

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

785017

ACC

10000/135/97

PURCHASE OF A/C BY
OCT. 1945 - DEC. 1946

10000/135/97

PURCHASE OF A/C BY CIVILIANS & ITALIAN GOV'T
OCT. 1945 - DEC. 1946

42A

From : Air Forces Sub-Commission, A.C. ROME.
To : Italian Air Ministry -
General Directorate, Civil Aviation and Air Traffic,
Transport Division.
Date : 3rd December, 1946.
Ref. : AMSC/39/4/1110.

AUTHORIZATION OF TEST FLIGHTS

Reference your letter 6554/3801/Coll, dated 28th November,
1946.

2. Test flights of not more than two hours per aircraft are
authorized for the 5 OD-47 aircraft from the Airport of San Nicolo',
Venice.

3. It is pointed out that these flights must be made in the
vicinity of the aerodrome and under no conditions must cross country
flights be undertaken.

A. G. Salter
A. G. SALTER, S/LDR.,
PCE AIR VICE MARSHAL,
DIRECTOR,
A.P.S.C.

5985

L/H

From : Air Forces Sub Commission, A.C., Rome.

To : Italian Air Ministry.

Date : 9th November, 1946.

Ref : AF30/39/4/Air.

TRAINING FLIGHTS OF AIRCRAFT
PURCHASED BY CIVIL AIR LINE OPERATORS.

With reference to your letter S845/3510/Coll. dated 14th October, 1946, it is regretted that the training flights requested cannot be authorised.

2. Permission to carry out test flights up to a maximum of two hours per aircraft has been authorised in our letter AF30/39/4/Air dated 7th November 1946.

plm
mll



L. E. JARMAN, A/C,
Air Vice-Marshal,
Director,
Air Forces Sub Commission.

8

5982

40A

From:- Mediterranean Allied Air Committee Secretariat.
To :- Air Forces Sub-Commission, Allied Commission, Rome.
Date:- 31st October, 1946.
Ref :- MAAC/4215/AFALS.

TEST AND TRAINING FLIGHTS - ITALIAN CIVIL AVIATION

Reference your letter AFSC/39/4/AIR
dated 23rd October, 1946:

2. Permission cannot be granted for training flights until a reply is received by the Chief of Staff, Allied Force Headquarters, to his letter dated the 6th April, 1946, to the Chief Commissioner.

Why? but an all spoke in
conf here on 7/11.

(*S. J. B. Hamilton*)
S. J. B. HAMILTON
Wing Commander
Secretary to The
MEDITERRANEAN ALLIED AIR COMMITTEE

JKM
12/11

1/11

6/11/46
Q204
5981
AFSC/39/4/AFALS

39A

From:- Mediterranean Allied Air Committee Secretariat.
To :- Air Force Sub-Commission, Allied Commission, Rome.
Date:- 30th October, 1946,
Ref :- MAAC/4215/AFALS.

TEST FLIGHTS AT FLORENCE AIRFIELD

no letter
this date but
see 21A of 33A

Reference is made to your letter AFSC/39/4/AIR
dated 26th October, 1946:

2. Permission is granted for limited flying, two
hours per aircraft for test purposes.

(*S. J. B. Hamilton*)
S.J.B. HAMILTON
Wing Commander
Secretary to The
MEDITERRANEAN ALLIED AIR COMMITTEE

5979

6/11/46
39/4/1300

1 3 4 6

From : AIR FORCES SUB COMMISSION - A.C. ROME
To : ITALIAN AIR MINISTRY ROME
Date : 7th November 1946
Ref. : AFSC/22/4/AIR.

38A.

TEST FLIGHTS OF AIRCRAFT PURCHASED BY CIVIL AIRLINE OPERATORS.

Reference your letter 5386 undated requesting permission to test fly six Douglas C 47 Aircraft purchased by the AEREA TESCO CO.-

Test flights of not more than two hours per aircraft are authorized.

This authorization also applies to the five aircraft purchased by the TRANSADRIATICA CO. and the two aircraft purchased by the Italian Avio Linea Co.

H. Thompson by car

H. THOMPSON, WO. CDR.
for AIR VICE MARSHALL
DIRECTOR
AIR FORCES SUB COMMISSION

*JFM
12/11*

5977

STATIC TESTS.

1. Every civil A/C has to be omologated by the REGISTRO AERONAUTICO ITALIANO which is the equivalent of your A.I.D. R.A.I. have their directorate in Rome and offices in every important city. The builder of an A/C must produce to the directorate of R.A.I. the aerodynamical calculations as well as the results of tests in the wind gallery and calculations and drawings of the various components. This has to be done before starting the construction.

2. Every prototype must go through static tests (both elastic and breaking) under the supervision of a representative of R.A.I. - R.A.I. will ascertain themselves that the production A/C are identical to the prototype. R.A.I. has authority to ask that elastic tests be made on components of production A/C.

3. The minimum admitted values of the coefficient of contingency are the following:

TOTAL WEIGHT OF A/C	CATEGORY		
	Normal	Special	Aerobatic
Up to 1000 Kgs.	3.5	2.5	5.5
" 5000 "	from 3.5/2.5	2.5/2	5.5/3.5
more than 5000 "	2.5	2.0	3.5

At the elastic tests a load will be charged equal to the coefficient of contingency multiplied by 1.2.-

At the resistance tests the same coefficient will be multiplied by 2.

4. The static tests include tests under conditions of maximum lift, of maximum speed, of negative lift (case of inverted flight), of nil lift, etc. -and will be made on the frame as well as the controls and the covering.

5. When the prototype is accepted, authorization is granted, after the tests flights, to start the production.

TEST FLIGHTS

1. Every prototype built under the control of R.A.I. and which has successfully gone through the static tests will be submitted to the test flights under the control of R.I.N.A. (REGISTRO ITALIANO AERONAUTICO E NAVALE).

5975

2. Every prototype must go through static tests (both elastic and breaking) under the supervision of a representative of R.A.I. - R.A.I. will ascertain themselves that the production A/C are identical to the prototype. R.A.I. has authority to ask that elastic tests be made on components of production A/C.

3. The minimum admitted value of the coefficient of contingency *coefficient of safety* are the following:

TOTAL WEIGHT OF A/C	CATEGORY		
	Normal	Special	Aerobatic
Up to 1000 Kgs.	3.5	2.5	5.5
" 5000 "	from 3.5/2.5	2.5/2	5.5/3.5
more than 5000 "	2.5	2.0	3.5

At the elastic tests a load will be charged equal to the coefficient of contingency multiplied by 1.2.-

At the resistance tests the same coefficient will be multiplied by 2.

4. The static tests include tests under conditions of maximum lift, of maximum speed, of negative lift (case of inverted flight), of nil lift, etc. -and will be made on the frame as well as the controls and the covering.

5. When the prototype is accepted, authorization is granted, after the tests flights, to start the production.

TEST FLIGHTS

5975

1. Every prototype built under the control of R.A.I. and which has successfully gone through the static tests will be submitted to the test flights under the control of R.I.N.A. (REGISRO ITALIANO AERONAUTICO E NAVALE).

2. The builder must produce, before tests, the following documentation:

- diagram showing the trimming of the A/C in different positions of load and the corresponding admitted position of the C.G.
- a draft showing the controls and their transmissions.
- a draft showing the engines installations and the circulation of fuel, lubricating oil and liquid coolers.
- a draft showing the electrical and W/L installations.
- a draft showing the installation of the load.

6/6 M
24/10
Superior 15216
4/10-110

- 2 -

- f) - a draft showing the performances according to calculations.
 - g) - informations concerning the probable behaviour of the A/C in a spin - the characteristics of the autorotation observed in the airfoil - the main momentums of inertia.
3. An A/C even when of similar design of an earlier one may be considered a prototype in case:
- the wing load has been increased or decreased more than 10%.
 - the specific power has been increased more than 10% or decreased more than 5%.
 - the type of engine has been changed (oil; air or liquid cooled).
 - the type of airscrew (directly driven or through a reduction gear).
 - the undercarriage has been changed (retractable or unretractable and viceversa.)

4. The results of the tests will be brought to the conditions of "standard air".

5. The omologation tests consist of the following:

- a) - Take off and landing - ~~SEA WORTHINESS~~ for seaplanes.
Take off in 150 m. - climb to 25 m. after 650 m. from starting point.
After landing the A/C will not taxi for more than 250 m., where her total weight is equal or less than 5000 Kgs. - more than 300 when the weight is more than 5000 Kgs.
- b) - stability tests.
- c) - manoeuvrability test.
- d) - aerobatics.
- e) - vibrations; abnormal stresses, bad wheather tests.
- f) - speed at the various heights and R.P.M. - cruising - economical speed.
- g) - climbing tests, (for multi engine A/C with one or more engines off.
- h) - tests on the more convenient gliding angle.
- i) - consumption tests.
- l) - range tests.

CLASSIFICATION OF A/C (BY R.I.N.A.)
(Passengers carrier)

1. PIUCCIA NAVIGAZIONE (Short distance flight). For this class the minimum performances required for the omologation are sufficient.

2. MEDIA NAVIGAZIONE (Medium distance flights):

- practical ceiling, fully loaded, 3000 mts.

5473

- creased more than 5%.
- the type of engine has been changed (oil; air or liquid cooled).
- the type of aircrew (directly driven or through a reduction gear).
- the undercarriage has been changed (retractable or unretractable and viceversa.)

4. The results of the tests will be brought to the conditions of "standard air".

5. The emolegation tats consist of the following:

- a) - take off and landing - SEA WORTHINESS for seaplanes.
Take off in 150 m. - climb to 25 m. after 650 m. from starting point.
After landing the A/C will not taxi for more than 250 m., where her total weight is equal or less than 5000 Kgs. - more than 300 when the weight is more than 5000 Kgs.
- b) - stability tests.
- c) - manoeuvrability test.
- d) - aerobatics.
- e) - vibrations; abnormal stresses, bad wheather tests.
- f) - speed at the various heights and R.P.M. - cruising - economical speed.
- g) - climbing tests, (for multi engined A/C with one or more engines off.
- h) - tests on the more convenient gliding angle.
- i) - consumption tats.
- l) - range tests.

CLASSIFICATION OF A/C (by R.I.N.A.) (Per engine carrier)

1. PIUCCIA NAVIGAZIONE (Short distance flight). For this class the minimum performances required for the emolegation are sufficient.

2. MEDIA NAVIGAZIONE (Medium distance flights):

- practical ceiling, fully loaded, 3000 mts.
- climb at 2000 mts. in less than 20 minutes.
- minimum gliding distance (ratio height-distance on the ground) 1:8 for single engined A/C, - 1:7,5 for twin and three engined, - 1:7 for multieengined.

3. GRANDE NAVIGAZIONE (long distance flights):

- practical ceiling (fully loaded) 5.000 meters.
- climb at 2000 mts in not more than 12 minutes.
- minimum gliding distance with the engines cut off - 10 for single engined A/C, - 9,5 for twin engined, - 9 for three engined, - 8,5 for four engined.

- 3 -

- practical ceiling fully loaded with one engine cut off (for twin and three engined) and two for the multiengined A/C.
- range of at least 800 Kms. with a head wind of 60 Kms. p.h.

PRODUCTION A/C

They undergo only thorough flights tests and, when these are successful, they are granted the navigability certificate. The certificates are renewed or suspended after periodical inspections.

|| The present regulations will soon be modified.

5972

From : I.A.F. "Stato Maggiore"
3rd Services Section, Technical Section, Rome
To : A.F.S.C., A.C., Rome.
copy to : General Direction of Constructions, Rome.
Date : 31st August 1946.
Ref : 371184 ST.3/36/3065 Coll.

PURCHASE OF L.4 AND L.5. AIRCRAFT

In reply to your AFSC/28/AIR dated 9th August 1946, we would like to inform you that it is our intention to proceed with the purchase of 45 L.4 aircraft, 15 L.4 aircraft broken down for spare parts and 15 L.5 aircraft.

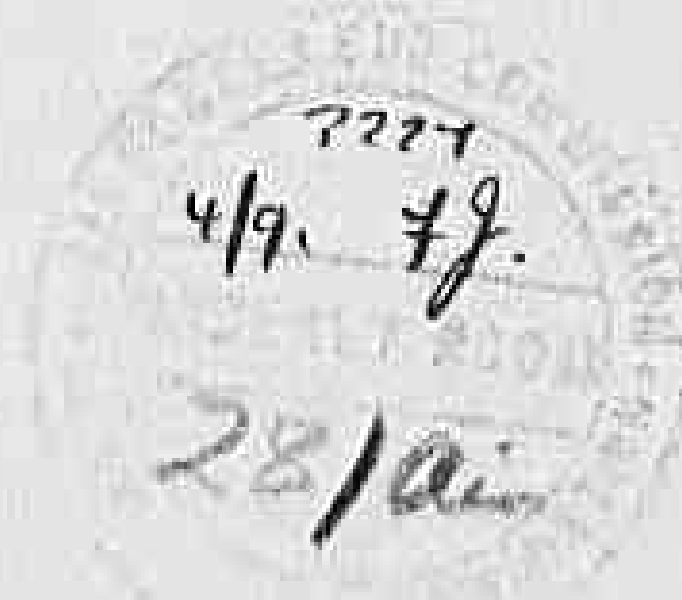
A good part of the aircraft, broken down for spare parts, will be used to build up stores for L.4 and L.5 aircraft spares.

CHIEF OF THE AIR STAFF

Translted by Sgt.Cumbo

flm
16/9

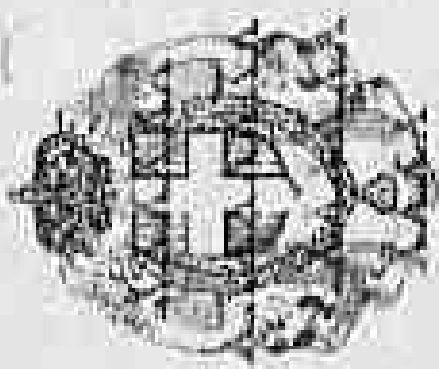
DL.



5979

my 14/9.

BEST COPY POSSIBLE
FILMED AS FOUND
IN COLLECTION



Stato Maggiore R. Armata
3° ALPAGGIO SERV. - CORREZIONE TECNICA

Numero 31 agosto

Al L'A.F.D.O.

tramite Ufficio di Collegamento

= D D D D =

e p.c. : ALLA DIREZIONE GENERALE DELLE
CONSTRUZIONI

= D D D D =

Prot. N. 371184 ST 3/6/50/3065 Coll.

Risposta al p. N. 2

OGGETTO acquisto velivoli L.4 ed L.5

In risposta al foglio ARSC/20/ALR in data 9 agosto c.a., vi comunichiamo che e nostra intenzione procedere all'acquisto di 45 velivoli L.4 in ordine di volo, 15 velivoli L.4 in parti di ricambio, e 15 velivoli L.5 in ordine di volo.

La parte di questi velivoli, scomposti nelle loro parti, saranno usati per la creazione dei magazzini parti di ricambio per velivoli L.4 e L.5.

IL CAPO DI STATO MAGGIORE

Ryfs

5969

Il p. N. 371184 ST 3/6/50/3065 Coll. è stato registrato nell'Ufficio di Collegamento.

ESISTENTE IN UNO DEI QUATTRO STATI

From:- Air Forces Sub-Commission, Allied Commission, Rome.
 To :- Italian Air Ministry.
 Date:- 9th August, 1946.
 Ref :- AFSC/23/AIR.

PURCHASE OF L.4 & L.5 AIRCRAFT.

Reference your letter 370813/ST/3/36/2493 Coll., dated 12th July, 1946 approval is granted for the purchase of the aircraft requested in your letter up to a maximum of seventy five, together with 28 spare engines, provided at least fifteen of the aircraft are broken down for spare parts.

2. I would like to take this opportunity of reminding you that should you purchase this number of aircraft, destruction of about an equal number of aircraft will probably be necessary in view of the draft peace terms, in so far as they concern the maximum number of aircraft allowed to the Italian Air Force, and I also wish to remind you that the IM.5 is as equally suitable, or even more suitable, as an A.G.P. Aircraft.

3. It is requested that you will inform us of your decision as to the number of L.4 and L.5 aircraft you are purchasing, if any.

D. D. J. L. 10/8

SSO 10/8

P.T.O. 10/8

3X0

10/8

L. P. Brodie

L.E. BRODIE,
 AIR VICE MARSHAL,
 DIRECTOR,
AIR FORCES SUB-COMMISSION.

5958

34A 57A
(c) (c)

From : I.A.F. Ministry
I.A.F. "Stato Maggiore, 3rd Services Unit,
Technical Section.

To : AFSC, AC, Rome,
(through the Air Ministry's Cabinet Liason Office)

Date : July 12th, 1946.

Ref. : 370813/ST/3/36/2493 Coll.

Subject: Purchase of L.4 and L.5 aircraft, U.S.A. Surplus.

Copy to: Air Ministry
General Directory for Construction, Hq.

In view of the serious situation regarding the lack of aircraft

- For the School for Pilots - 1st period (at present there are only 6 Ca.164 aircraft in bad condition for about 50 students)
- For the Mine-Search Service connected with the Navy.
- For artillery range observations.
- For communications service,

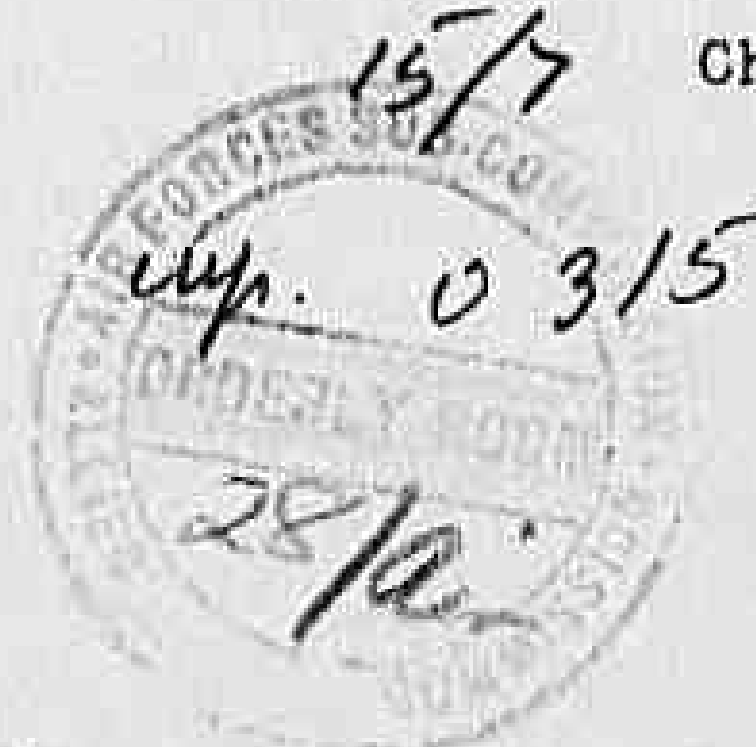
this "Stato Maggiore deems that it is urgently necessary to purchase through the A.R.A.R., L.4 and L.5 aircraft considered fit for the above mentioned services.

In view of the moderate sum requested, the purchase would not constitute a great burden for the Airforce Administration's budget.

We are therefore asking your Subcommittee to authorize the purchase of 60 aircraft L.4 (with about 26 spare engines) and 15 aircraft L.5 which would be partly used for the above mentioned services and partly as spare parts.

15/7 Chief of the "Stato Maggiore"

Translation by
Stasha Furlan

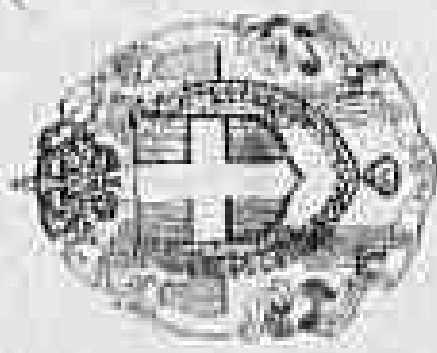


filed
22/7

5966

C.I.O. To it confirmed that
IAF do not wish to see
L.450 for their files?

15/7



Ministero dell'Aeronautica
STATO MAGGIORE R. AERONAUTICA
DELLE FORZE ARMATE E AEREE
UFFICIO DI COLLEGAMENTO CON L'A.C.

Sezione Tecnica

Prot. N. 2463/573/30 / 2493 Coll. 11
370893/573/30 / 2493 Coll. 11

OGGETTO

Acquisto di velivoli L.4 e L.5 del "Surplus" americano.

e, per conoscenza:

AL MINISTERO DELL'AERONAUTICA

- Direzione Generale delle Costruzioni -

S E D E

Esaminata la grave situazione di deficienza di ve-

livoli:

- per la Scuola di pilotaggio 1° periodo (ove per 50 Allievi circa si dispone di soli 6 Ca.164 in cattive condizioni di efficienza),
- per il servizio ricerca mine in collegamento con la Marina Militare,
- per l'osservazione del tiro artiglieria,
- per servizio di collegamento,

questo Stato Maggiore ravvisa l'urgente necessità di provvedere all'acquisto tramite A.R.A.R. di velivoli L.4 ed L.5 che sono stati giudicati idonei ai suddetti impieghi.

Tale acquisto, dato il modesto importo richiesto, non costituirebbe un dannoso onere per il bilancio dell'Amministrazione Aeronautica.

5964

Si pregherebbe quindi codesta A.F.S.C. di voler autorizzare l'acquisto di 60 apparecchi L.4 (più circa 26 motori di ricambio) e di 15 apparecchi L.5 che verrebbero

Il primo bollo per ogni bollo un solo originale e rubricato nella prima

ISTITUTO AERONAUTICO DELLO STATO

Ufficio di Collegamento con l'A.C.

Sezione Tecnica

370813/5773/36 / 2493 Coll. *Presunta al p. 1.º*

OGGETTO Acquisto di velivoli L.4 e L.5 del "Surplus" americano.

e, per conoscenza:

AL MINISTERO DELL'AERONAUTICA

- Direzione Generale delle Costruzioni -

S E D E

Esaminata la grave situazione di deficienza di ve

livoli:

- per la Scuola di pilotaggio 1º periodo (ove per 50 Allievi circa si dispone di soli 6 Ca.164 in cattive condizioni di efficienza),

- per il servizio ricerca mine in collegamento con la Marina Militare.

- per l'osservazione del tiro artiglieria,

- per servizio di collegamento.

questo Stato Maggiore ravvisa l'urgente necessità di provvedere all'acquisto tramite A.R.A.R. di velivoli L.4 ed L.5 che sono stati giudicati idonei ai suddetti impieghi.

Tale acquisto, dato il modesto importo richiesto, non costituirebbe un dannoso onere per il bilancio dell'Amministrazione aeronautica.-

5964

Si pregerebbe quindi codesta A.F.S.C. di voler autorizzare l'acquisto di 60 apparecchi L.4 (più circa 26 motori di ricambio) e di 15 apparecchi L.5 che verrebbero in parte immessi nei servizi sopra menzionati e in parte impiegati per recupero pezzi di ricambio.=

IL CAPO DI STATO MAGGIORE

*Maggior**Il capo dello Stato Maggiore ha autorizzato e richiesto alla spola*

L'ISTITUTO POLIGRAFICO DELLO STATO

3312

From : Air Forces Sub Commission, A.C., Rome.
To : Mediterranean Allied Air Committee.
Date : 23rd October, 1946.
Ref : AFSC/39/4/Air.

Test and Training Flights -
Italian Civil Aviation.

21A
With reference to our letter AFSC/39/4/Air dated 26th September 1946, three Air Line Firms have now asked permission to carry out test flights and in addition two have requested authority for training flights over the routes they propose to cover.

2. It is recommended that a maximum of two hours flying time per aircraft be approved to enable all the Douglas aircraft, purchased by Italians from C.P.L.C., to pass their certificate of airworthiness tests.

3. Also two firms, the AREA TRASE Air Line and the TRANSAERIALIA Air Line have requested permission to carry out training flights.

4. Your reactions to this latter application and approval, if now considered opportune, is requested.

test of flying approval.
6/11/46

L. E. JARMAN
L. E. JARMAN, C/C,
Air Vice-Marshal,
Director,
Air Forces Sub Commission. 3962

32 A

From : Air Forces Sub Commission, A.C., Rome.
To : Italian Air Ministry.
Date : 22nd October, 1946.
Ref : AFSC/39/4/Air.

S.I.S.A. FIRM

31 A

With reference to your letter Ref. No 6034 dated 21st October, 1946, permission is granted to transfer the five (5) Douglas aircraft belonging to the S.I.S.A. Firm from Capodichino airfield (Naples) to S. Nicolo' al Lido (Venice).

2. Upon conclusion of the special flight these aircraft are to be grounded unless further permission to fly is obtained from this Sub Commission.

3. The conditions governing the operation of internal civil airlines in Italy as detailed in AFSC letter AFSC/39/4/Air dated 21st August 1946, apply to these aircraft.



L.E. JARMAN, G/C,
Air Vice-Marshal,
Director,
Air Forces Sub Commission.

5969

31A

From : Italian Air Ministry,
Directorate of Civil Aviation.

To : A.F.S.C., Rome.

Date : 21st October, 1946.

Ref : 6034

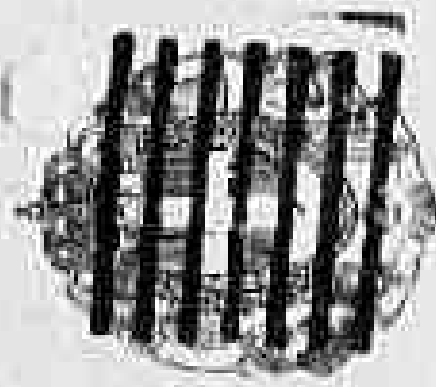
AUTHORITY TO TRANSFER 5 D.C.47 AIRCRAFT

Further to our letter n. 5772 dated 9th inst., we inform you that the S.I.S.A. Firm requested that, in case of any difficulty arising from your Sub Commission for the transfer of the 5 D.C. 47 aircraft purchased from A.R.A.R. (referred to in the a/m letter), from Capodichino airfield (Naples) to Monfalcone, the aircraft might be transferred to S.Niccolo' al Lido (Venice) airfield.

2. You are requested to look favourably into this matter.

for the Minister
S. Cacopardo (Sgd).





Ministero dell'Aeronautica

COMANDO SUPERIORE AERONAUTICA
Direz. Gen. Aviaz. Civ. e I.A.
Div. Trasporti

Prot. N. 6034. Allegati

OGGETTO: Permesso per trasferimento in volo di n°5 apparecchi

D.C.47 . =

Disposta al p. N. del

Mod 1285

31(T)

Roma, 21 OTT. 1946

12 A

ALL AIR FORCES SUB-COMMISSION

A.C. = R O M A =
Tramite Ufficio Collegamento del
Gabinetto del Ministro = S E D E =

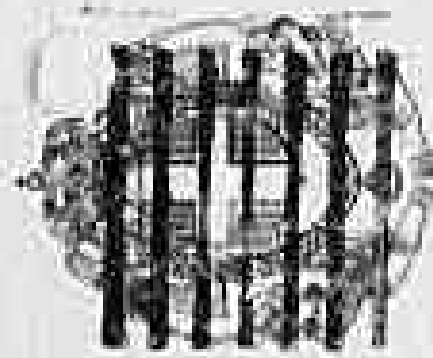
Il primo foglio per ogni foglio in cui si apprende e contiene nella propria

1 -
Proprietà dell'opera, oltre al
titolo, e l'elenco dei protocolli, anche se
l'edizione è libera e sottoposta

A seguito del foglio di questo Ministero n°5772
del 9 corrente, si comunica che la Società "S.I.S.A." ha
fatto presente a questa Direzione Generale che qualora vi
fosse qualche difficoltà da parte di codesta Sotto-commis-
sione per il trasferimento in volo dei n°5 apparecchi D.C.
47, acquistati dall'A.R.A.R., di cui al foglio sopracitato,
dall'aeroporto di Capodichino (Napoli) a quello di Monfalcone,
gradirebbe che il trasferimento dei medesimi avvenisse per
l'aeroporto di S. Nicolò al Lido (Venezia).
Questa Direzione generale si fa interprete del predetto de-
siderio e prega codesta Sotto-commissione di accoglierlo fa-
vorevolmente. =

P. IL MINISTRO

P. Cacopardo 5957



Ministero dell'Aeronautica

COMITATO SUPERIORE AERONAUTICA
Direz. Gen. Aviaz. Civ. e T.A.
Div. Trasporti

Prot. N. 6094 Allegato

21 OTT. 1946

Roma,

19 A

ALL AIR FORCES SUB-COMMISSION

A.C. = R O M A =
Tramite Ufficio Collegamento del
Gabinetto del Ministro = S E D E =

Risposta al p. N. 2 del

OGGETTO Permesso per trasferimento in volo di n°5 apparecchi

D.C. 47 . =

1
Prezzi indicati nella risposta, oltre al
numero di cui al protocollo, anche la
Divisione e l'Ufficio sottinteso

Il primo foglio allegato con gli appalti e sottinteso nella risposta
di cui al protocollo in Divisione e in Ufficio

A seguito del foglio di questo Ministero n°5772
del 9 corrente, si comunica che la Società "S.I.S.A." ha
fatto presente a questa Direzione Generale che qualora vi
fosse qualche difficoltà da parte di codesta Sotto-commis-
sione per il trasferimento in volo dei n°5 apparecchi D.C.
47, acquistati dall'A.R.A.R., di cui al foglio sopracitato,
dall'aeroporto di Capodichino (Napoli) a quello di Monfalcone,
gradirebbe che il trasferimento dei medesimi avvenisse per
l'aeroporto di S. Nicolò al Lido (Venezia).

Questa Direzione generale si fa interprete del predetto de-
siderio e prega codesta Sotto-commissione di accoglierlo fa-
vorevolmente. =

p. IL MINISTRO

D. Carapanta 5456

30 A

— 28A

VERNA TINSO ADLER

With reference to your letter 5828/3510/Coll. dated 14th October 1946, the request by the Aerea Toseo Air Line to carry out test flights and trial air line flights cannot at present be approved.

W. J. Farnham

5955

29A
1

From : Air Forces Sub Commission, A.C., Rome.
To : Italian Air Ministry.
Date : 22nd October, 1946.
Ref : AFHC/39/4/Air.

TRANSATLANTICA FIRM

27A

With reference to your letter 5858/349/Cell dated 11th October, 1946, authority is given to the Transatlantica Firm to fly three (3) of their aircraft from Venice airfield to Linate (Milan).

2. This Headquarters has also requested permission from Higher authority for test and training flights but until a favourable reply is received from them no authority can be given.



L.F. JARMAN, C/O,
Air Vice-Marshal,
Director,
Air Forces Sub Commission.

595

28A

(E)

From : ITALIAN AIR MINISTRY
General Direction of Civil Aviation and Air Transports
Rome

To : A.F.S.C. A.C. Rome

Date : 14th October 1946

Ref : 5845/3510 Coll.

Subject: Request authority to effect trial air-line flights.

20A

Further to our letter 5386 dated 19th September 1946 requesting permission on behalf of the "AEREA TESEO" Air Line wishing to carry out test flights over the airport with aircraft purchased from the "A.R.A.R." the same firm has also requested authority to effect trial air-line flights on the following routes which are in the course of being approved;

Florence - Bologna - Milan
Bologna - Florence - Rome - Reggio Calabria

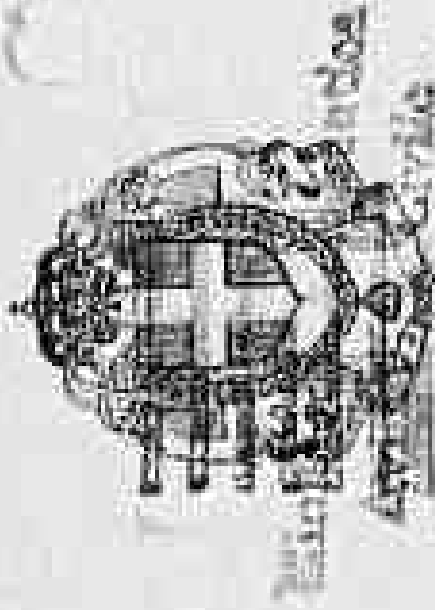
This Ministry will be very grateful if you will kindly view the above mentioned request in a favourable light.

for the MINISTER
(S. CACOPARDO)

Translated by Sgt. J.F. CUMBO

Q.3.
18/10. J. J. J.

39/11/46/5952



Ministero dell'Aeronautica

DIREZIONE GENERALE
AVIAZIONE CIVILE E T.A. DIV. TRASPORTI

Divisione
Prot. N. 5845 Allegato

XXI MARZO 1946

OGGETTO Richiesta autorizzazione voli prova di linea.

Il primo ufficio per ogni altro un adempimento e indicazione nella risposta
Il capo ufficio della Divisione Aeronautica

Si fa seguito al foglio 5386 del 19 settembre 1946 col quale si comunicava la richiesta della Società "AEREA TESEO" tenente ad ottenere l'autorizzazione di effettuare voli di prova sul campo per la messa a punto degli aeromobili acquistati dall'A.A.R.A.R.

La predetta Società ora ha chiesto anche di poter effettuare voli di prova sulle linee:

Firenze=Bologna=Milano

Bologna=Firenze=Roma=Reggio Calabria

per le quali è in corso il provvedimento di concessione.

Questo Ministero si rende interprete di tale nuova richiesta e prega codesta Sotto-Commissione di volerla accogliere favorevolmente.

P. IL MINISTRO

P. Cacopardo

597

ALL AIR FORCES SUB-COMMISSION

R O M A

Tramite Ufficio di Collegamento del Gabinetto del Ministro = S E D E

Respectfully

27A
(1)

From: Italian Air Ministry
General Direction of Civil Aviation and Air Transports
ROME

To : A.F.S.C. A.C. ROME

Date : 11th October 1946

Ref : 5838/3489Coll.



Subject: Request for authority to carry out test flights
over Venice Airport.

Reply 29A

16A

The "TRANSADRIATICA" Firm has, as you know, recently purchased from the "A.R.A.R." No. 5 Douglas C. 47 Aircraft which according to authority obtained from your Sub-Commission (ref. AFSC/39/4AIR dated 21st August 1946) were flown from Capodichino (Naples) Airport to S. Nicolò di Lido (Venice) Airport.

Test yes but
training

The above mentioned Firm has requested permission to carry out test and training flights over the Airport.

Yes

Authority also is requested to fly 3 of the 5 aircraft in question from the Venice Airport to Milan (Linate) for conversion works.

We shall be grateful if you will kindly view the above requests in a favourable light.

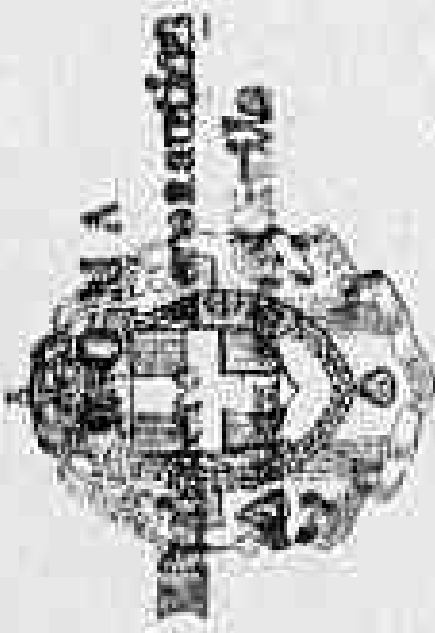
59:8

Translated by Sgt. CUMBO

for the MINISTER
(S. CACOPARDO)

22/10

16/10



Ministero dell'Aeronautica

MINISTERO

DIREZIONE GENERALE
AVIAZIONE CIVILE E T.A.

Divisione Trasporti

Prot. N. 5838 Allegato 329 G. C. C.

Proposta di volo

OGGETTO Richiesta autorizzazione voli prova sul campo

di ~~ROMA~~ VENEZIA.

La Società "TRANSADRIATICA" ha, com'è noto, recentemente acquistato dall'A.R.A.R. n.5 aeromobili Douglas C.47 che con autorizzazione di codesta Sotto-Commissione (foglio AFSC/39/4/AIR del 21 agosto u.s.) ha provveduto a trasportare dall'Aeroporto di Capodichino (Napoli) a quello di S.Nicolò di Lido (Venezia).

La predetta Società ha chiesto ora di poter effettuare alcuni voli di prova sul campo e voli di prova di linea necessari per l'allenamento degli equipaggi nonché il trasferimento di 3 dei suddetti 5 apparecchi dall'Aeroporto di Venezia (S.Nicolò) a quello di Milano (Linate) per lavori di adattamento.

Questo Ministero si rende interprete di tale richiesta e prega codesta Sotto-Commissione di volerla accogliere favorevolmente.

p. IL MINISTRO

S. Caviglioglio

5376

26A
(L)

Prem : Italian Air Ministry
General Directorate
Civil Aviation and Air Transport

To : Air Forces Sub-Commission A.C. Rome

Date : 9th October 1946

Ref : 5772/3476Cell.

Subject: AUTHORIZATION FOR THE TRANSFER
OF FIVE D.C. 47 AIRCRAFT BY AIR

See 24A

With reference to the previous communications made by this General Directorate, regarding the authorization for the transfer of the aircraft by air, acquired from the A.R.A.R. by some of the air transport Firms to airports nearer their base:

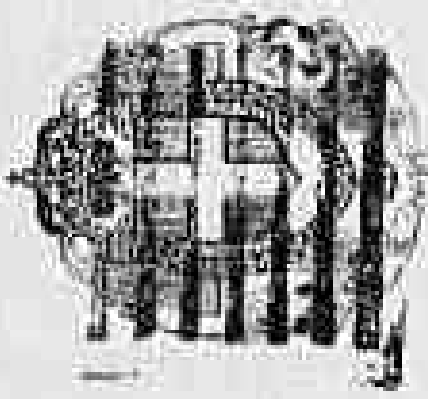
Since also the S.I.S.A. Firm (Italian Air Service Firm) has concluded a bargain for the purchase of five D.C. 47 aircraft, which are on the Capedichino airport (Naples) with the A.R.A.R.. This General Directorate would like this authorization so that the above mentioned firm could transfer, by air, the above aircraft from Capedichino Airport to Monfalcone for any necessary alterations.

For the Minister

Translated by Sgt. A.G. WIRTH

See M10

5944



Ministero dell'Aeronautica
DIREZIONE GENERALE
AVIAZIONE CIVILE E T.A.

Delega Trasporti

Prot. N. 577 del 13/10/46

Allegato 13476 del 13/10/46

OGGETTO: Permesso per trasferimento in volo di n.5 apparecchi
D.C.47

1 - Si fa riferimento alle precedenti comunicazioni con le quali questa Direzione generale chiedeva l'autorizzazione per alcune Società di navigazione aerea potessero trasferire in volo gli apparecchi acquistati dall'A.R.A.R. in aeroporti più vicini alle loro sedi;

2 - poichè anche la Società S.I.S.A. (Società Italiana Servizi Aerei) ha concluso con l'A.R.A.R. le trattative per l'acquisto di n.5 aeromobili D.C.47, che si trovano sull'aeroporto di Capodichino (Napoli), questa Direzione generale chiede analoga autorizzazione affinché la predetta Società possa trasferire in volo i suaccennati aeromobili dall'aeroporto di Capodichino a quello di Monfalcone per gli opportuni adattamenti. =

P. IL MINISTRO

D. Casaperta

ALL AIR FORCES SUB-COMMISSION
A.C.
= R O M A =
Tramite Ufficio di Collegamento del
Gabinetto del Ministro

= S E D E =

Respectfully

L. A. P.
9 OTT. 1946
Roma, 19 4

2614

Mod. 116*

Il pugno italiano per ogni libertà su voli aerei e in volo aerei

ISTITUTO PERMANENTE DELLO STATO

24 A
(E)

FROM : AIR MINISTRY (MAIN OFFICE FOR CIVIL AVIATION AND
TRANSPORT SECTION)

TO : AIR FORCES SUB-COMMISSION, ROME (through Liaison Office
of the Cabinet of the Minister)

REF : 5551/3366 COLL.

DATE : 28TH SEPTEMBER, 1946

14 A

AUTHORITY FOR TRANSFER BY AIR OF
14 D.C.3 AIRCRAFT

15 A

Reference is made to letters No. 4373 dated 6th August 1946, No. 4550 dated 12th August 1946 and letter No. 4708 dated 23rd August 1946, by which this Main Office requested that the "Transadriatica", the "Aerea Teseo", the "Aviolinea Italiana" and the "Siat" Companies be granted authority to transfer by air the aircraft purchased from ARAR to airfields nearer their respective main offices.

17 A

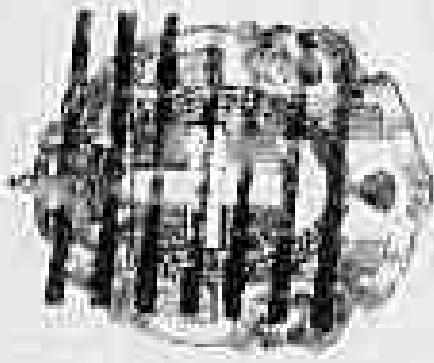
2. The "L.A.I." Company also (Italian Airlines Company) has already come to an agreement with the ARAR for the purchasing of 14 D.C.3 aircraft which are at present on the Capodichino (Naples) airfield. This Main Office, therefore, requests that the above-mentioned Company be granted authority to transfer by air the above referred to aircraft from the Capodichino airfield to the Turin airfield where all necessary modifications can be effected. The route will be as follows: - Naples, Rome, Milan, Turin. Should it be required by technical reasons, intermediary stops will be made at Rome and Milan.

for the DIRECTOR GENERAL
/s/ Cacopardo

7682
30/9. 49053

39/10/46.

5940



Ministero dell'Aeronautica

COMANDO GENERALE AERONAUTICA

Direzione Generale

Aviazione civile e T.A. div. Trasporti

Prot. N. 5551/3366 del 30/11/46

Roma 28 SET 1946

10

ALL'AIR FORCES SUB-COMMISSION

A.C. - ROMA -

tramite Ufficio Collegamento
del Gabinetto del Ministro

S E D E

Risposta al f. N. 3 del

OGGETTO : Permesso per trasferimento in volo di n°14 aeromo-
li D.C.3

1° - Si fa seguito al foglio n°4373 del 6/8-46, n°4550 del
12/8-46 e n°4708 del 23/8-46, coi quali questa Direzione
Generale chiedeva l'autorizzazione perchè le Società
"Transadriatica" - "Aerea Teseo" - "AvioLinee Italiane" e
"Siat" potessero trasferire in volo gli apparecchi acqui-
stati dall'A.R.A.R. in aeroporti più vicini alle loro
sedi.-

2° - Poichè anche la Società L.A.I. (Società Linee aeree italia-
ne) ha concluso con l'A.R.A.R. le trattative per l'acqui-
sto di n.14 aeromobili D.C.3, che si trovano sull'aero-
porto di Capodichino (Napoli), questa Direzione generale
chiede, parimenti, l'autorizzazione affinchè la predetta
Società possa trasferire in volo i suaccennati apparecchi
dall'aeroporto di Capodichino a quello di Torino per gli
opportuni adattamenti. L'itinerario da percorrere sarà:
Napoli-Roma-Milano-Torino, con eventuale scalo a Roma e a
Milano, se necessario, per ragioni tecniche.=

p. IL DIRETTORE GENERALE

V. Cuccopanta

5551

1

23A

FROM : AIR FORCES SUB-COMMISSION, A.C. ROME
TO : ITALIAN AIR MINISTRY
DATE : 30TH SEPTEMBER, 1946
REF : AFSC/39/4/AIR

REFUELLING P.O.L. FOR DOUGLAS C-47
PURCHASED AT NAPLES

22A

In reply to your letter reference 4212/3050/COLL dated 29 August 1946 requesting authorization of refuelling P.O.L. for C-47 aircraft purchased at Naples, the following is forwarded for your information.

2. C.F.I.C. has notified us that there has been no pre-arranged policy for the American Authority at Capodichino, Naples, to refuel the aircraft bought by civilian companies.

3. Authorization cannot be given by this Sub-Commission because of the existing regulations. However, we have been verbally informed by the Operations officer at Cape Airfield that in the past they have been refuelling all aircraft bought from C.F.I.C., to be delivered to terminal airfields as mentioned in letter Ref. AFSC/39/4/AIR dated 21 August 1946, and will continue to do so in the near future until such time that they are informed by higher authorities to discontinue this practice.

4. Any further information received on this subject will be immediately referred to you.

P.F.

PATT PAVANO, 1st Lt. A.C.
for Lt. Col. Frank E. Durek
Director
Air Forces Sub-Commission

5938

168
J/c M
11/10
me
1/10
2/10

From : Italian Air Ministry.

To : A.F.S.C., Rome.

Date : 29th August, 1946.

Ref : 4914/3058/Coll.

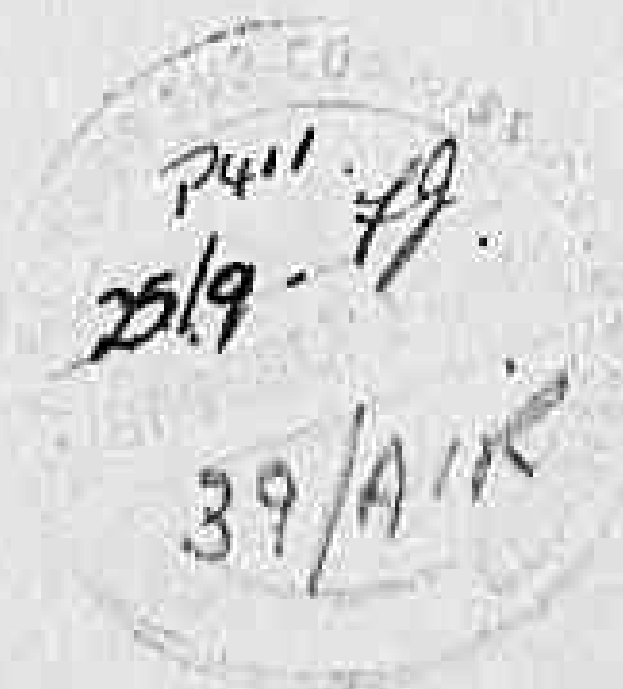
REFUELLING P.O.L. DOUGLAS C.47 AIRCRAFT PURCHASED AT NAPLES

With reference to the authority given to transfer aircraft as per letter AFSC/39/Air dated 21/8/46, forwarded by this Liaison office to the writer with enclosure n. 2988 dated 24/8/1946, we forward to you the letter 4914 dated 29/8/46 for further transmission.

The Director General.

translated by J. Bevacqua.

*St. Favaro:
Please take necessary
action on 21+22A. Coordinate
with S.E.O. J.K.M.
28/9*



5936

From : Italian Air Ministry.
To : A.F.S.C.
Date : 4919/3058/Coll.
Ref : 29th August, 1946.

REFUELLING P.O.L. DOUGLAS C.47 AIRCRAFT PURCHASED AT NAPLES

With reference to your letter AFSC/39/4/Air dated 21st August 1946 authorising the Italian Aeronautical companies : Transadriatica

Aerea Teseo

Aviolinee Italiane

to transfer the C.47 Douglas aircraft acquired from Naples airfield - Capodichino - to the terminal airfield, we point out that the above mentioned Companies requested us to supply them with the P.O.L. necessary to the authorized transfer flights.

2. As the Naples airfield - Capodichino - where the aircraft are to be refuelled, is at present under the Allied Command's jurisdiction, you are requested to authorize, as well as for the transfer, also the P.O.L. refueling of the aircraft concerned.

3. The Aeronautical SIAT Company at Sanremo has also requested your authority to transfer 5 Douglas C.47 aircraft from Naples to Albenga. In order to avoid a further request of P.O.L. also for this Company, we request you to grant, together with the authority to the transfer, also the authority to refuel the 5 aircraft in question.

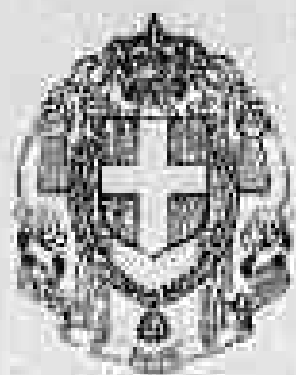
4. The enclosed statement shows all data concerning P.O.L. necessary to the transfer flight of the Douglas aircraft purchased at Naples-Capodichino.

The Director.

translated by J. Bevacqua.

5934

1375



J.B.

Roma, 29 AGO. 1946 193 A

22A

Ministero dell'Aeronautica

L'UFFICIO DI COLLEGAMENTO

UFFICIO LEGGE E DECRETI

S E D E

DIREZIONE GENERALE AVIAZIONE CIVILE

Div. 1^a AMM. VA

Prot. N. 4914 Allegati 3058 Coll.

Oggetto *Requisiti N. 2* del
Rifornimento carburante e lubrificante aereo-
plani Douglas C 47 acquistati a Napoli.

In riferimento all'autorizzazione per il trasfe-
rimento di aerei di cui al foglio AFSC/39/4AIR in data
21/8/1946, trasmesso da codesto Ufficio di Collegamento
alla scrivente, con allegato N. 2988 del 24/8/1946, si
trasmette la lettera N. 4914 in data 29/8/1946 con preghi-
ra di inoltrare.

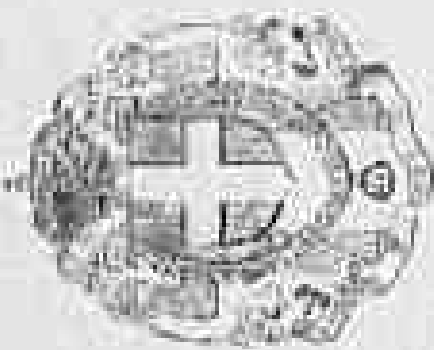
p. IL DIRETTORE GENERALE

S. Carpano

5932

Si prega di inviare per via aerea, all'Ufficio di Collegamento, copia della presente lettera, unitamente alla lettera N. 4914 in data 29/8/1946, con preghi-
ra di inoltrare.

UFFICIO DI COLLEGAMENTO



Ministero dell'Aeronautica

DIREZIONE GENERALE AVIAZIONE CIVILE

Direzione Tecnica

Prot. N. 4914

Allegato 58 C.D.

4111A

A. F. S. C.

tramite Ufficio di Collegamento

R O M A

Proposta al Regio del

Gen. Sec.

W.C.

OGGETTO

Rifornimento carburante e lubrificante aeroplani
Douglas C 47 acquistati a Napoli.

I - Con riferimento al foglio di codesta Sottocommissione Prot. AFSC/39/4/Air in data 21 agosto 1946, con il quale si autorizzavano le Compagniet aeronautiche italiane:

- Transadriatica
- Aerea Tesco
- Avio linee Italiane

a trasferire gli aeroplani Douglas C 47 acquistati, dell'aeroporto di Napoli - Capodichino agli aeroporti di destinazione, si fa presente che le predette Compagnie hanno richiesto a questa Direzione Aviazione Civile che vengano loro forniti la benzina e l'olio lubrificante necessari per i voli di trasferimento autorizzati.

2 - Poichè l'aeroporto di Napoli - Capodichino, dove gli aeromobili debbono rifornirsi, trovasi attualmente sotto la giurisdizione dei Comandi Alleati, preghi codesta Sottocommissione di voler compiacersi autorizzare, come per il trasferimento, anche il rifornimento in benzina ed olio degli aeroplani di cui trattasi.

3 - Per la Compagnia Aeronautica S.I.A.T. di Sanremo, è in corso l'autorizzazione di codesta A.F.S.C. al trasferimento di N. 5 aeroplani Douglas C 47 da Napoli ad Albenga.

Allo scopo di evitare una nuova richiesta di carburante e di lubrificante anche per tale Società, preghi di voler concedere, insieme con l'autorizzazione al trasferimento, anche l'autorizzazione al rifornimento dei detti cinque aeroplani.

4 - Si raccolgono nel prospetto allegato i dati relativi al carburante e al lubrificante strettamente necessari al volo di trasferimento degli aeromobili Douglas acquistati a Napoli - Capodichino.

9931

P. IL DIRETTORE GENERALE

Ed. P. P. P.

Il penna ballpoint per ogni lettera un solo movimento e soltanto nella scrittura
di V. di. P. P. P. e la Direzione è un a. P. P. P.

STAMPATO IN ITALIA - ROMA - 1946

1377

785017

Ministero dell'Aeronautica

DIREZIONE GENERALE AVIAZIONE CIVILE

LA

A. F. S. C.

tramite Ufficio di Collegamento

Divisione Tecnica

Prot. N. 4914 Allegato 58 Coll.

R O M A

Risposta al Foglio del

Dir.

N.

Rifornimento carburante e lubrificante aeroplani Douglas C 47 acquistati a Napoli.

OGGETTO

1 - Con riferimento al foglio di richiesta Sottocommissione Prot. AFSC/32/4/Air in data 21 agosto 1946, con il quale si autorizzavano le Compagnie aeronautiche italiane:

- Transadriatica
- Aerea Tesco
- AvioLinea Italiana

a trasferire gli aeroplani Douglas C 47 acquistati, dall'aeroporto di Napoli - Capodichino agli aeroporti di destinazione, si fa presente che le predette Compagnie hanno richiesto a questa Direzione Aviazione Civile che vengano loro forniti la benzina e l'olio lubrificante necessari per i voli di trasferimento autorizzati.

2 - Poichè l'aeroporto di Napoli - Capodichino, dove gli aeromobili debbono rifornirsi, trovasi attualmente sotto la giurisdizione dei Comandi Alleati, pregasi codesta Sottocommissione di voler coniacarsi autorizzare, come per il trasferimento, anche il rifornimento in benzina ed olio degli aeroplani di cui trattasi.

3 - Per la Compagnia Aeronautica S.I.A.T. di Sanremo, è in corso l'autorizzazione di codesta A.F.S.C. al trasferimento di N. 5 aeroplani Douglas C 47 da Napoli ad Albenga.

Allo scopo di evitare una nuova richiesta di carburante e di lubrificante anche per tale Società, pregasi di voler concedere, insieme con l'autorizzazione al trasferimento, anche l'autorizzazione al rifornimento dei detti cinque aeroplani.

4 - Si raccolgono nel prospetto allegato i dati relativi al carburante e al lubrificante strettamente necessari al volo di trasferimento degli aeromobili Douglas acquistati a Napoli - Capodichino.

P. IL DIRETTORE GENERALE

D. Caripando

Il foglio sottoposto per ogni riferimento al numero 1377

1377

1 3 7 8

Compagnia Aerona- utica AERONAUTICAL COMPANY	Numero degli aeroplani C 47 acquistati	Consumo orario di ogni aeroplano		Percorso in volo per il trasferi- mento	Ore di volo FLYING HOURS
		Benzina a 100 ottani litri	Olio Kg.		
TRANSADRIATICA	5	500	8	Napoli Venezia Km. 600	2 ^h 30 ^m
AEREA TESEO	6	id.	id.	Napoli Firenze " 450	2 ^h 00 ^m
AVIOLINEE ITALIANE	2	id.	id.	Napoli Milano " 690	2 ^h 50 ^m
S.I.A.T.	5	id.	id.	Napoli Albenga " 578	2 ^h 20 ^m

5938

1379

Numero degli aeroplani C 47 acquistati	Consumo orario di ogni aeroplano		Percorso in volo per il trasferi- mento	Ore di volo FLYING HOURS	Rifornimento tota- le necessario	
	Benzina a 100 ottani litri	Olio Kg.			Benzina litri	Olio Kg.
5	500	8	Napoli Venezia Km. 600	2 ^h 30 ^m	6250	99
6	id.	id.	Napoli Firenze " 450	2 ^h 00 ^m	6000	96
2	id.	id.	Napoli Milano " 690	2 ^h 50 ^m	2800	48
5	id.	id.	Napoli Albenga " 578	2 ^h 20 ^m	5800	92

5930

214

From : Air Forces Sub Commission, A.C., Rome.
To : Mediterranean Allied Air Committee.
Date : 26th September, 1946.
Ref : AFSC/39/4/ALR.

TEST FLIGHTS AT FLORENCE AIRFIELD

The "Aerea Tesco" Company have purchased from C.F.L.C. six Douglas C.47 aircraft.

2. These aircraft are at Florence (Peretola) airfield and the Company has requested permission to test fly them to obtain the necessary certificate of airworthiness.
3. Approval for a limited amount of flying, 2 hours per aircraft, is requested.


L.E. JARMAN, C/Capt,
Air Vice-Marshal,
Director,
Air Forces Sub Commission.

5929

20A
(E)

From : Italian Air Ministry.

To : A.F.S.C.

Date :

Ref : 5386.

TEST FLIGHTS AT FLORENCE AIRFIELD.

16A

The "Aerea Tesco" Co. have, as it is known, bought 6 Douglas C47 aircraft. These aircraft have been flown from Naples (Capodichino airfield) to Florence (Peretola airfield) following the authorisation granted by you with your letter AFSC/39/4/Air dated August 21st.

2. The above Company ask now to be allowed some flights in order to thoroughly test these aircraft and to obtain for each of them the airworthiness certificate (c. of A).

for the Minister
(Sgd) Cacopardo.

24/9
P. 558

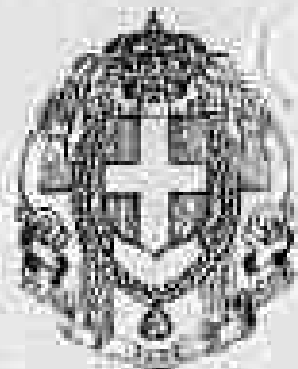
up

39/4/air

S.S.O.

Please write to
M.A.C. for necessary
approval. J.K.M.
25/9

5928



Roma

193 A

Ministero dell'Aeronautica

ALL AIR FORCES SUB-COMMISSION
A.C.~~MINISTERO DELL'AERONAUTICA~~Tramite Ufficio di Collegamento
del Gabinetto del MinistroDirezione Generale
Aviazione civile e T.A. Div. TrasportiS E D E

Prot. N. 5386

Allegati

Risposta al N. 2 del

OGGETTO: Richiesta autorizzazione voli prova sul
Campo di Firenze.-

La Società "AEREA TESEO" ha, com'è noto, recentemente acquistato dall'A.R.A.R. n°6 apparecchi Douglas n° C.47 che con autorizzazione di codesta Sotto-commissione (f°AFSC/39/4/AIR del 21 agosto u.s.) ha provveduto a trasportare dall'aeroporto di Capodichino (Napoli) a quello di Peretola (Firenze).-

La predetta Società ha chiesto ora di poter effettuare su quest'ultimo campo alcuni voli di prova necessari per la messa a punto degli aeromobili e per il rilascio dei certificati di navigabilità.-

Questo Ministero si rende interprete di tale richiesta e prega codesta Sott-commissione di volerla accogliere favorevolmente.-

p. IL MINISTRO
F.to Cacopardo

5927

p. c. c.
DIVISIONE TRASPORTI AEREI
Il Capo della II Sezione

Finelli

Al proprio Ufficio per essere allegato con tutti i documenti e archiviato nella risposta

ISTITUTO NAZIONALE DELLO STUDIO

1383

785017

19A

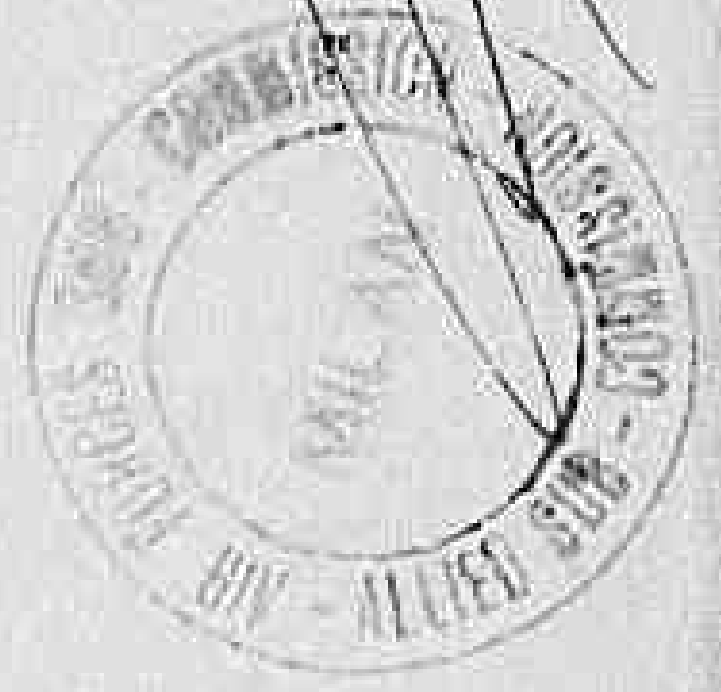
FROM :- Air Forces Sub-Commission, I.C., Milan.
TO :- Azionaria Vercellese Industrie Aeronautiche, VERCELLI.
DATE :- 26th August 1946.
REF :- AFSC/M/53/1/Air.

PURCHASE AND SALE OF ITALIAN AIRCRAFT

Reference is made to your letter 75/2er dated 22 July 1946 in which you request permission for the delivery in flight to Switzerland of four Avia aircraft sold to private purchasers in that country.

2. This request has been forwarded through the proper channels and it is expected that a reply will be forthcoming shortly.
3. It is brought to your notice, however, that regulations in force demand that the names and addresses of individuals to whom aircraft are being sold must be forwarded to the Air Forces Sub-Commission for approval prior to sale being effected.
4. In the above case this was not done, and it is requested that this ruling be strictly observed in future.

5926



D.G. REID F/O
Commanding
A.F.S.C. MILAN.

JLM

PURCHASE AND SALE OF ITALIAN AIRCRAFT

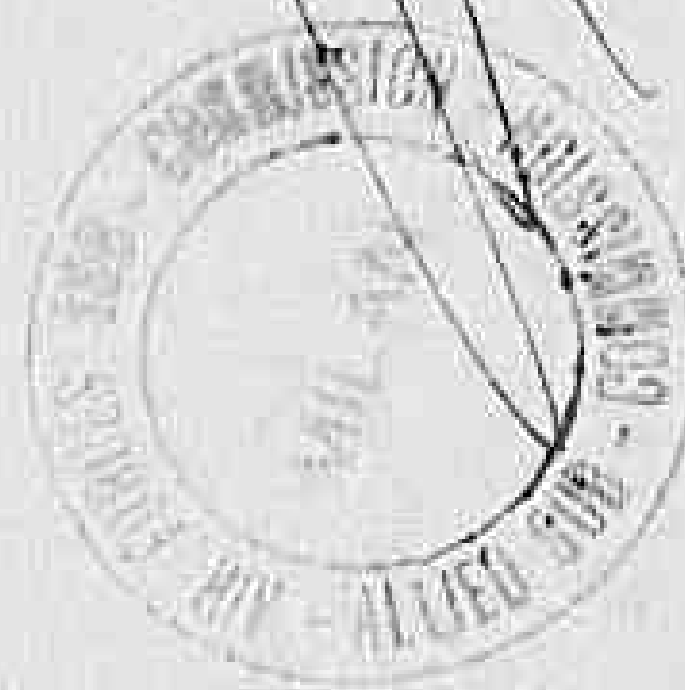
Reference is made to your letter FM/Rer dated 22 July 1946 in which you request permission for the delivery in flight to Switzerland of four Avia aircraft sold to private purchasers in that country.

2. This request has been forwarded through the proper channels and it is expected that a reply will be forthcoming shortly.

3. It is brought to your notice, however, that regulations in force demand that the names and addresses of individuals to whom aircraft are being sold must be forwarded to the Air Forces Sub-Commission for approval prior to sale being effected.

4. In the above case this was not done, and it is requested that this ruling be strictly observed in future.

5926



D.G. REID F/O
Commanding
A.F.S.C. MILAN.

1/11/46

Copy to :- Air Forces Sub-Commission, H.Q., A.C., Rome.



1/11/46

1/11/46

From : Air Forces Sub Commission, A.C., Rome.

To : Italian Air Ministry,
Directorate of Civil Aviation.

Date : 5th September, 1946.

Ref : AFSC/33/4/112.

PERMIT FOR VOYAGE OF AIRCRAFT

Reference is made to your letter 4706/2393/001, dated 23rd August 1946.

2. Authority is now given for the transfer by the SIAI (Societa' Italiana Aviazione Transporti) from Capodichino to Villanova d'Albenga (Genoa) of 3 type C.47 military aircraft mentioned in your letter and recently purchased from ANAI. *16A*

3. Upon completion of the above special flights it is emphasized that these aircraft are not to be flown again until authority has been received from this Sub Commission.

4. The conditions as to the operation of internal civil airlines in Italy set out in this Sub Commission letter of even number dated 21st August 1946 and authoritatively apply in the case of these aircraft.

Chit.

G.M.H. JONES, C/O, *16A*
for Air Vice-Marshal,
Director,
Air Forces Sub Commission. *WMS 9/9*

Copies to : Chief Commissioners (through Executive Commissioners)
Mediterranean Allied Air Committee Secretariat
American and British Embassies.

5525

*filed
11/9*

Note entered in AFSC/1107/2/INT 1/10/46

*filed
510*

17A
(*)

From : Italian Air Ministry,
General Directorate of Civil Aviation.

To : A.F.S.C., Rome.

Date : 23rd August, 1946.

Ref : 4708/2999/Coll.

PERMISSION TO TRANSFER 5 DOUGLAS C47 AIRCRAFT

14A 15A

Further to our letters n. 4373 dated 6/8/46 and 4550 dated 12/8/46 requesting that the Companies Transadriatica, Aerea Teseo and Avio Linee Italiane be authorised to transfer the aircraft acquired from the A.R.A.R. to airfields nearer to their bases.

2. We ask that the S.I.A.T. (Societa' Italiana Aviolinee Trasporti) be authorised to transfer from Capodichino to Villanova d'Albenga (Savona) for necessary overhauling 5 C 47 military aircraft n. 41/7845 - 41/7847 - 41/1844 - 41/7799 - 41/38599, which at present are at Capodichino airfield (Naples), and which it has purchased from the A.R.A.R. (Azienda Rilievo Alienazione Residuati).

for The General Director.

translated by J. Bevacqua.

film
17/9

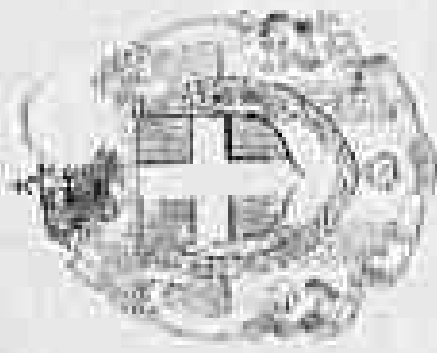
Avi 1
17/9.

Action similar to 16A pt.
Then pass to S.I.O. (for recording) &
C.I.O. & A.R.A.R.

18/8/46



5924



Ministero dell'Interno
DIREZIONE GENERALE
AVIAZIONE CIVILE E T.A.

Divisione Trasporti
Prot. N. 4708

Wittgenstein

1102 bbbz 2499 col

Poster al Teatro del

12

12

OGGETTO Permesso per trasferimento in volo di n°5 aeromobili
Douglas C.47 -

Si fa seguito ai fogli n° 4373 del 6/8-46 e n° 4550 del 12/8-46, coi quali questa Direzione Generale chiedeva la autorizzazione perchè le società "TRANSADRIATICA" - "AT-REA TESO" - e "AVIO LINEE ITALIANE" potessero trasferire in volo gli apparecchi acquistati dall'A.R.A.R. in aeroporti più vicini alle loro sedi.

Poichè anche la Società S.I.A.T. (Società Italiana AvioLinee Trasporti) ha concluso con l'A.R.A.R. (Azienda Rilievo Aeronazione Residuati) le trattative per l'acquisto di 5 aeromobili militari C.47, numeri di matricola 41/7845 - 41/7847 - 41/18444 - 41/7799 - 41/38599, che si trovano sull'aeroporto di Capodichino (Napoli), questa Direzione Generale chiede, perimenti, l'autorizzazione perchè la predetta Società possa trasferire in volo i suaccennati apparecchi dall'aeroporto di Capodichino a quello di Villanova d'Albenga (Savona) per gli opportuni adattamenti.-

25

Il test di indagine nella risposta, oltre al
risultato e dati del protocollo, anche la
Dichiarazione o l'Assenso peritale.

*A pouco depois, por que dizem me não aguentar a confusão, nella repetei
11. 8. de Junho e de Setembro a mim a seguinte*

STAFF OF THE CONGRESSIONAL BUDGET OFFICE

11. T. 1. TB FORCES SUB-COMMISSION

A.C. ROM A

Tramite Ufficio Collegamento del
Gabinetto del Ministro S E D E

II. DUE TO THE GENERAL

A. lawpunda

5429

16

FROM : AIR FORCES SUB-COMMISSION, A.C. ROSE.
TO : ITALIAN AIR COUNTRY.
(DIRECTOR OF CIVIL AVIATION)
DATE : 21 AUGUST 1946.
REF : 4380/39/4/AIR

AUTHORITY FOR TRANSFER OF AIRCRAFT

Please refer to your letters 4373/2772 Cell. and 4550/2853 Cell.
dated 5th and 12th August, 1946, respectively.

2. Authority is hereby given to transfer thirteen (13) purchased
C-47 aircraft from Capodichino Airfield, Naples, to the airfields designated
opposite the title of each airline company:

<u>Name of airline company</u>	<u>Name of airfields aircraft are to be flown and grounded</u>	<u>No. of C-47 Aircraft</u>
Transadriatica	S. Nicolo', Venice	5
Aerea Tosca	Peretola, Florence	6
Italian Air Line	Forlancini, Milan	2

3. Upon completion of the above special flights, it is emphasized
that no action is to be taken to operate these aircraft pending authorization
from this Sub-Commission.

4. It is reiterated that no approval can be given to the commencement
of internal civil airlines in Italy until such time as the reply to be made
by the Italian Government to the Acting Chief Commissioner's letter (reference
4506/151/EE dated 10th April 1946) is approved by higher Allied Authority.

J. H. M.
FRANK E. HARRIS,
Lt. Col., Air Corps,
Deputy Director.

Copies to: Chief Commissioner (through Executive Commissioner)
Mediterranean Allied Air Committee Secretariat
American and British Embassies

*Done
7/15/46
2-10-46*

Su dec 18A

5921
*Sun Child
21/8.*

15A
(E)

From : Italian Air Ministry,
Directorate of Civil Aviation.

To : A.F.S.C., Rome.

Date : 12th August, 1946.

Ref : 4550/2353/CAL.

14A

REQUEST AUTHORITY FOR TRANSFER AIRCRAFT

Reference is made to your letter of 11/8/46, in which authority was requested from you by us, to transport the aircraft required by the "Intersadriatica" and "Aereo Tosco" Companies to airfields closer to their bases.

2. In the Avio Linee Italiane Company has made the necessary arrangements with A.R.A.R. for the purchase of two military C.47 aircraft n. 41/18356 and 41/1773, authority is requested in order that the above mentioned aircraft be flown from Naples to Milan (Forlani Airfield) by pilots of the same Company in order to be converted into civil aircraft.

For the Minister.

translated by J. Donovan.

DD: J.E.M.
11/8

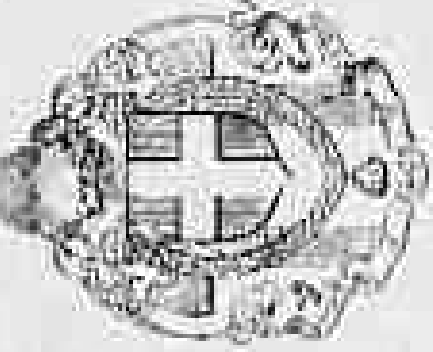
Check whether this & 14^A are to be
'scheduled services' in which case they come
under 'Internal Air Lines'. In which case
they should be included in the Govt. 'overall plan' before authority granted for operation.
2. If not scheduled services, they come under 'non regular scheduled' which has been
referred to CCS in NAF 1197/K we must await approval before operating as
distinct from purchase of aircraft & planning & special delivery flights. 11/18.

16/8

0.941
V.L.

See Para 8

30/4/47



Ministero dell'Aeronautica

Direzione Gen. Aviazione Civile e T.A.
Div. Trasporti

Prot. N. 4550 / 19853 Coll.

Mod. 139 E

15 A

Roma, 12 AGO. 1946

19. Ann.

ALL'AIR FORCES SUB-COMMISSION

A.C. : ROMA :

tramite Ufficio Collegamento del
Gabinetto del Ministro

: SEDE :

Dispostadiffid. 210

OGGETTO : Richiesta permesso trasporto aeromobili.-

- 1) si fa seguito al foglio 4373 del 6.8.1946, col quale questa Direzione Generale chiedeva l'autorizzazione a codesta Sottocommissione a trasportare gli aerei acquistati dalla Società "Transadriatica" e "Aerea Teseo" in aeroporti più vicini alle loro sedi.-
- 2) Poichè la Società "Avio Linee Italiane" S.A. ha concluso con l'A.R.A.R. (Aziende Rilievo Alienazione Residuati) le trattative per l'acquisto di due aeromobili militari C. 47, numeri di matricola 41/18358 e 41/7773, si chiede analoga autorizzazione perchè gli aerei suddetti siano trasportati in volo da Napoli a Milano (Aeroporto Forlanini) a mezzo di piloti della Società stessa per essere trasformati in aeromobili civili.-

IL Ministro

S. Cacopardo

5014

1391

785017

14 A
(e)

FROM : AIR MINISTRY
MAIN OFFICE FOR CIVIL AVIATION AND AIR TRAFFIC

TO : AIR FORCES SUB-COMMISSION, A.C. ROME

DATE : 6TH AUGUST 1946

REF : 2772 COLL.

46 B
(e)
on 39/air M

REQUEST FOR AUTHORITY TO TRANSFER
AIRPLANES

1) Following authority granted to the Italian Government for the operation of Internal Civil Airlines, this Ministry has in principle given authorization to several Italian firms to inaugurate an auxiliary air service to operate in conjunction with the main airlines as referred to in the plan already forwarded to your Sub-Commission by letter No. 2289 dated 11th May 1946.

2) For this purpose the above-mentioned Firms have purchased through the A.R.A.R. (Firm for the Sale of War Surplus Material) some war surplus aircraft. They have thus requested the intervention of this Office to obtain from your Sub-Commission the authority to transfer all purchased airplanes to airfields nearer their Centers for all necessary variations and adaptations.

3) The firms which have already effected the purchase and are hereby requesting authority to transfer the aircraft are the following:- the "Transadriatica" firm of Venice, 1130 S. Marco and the "Aerea Tesco" firm of Florence, 9, via valfonda. The former has purchased 5 "C47 Douglas" aircraft and the latter 6 "C47B" aircraft. The said firms are hereby requesting authority to transfer the above-mentioned aircraft, possibly by means of their own pilots, from Naples Capodichino Airfield, respectively to Venice S. Nicolò Airfield and Florence Peretola Airfield.

4) This Ministry wishes to bring to your attention the above requests and trusts that your Sub-Commission will take them into due consideration in the very interest of the quick resumption of civil air activity which is extremely necessary for the economic and commercial reconstruction of our Country.

5) If further requests will be received by our office, we shall forward them immediately to your Sub-Commission.

5918

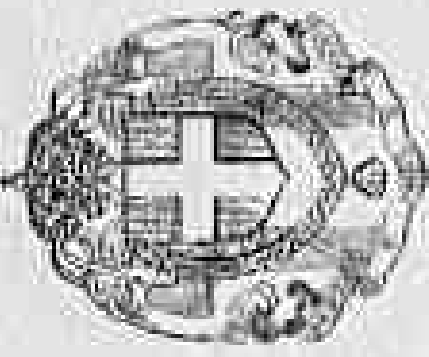
466 B
(2)
on 39/air M

REQUEST FOR AUTHORITY TO TRANSFER
AIRPLANES

- 1) Following authority granted to the Italian Government for the operation of Internal Civil Airlines, this Ministry has in principle given authorization to several Italian firms to inaugurate an auxiliary air service to operate in conjunction with the main airlines as referred to in the plan already forwarded to your Sub-Commission by letter No. 2289 dated 11th May 1946.
- 2) For this purpose the above-mentioned firms have purchased through the A.R.A.R. (Firm for the Sale of War Surplus Material) some war surplus aircraft. They have thus requested the intervention of this Office to obtain from your Sub-Commission the authority to transfer all purchased airplanes to airfields nearer their Centers for all necessary variations and adaptations.
- 3) The firms which have already effected the purchase and are hereby requesting authority to transfer the aircraft are the following:- the "Transadriatica" firm of Venice, 1130 S. Marco and the "Aerea Teseo" firm of Florence, 9, via valfonda. The former has purchased 5 "C47 Douglas" aircraft and the latter 6 "C47B" aircraft. The said firms are hereby requesting authority to transfer the above-mentioned aircraft, possibly by means of their own pilots, from Naples Capodichino Airfield, respectively to Venice S. Nicolò airfield and Florence Peretola Airfield.
- 4) This Ministry wishes to bring to your attention the above requests and trusts that your Sub-Commission will take them into due consideration in the very interest of the quick resumption of civil air activity which is extremely necessary for the economic and commercial reconstruction of our Country.
- 5) If further requests will be received by our office, we shall forward them immediately to your Sub-Commission.

THE MINISTER





Ministro dell'Aeronautica

DIREZIONE GENERALE
DELL'AVIAZIONE CIVILE E TRAFFICO AEREO

Divisione Trasporti
Prot. N. 6343
Spett.le

Roma, 6 AGO, 1946

ALL'AIR FORCES SUB COMIS-

SION A.C.

tramite Ufficio Collegamento del Gabinetto
del Ministro S E D E

Resposta al foglio del

Dir. Soc. N. 2

OGGETTO Richiesta permesso trasporto aeromobili. -

1) - A seguito dell'autorizzazione concessa al Governo Italiano per l'esercizio della linea aerea civili interne, questo Ministero ha dato affidamento di massima ad alcune Società Italiane per la gestione di linea di collegamento od allacciamento alle linee di maggiore importanza di cui al progetto già trasmesso a codesta SottoCommissione con foglio N. 2289 dell'11/5/1945.-

2) - In conseguenza di tale affidamento detta Società hanno proceduto all'acquisto da parte dell'A.R.A.R. (Azienda Rlievo Alienazione Residui) di aeroplani residui di guerra adatti allo scopo ed hanno interessato questa Direzione ad ottenere da codesta SottoCommissione l'autorizzazione a trasportare gli aerei in aeropori più vicini alle loro Sedi per le necessarie trasformazioni ed adattamenti del caso. -

3) - Le Società che si sono già fornite di apparecchi e ne domandano ora il trasferimento sono la "Transadriatica" - *5947*, S. Marco 1130 - e la "Aerea Tesco" - Firenze, Via Valfonda 9, che hanno acquistato la prima N.5 Douglas C.47 e l'altra N.6 C.47 B e domandano di poterli trasportare, possibilmente a mezzo di propri

Divisione Trasporti Aerei
Prot. N. 6343
12/11/46

tramite Ufficio Collaudo del Gabinetto
del Ministro S. E. D. E.
Risposta al foglio del

42

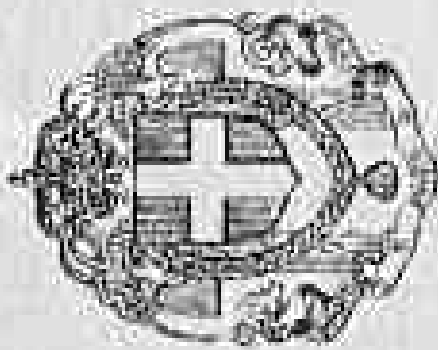
OGGETTO

Richiesta permesso trasporto automobili. -

1) - A seguito dell'autorizzazione concessa al Governo Italiano per l'esercizio delle linee aeree civili interne, questo Ministero ha dato affidamento di massima ed alcune Società Italiane per la gestione di linee di collegamento ed allacciamento alle linee di maggiore importanza di cui al progetto già trasmesso a codesta Sottocommissione con foglio N. 2289 dell'11/5/1946.-

2) - In conseguenza di tale affidamento dette Società hanno proceduto all'acquisto da parte dell'A.R.A.R. (Azienda Rilevo Alianazione R-aiduati) di aeroplani residuati di guerra adatti allo scopo ed hanno interessato questa Direzione ad ottenere da codesta Sottocommissione l'autorizzazione a trasportare gli aerei in aeropor- ti più vicini alle loro Sedi per le necessarie trasformazioni ed adattamenti del caso. -

3) - Le Società che si sono già fornite di apparecchi e ne domandano ora il trasferimento sono la "Transadriatica" - ~~5917~~ 5917, S. Marco 1130 - e la "Aerea Tesco" - Firenze, Via Valfonda 9, che hanno acquistato la prima N.5 Douglas C.47 e l'altra N.6 C.47 B e do- mandano di poterli trasportare, possibilmente a mezzo di propri piloti, da Napoli - Campo di Capodichino - rispettivamente a Venezia - Campo S. Nicolò - ed a Firenze - Campo di Poretola -.



Ministero dell'Aeronautica

DIREZIONE GENERALE
DELL'AVIAZIONE CIVILE E TRAFFICO AEREO

Divisione

Prot. N.°

Se.

Allegato

OGGETTO

Roma, 19 Aprile

Al

Risposta al Foglio del

Dir. Se. N.°

- 4) - Questo Ministero si rende interprete della richiesta e prega codesta Sottocommissione di volerla accogliere favorevolmente nell'interesse stesso della rapida ripresa dell'attività aerea civile, tanto necessaria alla ricostruzione economica e commerciale del nostro Paese . -
- 5) - Si fa riserva di trasmettere successivamente le analoghe richieste che dovessero in seguito pervenire da parte di altre Società. -

P. IL MINISTRO

D. Carpi

5915

TO: AIR I.

In the absence of Colonel Marek, Mr. Granch yesterday telephoned me asking for my views in confirmation that the Italian Air Ministry had authority to purchase the unmentioned aircraft from ONIC, and if they did purchase them, they would have authority to fly them:

(i)	60 - C.4 (Fieseler) aircraft at 300 dollars each.	No spaces available for sale.
(ii)	15 - C.5 (Fieseler) aircraft at 400 dollars each.	
(iii)	30 - C.47 (Dakota) aircraft.	

2. As regards (iii) we have already given authority for the purchase of 20 C.47 aircraft on authority of the Chief Commissioner, but so far as I know we have not had an application from the Italian Air Ministry for the purchase of 20 or 30 of these aircraft.

3. As regards (i) and (ii), we have had application for authority to be granted from the Italian Air Ministry and the matter has been referred by us to U.A.A.C. for approval, together with a copy of the Italian Air Ministry letter.

4. I understood that the Italian Air Ministry have made a proviso in their request to ONIC for the purchase of the aircraft to the effect that they will only buy them if they are authorized to fly them. We cannot give authority for these aircraft to be flown until such time as details of their civil aviation plan are made known to us by the Prime Minister's office (in answer to the Acting Chief Commissioner's letter about two months ago).

5. I conveyed the above information to Mr. Granch who really wants to know about these things and our reactions in order that he will not waste time in drawing up contracts which may never be agreed by us and signed by the Air Ministry.

6. Would you chase the Italian Air Ministry concerning the purchase of the 30 (as distinct from 20) C.47 aircraft.

5914

San to D.D. Fk M 27/7

S.S.O. my 30/7

C.T.O. #150

Director.

WNC/39/4/10.

Date: 12th July, 1946.

12/A

FROM: AIR FORCES SUB-COMMISSION, ALLIED COMMISSION

TO : ITALIAN AIR MINISTRY

DATE: 8 JULY 1946

REF : AFSC/39/4/AIR

SALE OF SURPLUS AIRCRAFT TO ITALIAN GOVERNMENT

Reference is made to your letter 3224/2337/ call dated 25th June, 1946.

2. Our letter AFSC/39/4/Air dated 27th June, 1946, addressed to OFLC and copy forwarded to your Air Ministry, is to be considered the authority to purchase twenty C-47 aircraft.

3. It is desired to reiterate that this Sub-Commission will extend itself to assist your Air Ministry in developing Italian civil aviation. In this connection, your attention is respectfully invited to our letter AFSC/39/Air, subject: "Italian Civil Aviation", dated 6th June 1946.

F. E. Marek
FRANK E. MAREK
Lt. Col., Air Corps
Deputy Director

COPY FILED: AFSC/681/ENG

5913

11A

COPY

From : Italian Air Ministry,
 Direzione Generale Aviazione Civile.
 To : Air Forces Sub Commission, A.C., Rome.
 Date : 25th June, 1946.
 Ref : 322/2337/Coli.

PURCHASE OF "SURPLUS" MATERIAL.D.C. 47 AIRCRAFT

This Ministry would like to purchase a certain number of D.C. 47 aircraft which are available at the C.F.I.C., Naples. This Ministry have, in this view started the necessary dealings through A.R.A.R. so as to fix their prices.

2. The above aircraft are being purchased by the Italian Government in order to facilitate the re-activation of air traffic and particularly of the airline services, which it is hoped that the Companies which were formed during recent agreements with the M.C.A.C. and the T.W.A. will soon be able to run.

3. The above is brought to the knowledge of your Sub Commission and it would be appreciated if your office would help our Ministry as far as it is within your power.

The Minister.

A/DD
 10th June 1946

10th June 1946
 The original
 of this letter is in
 AFSC/691/Eq.
 Purchase of Surplus Equipment
 AFSC/32/Air 27/6 (6.151)
 2/7

Purchase of Surplus Equipment
 AFSC/32/Air 27/6 (6.151)
 2/7

10A

FROM: AIR FORCES HQ-COMMUNION,
ARMED COMMISSION, 1002.

TO: ACTING FIELD COMMISSIONER,
HEADQUARTERS INTERNATIONAL TROOPING FIELD COMMISSION,
OFFICE OF THE FORCES IN-CHARGE (COMMUNION),
APO 542.

DATE: 27th APR, 1966.

REF: ASAC/30/4/21.

SALE OF SURPLUS AIRCRAFT TO
ITALIAN GOVERNMENT.

It is understood from the Italian Air Ministry that they may, in the near future, wish to purchase certain surplus C-47 aircraft from your organisation, subject to those aircraft being in a reasonably good condition and their price being reasonably low.

1. Purchase by the Italian Government of twenty C-47 surplus aircraft from C.F.I.C. is hereby authorized, subject to a clause being inserted in the sale agreement to the effect:

- (i) that the aircraft are not to be flown until permission is forthcoming through the C.F.I.C. For your information this permission cannot be given until such time as a reply to U. S. Allied Commission letter 2004/151/60 of the 10th April 1966 requesting certain detailed information is received from the Italian Government and approved by the Supreme Allied Commander's Staffs.
- (ii) that all bomb carriers and bomb fittings be removed from the aircraft and not handed over to the Italians.
- (iii) that these aircraft are allotted to civil aviation and not, without receiving specific Allied approval, to the Italian Air Force.

MDD 27/6
SSC 28/6
PTO 28/6
SJO 28/6

Am P. Rodis
I. S. PROUSE,
AIR VICE-MARSHAL,
HEADQUARTERS,
AIR FORCES HQ-COMMUNION.

5917

COPY:
Italian Air Ministry.
Chief Commissioner through Executive Commissioner.
M.A.C. Secretariat, Madrid.

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

TO: CHIEF COMMISSIONER,
 HEADQUARTERS, ALLIED COMMISSION, ROME.

DATE: 23rd MAY, 1946.

REF: AFSC/39/2/AIR.

CIVIL AVIATION.

I attach hereto a copy of a letter received by the A.F.S.C. from Doctor Cevoletto, (Minister for Air). I seek your advice.

2. I understand that before he went, General Lee discussed the matter contained in the attached letter and said he was in favour, but the Economic Sub-Commission has been approached and it cannot give its official support to the project which is now also tied up with a request for a number of industrialists to visit South America.

3. During my absence a letter was sent to the Italian Air Minister saying that no action on the request is being taken, on the grounds that the future of Italian Civil Aviation industries is not settled, and, until it is, a flight of this nature would be an economical gamble, in addition to which no decision from M.A.A.C. has yet been received as to the manufacture of further SM.95 aircraft; (M.A.A.C. is being chased on this again).

4. Although I am not in favour of asking A.F.H.Q. approval for an Italian aircraft to fly to Brazil and back, I would appreciate your instructions on the matter. In this connection Italian Civil Aviation outside Italy is not at present approved, and if we give way in one case, no doubt we shall have many more requests of a similar nature. I think that if industrialists wish to go to South America, or elsewhere, they should go by modes of transportation already existing.

*I agree. However, it is
 easy now for Brazilians
 to fly here to inspect
 Italian aircraft types*

*ms
 11*

Jan P. Rodie

I.E. IFODIE,
 AIR VICE-MARSHAL,
 DIRECTOR,
 AIR FORCES SUB-COMMISSION.

5913

COPY:

FROM: NEW YORK MERCANTILE CO,
ROME BRANCH, 66, VIA REGINA ELENA.

TO: ON. Cevelotto,
Minister of the Aeronautica, Rome.

DATE: 26th March, 1946.

Dear Minister,

I have the honour to submit to you the following question:

My Company, the New York Mercantile Co, the head branch of which is in New York, and of which I am the representative in Italy, has as its purpose the growth of commercial and the resumption of industrial relations with Italy.

2. An important group of business men in South American have already contacted my company direct at New York with the purpose of establishing civil air lines in their countries. I have, therefore, contacted the representatives of the S.I.A.I. firm at Sesto Calende in order to undertake agreements for the future supply of transport aircraft to South American nations. They promised me their industrial co-operation bearing in mind that the Italian Aeronautical industry could satisfy the requests of some countries as soon as after the Peace Treaty Italy will again be allowed to produce.
3. In order to effect the above as soon as possible, I would like (in agreement with the S.I.A.I. firm) to show, direct to the interested country, the SM.95 aircraft.
4. The A.F.S.C. whom I asked personally, would give permission to carry out the first journey to Brazil (the most interested country), provided concurrence is given by the I.A.M.
5. For this reason I am asking you, dear Minister, the approval of the I.A.M.
6. The advantages that such a journey could give us are very easy to be understood; I therefore hope for your direct approval. Waiting for a reply I send you my best regards.

(Sgd) A.P. Thiele.

5909

6A

From : Air Forces Sub Commission, A.C., Rome.
To : Italian Air Ministry.
Date : 16th May, 1946.
Ref : AFSC/39/2/Air.

5A

SUPPLY OF TRANSPORT AIRCRAFT TO SOUTH AMERICAN COUNTRIES

With reference to your letter 10446/1565/Coll. dated 20th April, 1946, no action will be taken on this request as the future of the Italian Aviation Industries is not settled and until it is a flight of this nature would be an uneconomic gamble; also there is no decision from the Mediterranean Allied Air Committee whether the manufacture of six S.M.95 aircraft already requested on the grounds that they are necessary for internal communication will be approved.


L.E. JARMAN, G/C,
for Air Vice-Marshal,
Director,
Air Forces Sub Commission.

5908

From : Italian Air Ministry
To : A.F.S.C., A.C., Rome.
Date : 20th April, 1946.
Ref : 10446/1565/Coll.

5A
(E)

Supply of transport aircraft to South American countries.

We are forwarding you copy of a letter addressed to the Minister, from the "New York Mercantile Co" asking your opinion on the matter.

by order,
The Chief of Cabinet.

translated by J. Bevacqua.



5907

From : New York Mercantile Co,
Rome Branch, 66 Via Regina Elena.
To : ON. Cevalotto,
Minister of the Aeronautics, Rome.
Date : 26th March, 1946.
Ref : -----

Dear Minister,

I have the honour to submit to you the following questions:

1 My Company, the New York Mercantile Co. the head branch of which is in New York and of which I am the representative in Italy, has as its purpose the growth of commercial and the resumption of industrial relations with Italy.

2 An important group of business men in South America have already contacted my company direct at New York with the purpose of establishing civil air lines in their countries. I have therefore contacted the representatives of the S.I.A.I. firm at Sesto Calende in order to undertake agreements for the future supply of transport aircraft to South American nations. They promised me their industrial co-operation bearing in mind that the Italian Aeronautical industry could satisfy the requests of some countries as soon as after the peace treaty Italy will again be allowed to produce.

3 In order to effect the above as soon as possible, I would like (in agreement with the S.I.A.I. firm) to show, direct to the interested country, the SM.95 aircraft.

* 4 The A.F.C.C. whom I asked personally, would give permission to carry out the first journey to the Brazil (the most interested country) provided concurrence is given by the I.A.M.

5 For this reason I am asking you, dear Minister, the approval of the I.A.M.

6 The advantages that such a journey could give us are very easy to be understood; I therefore hope in your direct approval. Waiting for a reply, I send you my best regards.

(Sgd.) A.P. THIELE.

5906

translated by J. Bevacqua.

* given by general lee (verbally) in 11-4-45
my 7/5

Do.

MINISTERO AERONAUTICA
GABINETTO DEL MINISTRO

Segreteria

Roma,

20 APR 1946

1946

ALLA SOTTOCOMMISSIONE ALLEATA A.C.

(tramite Ufficio Collegamento

- R O M A -

Prot. N. 10446 1565 Clf

OGGETTO: Forniture aeroplani da trasporto a paesi
del Sud America.-

Si trasmette copia di lettera indirizzata
al Sig. Ministro dalla "New York Mercantile Co." ,
con preghiera di far conoscere il parere di code-
sta Sottocommissione in merito a quanto richiesto.

d'ordine
IL CAPO DI CABINETTO
(Col. Pil. - D. LUDOVICO)

5905

C O P I A
Do

NEW YORK MERCANTILE Co.
333 Seventh Avenue
New York 1, N.Y.

Rome Branch
66 Via Regina Elena

Roma, 26 marzo 1946

All'On. Cevolotto
Ministro dell'Aeronautica Italiana

R O M A

On. Sig. Ministro,

Ho l'onore di sottoporLe la seguente questione:

La mia Compagnia, la New York Mercantile Co. con Sede a New York e da me stesso rappresentata in Italia, ha lo scopo di aiutare lo sviluppo delle relazioni commerciali e favorire la ripresa industriale italiana.

Importanti gruppi finanziari del Sud America, hanno già diretto contatto con la mia Compagnia di New York per sviluppare nei loro paesi linee di aviazione civile; e dietro tale segnalazione ho preso perciò contatti con esponenti della Ditta SIAI di Sesto Calende, per intraprendere trattative per forniture in avvenire, di aeroplani da trasporto a nazioni del Sud America; essi mi hanno favorevolmente assicurato la loro collaborazione industriale, rendendomi noto che l'industria aeronautica italiana potrebbe essere in grado di soddisfare alle richieste di alcuni paesi, non appena, deciso lo status dell'Italia, questa sarà libera di produrre ancora.

Per poter mettere in atto nel più breve tempo possibile quanto sopra, è mio desiderio, d'accordo con la Ditta SIAI, di presentare il velivolo SM 95 direttamente nei paesi interessati.

Interpellato personalmente l'A.F.S.C., questi mi darebbero il loro pieno appoggio per l'esecuzione del primo viaggio in Brasile (paese maggiormente interessato), previo il benestare del Ministero dell'Aeronautica italiana.

Ed è per questo che mi rivolgo a Lei, Sig. Ministro, per avere la approvazione del Ministero dell'Aeronautica Italiana.

Non è difficile comprendere quali benefici potrebbe portare questo viaggio; e mi rimetto quindi alla Sua diretta approvazione.

In attesa di Sua conferma, la prego di gradire i miei ossequi.

5904

Migliori

On. Sig. Ministro,

Ho l'onore di sottoporle la seguente questione:

La mia Compagnia, la New York Mercantile Co. con Sede a New York è da me stesso rappresentata in Italia, ha lo scopo di aiutare lo sviluppo delle relazioni commerciali e favorire la ripresa industriale italiana.

Importanti gruppi finanziari del Sud America, hanno già diretto contatto con la mia Compagnia di New York per sviluppare nei loro paesi linee di aviazione civile; e dietro tale segnalazione ho preso perciò contatti con esponenti della Ditta SIAL di Sesto Calende, per intraprendere trattative per forniture in avvenire, di aeroplani da trasporto a nazioni del Sud America; essi mi hanno favorevolmente assicurato la loro collaborazione industriale, rendendomi noto che l'industria aeronautica italiana potrebbe essere in grado di soddisfare alle richieste di alcuni paesi, non appena, deciso lo status dell'Italia, questa sarà libera di produrre ancora.

Per poter mettere in atto nel più breve tempo possibile quanto sopra, è mio desiderio, d'accordo con la Ditta SIAL, di presentare il velivolo SM 95 direttamente nei paesi interessati.

Interpellato personalmente l'A.F.S.C., questi mi darebbero il loro pieno appoggio per l'esecuzione del primo viaggio in Brasile (paese maggiormente interessato), previo il benestare del Ministero dell'Aeronautica italiana.

Ed è per questo che mi rivolgo a Lei, Sig. Ministro, per avere la approvazione del Ministero dell'Aeronautica Italiana.

Non è difficile comprendere quali benefici potrebbe portare questo viaggio; e mi rimetto quindi alla Sua diretta approvazione.

In attesa di Sua conferma, la prego di gradire i miei migliori ossequi.

Fto. A.P. Thiele



4A

TRANSLATION.

Rome, 29th October 1945

Italian Air Ministry,
Ufficio "I"

To:

Air Forces Sub Commission
Rome.

Subject: Civil Aviation - A.V.I.A. Vercelli

The following is reported from confidential sources:

At Milan a society has been formed composed of the following: Eugenio Minetti, Francis Lombardi, Gino Rovere (of Turin) and Anatoli of Bologna (agent of Lancia), in order to make use of the agency for Fairchild aircraft, for which Minetti already had an agency before the war in Italy, and in order to construct and sell FL tourist aircraft (Lombardi).

At present the factory of Vercelli "AVIA" of Lombardi is constructing FL 3 with CNA engines, but the programme is to construct and sell FL 5 aircraft in the next production, and which will have if possible American engines: either the Continental 70 HP or the Lycoming of 90 horse-power.

The price of the FL 3 at present charged to the public is £.320.000; (one of these was recently bought by Conte Leonardo Bonzi). The Fairchild would cost 5000 dollars in America without instruments and accessories. The Society thinks therefore that the FL would to begin with prove successful in Italy, especially as American industry does not at present appear to have a production of tourist aircraft for export.

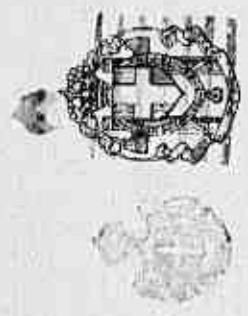
Rovere has already bought from the Americans a Piper recce aircraft and an Aeronca. Next month he will go to the United States in order to come to an even better commercial agreement with Fairchild and will probably buy other types of aircraft.

AVIA Vercelli sends out regularly catalogues and lists of the FL.3 60 HP. 1940 type aircraft.

5903

Head of Ufficio "I"
(Lt.Col. Pilot F.SANTINI)

I 833.



Stato Maggiore della R. Aeronautica

Roma, li 29 OTT. 1945

UFFICIO "I"

Prot. n. K/ 22195

ALL'A.F.S.O.

:: Roma ::

OGGETTO : Aviazione Civile - A.V.I.A. Vercelli.-

Da fonte confidenziale riporto quanto segue :

- Si è costituita a Milano una società della quale fanno parte : Eugenio Minetti, Francis Lombardi, Gino Rovere (di Torino) ed Antoli di Bologna (agente della Lancia), allo scopo di sfruttare la rappresentanza degli apparecchi Fairchild, di cui già il Minetti aveva la rappresentanza in Italia anteguerra e di costruire e vendere gli apparecchi da turismo FL (Lombardi).-

Attualmente la fabbrica di Vercelli "AVIA" del Lombardi costruisce FL 3 con motori CNA, ma il programma è di costruire e vendere gli apparecchi FL 5 di prossima costruzione, sui quali verrebbero se possibile montati motori americani: o il Continental 70 CV. o il Lycoming da 90 cavalli.-

Il prezzo del FL 3 è attualmente di 3.320.000= al pubblico (Uno ne è stato acquistato recentemente dal Conte Leonardo Bonzi).- Il Fairchild verrebbe a costare in America 5000= dollari privo di strumenti e di accessori.- La Società ritiene dunque che lo FL. in un primo tempo abbia successo in Italia, tanto più che l'industria americana sembra che non abbia per ora una produzione di apparecchi da turismo da esportare.-

Il Rovere ha già acquistato dagli americani un Piper da ricognizione ed un Aeronca. Nel prossimo mese si recherà negli Stati Uniti e perfezionerà gli accordi commerciali con la Fairchild ed acquisterà probabilmente altri esemplari di velivolo.-

La AVIA di Vercelli distribuisce regolarmente ca **5902** ai e listini del velivolo FL.3 60 CV. tipo 1940.=

IL CAPO UFFICIO "I"

(Ten. Col. *Filata* - *F. SANTINI*)

Prot. n. I/22195

ALL'A.F.S.C.

:: Roma ::

OGGETTO : Aviazione Civile - A.V.I.A. Vercelli.-

Da fonte confidenziale diporto quanto segue :

- Si è costituita a Milano una società della quale fanno parte : Eugenio Minetti, Franco Lombardi, Gino Rovere (di Torino) ed Antoli di Bologna (agente della Lancia), allo scopo di sfruttare la rappresentanza degli apparecchi Fairchild, di cui già il Minetti aveva la rappresentanza in Italia anteguerra e di costruire e vendere gli apparecchi da turismo FL (Lombardi).-

Attualmente la fabbrica di Vercelli "AVIA" del Lombardi costruisce FL 3 con motori CNA, ma il programma è di costruire e vendere gli apparecchi FL 5 di prossima costruzione, sui quali verrebbe se possibile montati motori americani: o il Continental 70 CV. o il Lycoming da 90 cavalli.-

Il prezzo del FL 3 è attualmente di 2.320.000= al pubblico (Uno ne è stato acquistato recentemente dal Conte Leonardo Bonzi).- Il Fairchild verrebbe a costare in America 5000= dollari privo di strumenti e di accessori.- La Società ritiene dunque che lo FL. in un primo tempo abbia successo in Italia, tanto più che l'industria americana sembra che non abbia per ora una produzione di apparecchi da turismo da asportare.-

Il Rovere ha già acquistato dagli americani un Piper da ricognizione ed un Aeronca. Nel prossimo mese di recherà negli Stati Uniti e perfezionerà gli accordi commerciali con la Fairchild ed acquisterà probabilmente altri esemplari di velivolo.-

La AVIA di Vercelli distribuisce regolarmente ca 500 velivoli e li-
stini del velivolo FL.3 60 CV. tipo 1940.=

IL CAPO UFFICIO "I"

(Ten.Col. Pilota - F. SANTINI)

Per translate plans for POC

1411
SEGRETO

RISERVATO PERSONALE

I 1197
Roma 24.11.46
Al' A.F.S.C. Int/Section

= ROMA =

STATO MAGGIORE DELLA R. AERONAUTICA**2^a REP. - 2^a DIV. SERVIZI LOGISTICI**UFFICIO "I"
Prot. NUI/ 951881/E

Risposta al foglio N.

Allegati

del

OGGETTO: : Apparecchi di proprietà privata.-

Con riferimento alla richiesta verbale pervenuta da codesta Sottocommissione sull'argomento in oggetto, si ha il pregio di comunicare le seguenti notizie :

- 1) la consistenza presumibile al 1943 dei velivoli di proprietà privata (Aero Club e Soci) era di circa 1000 apparecchi.
Le ricerche sinora condotte dai vari enti aeronautici italiani hanno permesse di stabilire che la maggior parte di tali apparecchi sia andata distrutta per cause di guerra. Una certa aliquota di apparecchi sarebbe stata trasportata in Austria dai tedeschi.-
- 2) si allega un primo specchio degli apparecchi di cui è stato possibile sinora accertare l'esistenza.-

Si fa riserva di ulteriori notizie al riguardo.-

IL CAPO UFFICIO "I"

(Ten.Col. Pilota F. SANTINI)

Concl. inalterata.
R.*Frank*

3301

14 F 23

TIPO	MATRICOLA	NOMINATIVO	PROPRIETARIO	INDIRIZZO	STATO DI EFFICIENZA
Beechcraft	2024	I-IPIS	S.A. Ala Italiana	Riviera S. Nicolò (Venezia)	smontato
Saiman 202	--	---	Sig. Lao Menazzi	Via Venezia, I - Udine-	smontato

Roma, li 24 aprile 1946

FROM :- Air Forces Sub-Commission,
Allied Commission, Milan.

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

DATE :- 30th October 1945.

REF :- (suggest new file. Purchase of Aircraft by Italian
Civilians). 39/2/air (?)

NEGOTIATION TO PURCHASE ITALIAN AIRCRAFT

1A

With reference to this Headquarters letter AFSC/M
4/INT dated 29 October 1945 I visited the A.M.C. Headquarters
at PAVIA and established that Signor Saglio was negotiating
in Rome for the purchase of two transport aircraft.

2. Transactions were not being made through A.M.C.
although some of the officials had knowledge of the his
intentions.

3. Signor Saglio was formerly an enthusiastic pilot
and is the owner of a small fleet-plane I-ABMT, now housed
in a river side building in PAVIA.

4. During the bombing of the main road bridge the float
plane was damaged by blast, but it is now repaired, repainted,
and has been flown by the owner and by Lieutenant Northrop
U.S.A. (A.M.C. Pavia Food Officer).

5. In the building there were also another float-plane
fuselage I-ABOV and a four seater single engined monoplane
SAIA.2S. of modern design. I-CZIR.

5094

6. The Provincial Commissioner was leaving for the
U.S.A. but his predecessor Major Borch assured me that the
aircraft would not fly again and that he would send Signor
Saglio to A.F.S.C. Milan when he returned from Rome.

C. for file

91

NEGOTIATION TO PURCHASE ITALIAN AIRCRAFT

1A

With
in m.

With reference to this Headquarters letter AFSC/M
4/INT dated 29 October 1945 I visited the A.M.G. Headquarters
at PAVIA and established that Signor Saglio was negotiating
in Rome for the purchase of two transport aircraft.

1. Transactions were not being made through A.M.G.
although some of the officials had knowledge of the his
intentions.

2. Signor Saglio was formerly an enthusiastic pilot
and was the owner of a small float-plane I-12MT, now housed
in a river side building in PAVIA.

3. During the bombing of the main road bridge the float
plane was damaged by blast, but it is now repaired, repainted,
and has been flown by the owner and by Lieutenant Northrop
U.S.A. (A.M.G. Pavia Food Officer).

4. In the building there were also another float-planes
fuselage I-12CV and a four seater single engined monoplane
SAIA.28. of modern design. I-021H.

5044

5. The Provincial Commissioner was leaving for the
U.S.A. but his successor Major Burch assured me that the
aircraft would not fly again and that he would send Signor
Saglio to A.P.S.C. Milan when he returned from Rome.

Saglio
39/2/air

39/2/air

L.E. JARMAN C/O
Commanding
A.P.S.C. MILAN.

and enclosed
3/1/46

1A.

FROM :- Air Forces Sub-Commission,
Allied Commission, Milan.

TO :- C.I.O.
Air Forces Sub-Commission,
H.Q. Allied Commission, Rome.

DATE :- 29th October 1945.

REF :- AFSC/M/4/INT.

NEGOTIATIONS TO PURCHASE ITALIAN AIRCRAFT

The following report on the above subject, received through Ufficio "I", R.A. Milan, is forwarded for your information :-

2. "Signor SAGLIO Carlo, a director of the Transport Office in PAVIA, is reported to be negotiating a contract for the purchase of a number of SM 79 aircraft through the Local AMG/

3. "Signor SAGLIO has just left for Rome with the intention of concluding these negotiations".



2/11
L.E. JARMAN 9/8
Commanding 3038
A.F.S.C. MILAN.

NEGOTIATIONS TO PURCHASE ITALIAN AIRCRAFT

The following report on the above subject, received through Ufficio "I", R.A. Milan, is forwarded for your information :-

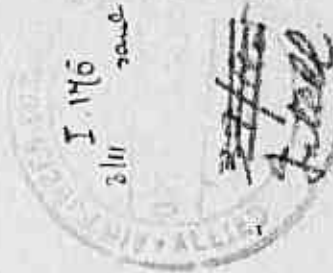
" Signor SAGLIO Carlo, a director of the Transport Office in PAVIA, is reported to be negotiating a contract for the purchase of a number of SM 79 aircraft through the local AMG/

"Signor SAGLIO has just left for Rome with the intention of concluding these negotiations".



Sanjit Singh

B. E. JARMAN 9/9
Commanding 3038
A. F. S. C. MILAN.



1417