

New probe, after 27 years, shows Mattei was murdered

by Claudio Celani

Exactly five years after participants in an *EIR* conference in Milan¹ called for reopening the investigation on the death of Italian nationalist leader Enrico Mattei, a public prosecutor has concluded the first phase of that investigation, which affirms that Mattei was “unmistakeably” the victim of an assassination.

On Nov. 22, Prosecutor Vincenzo Calia, who had reopened the Mattei investigation in 1994, produced his evidence, 208 pages worth, demonstrating that the explosion near Milan’s airport on Oct. 27, 1962, which brought down the plane in which Mattei, his pilot, and an American journalist were flying, was caused by a bomb “placed in the aircraft landing gear.” The evidence also demonstrates that the first investigation into the matter, which was chaired by an Air Force general and which concluded that Mattei was the victim of an “accident,” was a massive cover-up. On the basis of this and other evidence, Calia is calling for the indictment of a surviving witness, Mario Ronchi, a farmer who lived not far from the site of the plane crash, and who became the key witness in the first investigation. Ronchi, now 76, could lead prosecutors to the accomplices and the mastermind of the assassination, it is thought.

The results of Calia’s investigations are of extraordinary importance. In some ways, Mattei’s death was to Italy what the death of John F. Kennedy was to the United States. And, in the connection between the two men lies the key to Mattei’s death.

As we have already reported (*EIR*, May 9, 1997), Mattei

was killed on the eve of a trip to the United States, during which he was to meet President Kennedy. That meeting would have sealed an alliance for a strategic development policy—an alliance also involving France and Germany—which could have undermined British imperial control over the United States, Europe, and the world. Enrico Mattei’s brother Umberto, who participated in the 1992 *EIR* conference, confirms today: “He confided to us that he felt many enemies around, he talked about threats, especially at the end, when a meeting with Kennedy was imminent, to put an end to the oil war.”

Now, at a hearing scheduled for Jan. 14, a judge will decide whether the request for a trial is accepted. Given the quality of the evidentiary material in the indictment papers, which *EIR* has reviewed in full, it would be surprising if a trial were denied. Prosecutor Calia is optimistic, and is already proceeding with the second part of the investigation, focusing on the higher level, the puppet-masters.

Who was Mattei?

Enrico Mattei was the greatest leader in Italy’s postwar history—perhaps in this century. A self-made businessman, he joined the armed resistance war against the Nazi/Fascist occupation of Italy and soon became the leader of the Roman Catholic component of the Resistance movement. Italian Resistance armies, organized and led by the Comitati di Liberazione Nazionale (CLN), operated behind Nazi lines in Northern Italy with logistical and other support from American Office of Strategic Services (OSS) headquarters in Southern Italy. They conducted irregular warfare against occupying German forces and against the army of Mussolini’s puppet-state Salo Republic, succeeded in organizing general strikes, and preceded Allied forces in the liberation

1. A report on the conference, and some translated proceedings appear in *EIR*, Dec. 11, 1992, “Italians Call for Reopening of Files on the Assassination of Enrico Mattei,” pp. 37-40; and, June 11, 1993, “Enrico Mattei, A Historical Model for Today’s Crisis,” pp. 14-28.

of all major Italian cities. At the end of the war, in 1945, the parties represented in the CLN were elected to the Constitutional Congress that drew up Italy's present Constitution, the first ever in the history of the country.

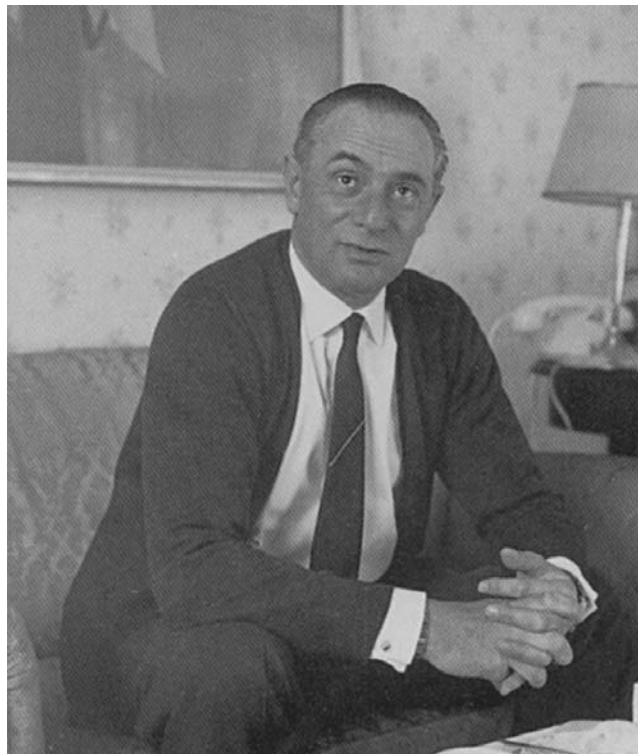
At the end of the war, partisan leader Mattei was given the task of decommissioning the old state-owned oil company AGIP, but he disobeyed, and started the battle to mold AGIP into a tool for forging the economic independence of the nation. In order to obtain the backing of the government, then led by fellow Christian Democrat Alcide de Gasperi, against free-marketeers in the government, Mattei even staged an oil discovery in Northern Italy. Eventually, he got the government funding he sought, and found not oil, but natural gas. This was sufficient to provide the industrial sector with a cheap energy source, which Mattei delivered by building a network of pipelines. Soon, most Italian families received gas for household consumption in the same way.

Mattei then sought to find oil abroad, competing with the oil multinationals, "the Seven Sisters." He turned to producing countries and offered a better deal: Instead of the traditional 50-50 profit split between company and producing country, he offered a bigger share for the producing country, 75%. Furthermore, he offered to train a local labor force, so the producer country could build refineries on site, developing their own industry. It was a revolutionary approach which undermined the colonialist structures still in existence.

The British-centered oil cartel opposed Mattei's strategy with every means, including overthrowing those governments that had struck deals with Mattei, and funding smear campaigns against him in Italy and abroad. In the end, Mattei never succeeded in getting large drilling concessions. Nevertheless, he transformed AGIP into a conglomerate, ENI (Ente Nazionale Idrocarburi), which, besides having a monopoly of Italy's energy supplies, became a giant producer and exporter of investment goods, and a respected symbol of Italy's commitment to the development of the Third World.

What fascinates us to this day about Mattei, and what made him a legend, was his uncompromising attitude on matters of truth and national interest. Although a whole section of the Italian political class at that time shared his nationalist policies against the free market, Mattei had a quality of *Entschlossenheit* that made him a giant in comparison to everybody else.

He was convinced that the fight for development was a continuation of the liberation war he had led against Nazism and Fascism; and, he used the same methods when he felt that his enemies, and the enemies of the country, had cornered him. He publicly claimed Italy's right to achieve energy independence and to develop the world. He was planning to connect Western Europe to Eastern Europe, North Africa, and the Middle East with a dense network of pipelines, and envisioned the importance of nuclear power. In 1959, he built Italy's first nuclear power station, in Latina,



Enrico Mattei, who died in an airplane crash in 1962. Prosecutor Calia reopened the case in 1994, and has now turned up evidence showing "unmistakeably" that Mattei was the victim of an assassination.

which was also the first one built in continental Europe (Britain alone of European countries already had nuclear power stations).

Mattei's plans were on the eve of success when, in 1962, after months of negotiations with Kennedy's envoys, he was expecting fly to the United States to meet with the American President. The meeting, coupled with public celebrations in honor of Mattei, would have sealed a strategic partnership for a development policy which included France and Germany as well. On the eve of that trip, Mattei was assassinated.

One year later, Kennedy was killed. In both cases, a massive cover-up has prevented the truth from coming out, although a connection between the two murders has been demonstrated by the involvement of the Permindex group, otherwise known as "Murder, Inc.," in both cases. *EIR* and publications associated with Lyndon LaRouche have amply exposed the Permindex connection and followed that connection to the broader geopolitical conspiracy run out of London.

This year, a book published in Italy, written by Benito Li Vigni, reproduces British diplomatic dispatches that confirm *EIR* allegations. On the eve of his death, and because of the anticipated alliance with Kennedy, Mattei and "Matteism" had become a *casus belli* for the British Foreign Office. In a confidential report of July 19, 1962, the Foreign Office charged: "Matteism is potentially very dangerous for all the

oil companies which operate in a context of free competition. . . . It is no exaggeration to state that the success of ‘Matteistic’ policy represents the destruction of the free oil system throughout the world.”

The book reports on the 1992 *EIR* conference in Milan, which exposed the role of the Permindex entity in the assassination of Mattei, “on behalf of and under control of British secret services and the British oligarchy. This hypothesis was debated during the *EIR*/Schiller Institute international conference . . . and would lead to the notorious Carlos Marcello, the powerful Italo-American mafia boss in New Orleans, who had been seen in Catania, two days before that tragic Oct. 27, 1962,” when Mattei died.

It was from Catania that Mattei’s plane had taken off. “What was Carlos Marcello doing in the Sicilian city that day? Only a strange coincidence? The question looms larger when one recalls that Marcello was one of the largest shareholders of United Air Taxi, for which pilot David Ferrie worked. Ferrie and United Air Taxi were engaged, among other things, in illegal weapons traffic for Clay Shaw’s International Trade Mart and Permindex; it was those same people and the same British Intelligence structure involved in the assassination of President J.F. Kennedy.”

Li Vigni, who was a young collaborator of Mattei, writes that “it was clear that the realization of Mattei’s great objectives represented a danger, threatening in depth the power of the international oil cartel which had in London, in British Petroleum and Royal Dutch Shell, its strategic and decision-making center.” In the Li Vigni compares Mattei’s development plans with Lyndon LaRouche’s program of the “European Productive Triangle.” LaRouche has been persecuted by the same forces that targeted Mattei: “Lyndon LaRouche,” writes Li Vigni, “ended up in jail because he tried to lead a movement for that economic recovery which Mattei had earlier tried to implement.”

In his book, Li Vigni stresses the role of LaRouche and *EIR* in pushing to reopen the investigation into the death of Mattei.

The indictment papers

Now, Prosecutor Calia’s investigation is bearing fruit. Although the accused witness, Mario Ronchi, is only a “small fish,” he is a key element of the cover-up. *EIR* readers already know this witness, through an interview with author Fulvio Bellini which we published on July 21, 1995. Bellini, who wrote the first book on the Mattei case in 1971, told *EIR* readers that he was interrogated by Calia, to whom he spoke about Ronchi.

The evening of Mattei’s death, Ronchi was interviewed by newspaper and TV reporters. He told them he had heard and seen “a bang and fireball in the sky, coming down like small comets on the ground.” The next day, he changed his story and declared he had seen only “a fire on the ground,”

and heard no explosion in the sky.

After that correction, Ronchi became the key witness for establishing the “accident” version. In the years to come, he received some money; he built a new house, someone built a new road on his farm, and his daughter found a good job.

Calia started his investigation assuming that “we were in 1962, the day after the death of ENI chairman Enrico Mattei, pilot Irnerio Bertuzzi, American journalist William McHale. The plane crashed yesterday. . . . What do we do?” The investigative team went back to the site of the crash, and began the legwork. They came to realize that the first investigation had been a mess.

They interrogated Ronchi again and discovered that he was not the only witness. There were many more witnesses, 30 of whom are alive today and all of whom saw Mattei’s plane exploding in the sky. Yet all these witnesses had been ignored by the first investigation. They had been never interrogated—or, if they had, their statements had been manipulated. Calia interrogated all of them.

Furthermore, Ronchi confessed to Calia that the day after Mattei’s death, “Some SNAM employees [a division of ENI] brought me to San Donato Milanese, in an office that I believe was the SNAM headquarters. In that office, I was interrogated on what I had seen the evening before.” Prosecutor Calia comments: “This . . . totally anomalous fact had never before emerged, and it is extremely worrisome, taking place as it did in the short period of time between the first statements released by Ronchi on the evening of Oct. 27, and the lies he started to tell from the afternoon of Oct. 28 onwards, in time to have them published in the newspapers the next day.”

Today, 35 years later, Ronchi still sticks to his lies. But not only do the 30 new witnesses contradict him; Calia has found the original tape of a TV interview conducted with Ronchi on Oct. 27, which was never mentioned in the official investigation. To his astonishment, Calia discovered that the audio portion had been erased from the tape; the technique used indicates that the tape was tampered with much later, at least as late as 1966. However, Calia had some experts reconstruct the original statements from the movement of Ronchi’s lips, according to which Ronchi says that he “heard a bang.”

Calia writes: “There was great surprise among the investigators at discovering that farmer Mario Ronchi . . . had been interviewed in a TV film clip from *Bascape* and that in 35 years nobody had used that interview to expose Ronchi’s lies.”

Who convinced Ronchi to change his testimony? What happened on Oct. 28, 1962, in the SNAM offices?

Cefis, Her Majesty’s man

After his death, Mattei was replaced by Eugenio Cefis, who had been an ENI manager under Mattei before leaving ENI, allegedly over conflicts with Mattei. Cefis had had con-

nections to London since the days of his participation in the Resistance, under the orders of Sir Charles Hambro. Cefis made a 180-degree turn in ENI's policy, abandoning any design of national interest and starting a massive policy of political bribes. He built up a network of offshore companies, based in Switzerland, to illegally channel ENI's funds into his political operations. Among other things, Cefis sponsored the career of Gianfranco Miglio, a key ideologue of Italian separatism. Eventually, Cefis moved to the private conglomerate Montedison and, at the end of the 1970s, abandoned Italy to settle in Switzerland, whence he has kept control of the illegal money operations. His son is said to run one of the most important Italian salons in London.

Ronchi's cover-up led us to Cefis. Not only did SNAM, under Cefis, build a new road on Ronchi's farm, but Ronchi's daughter got a job with a company called Pro.De (later Ge.Da), owned by Cefis's brother Adolfo. She was hired in 1969 and stayed there for 16 years, even though she missed more than 180 workdays a year.

On the basis of the evidence, Calia requested that Mario Ronchi be indicted for perjury, and as an accomplice after the fact.

Reconstruction of the event

Not only do the 30 witnesses confirm that Mattei's plane exploded in mid-air. Prosecutor Calia has reconstructed the

Permindex: Britain's Murder, Inc.

There is one crucial thread that runs through the assassinations of President John F. Kennedy and Enrico Mattei, and the more than 20 unsuccessful assassination attempts against France's President, Gen. Charles de Gaulle. The thread is Permindex ("Permanent Industrial Expositions"), the Montreal, Canada and Rome, Italy-headquartered front for British intelligence, founded in the late 1950s by British Special Operations Executive (SOE) officer Maj. Louis Mortimer Bloomfield. Ostensibly created to sponsor international trade fairs, Permindex served as the money and logistics hub for the British monarchy's own Murder, Inc.

Bloomfield, who served as the wartime SOE liaison to FBI Director J. Edgar Hoover, assembled an eclectic combination of British intelligence assets under the Permindex logo, ranging from Italian and Hungarian Nazi collaborators, such as Count Spadafora, Giorgio Mantello, and Ferenc Nagy, to the New Orleans-based "businessman" Clay Shaw, and Jean de Menil, the Houston, Texas-based husband of Franco-American oil heiress Dominique Schlumberger. The firm's Rome affiliate, Centro Mondiale Commerciale (World Trade Center), operated under tight control from the Montreal offices of Major Bloomfield, who was an attorney with the Bronfman family law firm, and a founder of the Canadian branch of Prince Philip's World Wildlife Fund and, later, the 1001 Club.

We know about Permindex's role in the Kennedy assassination today, largely because of the efforts of President Charles de Gaulle's security services, which established Permindex's role in conduiting money into a militantly anti-de Gaulle terrorist group, the Secret Army

Organization (OAS), for several high-profile murder attempts against the French head of state. The results of the French investigation into Permindex were leaked to the Montreal daily newspaper *Le Devoir* in 1967, including the involvement of former Office of Strategic Services figure Clay Shaw.

The Kennedy assassination

New Orleans District Attorney Jim Garrison was already looking into the role of some prominent locals in the Kennedy assassination in Dallas, Texas, and Clay Shaw was among his targets, along with David Ferrie, the pilot employed by Carlos Marcello's charter airline, and the President's accused assassin, Lee Harvey Oswald.

The identification of the Shaw-Bloomfield nexus offered closure on the near-simultaneous targetting of Kennedy, de Gaulle, and Mattei by a proven front for the British monarchy's secret intelligence services.

In 1969, Garrison put Shaw on trial for conspiracy to murder President Kennedy. By this time, 14 crucial witnesses, including Oswald and Ferrie, were dead; however, Garrison's case against Shaw failed only because two crucial pieces of evidence, that showed that Shaw had lied under oath when he claimed he did not know David Ferrie, were not presented to the jury. On his death bed, the trial judge told reporters that he was shocked that the jury did not convict Shaw of conspiring to murder the President.

Had Clay Shaw been convicted, it is not hard to imagine that Major Bloomfield and his Permindex-CMC apparatus would have the targets of worldwide attention and exposure. Under those circumstances, President de Gaulle would have likely survived the 1968 destabilization of his government, and the killers of Kennedy and Mattei, including their British masters, would have instead been brought down.—*Jeffrey Steinberg*

plane crash, based on evidence described in the first investigation, as well as evidence suppressed in that investigation. He has been able to demonstrate that the aircraft debris found on the ground was not all “in the direction of flight,” as the first investigation claimed. There were many pieces in a square-kilometer area—especially small fragments, as well as human remains—oriented in a direction opposite to that of flight. Also, in addition to the fire developing from the main section of the plane, which crashed to the ground in the direction of flight, other debris and the human remains were carbonized as a result of a fire which occurred *on* the plane. Furthermore, old evidence and new demonstrates that the airplane’s landing gear was extended, contrary to the conclusion of the first investigation.

In order to explain the disintegration of the bodies, the 1962 investigation assumed that the pressurization inside Mattei’s Morane Saulnier jet had suddenly collapsed, leading to the disintegration of the Plexiglas cockpit. But François Robinet, an expert who was interrogated in 1962 and who is still living today, declared to Calia that the flight altitude communicated by the airplane to the Milan control tower at 18:57 hours, before communication was interrupted, was about 600 meters. At that altitude, there is almost no pressurization in the cockpit, said Robinet, who to this day maintains a Morane Saulnier jet similar in every way to Mattei’s plane.

In addition to the reconstruction, to find out whether there was an explosion on board the craft, Calia ordered chemical, metal, and other analyses on human and airplane remains.

Calia ordered analyses that nobody in 1962 had done, on the human remains as well as the aircraft, to look for possible traces of explosive material. It was not easy to find remains to examine; the bodies—really, the few pieces which had been found on the ground, were in a state of advanced decomposition. But a few objects, like Mattei’s ring and some other belongings, still presented traces of explosive. Even more difficult was to find remains of the airplane. Calia discovered that, after the conclusion of the first investigation, people at SNAM ordered them destroyed! But a few witnesses, including Raffaele Morini, a comrade of Mattei’s during the anti-Fascist partisan war, and others, had saved a few small pieces which they delivered to investigators.

The analyses concluded that “a Compound B charge, slightly greater than to 100 grams” had been placed on the aircraft. On the basis of these findings, Calia writes in the indictment paper, p. 129, Chapter 5: “The technical investigation, supported by verbal and documentary evidence collected, and contradicted by no contrary evidence, allows us to hold it as *unmistakeably proven* that I-SNAP [the code for Mattei’s plane] crashed after a limited, non-destructive explosion, which took place inside the aircraft.

“It is in fact proven that:

- an explosion took place onboard I-SNAP;
 - the explosion occurred during the flight and not coincident with, or after, impact on the ground;
 - the fuel tank did not explode;
 - the engines did not explode;
 - the oxygen tank did not explode.”
- Therefore, Mattei’s plane was sabotaged.

The cover-up

How is it possible that the truth did not emerge in 1962, when there were more than 30 witnesses who saw the explosion, when an autopsy could have been done, when hundreds of people saw the scene with the remains of the airplane, and those remains could have been very easily analyzed? The answer is: Somebody ordered that the truth be suppressed. The way it worked is as follows.

Parallel to the criminal investigation started by the State Prosecutor in Pavia, a parallel administrative investigation is started by an Air Force committee appointed by the government. In reality, the Air Force investigation takes control of the criminal one, as Calia discovered, and, with the help of secret service personnel, manipulates witnesses and prevents crucial evidence from coming to the prosecution.

Thus, for instance, the Oct. 27 police report, which speaks of Mattei’s plane in a “conflagration in the sky,” is not included in the investigation. Instead, it is decided that police work will be done by the Carabinieri, Italy’s military police. This is not unusual, as the Carabinieri have an institutional role as a police force and, *vis-à-vis* the police, have the advantage of tighter national coordination. But in that case, it meant that the military structure of the Carabinieri could more easily obey top-down orders, aiming at a cover-up. In fact, the head of the Carabinieri corps, Gen. Giovanni De Lorenzo, had been head of the Italian secret services (SIFAR) until that year. He had been replaced at SIFAR by Gen. Egidio Viggiani. But De Lorenzo, writes intelligence expert Giuseppe De Lutiis, “kept leading the SIFAR through a surrogate party. If one considers that 80% of the secret service personnel was composed of Carabinieri, one understands the enormous control power developed in that period by the De Lorenzo-Viggiani duo.”

Two years later, De Lorenzo even plotted a coup d’état, in alliance with British lackey and old Mattei enemy Antonio Segni, who in the meantime had become State President. De Lorenzo called his plan “Solo Plan,” meaning that it was to be carried out by the Carabinieri alone. In a meeting with all Carabinieri and SIFAR leaders, De Lorenzo gave instructions and a list of national politicians, many of them opposition members, to be arrested on X Day. The plan eventually was cancelled, and was exposed many years later.

Carabinieri officer Augusto Pelosi, commander of the Landriano station in whose jurisdiction the Bascapè territory belonged, in 1962 led police investigations into Mattei’s death. He has confessed to Calia: “I was under pressure . . .

from all sides, but I was the last wheel in the cart and I realized that I did not count for anything. . . . Also, the Secret Services, as I mentioned, took care of the Mattei case and of the related investigation. They stuck their nose in everywhere. In my opinion, in the Mattei case and in the investigations, there exists a big cover-up that has not allowed the truth to come out. I say this to you as an officer who for many years has conducted police investigations.”

The fact is that by Oct. 28, 1962, the investigative committee which was supposed to run an Air Force “administrative” investigation was already in place, and it turned into the real center of investigations. Head of the committee was Air Force General Ercole Savi. Calia writes: “On the morning of Oct. 28, there arrives in Bascapa Gen. Ercole Savi, chairman of the investigating committee appointed by the Minister of Defense. He is authorized by the State Prosecutor to operate directly in the search, transport, and custody of the aircraft debris. From that moment, the investigation . . . is de facto led by Air Force Squadron Commander Ercole Savi.”

Savi’s committee, “in its March 1963 final report, alleges, in striking contrast to the truth, that ‘at the moment of the crash, because of the late hour and the bad weather conditions (rain, limited visibility), as well as the deserted nature of the locality, it was not possible to collect useful witnesses to reconstruct the final phase of the flight, immediately preceding the plane crash. Also, witness statements related to the phase immediately following the crash, of are slight usefulness.’ ”

Calia has discovered that in order to reach that conclusion, the few witnesses’ statements collected have been manipulated; the indicated time of observation, 19:00 hours, is changed to 19:15, so that it can no longer apply to Mattei’s plane, but to other planes which allegedly took off at that time from Linate Airport.

Not only that: Experts charged with examining the airplane wreckage found that they had already been cleaned, and hence they could not examine them properly. Despite this, a military exercise carried out in Novara, by specialists of the VIII Air Force Department led by Col. Isidoro Capucci, did provide a conclusion that the most probable cause of the crash was either sabotage to the altimeter, or a bomb. But this study is mentioned in neither the report of the investigating committee, nor the criminal investigation. Prosecutor Calia has found the Novara papers in the historical archive of the VIII Air Force Department.

In order to reconstruct what happened in the military committee, Calia has interrogated the surviving members. The committee was formed by Air Force Gen. Ercole Savi, chairman; Brigadier Generals Ottorino Giacomelli and Bruno Ricco; Pilot Col. Cesare Marchesi; Engineer Col. Isidoro Capucci; Medical Col. Arturo Chirico; Lt. Col. Stefano Castellani; Lt. Francesco Biondo; Malpensa Airport Director Arcangelo Paoletti; Milan Civilian Air Force Director Prof.

Giorgio Aldinio and Commander Francesco Giambalvo, Alitalia pilot.

Colonel Marchesi, today a retired general, told Calia that he was “no expert,” “participated only in a couple of meetings,” and “did not understand much” from the technical analysis of the pieces of the airplane. Nevertheless, today Marchesi still insists, “I never thought of sabotage,” and, “It is not known to me that there were witnesses to the Bascapa accident.” Finally, Marchesi confesses that he “never read the final report of the committee” of which he was a member, a report which he himself signed!

Similar to Marchesi’s statements are those of other committee members Arcangelo Paoletti and Francesco Giambalvo: Neither ever read the final report. Unlike the other two, however, Giambalvo reveals that “the two possible causes which I read now as being indicated by the committee as credible, are technical accident or human error. They were both opposed in lively manner in the committee and they were not accepted. Both I and General Ricco absolutely excluded a human mistake. . . . The committee had a majority decision that the accident could not be attributed either to a technical cause, or a human one.”

Therefore, the committee produced a report which no member read, and which came to a conclusion exactly oppo-

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site to the conclusion of the members of the committee itself!

Giambalvo, who at that time was a pilot, expert in the same type of plane as Mattei's, told Calia: "General Savi," the head of the committee, "kept repeating that we ought to reach a conclusion quickly; from this I understood that there were political pressures to close the investigation rapidly with a definitive conclusion, which couldn't be discussed or objected to any further."

Several committee members confirm that it was Savi who said that "there were no significant witnesses" to the accident, and therefore the committee heard no witnesses.

General Savi is now dead, and cannot be called to the stand. But the picture is clear. He was the main operative, probably under direct orders from SIFAR head Viggiani, of the successful cover-up of the assassination. Savi was appointed the same evening as the crash, the evening of Oct. 27, as head of the committee. The rest of the committee was appointed the next day, so that Savi could go alone, early on Oct. 28, to Bascapa to take control of operations.

The question that still shocks us is: Why did nobody talk? Why did all committee members accept what was clearly the role of a puppet? Why was no independent investigation started? How could dozens of witnesses just be written out of existence? Why did a whole country, including Mattei's closest political friends and allies, accept the official version

of "accident"? The phenomenon is unacceptable, but it has an explanation.

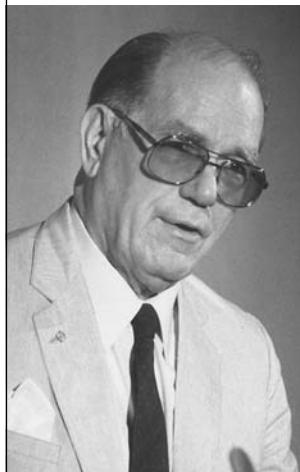
Mattei was killed during the hottest phase of the Cuban missile crisis. Author Nico Perrone, who worked at ENI under Mattei, has reconstructed discussions in the National Security Council on possible repercussions of the crisis in NATO countries, among them Italy. Pro-British elements introduced a scenario in which Italy, led by independentist Mattei, would break out of NATO. Perrone presented his researches at the 1992 Milan *EIR* conference.

In those last days of October 1962, the world seemed to be heading into a nuclear war between the United States and the Soviet Union. Those days were the highest level of East-West tension in the whole period of the Cold War. In that context, it is possible to think that terrified Italian government leaders were pressured to believe that, if it came out that Mattei had been assassinated, that would create a communist revolution in Italy. The scenario for that was in place, since an international press campaign had already slandered Mattei as a "friend of the Russians."

Of course, neither the slander, nor the scenario of revolution, was true. In reality, the issue was Mattei as "friend of Kennedy." But Italy's leadership preferred to accept the immorality of the cover-up.

History repeated itself a year later in Dallas, Texas.

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Jakarta	0500*	Vancouver	1400
Jerusalem	2400	Vladivostok	0800*
Johannesburg	2400	Venice	2300
Karachi	0300*	Warsaw	2300
Kennebunkport	1700	Washington	1700
Kiev	2400	Wellington	1000*
Khartoum	2400	Wiesbaden	2300
Lagos	2300	Winnipeg	1700
Lima	1700	Yokohama	0700*
Lincoln	1600	Yorktown	1700
Lisbon	2300		* Mondays