No prototypes were ever constructed. And so a third question arises: is it possible that the design of the Belluzzo's Turboproietti is similar to the UFO allegedly stored in the hangars of the SIAI Marchetti in Vergiate near Milan after 1933?

Besides, there is also a strange and cryptic reference from a speech by Mussolini on March 23rd, 1941, when the Duce stated:

*“It’s more likely that the United States will be invaded by unknown but warlike inhabitants from the planet Mars, who will come down from the starry space on unimaginable flying fortresses, than by the soldiers of the Axis”*. What was the Duce trying to say quoting ‘Martian’ invaders? Beyond H. G. Wells’ “War of the Worlds”, as Timothy Good underlines, “this was almost certainly the first official reference to alien spaceships – and one that turned out to be prescient. A year later, an extraordinary incident led some American military leaders to wonder if they were indeed being invaded by beings from elsewhere”. This happened in 1942 with the so-called “Battle of Los Angeles”. In 2013 we learnt that U.S. classified documents obtained by French ufologist Jean Gabriel Greslé stated that two UFOs were shot down and recovered during that incident, and the June 1947 Einstein-Oppenheimer undelivered letter about “Relationships With Inhabitants of Celestial (sic) Bodies” addressed to the President of the United States implies that the U.S. Authorities were well aware of alien UFO crashes before the “Roswell incident”: that is, the Los Angeles case (1942) and the Magenta 1933 case (1945).



**From right to left: Roberto Pinotti, Forensic Analyst Antonio Garavaglia of the Como Tribunal and Alfredo Lissoni.**

### **UNEXPECTED DEVELOPMENTS FROM AMERICA?**





**Lt. Colonel William Brophy Jr.**



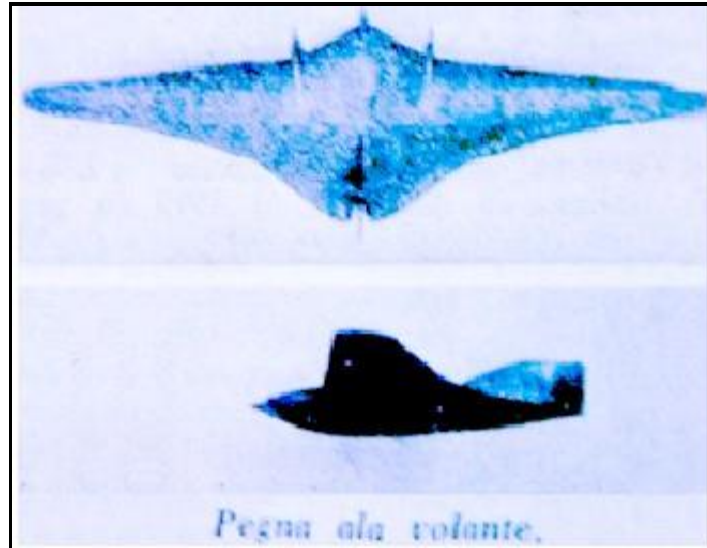
**William “Bill” Brophy Jr. and Roberto Pinotti**

In 2009 Mr. William “Bill” Brophy Jr. contacted us informing us that his late father, USAF Lt. Colonel William Brophy Jr., had co-operated in the covered-up operations to recover crashed UFOs in the United States.

Besides, he would have told his son that in 1945, after the defeat of the Germans in Northern Italy, the Americans found and took to the States important material about an Italian UFO-crash, including the corpses of the two pilots.

As William “Bill” Brophy Jr. writes,

*In 2010 I was invited by Dr. Roberto Pinotti to the San Marino Republic UFO Symposium as a speaker to talk about the 1933 UFO crash near Milano, Italy and the 1942 Battle of Los Angeles, which involved the tall, blond Nordics who met with President Eisenhower at Edwards AFB in 1954 and at Holloman AFB in 1955.*



### **The Italian “Flying Wing” study by Giovanni Pegna**

*On June 13, 1933, a bell shaped UFO crashed near Magenta, Italy just west of Milano. The occupants were tall blond Nordics with oriental features and light blue eyes. The Italians called the UFO “la Campana” (the Bell); the Germans called it “Die Glocke”. Benito Mussolini, the Prime Minister of Italy, informed Pope Pius XI of the crash and placed G. Marconi in charge of the special RS-33 Study Group, which later served as a model for our MJ-12 group. The Japanese told the Italians and Germans that their legends mentioned tall, blonde-haired people; this led to the Axis Alliance. New documents “will revolutionize Ufology”!*

*The discovery of some documents from the fascist era in Italy opens up new horizons for research on UFOs, and compels students of this subject to amend the official history of flying saucers. Under “Il Duce”, Mussolini, there was a secret government commission of enquiry, known as the RS/33 cabinet, which studied the UFOs. Then a second series of documents were posted in March-April 1996, and sent by “MR. X” to the top Italian ufologist, Dr. Roberto Pinotti, Director of the Italian UFO research journal NOTIZIARIO UFO. The sighting of a flying cigar over Venice and Mestre on the morning of August 17, 1936, was reported showing a “cigar” – described as “torpedo-shaped” –with two spheres beside it, one of which resembled the planet Saturn, being pursued by a fighter aircraft. It was an “original document” – not a copy – about a UFO sighting long before the subject of UFOs existed! (More than ten years before the Kenneth Arnold incident, as FSR’s Gordon Creighton underlined).*

*Three telegrams from the Milan office of the Stefani Agency (the Fascist A.N.S.A.), which gave instructions, on the order of Mussolini, to retrieve a flying saucer which had landed on June 13, 1933. There was also a detailed Senatorial letter describing the strategy to be followed after the craft had been recovered. This involved the censorship of the newspapers; arrest of the eyewitnesses; the creation of a series of conventional explanations for the UFO (i.e. “sonde” balloons, meteors, perihelia) to be fed to the public via the Brera Astronomical Observatory (Milan).*

*It was discovered that the RS/33 Cabinet had been a top-secret study commission, created at*

*La Sapienza University in Rome following upon the recovery of the UFO and headed by the physicist Guglielmo Marconi (known for his belief in Martians). After Italy's accession to the Berlin-Rome Axis, by arrangement with Hitler this material was all subsequently passed to the Nazis.*

*The Varese newspaper, the "Cronaca Prealpina", of June 20, 1933, gave the first report, emphasizing that forms of life on Mars could be contacted us here on Earth. Agreements between Hitler and Mussolini for the study of alien technology had been made in 1938; these documents were: an Agency Stefani message from Florence containing an interview with Hitler, when he was visiting Italy. Marconi also claimed he could develop a "death ray" which, so Mussolini said, "I had one day, by remote control, halted all automobile and aircraft engines as far away as Ostia" – a weapon which, by virtue of 1938 agreements between Mussolini and Hitler, reappeared the following year at Essen, Germany, causing a "total blackout" of the city, according to an account given by the American ufologist Leonard Stringfield in his book UFO SIEGE (1977).*

*It is likely the Fascists and the Nazis managed to "back-engineer" the UFO of 1933? The Fascist UFO Files are very important, for they demonstrate the existence of a governmental commission on UFOs "before" the official birth of Ufology itself.*

*"If, at the end of the 1930s, the Italians were beginning to hear of German experiments with disc-shaped aircraft (which we know existed and were certainly test-flown), then is it surprising that many Italian scientists suspected that any weird craft seen flying over Italy in the years from 1933 to 1936 might have been "German"? And then later, during WWII, they might logically have suspected that they were seeing "secret weapons of the enemy Allies"?"*

*Mussolini himself was a keen flier and held a pilot's license. Who else among the leaders in WWII did that? Well, it seems that as Germany tightened her grip on Italy, the Germans were able to "command" the Italians to hand all the alien craft's evidence over to them! Remember the remarkable German success in building at least two types of "saucer-shaped" multi-jet aircraft. Roberto Pinotti, probably the best Italy's UFO researcher, confirms that it is 100% certain that the "Fascist UFO Files" are completely genuine. Thanks to the Flying Saucer Review, Volume 46/3, autumn 2001, pp. 13 – 17 and <http://www.ufoevidence.org/documents/doc1885.htm> it is believed the Italians gave the Germans access to the alien craft and they were able to back engineer the craft to develop the so called Foo Fighters often reported by Allied bomber aircrews. The key was the advanced propulsion system. MUFON reports that apparently four years after the crash, a UFO was filmed over Czechoslovakia. I'm an ardent history buff. I was watching 'WWII in Color' tonight and noticed something strange. Hitler is entering Czechoslovakia in May 1, 1937, and is being filmed. In the archival footage I noticed a UFO. I rewound several times and couldn't believe that no one has noticed this before. Throughout his leadership Hitler often warned of greatly advanced weapons that would bring victory to the Nazi's.*





### **Hitler entering Czechoslovakia: was a UFO observing this historic event?**

*The Vrtil Society members were supposedly the first group to attempt the back engineering of an extraterrestrial spacecraft. A German writer, John Von Helsing, describes the discovery of a crashed saucer in the Black Forest, near Freiburg in 1936, and says that this technology was taken and combined with information the Vrtil Society had received through channeling and was made into a project called the Haunebu. There are various stories of crashed saucers in Europe that are difficult to prove or deny. In April of 1945, the 1st Armored Division captured the Machete Aviation Facility, where the 1933 Magenta UFO was kept and it was brought to the United States. My father Lt. Col. William J. Brophy was a B-29 bomber pilot with the 231 Air Base Group at Alamogordo, New Mexico and witnessed the Trinity Bomb. He told me the "Silver-plated" B-29 bomber was named after the Los Angeles 1942 disks. One month later on August 16, 1945, my father helped his commanding officer, Col. Maurice A. Preston; recover an oval shaped UFO along with three very strange small, light grey aliens with praying mantis features. The UFO had destroyed a communications tower in the crash near Walnut Creek in San Antonio, New Mexico. My father told me President Eisenhower met with the tall, blonde-haired people involved with the 1933 Italian crash at Edwards AFB on February 20, 1954. Eisenhower invited Cardinal John McIntyre to the meeting, because Pope Pius XI had told Roosevelt about the Nordic 1933 Magenta, Italian crash.*

This is William "Bill" Brophy Jr.'s contribution to the UFO Files of Fascism enigma. Of course CUN asked the Italian Air Force if they knew anything about this, but the answer was quite negative. "If there were such documents in our Archives" General Olivero told me "be sure that at first the Nazis and then the Americans took them for any useful information and data. We have nothing". In any case, today "Mr. X" is no longer in contact with us. After all, he could have died.

But it is interesting that he underlined the fact that, although the RS/33 Cabinet experts had excluded this, on the contrary Mussolini was convinced, despite the evidence, that the "Unconventional Flying Vehicles" were produced by the Germans. The question is: why?

A possible answer could be connected to what is contained in a book by Jean-Charles Fumoux entitled, *PREUVES SCIENTIFIQUES OVNI* (1981) and quoted by Leonard Stringfield. The author relates how, in 1959, Dr. Leon B. Visse, an expert in histons (elements connected with cellular genetic material) was invited to a military compound at Wright-Patterson USAF base, where he was asked to perform an experiment on the histonic weight of particular human cells they gave him. But the result was not comparable with

normal human cells.

Visse said it was impossible and that something was wrong and the military said he was right and eventually he was taken into a special room where he viewed two corpses. They were the bodies of two “Nordic-type” humans in a container, both bathed in a formaldehyde solution. If, as William Brophy Jr. argues, these corpses had been recovered in Italy in 1945 and were the bodies of the pilots from the 1933 Magenta crash, no doubt Mussolini may have thought they were just two German pilots. But they were not.

**About the author:**

**Roberto Pinotti** was born in Venice, Italy, in 1944. He is an aerospace journalist and author and the main Italian scholar in ufology, with a degree in politics and sociology from the University of Florence. Dr. Pinotti is a world-class UFO expert. He is the only living founder of Italy’s Centro Ufologico Nazionale (CUN), one of the world’s oldest and most authoritative private UFO study organizations formed 50 years ago. Formerly an officer of the NATO Italian Army III Missile Brigade, he also co-operated with the Italian Intelligence community as a consultant for UFOs and was given important official documents by the Italian Department of Defense and was a writer for the *Rivista Aeronautica* of the Italian Air Force. Over the last 50 years he has been the Editor of CUN’s ufological magazine, publishing more than 250 issues.

