

arrivare alle circostanze che hanno portato alla sua morte. Nonostante le difficoltà iniziali, Visintini realizzerà il suo sogno diventando pilota della Regia Aeronautica e avrà il suo battesimo di fuoco nella Guerra civile spagnola combattendo dalla parte franchista. Rimarrà in Spagna per un anno e conquisterà le sue prime vittorie aeree. Dopo il ritorno in patria si colloca di nuovo a Gorizia da dove spesso si reca a Parenzo per sfoggiare le sue doti da pilota davanti ai concittadini stupiti. Poco prima della dichiarazione di guerra italiana, venne trasferito nell'Africa orientale italiana. Proprio in questo luogo, su questo fronte secondario, Visintini otterrà la fama ed il rispetto dei commilitoni, ma anche degli avversari. Pilotando il più moderno biplano Fiat C.R. 42, noto anche come "Falco", diventerà il miglior pilota di aerei biplani della Seconda guerra mondiale, nonché il miglior pilota del fronte africano. Combattendo nell'Africa orientale otterrà 16 vittorie confermate più 5 probabili e parteciperà nella distruzione di altri 30 velivoli situati nelle basi nemiche. Per il suo modo di combattere e la sua precisione, sarà noto anche come "Il pilota scientifico", ma anche come "Il pilota solitario". Grazie alle sue gesta, diventerà una leggenda già da vivo, specialmente grazie alla propaganda italiana che farà di lui una star mediatica.

Mario Visintini – the forgotten Italian aerial ace from Poreč

Summary

The life of Mario Visintini represents a part of Poreč history that disappeared after WW2 when Poreč became part of communist Yugoslavia. The first direct consequence of this change was the exodus of nearly the entire population and with them the collective memory of the famous people of the city. One of these was the pilot Mario Visintini, who had been completely forgotten in his hometown, despite the fact that he had received numerous decorations and military honours. However, he was honoured in Italy. In the article, the author analyses his biography from studies, his participation in the war, and the circumstances that led to his death. Despite initial difficulties, Mario Visintini had fulfilled his dream, and when he became a pilot, his trial of fire was to be in the Spanish civil war where he had fought for the nationalist side. He remained in Spain for one year where he had won his first aerial victories. After returning home, he was again posted to Gorizia air base from where he often flew to Poreč to demonstrate his flying capabilities in front of the city population. Just before the Italian entry in the WW2, he was transferred to the Italian East Africa. Right there on this secondary front, Mario Visintini was to gain military glory and respect of his fellow pilots, also but from his adversaries. Flying in the most modern biplane Fiat C.R. 42, also known as "Falco", he became the top scoring fighter biplane pilot of the WW2 and of the African front. During his service in East Africa he had achieved 16 confirmed air victories, plus 5 most likely won by him, and had participated in the destruction of 30 addition aircrafts on the ground. Because of his way of fighting and his precision, he was to be nicknamed the "Scientific Fighter Pilot", and also the "Solitary Pilot". His military achievements had made him a legend during his lifetime, especially by Italian propaganda which had transformed him into a media star.