

ACC

10000/135/87

S.M. 95, AIRCRAFT, AIR
JUNE 1945 - JULY 1946

10000/135/87

S.M. 95, AIRCRAFT, AIR STAFF CORRESPONDENCE
JUNE 1945 - JULY 1946

BT 10000000
SERIAL NO. 10000000
DATE 10000000 0000 0000 0000 0000

MR. FORT

15/6.
D.400 ab

36/3/2011

g/k m
17/6

8/1 N3/15-

196

15/10/94

5263

114A

513.

To:::: AFSC AICOM ROME.

From::: MTO ALLIED AIR COMMITTEE SECRETARIAT.

U.X.134.

7th June.

Confidential.

Subject collection Italian aircraft S.M.95 in U.K.

Flight of S.M.82 aircraft to U.K to proceed soonest. Accomodation
will be available at Farnborough. Wearing of plain clothes essential (r)
essential. Aircraft may land at Farnborough. ~~XXXXXXXXXXXXXXXXXXXX~~

Notify firm FTD and probable ETA.

UNPARAPHED
OF CIPHER MESSAGES

Decyph/Sgt. Woodall, E.

Routine.

FOO. 071210Z.
320/1730Z.
FOO. 071800Z.



LRKD V LATE NR 9 IMMEDIATE

T - ADD

FR - EST 3E MOS LONDON 271450A

TO MEDITERRANEAN ALLIED AIR COMMITTEE SECRETARIATE ROME.

BT

AP354 27TH MAY 47 UNCLASS. YOUR UX96 AND 79 REFERS. PERMISSION GIVEN TO SEND AIRCRAFT ENGINE AND CREWS REFERRED TO IN YOUR UX952. AS YOU WILL PRESUMABLY HAVE HEARD FROM/LT TURNER WHO CAME TO UK IN MARCH 1946 AND DISCUSSED THE MATTER WITH RAE THE AIRCRAFT AT RAE HAS HAD FIRE IN PORT OUTER REPEAT OUTER ENGINE AND NOT XP PORT INNER AS STATED IN AIX 3962 -THUS REQUIRING PORT OUTER POWER PLANT COMPLETE KXXXXXXKXKX WITH ENGINE BEARERS. WOULD YOU SIGNAL EXPECTED TIME OF ARRIVAL AND DETAILS OF CREWS TO C S AIR MOS THAMES HOUSE WHO IS ARRANGING FOR THE ATTACHMENT TO RAF STATION FARNBOROUGH (NOTE THIS) MESSAGE HAS BEEN REPEATED TO HQ RAF MED/NE

BT 271450A

SENT OF B1

RECD NR 9 2015 JH K

111A
Not to
use M 71/27

864

D271

1946

SEM
28/5

526136/ain

0484

785017

LRCF V LAEE NR34 ROUTINE
QVR

5915 108A

FROM MEDITERRANEAN ALLIED AIR COMMITTEE SECRETARIAT .
TO AIR FORCES SUD COMMISSION, ALLIED COMMISSION, ROME.

U.107 (.) MAY 25TH (.) CONFIDENTIAL (.)

SUBJECT ITALIAN AIRCRAFT S.M. 95 IN U.K. (.)

PERMISSION NOW RECEIVED FROM AIR MINISTRY AND AUTHORITY GRANTED FOR
FLIGHT OF S.M. 52 AIRCRAFT TO U.K.

WITH REQUISITE AIRCREW AND SERVICING PERSONNEL TO REPAIR AND RETRIEVE
S.M.95 AIRCRAFT SUBJECT TO SATISFACTORY COMPLETION OF SECURITY
VETTING OF PERSONNEL NO BEING MADE (.) PERSONNEL TO BE AS NAMED IN
YOUR AFSC/36/11/AIR DATED APRIL 30TH WITH COLONEL GIACOMO
ERENTA AS DIRECTOR OF THIS MISSION(.)

AIRCRAFT AND CREWS TO REMAIN IN U.K. UNTIL BURNT OUT MOTOR OF SM.
95 IS DISMOUNTED (.) ARRANGEMENTS IN HAND TO ACCOMMODATE PERSONNEL
WHO WILL BE ATTACHED TO R.A.F. STATION FARNBOROUGH (.)
AIR MINISTRY STATE F/LT TURNER VISITED FARNBOROUGH

IN MARCH 1946 AND POINT OUT AIRCRAFT HAS HAD FIRE IN PORT OUTER
(R) PORT OUTER ENGINE THUS REQUIRING PORT OUTER POWER PLANT

LETE WITH ENGINE BEARERS (.) FOLLOWING INFORMATION REQUIRED (.)

(A) TYPE, NUMBER AND MAKE OF AIRCRAFT (1) E. T.D. AND CRUISING SPEED

(C) ROUTE TO BE FOLLOWED (.) *Rome - Santa Maria - Bologna - Viterbo - Naples - Disappears*

(D) CALL SIGN (.)

(E) CONFIRMATION PERSONNEL PROCEEDING WILL BE AS FORMERLY

STATED AND THAT WHERE APPLICABLE NECESSARY VISAS

ARE HELD (.)

108A 108A

RECEIVED

0485

785017

SUBJECT ITALIAN AIRCRAFT S.M. 95 IN U.K. (.)
PERMISSION NOW RECEIVED FROM AIR MINISTRY AND AUTHORITY GRANTED FOR
FLIGHT OF S.M. 82 AIRCRAFT TO U.K.
WITH REQUISITE AIRCREW AND SERVICING PERSONNEL TO REPAIR AND RETRIEVE
S.M. 95 AIRCRAFT SUBJECT TO SATISFACTORY COMPLETION OF SECURITY
VETTING OF PERSONNEL NO BEING MADE (.) PERSONNEL TO BE AS NAMED IN
YOUR AFSC/36/1/1/AIR DATED APRIL 30TH WITH COLONEL GIACOMO
BRENTA AS DIRECTOR OF THIS MISSION (.)
AIRCRAFT AND CREWS TO REMAIN IN U.K. UNTIL BURNOUT MOTOR OF SM.
95 IS DISMOUNTED (.) ARRANGEMENTS IN HAND TO ACCOMMODATE PERSONNEL
WHO WILL BE ATTACHED TO R.A.F. STATION FARNBOROUGH (.)
AIR MINISTRY STATE F/LT TURNER VISITED FARNBOROUGH
IN MARCH 1946 AND POINT OUT AIRCRAFT HAS HAD FIRE IN PORT OUTER
(R) PORT OUTER ENGINE THUS REQUIRING PORT OUTER POWER PLANT (.)
LETE WITH ENGINE DEARERS (.) FOLLOWING INFORMATION REQUIRED (.)
(A) TYPE, NUMBER AND NAME OF AIRCRAFT (.) E. T.D. AND CRUISING SPEED
(C) ROUTE TO BE FOLLOWED (.) *Route from Manila - Japan - VES RILLES - Diego*
(D) CALL SIGN (.)
(E) CONFIRMATION PERSONNEL PROCEEDING WILL BE AS FORMERLY
STATED AND THAT WHERE APPLICABLE NECESSARY VISAS
ARE HELD (.)

*16 m/s
20 2/3*

RECEIVED

ROUTINE

(MAXWELL FISHER)

WING COMMANDER

M.A.A.C. SECRETARIAT.

BT

SENT JP BB K



102A

FROM : AIR FORCES SUB-COMMISSION
TO : M.A.A.C. SECRETARIAT
DATE : 3RD MAY 1946
REF : AFSC/36/1/1/AIR

SM 95 AIRCRAFT IN U.K.

Reference is made to our letter AFSC/36/1/1/AIR dated 30th April 1946.

2. Attached are photos in duplicate of aircrew and servicing personnel selected to proceed to Farnborough, England, to retrieve the Italian S.M. 95 Aircraft.

3. It is respectfully requested that pre-arrangements be made to accommodate the aircrew and servicing personnel with rations and quarters in U.K. In addition, fuel and lubricants will be required for the SM 82 aircraft to make the return trip.

4. The route planned for the flight is from Rome to Farnborough without any intermediary landings.

F.E.M.
FRANK E. MARX
LT. COL. AC
FOR AIR VICE-MARSHAL
DIRECTOR A.P.S.D.

Incl
1 Envelope w/13 sets of photos.

FROM : AIR MINISTRY
TO : A.M.B.C. A.C. ROME
DATE : 2ND MAY 1946
REF : 11017/1572 Coll

N165
3/5 79.

36/1/142

SM 95 AIRCRAFT IN U.K.

93A

Reference is made to letter No. AFSC/36/1/1/AIR dated 27 March 1946. The following data are pointed out:

2. The following aircrew shall provide for the transport to Italy of the SM 95:

3. The following personnel shall be employed to repair the SM95 Aircraft:

4. Aircrew of the SM32/30825 Aircraft for the transport to the United Kingdom of the personnel referred to in No. 2 and 3 and material required to repair the SM95 Aircraft (about 750 Kilograms):

5. The SM 95 Aircraft shall take off from Rome and reach BARNHURST without stopping at any intermediate station. The SM 95 shall not stay in U.K. but return to Italy in the shortest time possible.

6. It has been calculated that 10 to 15 days are required for the repairs to be made in the United Kingdom on the SM 95 Aircraft.

7. It must be pointed out that an adequate amount of English money should be obtained for the personnel going to the United Kingdom, in order to allow them to meet the necessary expenses during the stay in the United Kingdom.

8. The countervalue in Italian Lire could be paid by undersigned to the competent Office of your Sub-Commission.

9. In the United Kingdom supplies of fuels and lubricants for the return flight to Italy are absolutely necessary.

10. Attached are the photos of the above said personnel in two copies.

11. Your Sub-Commission, if in agreement with the above said points, is asked to kindly grant authority for the flight, entrance and stay in the United Kingdom of the above mentioned personnel.

101A
(7)

SM 95 AIRCRAFT IN U.K.

93A

Reference is made to letter No. AT80/36/1/1/AIR dated 27 March 1946. The following data are pointed out:

2. The following aircrew shall provide for the transport to Italy of the SM 95:

3. The following personnel shall be employed to repair the SM95 aircraft:

4. Aircrew of the SM95/60835 Aircraft for the transport to the United Kingdom of the personnel referred to in No. 2 and 3 and material required to repair the SM95 aircraft (about 750 kilograms):

5. The SM95 Aircraft shall take off from Rome and reach FALMBOURGH without stopping at any intermediate station.

The SM95 shall not stay in U.K. but return to Italy in the shortest time possible.

6. It has been calculated that 10 to 15 days are required for the repairs to be made in the United Kingdom on the SM 95 Aircraft.

7. It must be pointed out that an adequate amount of English money should be obtained for the personnel going to the United Kingdom, in order to allow them to meet the necessary expenses during the stay in the United Kingdom.

8. The countervalue in Italian Lire could be paid by ⁵²⁵⁸ undersigned to the competent Office of your Sub-Commission.

9. In the United Kingdom supplies of fuels and lubricants for the return flight to Italy are absolutely necessary.

10. Attached are the photos of the above said personnel in two copies.

11. Your Sub-Commission, if in agreement with the above said points, is asked to kindly grant authority for the flight, entrance and mail in the United Kingdom of the afore mentioned personnel.

12. We shall await your kind reply.

BY ORDER OF THE
CHIEF OF CABINET
Col. LUDOVICO

J.K.M.
3/5

100 A

FROM : AIR FORCES SUB-COMMISSION, A.C. ROME
 TO : M.A.A.C. SECRETARIAT
 DATE : 30TH APRIL 1946
 REF : AFSC/36/1/1/AIR

B.M.95 AIRCRAFT IN U.K.

Reference is made to your letter MAAC/4215/AFALB dated 27th February, 1946.

2. Proposals have now been received from the Italian Air Ministry to send an SM 82 aircraft to U.K. with servicing and aircrew personnel for the purpose of retrieving the SM 95 aircraft from Farnborough, England.

3. Detailed information relating to servicing and aircrew personnel follows:

STAI-MARCHETTI Personnel to repair and ferry SM95 to Italy

1. ✓ Engineer PAOLO DE AMBROSIS, Nationality - Italian, Date and place of birth - 30 October 1904, Grignasco (Piemonte).
 2. ✓ Mr. ALDO MOGGI, Nationality - Italian, Date and place of birth - 4 April 1908, Pavia, Italy.
 3. ✓ Mr. GIUSEPPE CERATTI, Nationality - Italian, Date and place of birth - 10 May 1912, Vaprio d'Agogna (Lombardia).
 4. ✓ Mr. SILVESTRO FERRARI, Nationality - Italian, Date and place of birth - 12 January 1902, Cameri (Piemonte).
 5. ✓ Mr. ANGELO MARCONI, Nationality - Italian, Date and place of birth - 13 September 1911, Busto Arsiz (Lombardia).
 6. ✓ *S.M. NICOLA BONADIES, Nationality - Italian, Date and place of birth - 26 July 1919, Andria (Bari)
- *Member of the Italian Air Force to be included on above crew as radio operator.

Military Crew Personnel SM 82 Aircraft #60825

1. ✓ Colonel GIACOMO BRANTA (Pilot), Nationality - Italian, Date and place of birth - 5 January 1906, Turin, Italy. SCOTTU
2. ✓ Lt. Col. ALBERTO SCOTTU (Pilot), Nationality - Italian, date and place of birth - 12 April 1908, Pistoia, Italy.

- 2 -

3. ✓ Major CARMELO BELINIVIA (Pilot), Nationality - Italian, ✓
Date and place of birth - 28 August 1911, Castoreale (Messina).
4. ✓ W/O VINCENZO CISOLOFI (Pilot), Nationality - Italian, ✓
Date and place of birth - 11 November 1910, Rapone (Potenza).
5. ✓ W/O PIETRO ROSSI (Radioman, Nationality - Italian, Date and ✓
place of birth - 1 October 1911, Quattro Castella (Reggio Emilia).
6. ✓ S.M. ANTONIO VINCENZOTTO (aircraft fitter), Nationality - Italian, ✓
Date and place of birth - 13 June 1917, Pordenone (Udine).
7. ✓ S.M. SAVERIO GARRITANO (aircraft Riggerman), Nationality - Italian, ✓
Date and place of birth, 25 June 1911, Amantea (Cosenza).

4. Estimated duration of stay in U.K.
The SM 82 MM Aircraft, #80825, with its crew personnel shall
immediately return to Italy without awaiting for repairs to be
completed on the SM 95. ✓

It is estimated that all other personnel will be required
to remain in U.K. for ten days before repairs are completed to
place the aircraft suitable for flying to Italy.

5. All material and equipment necessary to repair the S.M. 95
aircraft are available and will be transported with aircrew and
servicing personnel on above flight.

6. Request approval be granted to the above proposed flights.

J. E. M.
FRANK E. MAREK
LT. COL. AC
FOR AIR VICE-MARSHAL
DIRECTOR A.P.B.C.

5256

98A

FROM : STATO MAGGIORE R.A.
TO : CABINET OF THE MINISTER
and for information
AIR FORCES SUB-COMMISSION
DATE : 26TH APRIL 1946
REF : 101835/Op.16/1617 Coll.

S.M.85 AIRCRAFT FOR ENGLAND

Reference is made to letter No. 101595/Op.16 dated 12th April 1946.

The list of the personnel for Farnborough, which has already been forwarded, shall be changed as follows: Warrant Officer Radioman Spartaco MARTINELLI shall be replaced by Radioman Sergeant Major Nicola BONADIES.

The Cabinet has already been furnished with the photos and all required certificates for the necessary permit.

The S.M. 82 MM. 60825 aircraft for the transport of personnel and material to England shall return immediately to Italy without waiting that all repairs be completed.

The total weight of the material to be transported is of approximately 750 kilograms.

5255

THE CHIEF OF STATO MAGGIORE

JEM
29/4

97A
(12)

From : I.A.F. Stato Maggiore.
To : A.F.C.C., Rome. (and other addressees).
Date : 25th April, 1946.
Ref : 101596/op/1459/Coll.

93A
SM.95 IN U.K.

With reference to your AFSC/36/1/Air dated ²⁷30th March 46, to the Directorate of Constructions, to the Stato Maggiore and to the Cabinet of the Minister, and with reference to your AFSC/36/1/Air dated 4th April 46 to the Stato Maggiore and to the Directorate of Constructions, we inform you that :

94A The personnel who is going to Farnborough in order to repair and fly back to Italy the above mentioned aircraft is the following:

Civilian personnel of the S.I.A.I. Firm:
Eng. Paolo de Ambrosis ✓ Test Pilot.
" Aldo Moggi ✓ Chief Test Pilot.
" Giuseppe Ceratti ✓ a/c Fitter.
" Silvestro Ferrari ✓ Fitter.
" Angelo Marconi ✓ Specialised Rigger.

Military personnel :

W/O R.T. Martini ✓ Spattaco - W/Op. of the Transport Wing.

The above mentioned personnel as in your 36/1/Air dated 9/4/46 will be transported with an aircraft S.M.82 of the Night Wing, taking off from Rome and without any intermediary stop.

The crew of the above aircraft, belonging to the Night Wing is the following:

Lt.Col. Pil. Scotta Alberto ✓	Captain of the a/c.
Maj. Pil. Bellavia Carmelo ✓	Navigator.
W/O Pil. Gisolfi Vincenzo ✓	Co-pilot.
Sgt. Fitter Vincenzotto Antonio ✓	
Sgt. Rigger Garritano Saverio ✓	
W/O W/Op. Rossi Pietro ✓	

5256

Enclosed herewith are two photos of all the military and civilian personnel concerned, and the anagraphical data necessary to the completion of the military personnel pass-ports.

The cabinet is requested to take care of the documents necessary for the passports (asking direct from the S.I.A.I. firm

With reference to your AFSC/36/11/Air dated 27th March 46, to the Directorate of Constructions, to the Stato Maggiore and to the Cabinet of the Minister, and with reference to your AFSC/36/11/Air dated 4th April 46 to the Stato Maggiore and to the Directorate of Constructions, we inform you that :

The personnel who is going to Farnborough in order to repair and fly back to Italy the above mentioned aircraft is the following:

Civilian personnel of the S.I.A.I. Firm:
 Eng. Paolo de Ambrosio ✓ Test Pilot.
 " Aldo Moggi ✓ Chief Test Pilot.
 " Giuseppe Ceratti ✓ a/c Fitter.
 " Silvestro Ferrari ✓ Fitter.
 " Angelo Marconi ✓ Specialised Rigger.

Military personnel :

W/O P. R. Martinelli Spartaco - W/Op. of the Transport Wing.

The above mentioned personnel as in your 36/1/Air dated 9/4/46 will be transported with an aircraft S.M.82 of the Night Wing, taking off from Rome and without any intermediary stop.

The crew of the above aircraft, belonging to the Night Wing is the following:

Lt.Col. Pil. Scotta Alberto ✓	Captain of the a/c.
Maj. Pil. Bellavia Carmelo ✓	Navigator.
W/O Pil. Gisolfi Vincenzo ✓	Co-pilot.
Sgt. Fitter Vincenzotto Antonio ✓	
Sgt. Rigger Garritano Saverio ✓	
W/O W/Op. Rossi Pietro ✓	

Enclosed herewith are two photos of all the military and civilian personnel concerned, and the anagraphical data necessary to the completion of the military personnel passports.

The cabinet is requested to take care of the documents necessary for the passports (asking direct from the S.I.A.I. firm the anagraphical data of the civilian personnel) and of the monetary exchange, bearing in mind that a possible stop at Farnborough of at least 10 days for servicing purposes is foreseen.

The Directorate of Constructions is to contact the S.I.A.I. firm in order that the material be carried to Guidonia. It is requested that we are informed of the date.

translated by J. Bevacqua.

The Chief of Staff



0494

Declassified E.O. 12356 Section 3.3/NND No.

785017

(9518)

File 5195

SIAT-MARCHETTI

SOCIETA PER AZIONI
SEDE IN MILANO - CAPITALE L. 15.000.000

DIREZIONE GENERALE ED OFFICINE CENTRALI - SESTO CALENDE
U. P. C. MILANO N. 56137 - U. P. C. VARESE N. 54424

DA STAGIARE NELLA RISPOSTA

1844

UFFICIO DI ROMA
VIA G. PUCCINI N. 10 TELEF. N. 81306
TELEGR.: SIAT-MARCHETTI - ROMA

Roma, li, April 7th, 1946

Att. Capt. Turner.

To the ALLIED COMMISSION
Air Forces Sub Commission
Rome

Sirs,

With reference to your kind request, we beg to enclose here-
with a list showing the names &c. of our personnel who should go
to Great Britain to repair and fly back the SM 95 aeroplane.

We shall be greatly obliged if you will kindly let us know
whether a special permit will be issued by the Allied Military
Authority allowing the above mentioned personnel to leave Italy
and enter Great Britain (and back).

Thanking you, we are, Sirs,

Yours faithfully,

SIAT-MARCHETTI
SOCIETA PER AZIONI
UFFICIO DI ROMA

W.H. 24/3 Turner

5252

8/4/46
N. 11092
hm

Rome, li, April 7th, 1946

Att. Capt. Turner.

To the ALLIED COMMISSION
 Air Forces Sub Commission
Rome

Sirs,

With reference to your kind request, we beg to enclose herewith a list showing the names &c. of our personnel who should go to Great Britain to repair and fly back the SM 95 aeroplane.

We shall be greatly obliged if you will kindly let us know whether a special permit will be issued by the Allied Military Authority allowing the above mentioned personnel to leave Italy and enter Great Britain (and back).

Thanking you, we are, Sirs,

Yours faithfully,

SIAI - MARCHETTI
 COS. PER ANOM.
 UFFICIO DI ROMA

W 24/3 *Turner*

5252



Enclo (in duplicate).

0 4 9 6

PERSONALE DELLA SIAI MARCHETTI

- 1 - Ing. PAOLO DE AMBROSIO - di Giulio e Gacciama Marianna
italiano
nato il 3.10.1904 a Grignasco (Piemonte)
Ingegnere - Pilota collaudatore
- 2 - ALDO MOCHI - di Giuseppe e Uzi Adele
italiano
nato il 4.4.1908 a Pavia (Lombardia)
Capo pilota collaudatore
- 3 - STRATI GIUSEPPE - di Angelo e Genia Angela
italiano
nato il 10.5.1912 a Vaprio d'Agogna (Lombardia)
Motorista di volo
- 4 - FERRARI SILVESTRO - di Giovanni e Desola Maria
italiano
nato il 12.1.1902 a Genesi (Piemonte) - motorista
- 5 - MARCONI ANGELO - di Francesco e Castaldi Irma
italiano
nato il 13.9.1911 a Sesto Calende (Lombardia)
Montatore specialista.

5251

0497

91A

From : Mediterranean Allied Air Committee Secretariat.
To : Air Forces Sub- Commission, Allied Commission, ROME.
Date : 6th March, 1946.
Ref : MAAC/4215/AFALS.

90B

Italian Aircraft in U.K. - S.M.95

Reference is made to your letter AFSC/36/1/1/Air,
dated 1st March, 1946.

2. Authority is hereby given for arrangements to be
made in accordance with para.3 of your above-quoted
letter. In the meantime this Secretariat is signalling
Air Ministry for permission to send Italian air crew and
ground crew, in the near future, details of which are
referred to in para. 4 of your letter and in this
Secretariat's letter MAAC/4215/AFALS., dated 27th February
1946.

92A

88A

Maxwell Fisher.

WFL 11/3

(MAXWELL FISHER)
WING COMMANDER,
Secretary to The,
MEDITERRANEAN ALLIED AIR COMMITTEE.



5254

From : Air Forces Sub Commission, Rome.

To : Mediterranean Allied Air Committee,
A.H.Q. ITALY.

Date : 1st. March, 1946

Ref. : AFSC/36/1/1/AIR

90A

WFF 11/3

ITALIAN AIRCRAFT IN U.K. - S.M.95

88A

1. In reply to your letter WAC/4215/AFALS dated 27th. February 1946 a "complete power unit" means an aero engine.
2. It is of considerable importance to the Military Courier Service that this aircraft be returned to Italy as soon as possible.
3. It is considered that the most practicable way to facilitate the repairs on this aircraft and ensure its earliest possible return to Italy will be to send another Italian aircraft to Farnborough carrying a spare engine, spare crew, maintenance party and tools. The Military Version of the S.M. 95 would probably be the most suitable aircraft to send on this mission if it can be completed in the immediate future. Otherwise an S.M.82 or G.12 could be used.
4. If we can have your approval in principle to this scheme we will go ahead with arrangements for the necessary aircraft, personnel and equipment, passing the details to you in order to obtain final authority.

5249

WFF
WILLIAM L. LEE
Brig. Gen. U.S.A.
Deputy Director

88A

From:- Mediterranean Allied Air Committee Secretariat.

To :- Air Forces Sub-Commission, Allied Commission, Rome.

Date:- 27th February, 1946.

Ref :- MAAC/4215/AFALS.

Italian aircraft - S.M.95

The following signal has been received from the
Air Ministry :

from: Air Ministry London. A.13962. 15/2. CONFIDENTIAL.
from: A. I. 2 (g). Italian aircraft S.M.95. Understand from
Rae that in starting machine for flight back to Italy, port
inner engine caught fire rendering aircraft unserviceable.
If you require machine, now necessary for complete power unit
together with servicing and flying crew to be provided from
Italy. Request you signal reply in view this development. "

2. It is requested that you inform this Secretariat what
constitutes a "complete power unit". If this consists of a complete
engine, difficulties will arise as to transport to the United Kingdom.

3. If it is proposed to send Italian servicing and aircrew
personnel, the following particulars will be required for clearance
purposes:-

- (a) Name, rank and number.
- (b) Aircrew or groundcrew category.
- (c) Nationality.
- (d) Date and place of birth.
- (e) Estimated duration of stay in U.K.

4. With regard to your request for an interim report on
the tests being carried out on this aircraft (Your AFSC/36/1/1/AIR
dated 5th February, 1946, refers), no reply has yet been received to
this Secretariat's letter to the Air Ministry, but their reply will
be communicated to you as soon as it is received.

Maxwell Fisher.
(MAXWELL FISHER)
Wing Commander
Secretary to The

MEDITERRANEAN ALLIED AIR COMMITTEE

11th February
28/2

SSO KUP

Please coordinate
a reply. We do want them
of back for AF military
service. Pending reply to
23. Feb 28/2

M 627
28/2
36/1/1/AIR

5288

82A

0500

785017

84A

From : Italian Air Ministry.
To : A.P.S.C., Rome.
Date : 8th February, 1948.
Ref : 3632/578/Coll.

86A

S.M. 95 AIRCRAFT FOR AIR COURIER SERVICE.

Reference is made to your letter 36/1/1/Air dated 23/1/48. Although I agree with your opinion as regards the economy entailed through purchase and use of a S.M. 75 aircraft in comparison to a S.M. 95, I would like to point out the reasons why I prefer this last type of aircraft.

The condition of ground and sea transport in Italy will be critical for a long time, certainly also after the peace treaty. We hope that this treaty will allow the use of internal air lines, which will be therefore congested with passengers who wish to travel on good, comfortable and sure aircraft.

A modern aircraft such as the S.M. 95 is certainly far more suitable for this use than an old aircraft like the S.M. 75, which is easily understandable when comparing it with the aircraft of international services which land on Italian airfields.

The greater potency of the S.M. 95 guarantees a greater security, when considering the geographical configuration of Italy and the presence of high mountains and the frequency of meteorological perturbations.

The necessity of flying over the sea for communication with the islands makes the use of a four engined aircraft more suitable than a three engined aircraft.

Again, the stability and manoeuvrability facilitate the piloting of the S.M. 95, known and appreciated also by English pilots, and render this aircraft very suitable to land in an airfield of restricted dimensions and surrounded by obstacles - like many Italian fields - also in conditions of night flying or bad visibility.

We understand that it is in the interest of the manufacturers to construct the S.M. 75, as some parts of the aircraft are already built.

Nevertheless, due to the above reasons which should be rightly taken into consideration, I think it opportune to insist on preferring being given to the S.M. 95.

If you accept this point of view you will show your understanding of the present and future requirements of our aviation and receive the grateful recognition of the Italian peoples.

Handwritten notes:
The S.M. 95 is a four engined aircraft with a wingspan of 30m. It is a high speed aircraft and is very manoeuvrable. It is a very good aircraft for the Air Corps service.

Handwritten signature: 1/2/48

The Chief of Staff.

Reference is made to your letter 36/1/1/Air dated 25/1/46. Although I agree with your opinion as regards the economy entailed through purchase and use of a S.M. 45 aircraft in comparison to a S.M. 95, I would like to point out the reasons why I prefer this last type of aircraft.

The condition of ground and sea transport in Italy will be critical for a long time, certainly also after the peace treaty. We hope that this treaty will allow the use of internal air lines, which will be therefore congested with passengers who wish to travel on foot, comfortable and sure aircraft.

A modern aircraft such as the S.M. 95 is certainly far more suitable for this use than an old aircraft like the S.M. 45, which is easily understandable when comparing it with the aircraft of international services which land on Italian airfields.

The greater potency of the S.M. 95 guarantees a greater security, when considering the geographical configuration of Italy and the presence of high mountains and the frequency of meteorological perturbations.

The necessity of flying over the sea for communication with the islands makes the use of a four engined aircraft more suitable than a three engined aircraft.

Again, the stability and manoeuvrability facilitate the piloting of the S.M. 95, known and appreciated also by English pilots, and render this aircraft very suitable to land in an airfield of restricted dimensions and surrounded by obstacles - like many Italian fields - also in conditions of night flying or bad visibility.

We understand that it is in the interest of the manufacturers to construct the S.M. 45, as some parts of the aircraft are already built.

Nevertheless, due to the above reasons which should be rightly taken into consideration, I think it opportune to insist on preferring being given to the S.M. 95.

If you accept this point of view you will show your understanding of the present and future requirements of our aviation and receive the grateful recognition of the Italian peoples.

W. J. 23/2

The Chief of Staff.

translated by J. Bevacqua.



FROM: AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, ROME.

TO: ITALIAN AIR MINISTRY.

DATE: 23RD JANUARY, 1946.

REF: AFSC/36/1/1/AIR.

SM.75 vs SM.95 for Air-Courier flights.

With reference to the conversation between the Air Minister and the Director and Deputy Director of the A.F.S.C. on the 17th January on the question of whether six SM.75s should be ordered from S.I.A.I.

2. Inasmuch as some consideration must be given to the purchase of additional aircraft to augment the existing types now employed by the internal military air-courier service, it is our opinion that the SM.75 is the best Italian aircraft for this purpose.

3. We have investigated this question from several angles and list the following arguments to substantiate our opinion:

(a) Passenger Capacity - the SM.75 seemingly is capable of transporting comfortably as many passengers with ample room for storage of freight and luggage, as can the SM.95. Although the latter is capable of lifting a greater load of weight than the SM.75, seating capacity must be determined in terms of passenger comfort.

(b) Economy. As the expenditures for PCL supplies are of the most importance at this time due to the existing conditions, it cannot be disregarded that a saving will be realized by the employment of tri-motored rather than four-motored transports.

(c) Spare parts - The Savoia Marchetti firm claim that many of the parts of the SM.75 are interchangeable with those of the SM.92 and that stores of these parts are at present available at their factories. Furthermore, they have the materials on hand to commence production immediately, assuring us that first deliveries could be made within 3 months.

(d) Price - The most important observation to be made, however, is the great difference in the prices of these two types. We have discussed this matter with your technical people who inform us that, when negotiations are eventually completed it is quite possible that the SM.95 will sell for twice the amount asked for the SM.75. With the present economical and financial situation, we feel that a saving should be realized wherever possible; and there is no denying the fact that a saving of several million lire on the purchase of just one aircraft merits considerable thought before a choice is made.

4. It has been proven by flight tests that both types have similar handling characteristics and are aerodynamically stable. Admittedly the SM.95 will have a greater range and a cleaner appearance but considering the short duration of all the internal flights, we do not feel that these arguments outweigh the obvious practicability and the saving to be realized in the purchase of the SM.75.

0 5 0 3

With reference to the conversation between the Air Minister and the Director and Deputy Director of the A.F.S.C. on the 17th January on the question of whether six SM.75s should be ordered from S.I.A.I.

2. Inasmuch as some consideration must be given to the purchase of additional aircraft to augment the existing types now employed by the internal military air-carrier service, it is our opinion that the SM.75 is the best Italian aircraft for this purpose.

3. We have investigated this question from several angles and list the following arguments to substantiate our opinion:

(a) Passenger Capacity - the SM.75 seemingly is capable of transporting comfortably as many passengers with ample room for storage of freight and luggage, as can the SM.95. Although the latter is capable of lifting a greater load of weight than the SM.75, seating capacity must be determined in terms of passenger comfort.

(b) Economy. As the expenditures for PCL supplies are of the most importance at this time due to the existing conditions, it cannot be disregarded that a saving will be realised by the employment of tri-motored rather than four-motored transports.

(c) Spare parts - The Savoia Marchetti firm claim that many of the parts of the SM.75 are interchangeable with those of the SM.82 and that stores of these parts are at present available at their factories. Furthermore, they have the materials on hand to commence production immediately, assuring us that first deliveries could be made within 3 months.

(d) Price - The most important observation to be made, however, is the great difference in the prices of these two types. We have discussed this matter with your technical people who inform us that, when negotiations are eventually completed it is quite possible that the SM.95 will sell for twice the amount asked for the SM.75. With the present economical and financial situation, we feel that a saving should be realized wherever possible; and there is no denying the fact that a saving of several million lire on the purchase of just one aircraft merits considerable thought before a choice is made.

4. It has been proven by flight tests that both types have similar handling characteristics and are aerodynamically stable. Admittedly the SM.95 will have a greater range and a clearer appearance but considering the short duration of all the internal flights, we do not feel that these arguments outweigh the obvious practicability and the saving to be realised in the employment of the SM.75 rather than the SM.95 in the near future.

5. We would appreciate your comments and likewise we would be glad to hear of any decisions which you propose taking in respect of the construction of the six SM.75s, which has already been authorised by the Allies.

Avic 24/1
CFO 25/1
28/1
350 W 15

MM
L.S. BRODIE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING

From: - Mediterranean Allied Air Committee Secretariat.

To :- Air Forces Sub-Commission, Allied Commission, ROME.

Date:- 10th December, 1945.

Ref :- MAAC/424/ALS.

ITALIAN TERM S.I.A.I. - SAVOIA MARCHETTI

Reference is made to your letter AFSC/36/1/1/AIR dated 3rd December, 1945:

2. It is regretted that this matter must, for the time being, be held in abeyance as the whole subject of civil aviation is at present under discussion by the Mediterranean Joint Planning Staff.

3. As soon as a decision has been reached by the Combined Chiefs of Staff, it will be communicated to you.

WFF 17/12

Maxwell Fisher.

(MAXWELL FISHER) 5245
Wing Commander,
Secretary to The
MEDITERRANEAN ALLIED AIR COMMITTEE.



AOC
I believe the CCS will authorize civil aviation as requested in the paper prepared by MTPS, but can't say for sure. I don't know what we can do until we receive a decision from the CCS. WFF 20

4/A

From: - Mediterranean Allied Air Committee Secretariat.
To :- Air Forces Sub-Commission, Allied Commission, ROBE.
Date:- 3rd December, 1945.
Ref :- MAAC/4215/ALS.

Civil version of the S.M. 95 aircraft

- 68A

Reference is made to this Secretariat's letter MAAC/4215/ALS dated 19th November, 1945:

2. You are advised that the aircraft referred to is the CIVIL (R) CIVIL version of the S.M. 95 and not the military version as quoted in the above letter.
3. Information has been received from Air Ministry, Whitehall, that the military version of the S.M. 95 is not (R) not now required in England.

W99 17/12

Maxwell Fisher.

(MAXWELL FISHER)
Wing Commander,
Secretary to The
MEDITERRANEAN ALLIED AIR COMMITTEE.

J.E.M.
7/12

5244

File 6917

FROM : AIR FORCES SUB COMMISSION, A.C. ROME.
TO : ITALIAN AIR MINISTRY.
DATE : 24TH NOVEMBER 1945.
REF : AFSC/36/1/1/AIR.

MILITARY VERSION OF THE SM 95 AIRCRAFT

Reference is made to your letter 30805/5531
Coll dated 12 October 1945.

2. Information has now been received from higher headquarters that the SM-95 aircraft at England is still undergoing extensive trials and is unlikely to be available for a considerable time.

3. With reference to the SM-95 aircraft at Vergiate, the following signal has been sent from HQ, RAF, MED/ME to Air Ministry, Whitehall to which no reply has been received to this date:

"For A.I.2(G) from Woolley. Military version of SM 95 now ready at Vergiate. This aircraft has Alfa-Romeo 128 engines. No military equipment. Signal whether this aircraft still required UK and if so whether RAF ferrying crew will collect."

5243

Copy to Milan Det.


WILLIAM L. LEE,
Brigadier General, USA,
DEPUTY DIRECTOR

From :- Mediterranean Allied Air Committee.
To :- Air Forces Sub-Commission, RCAF.
Date :- 19th November, 1945.
Ref :- MAAC/4215/ALS.

Military Version of the S.M. 95 Aircraft.

Further to this Headquarters letter MAAC/4215 of the 3rd November, 1945.

2. Information has now been received from Air Ministry that the above aircraft is undergoing extensive trials and is unlikely to be available for a considerable time.

Maxwell Fisher
(MAXWELL FISHER)
(Wing Commander)
Secretary to The
Mediterranean Allied Air Committee.

Passed to Air 1 for action

5242

S.S.O. WNB

Jul F/L
26/11

Inform IAD together with subplan
of End 63A pl.

J.E.M. 24/11

23/11



0508

65A

From :- Mediterranean Allied Air Committee Secretariat,
Air Headquarters, R.A.F., Italy.

To :- Air Forces Sub-Commission,
Allied Commission, Rome.

Date :- 3rd November, 1945.

Ref :- MAAC/4215

MILITARY VERSION OF THE S.M. 95 AIRCRAFT.

Reference is made to your letter AFSC/36/1/1/AIR dated 18th October, 1945 and para. 1 of your AFSC/36/1/1/AIR 20th October, 1945.

2. Information has been received from the Chief Intelligence Officer MED/ME, Cairo, that it is almost certain that this aircraft will still be required in U.K. and that an R.A.F. crew will be sent out to collect it. Air Ministry confirmation has, however, been requested and the reply will be communicated to you in due course.



Ph. Fisher
for (MAXWELL FISHER). 5247
Wing Commander,
Secretary to The,
Mediterranean Allied Air Committee.

J.D. Please have Nilan informed with instructions that this is not to be divulged to the until confirmed. 908 6/11

Ind. 8/10.

0509

64A

From:- Air Forces Sub-Commission, Allied Commission, Rome.

To:- Italian Air Ministry.

Date:- 3rd November, 1945.

Ref:- AFSC/36/1/1/Air ✓

Italian Aircraft Construction.

56A

Reference is made to our letter AFSC/36/1/1/Air dated the 12th October, 1945, and to a signal recently made by you to the aircraft firms in North Italy.

2. It is desired that any misunderstanding that may have arisen from the terms of your signal be removed by explaining to the firms concerned that construction assembly or overhaul of aircraft specifically authorised by A.P.S.C. is not affected even if not ordered by Air Ministry.

3. This should not be construed as implying that the you are relieved of responsibility for preventing unauthorised aircraft construction.


I.E. BRODIE,
AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

DD
SSC W.A.R. 6/11
S.E.C. 5/11
S.O. 5/11

5240

Copy to Files - 827/Eng
53/Air

63A

CONFIDENTIAL.

From: Intelligence Section,
Air Headquarters, R.A.F. ITALY, C.M.F.

To : Air Force Sub Commission, A.C., ROME.

Date: 30th October, 1945.

Ref : AHQI/2023/INT.

57A

MILITARY VERSION OF THE SM-95 AIRCRAFT.

1. Reference your AFSC/36/1/1/AIR dated 18th October. The following signal has been sent from H.Q., R.A.F. MED/ME to Air Ministry, Whitehall, reference AI-219, dated 29th October :

"For A.I.2(C) from Woolley. Military version of SM95 now ready at Vergiate. This aircraft has Alfa-Romeo 128 engines. No ~~2~~ military equipment. Signal whether this aircraft still required UK and if so whether RAF ferrying crew will collect."

2. We will inform you of any reply.

3. This also answers the first paragraph of your letter of even reference dated 20th October. Paragraph 2 of this letter has been referred to Headquarters, R.A.F. MED/ME.

57A

5339

A. K. Allen
A.K. ALLEN,
Wing Commander,
Senior Intelligence Officer,
AIR HEADQUARTERS, R.A.F. ITALY.

fall 2/11
just 8/11



From:- Air Forces Sub-Commission, Allied Commission, Rome.

To:- Italian Air ~~XXXX~~ Ministry.

Date:- 24th October, 1945.

Ref:- ABCG/36/1/1/Air.

S.I.A.I. - AIRCRAFT CONSTRUCTION.

With reference to S.I.A.I. letter dated the 19th October, 1945, concerning the construction of further SL.95 aircraft or alternatively 75s or G.12s, it is requested that you will inform S.I.A.I. that in accordance with my verbal announcement I have again taken up the matter with higher authority and will inform you of the decision finally reached when I receive it.

I.E.B.
I.E. BRODIE,
AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

59A

From:- Air Forces Sub-Commission, Allied Commission, Rome.

To:- Air Headquarters, R.A.F. Italy.

Date:- 20th October, 1945.

Ref:- AFHQ/56/1/1/Air.

Military Version of the EM. 95 Aircraft.

57A

Further to this Headquarters letter of even reference dated the 16th October, 1945, it is recommended that the Military version EM. 95 aircraft which has now been satisfactorily air tested at Vergiate may be converted to the civil version so far as is practicable and handed over to the Italian Air Force for use in the Military Courier Service.

2. As regards the civil version EM. 95 which is now in the United Kingdom and likely to remain there for 3/4 months, it is requested that information may be obtained as to its eventual disposal. It is recommended that it be returned to Italy from the United Kingdom and handed over to the Italian Air Force through this Sub-Commission for use in the Military Courier Service.

3. If there is likely to be a delay in coming to a decision on the matter stated in paragraph 2 above, it is requested that an answer to paragraph 1 may be forwarded separately.



I.E. BROWN,
AIR VICE MARSHAL,
AIR OFFICIAL COMMANDER

D.D.
C.T.O. *just* F14-25/10
S.I.O.

2 Copies to: M.A.A.C. Secretariat.

5237

See 63A

0513

55A

From: Mediterranean Allied Air Committee Secretariat, Caserta.

To: Air Forces Sub-Commission, Allied Commission Rome.

Date: 23 October, 1945.

Ref: MAAC/121/AIR.

51A

Reference is made to your letter AFSC/36/1/1/AIR dated 19 October, 1945.

2. Careful consideration has been given to the question of the construction of the C.M. 15th, it is regretted however, that authorization cannot yet be given for this work to proceed, and it would be appreciated if the Italian authorities could be informed accordingly.

3. The reported requests made by the Italians for permission to construct aircraft appear to be serious, and it appears obvious that the Italians do not fully appreciate that there is to be no civil aviation nor construction of aircraft until a final policy has been laid down by the Peace Treaty. It therefore seems necessary to impress upon them the correct state of staff ruling on this matter.

if what date?

Maxwell Fisher.

(MAXWELL FISHER)
Air Commander,

For the Secretariat,
Mediterranean Allied Air Committee.



But they will realize that there
is no civil aviation 5236
M. 460

Su 51A.

0514

Declassified E.O. 12356 Section 3.3/NND No.

785017

U R G E N T

43A

FROM : AIR FORCES SUB COMMISSION. ALLIED COMMISSION. ROME.
TO : STATO MAGGIORE. I.A.F. ROME.
DATE : 27 . AUGUST . 1945.
REF. : AFSC/36/1/1/AIR.

Information has now been received that SM. 95 is to be flown to U.K. under 216 Group arrangements with Italian crew as originally arranged.

Ground crew detailed in our letter reference AFSC/36/1/AIR dated 22nd August to accompany. Crew will be returned to Vergiate on R.A.F. aircraft.

Action being taken by 216 Group and AFSC Milan.

5236

W. M. BISDEE W/CDR,
AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

W. M. BISDEE W/CDR

FROM: AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, ROME.

TO: RAF MEDVE CASEPTA (ALS - 2 COPIES).

DATE: 24TH AUGUST, 1945.

REF: AFSC/36/1/1/ALR.

SM.95 AIRCRAFT.

With reference to our letter of even reference dated 10th August 1945 asking for approval for construction of 6 SM.95s in addition to the two prototypes you have already approved, details largely resulting from flight tests have now been received from the Italian Air Ministry and are forwarded herewith at Appendix "A" to this letter.

2. It is the general opinion of the British and American Officers who took part in and witnessed these trials, that the aircraft is a good one, and worth reproducing.

4/30-3/9
pub 24/8
1/9

[Signature]

I.E. BRODIE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

5234

40A

OUTGOING MESSAGE

FROM : A. F. SUB COMM (ROME).
TO : A. F. SUB COMM (MILAN).

A. 597 ./.. CONFIDENTIAL ./.. 22 AUGUST 1945 ./..
FOLLOWING IS TEXT OF SIGNAL RECEIVED FROM H.Q. MEDME
DATED 18 AUGUST ./.. QUOTE ./.. REFERENCE FLIGHT OF SM 79
AIRCRAFT TO U.K. R.A.F. HAVE REQUESTED FOLLOWING ITALIAN
PERSONNEL BE HELD PENDING ARRIVAL GROUP CAPTAIN WARDS.
1 PILOT 1 FLIGHT ENGINEER 1 ENGINEER OFFICER 3 GROUND
CREW. THIS REQUEST MADE PRIOR TO OUR A. I. 317 17TH AUGUST
(TO 216 GROUP) WHICH STRONGLY URGED AIR MINISTRY TO ALLOW
ORIGINAL PLAN FOR 216 GROUP TO FERRY AIRCRAFT BE ALLOWED TO
STAND. NO REPLY YET FOR THIS ./.. UNQUOTE ./.. ITALIAN AIR
MINISTRY HAVE BEEN ASKED TO HOLD A/M PERSONNEL IN READINESS ./..

W. M. Bisdee W/CDR.

Priority : Routine.

W. M. BISDEE W/CDR.
AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

5233

file

39A

FROM : AIR FORCES SUB COMMISSION. ALLIED COMMISSION. ROME.
TO : STATO MAGGIORE. I.A.F. ROME.
DATE : 22nd AUGUST 1945.
REF. : AFSC/36/1/1/AIR.

AIRCREW FOR SM. 95 FLIGHT.

38A

Orders have now been received that the following Italian personnel are to be held in readiness pending the arrival of a Senior R.A.F. officer from U.K. : - 1 pilot, 1 flight engineer, 1 Engineer officer, and 3 ground crew.

2. It may be that some of the personnel mentioned in your Signal 26873/Op. 5/8/4547 Coll., dated 12 August, will fill this requirement. You are requested to notify us of any amendments and additions.

3. More specific instructions will be passed when they become available.

W.N. Bisdée W/COR.

W.M. BISDEE W/CDR.
AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

5232

38A
(4)TRANSLATION

From : Headquarters, I.A.E. 1st Operations Section.
 To : Air Forces Sub-Commission, A.C. Rome.
 Date : 12 August, 1945.
 Ref. : 26873/op. 5/8 /4547 Coll.

OUTGOING MESSAGE

From Stataereo AFSC/AC, Rome - Stop - Following wire 26835/OP of 10 inst. we are forwarding full details of numbers of Italian aircrew of S.M. 99 on a known mission - Stop - Civil test pilot Sig. Moggi Aldo son of Giuseppe and Ulla Adela, born at Pavia on 4.4.1908 living in Rome Piazza S. Crispiano - Stop - Civil fitter Sig. Gennari Giuseppe son of Angelo and Concina Angela, born at Verriedacome on 10.5.1912, living in Somma Lombardo near Pavia - Stop - Civil Rigger Sig. Terzano Giuseppe son of the deceased Michele and Perolari Giovanni born in Tivoli on 28-7-1915 living in Sesto Calende Via Roma 8 - Stop - W/O 2nd Class Wireless-Operator Martinelli Spartaco son of Enrico and Merga Ernestina born in Regio Emilia on 21.1.1908 living in Rome Via dei Glicini 32 - Stop - Colonel Brenta serving with your A.F.S.C. will be able to personally furnish details on this matter.
 - Stop - General AFSC/AC 113012

SOTTOCAPO STATIONECCHIORE

P.A.

(Col. Pil. Romolo)

5231

Translated by M.P. Giffin.



0519

1515 LAF V 1000 101 21

74 NOV 215 GROUP, A.F.S.C. 1000

FROM HQ 1000 1011223

SE-100

1011223 1000 1000

Sub Commission
A.C.



CONFIDENTIAL. REFERENCE FLIGHT OF 101 TO AIRCRAFT TO U.S.
A.A.C. HAVE REQUESTED FOLLOWING ITALIAN ~~PERSONNEL~~ PERSONNEL OR HELD
EX. PERSONNEL ARRIVAL GROUP CAPTAIN CARDS. 1 PILOT 1 FLIGHT
ENGINEER 1 ENGINEER OFFICER 3 GROUND CREW. THIS REQUEST
WAS PRIOR TO OUR A.I. 317 17TH AUGUST (1011223 TO FIRST ADDRESSEE)
WHICH STRONGLY URGED AIR MINISTRY TO ALLOW ORIGINAL ~~PLAN~~ PLAN FOR
215 GROUP TO FERRY AIRCRAFT BE ALLOWED TO STAND. NO REPLY
YET TO THIS.

BY 1011223

1000 AR R

1000 101 1011223

Pass to 1011223 but for 1011223
with this being the case 1011223

5230

0520

34A

AIR FORCES 14

5420

N52/13



W12

INFO 1 LCUV HRS OF OF

1 LINE VLS 1

1 MARZ

FROM AF SUB COM (CHILAN)

TO AF SUB COM (HONOL)

INFO HQ 3AF WING

NO 249 WING

REF BT

UNCLASSIFIED MA AS . FROM HANVER . CONFIRM SMS ALL READY HATTING

REXEND ORDERS . SCHEDULE NOT YET ARRIVED .

BT 1300P02

uf

5229

33A
(14)

TELETYPE IN DETAILURE

URGENT

AERONAUTICA ALTA ITALIA
GABRIELLO
LETTA SIAI
COSTANTINI
AFSC/ACLIPANO
SEDE
SESTO CALENDE
SIME
ROMA

STATUTED 26815/01-5/4483 Coll // TO AERONAUTICA ALTA ITALIA AND
 P.O. GABRIELLO BASE AND SIAI SIAI SESTO CALENDE - COSTANTINI BASE
 AND AFSC/AC SCUE // AFSC/AC BASE RE-DETERMINED CREW FOR S.M. 55
 AS FOLLOWS //
 COL. LETTA COMMANDANT // MR. LIPANO CIVIL TEST PILOT //
 MR. GABRIELLO CIVIL TEST PILOT // MR. PERSANO CIVIL TEST PILOT
 CIVIL TEST PILOT // /O GABRIELLO SIAI SIAI // WITH THIS
 COMMAND HAND OVER COMMANDERS PASSAGE HAND OVER A/O TO COL. LETTA
 IT IS CONFIRMED THAT COL. LETTA IS A PILOT OFFICER
 TO SIAI AND SIAI SIAI // SIAI WILL FOLLOWS // SIAI. CAT 123710

S. BY SIAI. AIRPORT



5028

~~32A~~
32A

From : Air Forces Sub Commission, Rome
To : Chief Commissioner, H.Q., A.C.
Date : 12th August 1945
Ref : AFSC/36/1/1ir

ITALIAN AIRCRAFT FLOWN TO U.K.

Reference your letter 8504/44/EC of the 8th Aug. 1945
on above subject.

2. U.S. approval for the flight of the experimental 3M 95
from Vergiate to U.K. was given by A-2, AAF/MTO. Col. Knapp, A-5
AAF/MTO is acquainted with the project, and states that the air-
craft is to be flown to Wright Field after completion of tests
in U.K.

C.J. EGSTAFF,
Lt. Col. A.C.
Deputy Director.

5227

36/1/1/air 29A

AIR FORCES SUB COMMISSION. MILAN.

(R) HQ. RAF MEDME.

HQ. 249 WING .

9.56P

10 AUGUST

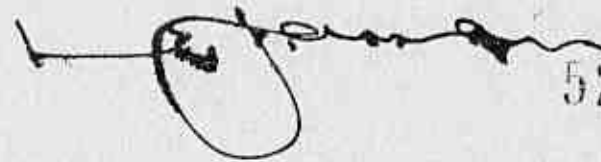
IMMEDIATE

25A

CONFIDENTIAL (.)

REF. OUR A 550 7 AUGUST 45 (.) (1) AFTER FURTHER
CONSIDERATION CREW TO CONSIST OF COLONEL BRENTA, CAPTAIN
MOCCI (CIVILIAN TEST PILOT) ONE CIVIL FITTER, ONE CIVIL
RIGGER, ONE ITALIAN AIR FORCE WIRELESS OPERATOR AND ALLIED
PERSONNEL AS PREVIOUSLY DETAILED (.) (2) COLONEL BRENTA
PROCEEDING TO MILAN BY COURIER 11 AUGUST (.) (3) ROUTING TO
UK WILL BE ARRANGED BY 249 WING LEAVING FROM LINATE (.)
(4) FLIGHT TO UK IS NOT REPEAT NOT TO TAKE PLACE UNTIL FURTHER
ORDERS FROM MEDME OR THIS HEADQUARTERS (.)

AIR FORCES SUB COMMISSION



5226

y

0524

Declassified E.O. 12356 Section 3.3/NND No.

785017

LROF V LBUV NR13 P P

T LKX 1 MAAZ

FROM AF SUB COM (MILAN) 091135Z

TO AF SUB COM (ROMA)

CNY CROB DT

CONFIDENTIAL MA42

IAF PERSONNEL FOR SU/95 AS FOLLOWS 1-

C. Brenner

MAGGIORE VASSALLO IAF PILOT . TEN . ALGAROTTI SIAL TEST PILOT .

RIGGER BERRATI AND FITTER TAZANO TECHNICIANS . ATTINELLI RTI

OPERATOR . NO COMMUNICATION CAN TAKE PLACE WITH BRITISH CREW AS

NONE OF THE ABOVE SPEAKS ENGLISH . REFERENCE IS MADE TO OUR MA23

DATED 4 AUGUST SUGGESTING THEN . GREIMER AS SECOND PILOT .

FINAL TESTS WILL BE CARRIED OUT TODAY .

BT THE 1545

SENT 13 1837 AJK

N144/09

28

3865

AIR 5/c

23A

B.239
10/8

36/4/ai

5225

092130 B

HEADQUARTERS ALLIED COMMISSION

APO 394

Office of the Executive Commissioner

Ref: 8504/44/EC.8 August 1945.

SUBJECT: Italian Aircraft flown to UK.

TO : Director,
Air Forces Sub-Commission.

1. I refer to your letter AFSC/36/1/1/AIR of 26th July 45 on the above subject.

2. The Chief Commissioner approves of the suggestion contained in para 3 of your letter and would like to be informed of any information which Lt.Col. Eggstaff may obtain when he brings the matter up at CASERTA.

M S L
Brigadier,
Executive Commissioner.

5224

F952 9/8/45

36/1/1/AIR

OUTGOING SIGNAL.

FROM: A.F. SUB COMM(ROME)

TO : AF. SUB COMM.(MILAN) (R) HQ. RAF MEDWAY. ALS (R) A.F. SUB COMM(NAPLES)

CONFIDENTIAL(.)

A 550

TOO. 071605B AUGUST

REF YOUR MA 24 DATED 1/8 AND MA 23 DATED 3/8 (.) FOR 3/C GLADSTONE(.)

CREW TO CONSIST OF ITALIAN PERSONNEL (.) MAJ. VASSALO, CAPT. MOZZI(CIVILIAN
TEST PILOT), ONE W/OP, ONE FITTER (CIVILIAN), ONE RIGGER (CIVILIAN) (.)

ARMED PERSONNEL (.) W/CDR MINTON, W/CDR STREETER, ONE NAVIGATOR, ONE W/OP(.)

NO OTHER PASSENGERS TO BE CARRIED (.) COL. BENTON AND CAPT. GREENE NOT

(R) NOT TO GO (.) PASSENGERS WILL BE AIRLIFTED BY INTELLIGENCE SECTION THIS

HEADQUARTERS ON RECEIPT OF FULL LIST OF NAMES FROM COL. BENTON (.)

CONFIRMED THAT AIRCRAFT TO CARRY BRITISH MARKINGS (.) REQUEST REPORT ON TEST
FLIGHT (.)

PRIORITY - IMPORTANT.

S. B. R.
 W.B. ROYCE, W/CDR.
 AIR VICE-MARSHAL,
 AIR OFFICER COMMANDING.

5223

LRKD V. HAAZ NR040034 IMPORTANT
 FROM A F SUB COMM (MILAN) 040015Z
 TO A F SUB COMM (ROME)
 CR 40 BT

UNCLASSIFIED NA23 (.)
 REF MY NA20 OF THE 3 AUGUST (.)

SUGGEST CAPT. GNEIMER GOES TO U.K. AS SECOND PILOT OF S.M. 95 (.)
 SPEAKS PERFECT ENGLISH AND IS FOUR ENGINE PILOT WITH ABOUT
 200 HOURS ON P.108 (.) ALSO CONSIDER THAT A FIGGER FROM SAVOIA
 MARCHETTI SHOULD BE SENT IN ADDITION TO FLIGHT ENGINEER (.)

BT TMI 1500
 SENT NR040034 BW AT 04-1843B BB K

ASRCD NR 040034 B AAA 04/1843 B AAA AR

AIR

N157/04

23A

No.

21A

Yes.

Bini 5/8/45

1/8/7/8

36/1/1/AIR 5221

0529

AIR 114/05
22A

LINK V HAAZ NR040023 QVR 2
FROM A F SUB COMM (NILAN)
TO HQ RAF MEDNE CASERTA
INFO A F SUB COMM (ROME)
A F SUB COMM (NAPLES)
QOV CR 57 DT

CONFIDENTIAL MA21 (.)

19A

YOUR A 1302 AUGUST 1 (.) TESTS ON S.M. 95 NOW COMPLETED (.)
COMPASS BEING SWUNG AUGUST 4 AND ANTICIPATE AIRCRAFT READY FOR
DEPARTURE BY AUGUST 9 (.) THROUGH INSPECTION OF AIRCRAFT BEING
CARRIED OUT EARLY NEXT WEEK (.) WILL SIGNAL LATER DEFINITE DATE
WHEN AIRCRAFT READY (.) BRITISH MARKINGS ^{will} BE SUBSTITUTED FOR
I.A.F. (.) TESTS REPORTS WILL BE FORWARDED WHEN AVAILABLE (.)

5220

BT

SENT NR040023 BW AT 05-0053B

B1 K

RECEIVED 0053 (((

1.2.45
9037/8



0530

Declassified E.O. 12356 Section 3.3/NND No.

785017

AIR 113/05
21A

040001 LINK V NAME P P

FRG A R SUB COMM (MILAN) 031630D

TO A Y SUB COMM (ROME)

QRY CR 34 BT

CONFIDENTIAL ML20

YOUR A.514 30 JULY . STRONGLY ADVISE SAVOLA MARCHETTI
SEND THEIR TEST PILOT AND FLIGHT ENGINEER AS PART CREW S.W. 33
. ENGINEER IS ALSO EXPERIENCED ON AIRXXXX AIRFRAME AND
HAS WORKED ON AIRCRAFT DURING CONSTRUCTION

BT

SENT 2034 CW B

REGD R F D 00400 KW

Yes 7/18/8

8173 5/1/8
5219
36/1/1/AIR

0042

LROF V MDDQ N 1 ROUTINE CONFIDENTIAL

QVR 1

TO AFSC ROME

AFSC (MILAN) C/O ANG LOMBARDIA REGION

214 GROUP

AFSC NAPLES

FROM HQ RAF MEDNE CASERTA 211230B

GR -- BT

AI 321(.) 1 AUGUST 1945

CONFIDENTIAL (.) REFERENCE AFSC MILAN SIGNAL 1521 JULY 30
 AND AFSC ROME SIGNAL A517 JULY 31(.) SH95 AIRCRAFT SHOULD CARRY
 BRITISH MARKINGS(.) REQUEST INFORM US WHEN FINAL TESTS COMPLETED
 AND AIRCRAFT READY FOR FERRING (.) TWO ESCORTING OFFICERS WING
 COMMANDER WINTER AND WING COMMANDER STREETER WILL ACCOMPANY THE
 AIRCRAFT IN ADDITION TO 216 GROUP CREW MEMBERS (.) INSTRUCTIONS AS TO
 THE AERODROME TO WHICH THE AIRCRAFT IS TO BE FERRIED WILL BE ISSUED IN
 DUE COURSE AND ALSO WHETHER PERIOD OF HAND OVER BY ITALIAN CREW IS
 REQUIRED IN UK(.)

BT 211230B

WLR B1 KK

READS - 6042 LROF HCT P645/1

RECD NR 1 1845 RC KK

20A
C414

B128 2/8/45

36/1/1/AR

17A

5218

uf 2/8

1/8/78

3345 LROF V V HNDQ NR ROUTINE

QVR 3

TO AM WHITEHAL (R) AFSC (MILANO) C/ O ANG LOMBARDIA REGION
(R) AFSC ROME

FROM HQ RAF MED/ME 011130Z

GR -- BT

AI 302 (.) 1 AUGUST 1945

CONFIDENTIAL (.) REFERENCE YOUR AX930 MAY 24 (.)

CIVIL VERSION SM95 NOW TESTED AND READY FOR FERRYING IN A FEW DAYS (.)

REQUEST YOU CONFIRM DESTINATION IS NG 6 MU BRIZE NORTON (.)

AIRCRAFT WILL BE FLOWN BY ITALIAN CREW ACCOMPANIED BY RAF W/T OPERATOR

NAVIGATING OFFICER AND ESCORTING OFFICER (.) IF SO REQUEST

ITALIAN CREW TO STAY IN UK FOR HANDOVER PERIOD (.) IF CREW

YO MAKE NECESSARY ARRANGEMENTS FOR THEIR RECEPTION (.) IF CREW

NOT REQUIRED FOR HANDOVER PERIOD PROPOSE INSTRUCT 216 GROUP TO RETURN

THEM BY AIR DAY FOLLOWING ARRIVAL (.)

BT 011130Z

WLR VA

RECD NR 1350 RC AR
VTMNDQ SWDDNOT

Feb 7/8

Will you require
5217

19A

0425

B129 2/8/45

34/1/45

0533

Declassified E.O. 12356 Section 3.3/NND No.

785017

L R K / V MAAZ NR300099 QVR1

Air 3/12

N146/30

FROM AMG LOMBARDIA REGION A F SUB COMM MILAN 301645B
 TO A F SUB COMM ROME RPTD M A A F A L S RPTD 216 GROUP
 RPTD 214 GROUP RPTD A F SUB COMM NAPLES
 QOX GR122 BT

17A

REF NO 1621

RESTRICTED PD

CONFIDENTIAL MA ONE ONE THREE ZERO ONE FIVE THREE JULY ONE NINE FOUR
 FIVE PD S M NINE FIVE INITIAL FLIGHT TESTS COMPLETED SATISFACTORILY
 PD PAREN TO A F SUB COMM ROME CMA RPTD M A A F A L S RPTD TWO ONE
 SIX GROUP CMA RPTD TWO ONE FOUR GROUP CMA RPTD A F SUB COMM NAPLES FROM
 AMG LOMBARDIA REGION A F SUB COMM MILAN FOR OL// POLETTI SIGNED GLADS-
 STONE PAREN MAY COMPLETE ALL TESTS BY AUGUST TWO IF ALL GOES WELL PD
 AIRCRAFT FINISHED IN STAD// STANDARD CIVIL ITALIAN AIR LINE COLOURS WITH
 A //// I A F MARKING PD REQUEST INSTRUCTIONS ON ACTION TO BE TAKEN
 WHEN FLIGHT TESTS COMPLETED AND AIRCRAFT READY TO BE HANDLED OVER PD

5216

BT TMI 1920B

SENT WH B2 K

AS

RECD 30/2248 B AAA B3



16A

OUTGOING SIGNAL.

FROM: A.P. SIB (ROME)

TO: ITALIAN AIR MINISTRY (by Rome) (R) A.P. SIB (MILAN) c/o ALLIED
COMMISSION, LOMBARDIA REGION.

CONFIDENTIAL(.)

A 514

T00. 301635Z JULY

1. WHEN LOCAL FLIGHT TRIALS ARE COMPLETED SM 95 AIRCRAFT WILL BE FLOWN TO ENGLAND FOR INSPECTION BY ALLIED TECHNICAL COMMITTEE (.)
2. ITALIAN CREW WILL CONSIST OF PILOT, COPILOT, ENGINEER AND WIRELESS OPERATOR (.)
3. BRITISH PERSONNEL WILL BE W/O MINSTER AS LIAISON OFFICER, AN ENGINEER, NAVIGATOR, AND WIRELESS OPERATOR (.)
4. THE NAMES OF THE ITALIAN PERSONNEL SELECTED SHOULD BE FORWARDED IMMEDIATELY TO S/L BRADSHAW OF THIS HEADQUARTERS FOR TRAVEL AUTHORIZATION (.)
5. ITALIAN PERSONNEL WILL FLY IN UNIFORM BUT MUST TAKE CIVILIAN CLOTHES WITH THEM SUFFICIENT FOR A STAY OF UP TO FOURTEEN DAYS (.)
6. FURTHER DETAILS AS TO ROUTE TO BE FLOWN, TIME AND DATE OF DEPARTURE WILL BE NOTIFIED LATER AND WILL DEPEND UPON THE LOCAL WEATHER (.)
7. THIS SIGNAL IS TO BE ACKNOWLEDGED (.)

3215



L.E. JARMAN, C/CHIEF.
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

PRIORITY - ROUTINE

File

LRKB V MAAZ NR230036 IMPORTANT
FROM AIR FORCES SUB-COMMISSION LIAISON OFFICE
C/O ALLIED COMMISSION LOMBARDIA REGION
TO AIR FORCES SUB-COMMISSION
HQ ALLIED COMMISSION ROME

GR13 BT

UNRESTRICTED. T002312.00 JULY 1945.

S.M. 95 READY FOR TEST FLIGHT AWAITS M.A.A.F. OFFICERS

BT

THI ---

SENT NR230036 AT 23/2028 EAD BBB K

RCD 23/2028B HRA B KKKK

AIR

F 1944

Sub 104/23 9A

B38

8

24/5414

64

SECRET.

FROM: AIR FORCES SUB COMMISSION, A.C. ROME.
TO : AIR FORCES SUB COMMISSION, A.C. MILAN.
DATE: 28th June, 1945.
REF : AFSC/36/1/1/AIR.

S.M.95 AIRCRAFT AT VERGIATE.

5213

In answer to an enquiry, Headquarters M.A.A.F. have directed that the first S.M.95 aircraft, to be ready at Vergiate, is to have British National markings painted on, but the firm is not to be informed of this until after the flight tests are successful.

It is impossible to gauge the reaction of the S.I.A. employees, to the knowledge that the aircraft is being flown to England and to avoid any go slow policy or sabotage it is considered advisable to keep this decision from them for as long as possible.



L.E. JARMAN, G/CAPT.
AIR VICE MARSHAL,
AIR OFFICER COMMANDING.

0537

Declassified E.O. 12356 Section 3.3/NND No.

785017

LRKB V LGJP NR 89/25 IMPORTANT - T - ADD

FROM COM GEN MAAT 251322B

TO AIR FORCES SUB COMMISSION ROME

GR BT

CITE M-56727 UNCLASSIFIED (.)

YOUR LETTER AFSC/36/1/1/AIR 20 TH JUNE

BRITISH MARKINGS ARE TO BE USED (.)

BT 251322B

SENT WF KKKKK

CCN :- READ AFSC/36/1/1/AIR 23 TH JUNE 23 JUNE

KKR-2130B--"JOE"---AR"TKU

S.S.O. Suggest no action be taken
until Dist lists completed. 26/6.

N143/25-51

Air Jones E/6706

See M. 1

7824 26/6/45

36/1/1/AIR

24/6

S.F. 1.0

Please. KKR-5212
on the signal 26/6

0 5 3 8