

Declassified E.O. 12356 Section 3.3/NND

No.

785017

ACC

10000/135/134

10000/135/134

AIRCRAFT CONSTRUCTION POLICY, IAF
MAY 1945 - JUN. 1946

From: Air Forces Sub Commission, A. C., Rome
To: Air Forces Sub Commission, A. C., Milan Detachment.
Date: 14th June, 1946
Ref: AFSC/53/AIR.

SOP

UNAUTHORISED WORK ON AIRCRAFT AND RETENTION
OF AIRCRAFT WHICH SHOULD BE DESTROYED.

The attached is a translated copy of a letter from the Direction of Construction, Italian Air Ministry - Rome on the above subject and it is forwarded for your information.

Encl: 1

for,

Sub File
H. THOMPSON WG/CDR.
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB COMMISSION.

0791

29A

From : Italian Air Ministry .
To : A.F.S.C., Rome.
Date : 5th June, 1946.
Ref : 2/5446/COST/2443/Coli.

26A

UNAUTHORIZED WORK ON AIRCRAFT AND REVISION OF AIRCRAFT WHICH SHOULD BE DESTROYED.

Reference is made to your letter AFSC/55/Air dated 23/5/46.

2. It is confirmed as communicated verbally by Lt.Col. Casneri to W/Cdr. Thompson that, due to an office delay the writer did not follow the instructions given in the letter AFSC/53/Air. dated 25/4/46 of this unit.

3. We assure that instructions have already been given in order that, on the fixed date, (11th June) the aircraft in question be destroyed.

20A

The Director,
Col. U. Tolino.

translated by J. Devacque.

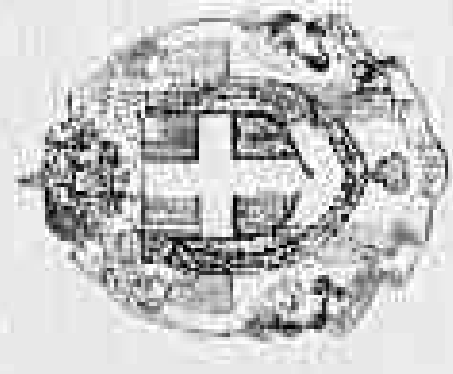
PTO copy to Tolino AFSC for info

*13/6
Done. Just
14/6*

*11/6 N498
53/air*

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785017



Ministro dell'Aeronautica

DIREZIONE GENERALE
DEI SERVIZI MATERIALI E DEGLI AERODROMI
DIREZIONE COSTRUZIONI AERONAUTICHE
SEL. II AERONAUTICI

Prot. N. 216446/COST. 143. Cel. Resp. al f. 21.2

Roma, 1948

A.L.A.F.S.C. S E D E

Tramite Ufficio di Collegamento S E D E

OGGETTO Lavori non autorizzati su velivoli a conservazione ai velivoli che dovrebbero essere distrutti. =

Si riscontra il foglio A.F.S.C./53/AIR del

23/5/46. =

Si conferma quanto già comunicato verbalmente dal T.Ccl. Gasperi al W/C Thompson che per un disguido burocratico la scrivente non ha ottemperato a quanto espresso nel foglio AFSC/53/AIR del 25/4/46 di codesto Ente. =

Si dà assicurazione che sono state già impartite disposizioni affinché per la data fissata e cioè per l'11 Giugno, i velivoli in questione siano demoliti. =

IL DIRETTORE
(COLONNELLO G.A.R.I. TOLINO ING. UMBERTO)

Il primo foglio per ogni altro in allegato e indicare nella risposta il V.le Aut. della Direzione a cui si risponde

Il pannello di controllo per il motore è stato montato sulla macchina.

ALLEGATO AL DOCUMENTO DELLO STATO

DIREZIONE GENERALE
DIREZIONE MATERIALE E TECNICA

DIREZIONE COSTRUZIONI AERONAUTICHE

SEZ. II AEROMOBILI

Prot. N. 2/6446/COST. Alleg. 443. Coll. Risposta al p. 112

Tramite Ufficio di Collegamento

S E D E

OGGETTO Lavori non autorizzati su velivoli e conservazione di velivoli che dovrebbero essere distrutti. =

Si riscontra il foglio A.T.S.C./53/AIR del 23/5/46. =

Si conferma quanto già comunicato verbalmente dal T.Col. Gasperi al W/C Thompson che per un disguido burocratico la scrivente non ha ottenuto a quanto espresso nel foglio AFSC/53/AIR del 25/4/46 di codesto Ente. =

Si dà assicurazione che sono state già impartite disposizioni affinché per la data fissata e cioè per l'11 Giugno, i velivoli in questione siano demoliti. =

IL DIRETTORE

(COLOMABELLO G.A.R.I. POLINO INC. UMBERTO)

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28 ft

From : Air Forces Sub Commission, Milan
 To : Comando 2 Z.A.F., Padua
 (tramite ufficio di Collegamento, Milan)
 Date : 30th May 1946
 Ref. : ATSC/M/326/Eng

DESTRUCTION OF GERMAN AIRCRAFT

Reference is made to instructions contained in letter, ref. ATSC/53/Air dated 23rd May 1946, addressed by Air Vice Marshal EXORIS to Italian Air Ministry, Rome.

2. Confirmation is given that all German aircraft existing in Italy are to be immediately destroyed.

3. It is requested that steps be taken to ascertain whether any German aircraft (whether efficient or otherwise) are in existence in the area of 2nd Z.A.F. (unconfirmed source suggests the possibility of airframes at GARDOLLO) and arrangements be made for their instant destruction.

4. A certificate, signed by Gen. Raffaelli, stating that these instructions have been carried out and that no German aircraft of any type remain in 2nd Z.A.F. area should reach this office not later than 11th June 1946.



[Signature]
 D.H.C. SMITH, S/Mr,
 Commanding
 ATSC MILAN

Copy to A.P.S.C. A.O. Rome
 (attention W/Cdr Thompson)

[Signature]

915

DESTRUCTION OF GERMAN AIRCRAFT

Reference is made to instructions contained in letter, ref. AFSC/53/Air dated 23rd May 1946, addressed by Air Vice Marshal BRODIE to Italian Air Ministry, Rome.

2. Confirmation is given that all German aircraft existing in Italy are to be immediately destroyed.

3. It is requested that steps be taken to ascertain whether any German aircraft (whether efficient or otherwise) are in existence in the area of 2nd I.A.T. (unconfirmed source suggests the possibility of airframes at GARDOLFO) and arrangements be made for their instant destruction.

4. A certificate, signed by Gen. Raffaelli, stating that these instructions have been carried out and that no German aircraft of any type remain in 2nd I.A.T. area should reach this office not later than 11th June 1946.



[Signature]
P.D.H.C. SMITH, S/Mar,
Commanding
AFSC MILAN

Copy to A.F.S.C. A.C. Rome
(attention W/cdr Thompson)

[Signature]



1090

27A

From : Air Forces Sub Commission, Milan
 To : Comando 1st M.A.F. Milan
 Date : 30th May 1946
 Ref. : AFBC/W/826/Eng

AIRCRAFT SUBMITTED FOR DESTRUCTION

Reference is made to conversation S/Ldr Smith - Gen. Drago
 Col. Girardo on the above subject.

2. It is confirmed that all German aircraft existing in Italy are to be immediately destroyed. Arrangements are to be made at once for the destruction of aircraft ME 109 at Malpensa and JU 87 at Lecco. (Rome letterref AFBC/1100/1/int dated 18 May 1946).

3. In accordance with Air Vice Marshal BRODIE's letter to Italian Air Ministry (ref. AFBC/53/Air dated 23 May 1946) the destruction of these aircraft is to be witnessed by a representative of A.F.M.C. Milan. It would be appreciated, therefore, if you would inform this office of the arrangements which are being made and the date appointed.

4. Other aircraft which have been signalled for destruction in accordance with the Armistice terms include the following:-

- 1) One C2 1007 at Linate, Milan (Aerolinee)
- 2) Two Ambrosini fighters in Linate Hangar
- 3) One SM 53 unfit for repair (located at Bresso?)
- 4) One CA 314 - MM 12186 (damaged at Borgo Panigale, Bologna 23 March 1946 ref. Prot. 682-B/1/-8 and AFBC/W/754/P1) now in Caproni, Milan.
- 5) One CA 159 (modified 135) originally intended for Hungary. Caproni, Milan
- 6) One twin-engine gull type wing monoplane with a monocoque fuselage, Alfa Romeo engines, manufactured by FARINA and never test-flown. Caproni, Milan.
- 7) One SM 93 dive-bomber in the hangar at Vergiate

5. Destruction of the above-indicated aircraft is to be accomplished not later than 11th June 1946 and it is requested that a statement, signed by General Drago, be furnished on that date to the effect that

- (a) All German aircraft, without exception
- (b) All Italian aircraft here listed

have been demolished.

AIRCRAFT SCHEDULED FOR DESTRUCTION

Reference is made to conversation 3/ldr Smith - Gen. Drago Col. Girardo on the above subject.

2. It is confirmed that all German aircraft existing in Italy are to be immediately destroyed. Arrangements are to be made at once for the destruction of aircraft MS 109 at Lelipensa and JU 87 at Lecco. (Rome letterref AFSC/1100/1/Int dated 18 May 1946).

3. In accordance with Air Vice Marshal MOPIS's letter to Italian Air Ministry (ref. AFSC/53/Air dated 23 May 1946) the destruction of these aircraft is to be witnessed by a representative of A.F.M.C. Milan. It would be appreciated, therefore, if you would inform this office of the arrangements which are being made and the date appointed.

4. Other aircraft which have been signalled for destruction in accordance with the Armistice terms include the following:-

- 1) One CA 1007 at Linate, Milan (Aerolinee)
- 2) Two Ambrosini fighters in Linate Hangar
- 3) One SM 53 unit for repair (located at Dreesmo?)
- 4) One CA 314 - MM 12186 (damaged at Borgo Panigale, Bologna 23 March 1946 ref. Prot. 682-3/1-8 and AFSC/11754/21) now in Caproni, Milan.
- 5) One CA 469 (modified 135) originally intended for Hungary. Caproni, Milan
- 6) One twin-engine gull type wing monoplane with a monocoque fuselage, Alfa Romeo engines, manufactured by FARINA and never test-flown. Caproni, Milan.
- 7) One SM 93 dive-bomber in the hangar at Vergiate

5. Destruction of the above-indicated aircraft is to be accomplished not later than 14th June 1946 and it is requested that a statement, signed by General Drago, be furnished on that date to the effect that

- (a) All German aircraft, without exception
- (b) All Italian aircraft here listed

have been demolished.



[Handwritten signature]

D.H.G. SMITH, S/101089
Commanding
AFSC
MILAN

Copy to:- A.F.M.C. A.C. Rome
(Attention W/ldr Thompson)

FROM: AIR WORKS SUB-COMMISSION,
ALLIED COMMISSION, ROEL.

TO: ITALIAN AIR MINISTRY (2 COPIES).

DATE: 23RD MAY, 1946.

REF: AWC/53/AIR.

REINFORCED WORK ON AIRCRAFT AND
DURATION OF AIRCRAFT TIME SHOULD BE INCREASED.

244

With reference to my letter of even reference dated 25th April, I understand that you have sent a letter to Milan (reference 2/5362/Cest dated 7th May which does not, however, contain my paragraph 2(ii). I further understand that no action has been taken to destroy the German aircraft in the North.

2. Therefore, I reluctantly have to inform you that I have given instructions for my representative in Milan to witness the destruction of these German aircraft (airframes only), on the 11th June. It is requested that you will give definite instructions on this matter to the Italian Air Force Headquarters concerned, failing which the matter will be referred to A.F.M. with a request for the British Army to take co-ordinate action.

S.S.O. - *my 17/5*
C.T.O. - *24/5*
S.E.O. *25/5*
S.T.O. *27/5*

[Signature]

L.E. BAKER,
AIR TIDE-MANUAL,
MILAN,
AIR WORKS SUB-COMMISSION.

COPY A.F.S.C. MILAN. - *for action on para 2*

Copy of our letter AWC/53/AIR dated 25th April sent to you under cover of note of even reference dated 26th April.

0 7 9 9
0 251
From: Air Forces Sub Commission, A. C., Rome
To: Air Forces Sub Commission, A. C., Milan
Date: 26th April, 1946
Ref: AFSC/53/AIR.

UNAUTHORISED WORK ON AIRCRAFT AND RETENTION
OF AIRCRAFT THAT SHOULD BE DESTROYED.

Herewith is a copy of a letter sent to the Italian
Air Ministry for your information.

H. Thompson
H. THOMPSON WG/CDR.
for AIR VICE MARSHAL
DIRECTOR,
AIR FORCES SUB COMMISSION.

248

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

TO: ITALIAN AIR MINISTRY (2 COPIES).

DATE: 25TH APRIL, 1946.

REF: ABC/13/13.

UNAUTHORISED WORK ON AIRCRAFT AND RETENTION
OF AIRCRAFT THAT SHOULD BE DESTROYED.

It has been reported that unauthorised work on aircraft is being carried out in the Milan Area. Aircraft that should have been destroyed long since are being retained. The unauthorised details are not comprehensive of all districts in Italy.

2. Particulars are as follows:

(i) Unauthorised work.

- (a) Repairs to Ambrosini fighter at Linate.
- (b) Repair to M.L.3 at Linate by I.A.F. and (Aerolinee).
- (c) Assembly of MZ.308 beyond authorised work on fuselage.
- (d) Assembly of M.5 at Aria Vercelli beyond the two already authorised.

(ii) Aircraft retained that should be destroyed.

- (a) MZ.1098 at Augusta and Caproni works at Cassinetta Costa and Viareggio.
- (b) MZ.1067 at Linate (Aerolinee).
- (c) Ambrosini fighters at Linate.

3. An up-to-date complete and comprehensive return is requested, showing all aircraft, military and civilian, in the country. A final decision will then be made for their retention or destruction to salvage. This decision will be arrived at by a Committee of A.N.S.C. and Italian Air Force representatives.

4. It should be noted that all German type aircraft should already have been destroyed (by reduction to salvage or fire). It is requested that this be done forthwith, by the 20th May, and that this U.C. be informed when that has been completed.

100-100000

It has been reported that unauthorized work on aircraft is being carried out in the Milan Area. Aircraft that should have been destroyed long since are being retained. The aforementioned details are not comprehensive of all districts in Italy.

2. Particulars are as follows:

(1) Unauthorized work.

- (a) Repairs to Ambrosini fighter at Linate.
- (b) Repair to P.L.3 at Linate by I.A.F. and (Aerolinee).
- (c) Assembly of M.303 beyond authorized work on fuselage.
- (d) Assembly of IM.5 at Arin Verocelli beyond the two already authorized.

(11) Aircraft retained that should be destroyed.

- (a) ME.109s at Augusta and Caproni works at Cassina Costa and Viszola Ticino.
- (b) OL.1007 at Linate (Aerolinee).
- (c) Ambrosini fighters at Linate.

3. An up-to-date complete and comprehensive return is requested, showing all aircraft, military and civilian, in the country. A final decision will then be made for their retention or destruction to salvage. This decision will be arrived at by a Committee of A.P.S.C. and Italian Air Force representatives.

4. It should be noted that all German type aircraft should already have been destroyed (by reduction to salvage or fire). It is requested that this be done forthwith, by the 20th May, and that this U.S. be informed when that has been completed.

D.D. O.K. *[Signature]*
 C.T.O. - *[Signature]*
 S.T.O. *[Signature]*
 S.T.O. *[Signature]*

I.E. PROCE
 AIR VICE-ADMIRAL
 DIRECTOR,
 AIR FORCES SURVEILLANCE.

[Handwritten notes:]
 Col. Touro sent letter to Milan
 Rec 2/5/56/1000 Dated 1st Mar 1956
 Para 2 (c) forwarded but not (11)
 The order mentioned shipped 2/5/56
 The usual call was 70

AFSC/53/AIR.

4 March 1946.

My dear Mr. Minister:

Thank you for your letter 3631/579 dated 8 February. I have consulted the Air Forces Sub-Commission concerning their advice to your Ministry for the construction of 6 SM.75 type aircraft rather than 6 SM.95s.

I understand that higher authority has already approved the construction of SM.75s but has twice refused the construction of SM.95s pending the results of the air tests of the prototype SM.95 now in England and certain policy decisions which are awaited from the Combined Chiefs of Staff. As soon as the appropriate moment arrives it is the intention of the Air Forces Sub-Commission to press Allied Force Headquarters for approval of the construction of the 6 SM.95s, if still required by you, and for the construction of a further 6 SM.95s or 12 SM.75s if a certain policy is agreed to by the Combined Chiefs of Staff in a directive which I am now awaiting.

I also understand from the Air Forces Sub-Commission that their letter AFSC/36/1/1/AIR of the 23 January was forwarded to supply you with technical advice in relation to the Military Courier Services, as distinct from civil air services, although the latter now has some bearing on the matter. I am satisfied that the A.F.S.C. has given you correct advice from the technical and economical view-point, and that there is no intention of the Air Forces Sub-Commission, or anyone else, to force you to purchase SM.75s rather than SM.95s - a decision which must be made in your Ministry, consistent with the above.

The Director of the Air Forces Sub-Commission informs me, however, that he asked you to consider giving an order for 6 SM.75s (already approved by higher authority), as soon as possible in order to keep the firm S.I.A.I. alive, solely in the interests of the Italian aircraft construction, and I understand that he asked you verbally to inform S.I.A.I. that a promise of an order or a firm order would be given as soon as it could be decided what aircraft to build and what types, in order to prevent the firm from going bankrupt, which would result in the dismissal of an appreciable number of employees.

Finally I am satisfied that the Air Forces Sub-Commission has done all in its power to help you, and at the same time to comply with directives from higher authorities, and that no further action for the construction of SM.95s can be taken immediately.

Very truly yours,

78/ Ellery W. Stone

ELLEERY W. STONE
Rear Admiral, USNR
Chief Commissioner

Doctor M. Cevolotto,
Minister for Air,
Italian Air Ministry, Rome.

Copy: Air Forces S/C.

22A

Secret

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

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

DATE: 26TH FEBRUARY, 1946.

REF: AFSC/53/AIR.

ITALIAN AIRCRAFT CONSTRUCTION.

With reference to my memorandum AFSC/53/AIR of the 15th February, concerning which we conferred on the 25th February, and in particular to paragraph 4, it has since been verbally confirmed by Wing Commander Fisher of M.A.A.C. Secretariat that the Combined Chiefs of Staff policy, as it now stands, is that there shall be no civil aviation nor construction of civil aircraft - (see letter MAAC/4214/AIS of the 8th October 45 paragraph 3 which was sent to you under cover of my letter AFSC/53/AIR dated 22nd October 45).

2. The following is a quotation from the interim policy for the Italian Air Force (AG.091.711/231. SAC S-0 dated 23rd September 1945 paragraph 3g:

"aircraft factories and material in the North will be permitted to complete the manufacture of certain aircraft.....".

From this I think that my last sentence in paragraph 4 of my letter to you reference AFSC/53/AIR dated 15th February, 1946 is, in fact, correct.

3. However, as there seems to be some doubt as to the interpretation of directives from CCS to us through SAC, I have avoided the controversy in the now draft letter attached - paragraph 2.

DD 26/2
S.S.O. 27/2
S.P.O. 27/2

IB
I.B. BRIDIE,
AIR VICE-MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

Copy D.O. to W/Gen Fisher (DACC)

DRAFT:

TO ITALIAN MINISTER FOR AIR.

Dear

Thank you for your letter 5631/579 dated the 8th February. I have consulted the Air Forces Sub-Commission concerning their advice to your Ministry for the construction of 6 SM.75 type aircraft rather than 6 SM.95s.

2. I understand that higher authority has already approved the construction of SM.75s but has twice refused the construction of SM.95s pending the results of the air tests of the prototype SM.95 now in England and certain policy decisions which are awaited from the Combined Chiefs of Staff. As soon as the appropriate moment arrives it is the intention of the A.F.S.C. to press for approval of the construction of 6 SM.95s ~~as a new policy has yet been announced from Washington and therefore in A.A. Caserta is unable to give authority for the construction of SM.95s at present.~~ It is, however, the intention of the A.F.S.C. to press Caserta to give authority for the construction of 6 SM.95s or a further 12 SM.75s if certain policy is agreed by the Combined Chiefs of Staff in a directive which we are now awaiting.

3. I also understand from the A.F.S.C. that their letter AFSC/36/4/1/AIR of the 23rd January was forwarded to you as technical advice in relation to the Military Courier Services, as distinct from civil aviation, although the latter now has some bearing on the matter. I am satisfied that the A.F.S.C. has given you correct advice from the technical and economical view-point, and that there is no intention of the A.F.S.C. or anyone else, to force you to purchase SM.75s rather than SM.95s - a decision which must be made in your Ministry, consistent with the above.

4. The Director of the A.F.S.C. informs me, however, that he asked you to consider giving an order for 6 SM.75s (already approved by higher authority), as soon as possible in order to keep the firm S.I.A.I. alive, solely in the interests of Italian aircraft construction.

for the construction of 6 SM.75 type aircraft rather than 6 SM.95s.

2. I understand that higher authority has already approved the construction of SM.75s but has twice refused the construction of SM.95s pending the results of the air tests of the prototype SM.95 now in England and certain policy decisions which are awaited from the Combined Chiefs of Staff. As soon as the appropriate moment arrives it is the intention of the A.F.S.C. to press for approval of the construction of 6 SM.95s ~~as no policy has yet been announced from Washington, and therefore A.F.S.C. is unable to give authority for the construction of SM.95s at present.~~ It is, however, the intention of the A.F.S.C. to press Caserta to give authority for the construction of 6 SM.95s or a further 12 SM.75s if certain policy is agreed by the Combined Chiefs of Staff in a directive which we are now awaiting.
3. I also understand from the A.F.S.C. that their letter AFSC/36/1/1/AIR of the 23rd January was forwarded to you as technical advice in relation to the Military Courier Services, as distinct from civil aviation, although the latter now has some bearing on the matter. I am satisfied that the A.F.S.C. has given you correct advice from the technical and economical view-point, and that there is no intention of the A.F.S.C. or anyone else, to force you to purchase SM.75s rather than SM.95s - a decision which must be made in your Ministry, consistent with the above.
4. The Director of the A.F.S.C. informs me, however, that he asked you to consider giving an order for 6 SM.75s (already approved by higher authority), as soon as possible in order to keep the firm S.I.A.I. alive, solely in the interests of Italian aircraft construction, and I understand that he asked you verbally to inform S.I.A.I. that a promise of an order or a firm order would be given as soon as it could be decided what aircraft to build and what types, in order to prevent the firm from going bankrupt, which would result in the dismissal of an appreciable number of employees.

-2-

5. Finally I am satisfied that the Air Forces Sub-Commission has done all in its power to help you, and at the same time to comply with directives from higher authorities, and that no further action for the construction of SU.95s can be taken immediately.

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

785017

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217

FROM: AIR FORCE SUB-COMMISSION,
AIR FORCE COMMISSION, ROMA.

TO: ITALIAN AIR MINISTRY.

DATE: 21ST FEBRUARY, 1946.

REF: AFSC/53/AF/AF.

Reference your letter 3632/579/Call dated 8th February 1946, it is noted that you would prefer the SM.95 to the SM.75 aircraft. I would like to make it perfectly clear that it is a matter for the Italian Air Ministry to decide which of these aircraft you will purchase.

2. However, we have no authority to approve the construction of SM.95a whereas you have already been given approval for the construction of six SM.75s. Therefore if you wish to wait indefinitely a high policy decision from the Combined Chiefs of Staff, Washington, there is no option but to buy SM.75s, as authority for the construction of SM.95a cannot be given until the aforementioned policy decision is announced.

3. In making your final decision on this matter I feel that it is my duty to remind you that the firm S.I.A.I. is in great difficulties which would be partially overcome if an order for the six SM.75s were given soon.

4. Before making a final decision, however, it is suggested that you should await a reply from the Chief Commissioner to the Air Minister's letter reference 3634/579 dated 8th February, 1946.

WJH 26/2

[Signature]
I.N. BROOK,
AIR VICE-MARSHAL,
DEPUTY,
AIR FORCE SUB-COMMISSION.

COPY: AFSC/53/AF/AF. ✓

20A

FROM : Air Forces Sub-Commission,
Allied Commission.

TO : Mediterranean Allied Air Committee
Secretariat.

Date : 14 February 1946.

Ref. : AFM/36/1/1/AIR.

Fiat G-46 Aircraft

1. The Italian Air Ministry has propositioned this office for authority to let the Fiat Company build two prototype G-46 airplanes for testing to determine their use as a training plane in their flying training school.

2. After an inter-office study of the proposition we have reached the following conclusions:

- A. The G-46 can replace the P.N.305 which is quite obsolescent.
- B. Very few of the P.N.305 type are left and the possibility of replacing them is practically nil.
- C. There is not much hope of procuring training planes from the U. S. and the U.K. for some indefinite time.
- D. Spare parts for any planes obtained from the U.S. or U.K. would be another bad headache that would need more than aspirin to cure.
- E. By the time we got the "red tape" pertaining to the procurement of planes from either the U.S. or U.K. unwound and straightened out, no airplanes for training purposes would be left in the Italian Air Force.
- F. The G-46 is a more modern type plane and it is believed the Italians should have some reasonably modern equipment.

3. Considering the contents of Paragraph 2, this office recommends that construction of two prototype G-46 airplanes be authorized.

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Mediterranean Allied Air Committee Secretariat
Page 2

4. When the above airplanes are constructed, if authority is granted, authority is requested to run thorough tests on them under the supervision of the Air Forces Sub-Commission.

5. Specifications for both the C-46 and the PB-305 are attached for your information.

W. L. L.
WILLIAM L. LEE
Brigadier General, U.S.A.
Deputy Director

SPECCHIO COMPARATIVO TRA LE CARATTERISTICHE DEI VEICOLI G. 46 ED FN305

Tipo aeroplano	G. 46		F. N. 305	
	Monomotore biposto civile		Monomotore biposto	
Type of Engine	1 Alfa 115 I bis		1 Alfa 115 I	
Maximum power--Revolutions Altitude	195/2250/a b.q.		195/2205/a b.q.	
H.P.	205/2350/a b.q.		200/2350/a b.q.	
Maximum power on take-off	bipala ϕ 2.20		bipala ϕ 2.20	
Propeller	Kg. 830		701	
Empty Weight	Kg. 110		63	
Petrol	Kg. 20		10	
Oil	Kg. 170		160	
2 Pilots with parachutes	Kg. 20		32	
Luggage	Kg. 320		270	
Total Useful Load	Kg. 1200		971	
Total Weight	Kg. 16		12	
Wing Span Area	mq. 75		79.58	
Wing Load	Kg/mq. 5.85		4.30	
Load per sq (on take-off)	Kg/h 300		233	
Top Speed	Km/h 240		280	
Cruising Speed	Km/h 6500		6000	
Height of Theoretical Tangency	m. 21,30"		24,20"	
1000 m.	6'		6'	
2000 m.	10,30"		9,50"	
3000 m.	16'		14'	
4000 m.	25'		18,30"	
5000 m.	160		301	
6000 m.	950		470	
Take-off run	Km.		0,115	
Range at Cruising Speed	Kg. 0,275		0,240	
Consumption at Cruising Speed	Kg/C.V/h 10			
Specific consumption				
Robustness Co-efficient				

194

file

Secret

FROM: AIR FORCE SUB-COMMISSION,
ALLIED COMMISSION, HOME.

TO: CHIEF COMMISSIONER, H.Q. A.C. HOME.
COPY: REPRESENTATIVE COMMISSIONER, H.Q. A.C. HOME.
FOIAID "A"
FOIAID "B"

DATE: 15TH FEBRUARY, 1946.

REF: AF50/53/AIR.

18/2
19/2
18/2

With reference to the Air Minister's letter 3631/579 dated the 8th February, a copy of which has been sent to each of the abovementioned addressees, I attach a copy of our letter to the Italian Air Ministry relating to the advantages and disadvantages of the SM.75 and SM.95 for Military Air Courier Services as distinct from Italian Civil Aviation; the remarks contained in our letter now partially apply to civilian aviation too. The object of the Deputy Director's conversation and mine with the Air Minister on the 21st January, and our letter of the 23rd January concerning this matter was written on technical grounds and not political, bearing in mind that authority for the construction of SM.75s had already been given by Caserta, whereas authority for the construction of SM.95s had been refused (for the second time) on the 10th December by Caserta (M.A.A.C.), pending a decision from CDS on Civil Aviation and aircraft factories etc.

2. It has never been the intention of this Sub-Commission to "force" the Italians to purchase the SM.75s, but only to advise the Air Minister on the relative advantages and disadvantages of the two types of aircraft, especially as it is believed that the Air Minister had not consulted his technical advisors at the Air Ministry. There is no doubt, however, that the SM.95 looks a better aeroplane, but it is not the more economical.

3. If the reply from CDS to SACRED's signal on the future of the Italian Air Force approves of the construction of non-combat aircraft in Italian Aircraft Factories, it is the intention of M.A.A.C. Caserta, to give authority for construction of a certain number of aeroplanes including 6 SM.95s or alternatively a further 12 SM.75s as desired by the Italian Air Ministry, for either military courier services or for civil aviation.

4. With all due respect I take umbrage to the Air Minister's letter to you, because he infers that the Air Forces Sub-Commission is hindering the rebirth of Civil Aviation in Italy and that you have authority to help him where the A.F.S.C. cannot. I would mention that the authority for the construction of these six SM.75s was given before any discussion on Civil Aviation in Italy was permitted either by SACRED, or by yourself, and the whole subject bore no relation to Civil Aviation. I must further add that SAC has no authority from the CDS to allow of any aircraft construction in Italy, although in the past some construction has been permitted by A.F.H.C. in order that the Italian Military Courier Services could be maintained pending receipt of an interim policy or Peace treaty.

5. It is suggested that your reply to the Italian Air Minister might be as follows:-

With reference to the Air Minister's letter 3631/579 dated the 8th February, a copy of which has been sent to each of the abovementioned addressees, I attach a copy of our letter to the Italian Air Ministry relating to the advantages and disadvantages of the SM.75 and SM.95 for Military Air Courier Services as distinct from Italian Civil Aviation; the remarks contained in our letter now partially apply to civilian aviation too. The object of the Deputy Director's conversation and mine with the Air Minister on the 21st January, and our letter of the 23rd January concerning this matter was written on technical grounds and not political, bearing in mind that authority for the construction of 6 SM.75s had already been given by Caserta, whereas authority for the construction of SM.95s had been refused (for the second time) on the 10th December by Caserta (M.A.A.C.), pending a decision from CCS on Civil Aviation and aircraft factories etc.

2. It has never been the intention of this Sub-Commission to "force" the Italians to purchase the SM.75s, but only to advise the Air Minister on the relative advantages and disadvantages of the two types of aircraft, especially as it is believed that the Air Minister had not consulted his technical advisors at the Air Ministry. There is no doubt, however, that the SM.95 looks a better aeroplane, but it is not the more economical.

3. If the reply from CCS to SACRED's signal on the future of the Italian Air Force approves of the construction of non-combat aircraft in Italian aircraft factories, it is the intention of M.A.A.C. Caserta, to give authority for construction of a certain number of aeroplanes including 6 SM.95s or alternatively a further 12 SM.75s as desired by the Italian Air Ministry, for either military courier services or for civil aviation.

4. With all due respect I take umbrage to the Air Minister's letter to you, because he infers that the Air Forces Sub-Commission is hindering the rebirth of Civil Aviation in Italy and that you have authority to help him where the A.F.S.C. cannot. I would mention that the authority for the construction of these six SM.75s was given before any discussion on Civil Aviation in Italy was permitted either by SACRED, or by yourself, and the whole subject bore no relation to Civil Aviation. I must further add that SAC has no authority from the CCS to allow of any aircraft construction in Italy, although in the past some construction has been permitted by A.F.H.Q. in order that the Italian Military Courier Services could be maintained pending receipt of an interim policy or peace treaty.

5. It is suggested that your reply to the Italian Air Minister might be as follows:-

"Dear

Thank you for your letter 3631/579 dated the 8th February. I have consulted the Air Forces Sub-Commission concerning their advice to your Ministry for the construction of 6 SM.75 type aircraft rather than 6 SM.95s.

2. I understand that higher authority has already approved the construction of SM.75s but has twice refused the construction of SM.95s as no policy has yet been announced from Washington, and therefore A.F.H.Q. Caserta is unable to give authority for the construction of SM.95s at present. It is, however, the intention of the A.F.S.C. to press Caserta to give authority for the construction of 6 SM.95s or a further 12 SM.75s if certain

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Continued/2.....

policy is agreed by the Combined Chiefs of Staff in a directive which we are now awaiting.

3. I also understand from the A.F.S.C. that their letter AFSC/36/1/1/AIR of the 23rd January was forwarded to you as technical advice in relation to the Military Courier Services, as distinct from Civil Aviation, although the latter now has some bearing on the matter. I am satisfied that the A.F.S.C. has given you correct advice from the technical and economical view-point, and that there is no intention of the A.F.S.C. or anyone else, to force you to purchase SM.75s rather than SM.95s - a decision which must be made in your Ministry.

4. The Director of the A.F.S.C. informs me, however, that he asked you to consider giving an order for 6 SM.75s (already approved by higher authority), as soon as possible in order to keep the firm S.I.A.I. alive, solely in the interests of Italian aircraft construction, and I understand that he asked you verbally to inform S.I.A.I. that a promise of an order or a firm order would be given as soon as it could be decided what aircraft to build and what types, in order to prevent the firm from going bankrupt which would result in the dismissal of an appreciable number of employees.

5. Finally I am satisfied that the Air Forces Sub-Commission has done all in its power to help you, and at the same time to comply with directives from higher authorities, and that no further action for the construction of SM.95s can be taken immediately.

Yours

L. P. P.
For P. P.

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

no comment

See by 14/1/42 in draft form - 10/1/42
See by 14/1/42 in draft form - 10/1/42
See by 14/1/42 in draft form - 10/1/42

Spoken to 14/1/42

0815

4. The Director of the A.P.S.C. informs me, however, that he asked you to consider giving an order for 6 SM. 75s (already approved by higher authority), as soon as possible in order to keep the firm S.I.A.I. alive, solely in the interests of Italian aircraft construction, and I understand that he asked you verbally to inform S.I.A.I. that a promise of an order or a firm order would be given as soon as it could be decided what aircraft to build and what types, in order to prevent the firm from going bankrupt which would result in the dismissal of an appreciable number of employees.

5. Finally I am satisfied that the Air Forces Sub-Commission has done all in its power to help you, and at the same time to comply with directives from higher authorities, and that no further action for the construction of SM. 95s can be taken immediately.

Yours

[Handwritten signature]

I.E. MACIN,
AIR VICE-MAIRIAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

[Handwritten notes:]
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COPY:

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

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 services, 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 POL 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 in their factories. Furthermore, they have the materials on hand to commence production immediately, assuring us that first deliveries could be made within 5 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 realised whenever 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

0817

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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 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 Allias.

SGT. I.M. BROWNE,
AIR VICE-MARSHAL,
AIR OFFICE COMMANDING.

1075

Translation

The Air Force Minister

3631/579

Rome, 8 Febr. 1946

To : Rear Admiral Stone
Chief of the Allied Commission

Rome

Dear Admiral,

Following our conversation in which you showed great interest and understanding for the problems of our aviation, I would like to call your attention on the new courier planes.

The Air Forces Sub-Commission (Air Vice Marshal Brodie) recently authorized the construction of six tri-motor planes of the S.M. 75 type, to be appointed to the Italian courier lines.

After the excellent test made by the quadrimotor plane, of the S.M. 95 type, lately constructed by the S.I.A.I. Firm, and whose first model was tried out by English pilots with excellent results, and is still being held back in England, I asked the A.F.S.C.'s authority to have six S.M. 95 constructed instead of the S.M. 75.

Mainly because of the purchasing and operating costs, the A.F.S.C. didn't seem inclined to accept the proposal and stated its preference for the S.M. 75 type.

This decision is in part owing to the fact that the S.I.A.I. Firm is in favour of building S.M. 75 and intends utilizing part of the plane already constructed and ready in its warehouses.

Against A.F.S.C. arguments, I reasserted the reasons why preference should be given to the modern S.M. 95.

They are principally the following :

- the conditions of land and sea transportation in Italy will remain in the present critical stage for a long time, certainly until after the peace treaty. We foresee and hope that such a treaty will allow us to exercise internal air lines on which there will be a strong afflux of passengers keen on using efficient, comfortable and safe planes.
- A modern plane like the S.M. 95 is undoubtedly better able to carry out such services than the old fashioned S.M. 75, this is obvious, even from an aesthetic point of view, especially by comparison with the planes of the international services, which will land in Italian airports.
- The extra power of the S.M. 95 gives a greater guaranty of security if one keeps count of the geographic configuration of Italy, the presence of high mountains, and the frequent meteorologic perturbations.. The necessity

See 19^A for details

1674

- 2 -

to fly over tracts of sea for connection with the islands, makes a quadrimotor preferable to a trimotor.

- The excellent characteristics of the S.M. 95, which is stable and easy to pilot, have been recognized and appreciated by English pilots, and make this plane particularly suitable for landing in small fields and in fields surrounded by obstacles - such as some Italian landing fields - especially at night time, or in conditions of bad visibility.

The above mentioned reasons, whether general or of national interest cannot but be taken in just consideration by those who must also think of favouring and not hindering the re-birth of our civil aviation, which they are controlling, this in relation with the services with a national character which we shall be allowed to have, and in a spirit of collaboration with similar and connected allied activities.

I allowed myself to call your attention to this problem thinking it worthy of your authority and competence, and considering it deserves your intervention which you so generously gave to so many other problems for the good of our Country.

Yours sincerely,

S. Cevolotto

c/c

EC DIST - 11 Feb.

ACTION - AIR FORCE S/C (2)

INFO - CC

- EC

- POLAD 'A'

- POLAD 'B'

1673

Translation

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- 2 -

to fly over tracts of sea for connection with the islands, makes a quadricopter preferable to a trimotor.

- The excellent characteristics of the A.M. 95, which is stable and easy to pilot, have been recognized and appreciated by English pilots, and make this plane particularly suitable for landing in small fields and in fields surrounded by obstacles - such as some Italian landing fields - especially at night time, or in conditions of bad visibility.

The above mentioned reasons, whether general or of national interest cannot but be taken in just consideration by those who must also think of favouring and not hindering the rebirth of our civil aviation, which they are controlling, this in relation with the services with a national character which we shall be allowed to have, and in a spirit of collaboration with similar and connected allied activities.

I allowed myself to call your attention to this problem thinking it worthy of your authority and competence, and considering it deserves your intervention while you so generously have so many other problems for the good of our Country.

Yours sincerely,

a. Develotto

c/c

Il Ministro dell'Aeronautica

Roma, li 8 FEB 1946

18A

3631/57964

AL REAR ADMIRAL ELLERY STONE

Capo dell' A. C.

Via Vittorio Veneto

R O M A

Signor Ammiraglio,

A seguito della conversazione avuta con Lei, nella quale Ella ha dimostrato tanta benevola comprensione per i problemi della nostra aviazione, mi permetto di richiamare la Sua autorevole attenzione sulla questione dei velivoli di nuova costruzione per i servizi di corriere aereo.

L'Air Forces Sub Commission (Air Vice Marshal Brodie) ha recentemente autorizzato la costruzione di sei velivoli trimotori tipo S.M. 75 da destinare alle linee del corriere aereo italiano.

Dopo l'ottima prova fornita dal velivolo quadrimotore tipo S.M. 95 recentemente costruito dalla stessa Ditta S.I.A. I., il cui primo esemplare è stato sperimentato dai piloti inglesi con piena soddisfazione ed è tuttora trattenuto in Inghilterra, io ho chiesto alla A.F.S.C. l'autorizzazione a far costruire sei S.M. 95 in luogo degli S.M. 75.

La A.F.S.C. si è dimostrata poco propensa ad accettare tale richiesta manifestando la propria preferenza per il tipo S.M. 75, essenzialmente per ragioni di economia di acquisto e di esercizio.

A tale determinazione ha concorso anche la considerazione che alla costruzione degli S.M. 75 è favorevole la stessa Ditta S.I.A.I. la quale intende utilizzare alcune parti del

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Il Ministro dell'Aeronautica

- 2 -

velivolo stesso già costruite ed esistenti nei suoi magazzini.

Da parte mia tuttavia non ho mancato di controbattere le argomentazioni portate dalla A.F.S.C. riaffermando le ragioni che inducono a dare la preferenza al moderno S.M.95.

Esse sono principalmente le seguenti:

- Le condizioni dei trasporti terrestri e marittimi in Italia permarranno critiche per molto tempo, certamente anche dopo la conclusione del trattato di pace. E' augurabile e prevedibile che tale trattato ci consenta l'esercizio di linee aeree interne, sulle quali quindi si verificherà un forte afflusso di passeggeri desiderosi di usufruire di velivoli capaci, accoglienti e sicuri.
- Un velivolo moderno quale l'S.M. 95 si presenta indubbiamente rispondente alle esigenze dei servizi in questione meglio di quanto non lo sia un velivolo antiquato e sorpassato quale l'S.M.75, cosa che risulta evidente anche ad un apprezzamento estetico immediato specie nel confronto con i velivoli dei servizi internazionali che faranno scalo sugli aeroporti italiani.
- La maggiore esuberanza di potenza dell'S.M.95 fornisce una notevole maggiore garanzia di sicurezza, tenuto conto della configurazione geografica dell'Italia, la presenza di elevate montagne e la frequenza di perturbazioni meteorologiche.
- La necessità di sorvolare tratti di mare per il collegamento con le isole consiglia ugualmente di preferire un quadrimotore ad un trimotore.

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1669

Il Ministro dell'Aeronautica

- 3 -

- Ancora, le ottime caratteristiche di maneggevolezza, stabilità e facilità di pilotaggio dell'S.M.95, riconosciute ed apprezzate, a quanto ci consta, anche da piloti inglesi, rendono questo apparecchio particolarmente adatto per l'atterraggio in campi di ridotte dimensioni e circondati da ostacoli - quali sono alcuni campi italiani - specie in condizioni di volo notturno o di cattiva visibilità.

Le suesposte ragioni di carattere generale e di interesse nazionale non possono non essere tenute nella giusta considerazione da chi, preposto al controllo delle attività aeronautiche italiane, deve anche preoccuparsi di favorire e non ostacolare la rinascita della nostra aviazione civile, nell'ambito dei servizi di carattere nazionale che ci saranno consentiti e nello spirito di collaborazione con le similari e collegate attività degli Alleati.

In questo intento mi sono permesso, Signor Ammiraglio, di interessarla a tale particolare problema che ritengo non sia trascurabile ed estraneo alla Sua alta autorità e competenza e meriti perciò la Sua premura come tutti gli altri che Ella generosamente affronta e risolve per il bene del nostro Paese. =

Benito Mussolini

[Signature]

0825

File 17A
(4)

FROM : I.A.F. STATO MAGGIORE
III REPARTO SERVIZI
TO : A.F.S.C.
DATE : 21/1/46
REF. : 370063/ST3/15/256 Coll

FIAT G.46 AIRCRAFT FOR SCHOOL.

It is understood that the Fiat Firm has a plan of a civil a/c called "FIAT G.46"

2. The characteristics of this a/c would be better than that of the F.N.305 (attached herewith details to compare both a/c) such to induce this Stato Maggiore to take into consideration the G.46 in order to solve the problem relating to the Fighter monoplane school.

3. In fact, as you know, it is ~~not~~ possible at present to avail only of a very limited number of FN 305 a/c at the Pilot's School - Lecce. This type of A/C is absolutely necessary for the good development of the flying instructions.

4. Besides, it appears that there is no possibility of building the FN 305 anywhere and consequently the few aircraft now in use have not even the possibility of being substituted.

5. Considering what said above, the A.F.S.C. is kindly requested to be good enough to consider the opportunity and authorise the R.A. to order some prototypes of FIAT G.46 a/c to be allocated to the fighter school Lecce.

6. Your decision in this respect will be very much appreciated.

W4R 1/2

CHIEF OF STAFF
GEN. AIMONE CAT

1/4 M74
1/2

Translated by Sgt. Ellal

C.F.O. J. J. J.
E.T.I.
2/1/46

Your comments from a
technical & flying try viewpoint respectively for
into the modified G55 as a trainer.
Return the SSO & D.D.

53/aim

1/2

And how would this compare
1067

STATO MAGGIORE AERONAUTICA
III REPARTO-SERVIZI
Sezione Tecnica

Roma, li 27 Gennaio 1946. = 17A

Protocollo Numero

SENV/370063 /ST.3/15 bis.

Allegati N° 1.=

256/19

ALL' A. C. - A.F.S.C.

ROMA

(tramite Ufficio Collegamento - Sede -)

e, p.c. AL CABINETTO DEL MINISTRO

S E D E

OGGETTO : Velivolo per scuola Fiat G. 46.=

- 1.- Questo Stato Maggiore è venuto a conoscenza che presso la Ditta Fiat esiste un progetto di velivolo civile denominato "Fiat G. 46".
- 2.- Le caratteristiche di detto velivolo sarebbero migliori di quelle dell' F.M. 305 (si allega per il confronto uno specchio riportante le caratteristiche principali dei due apparecchi) e tali da indurre questo Stato Maggiore a prendere in considerazione il G. 46 al fine di risolvere il problema relativo alla Scuola, per l'avviamento al pilotaggio dei monoplani da caccia.-
- 3.- Come a conoscenza di codesta A.F.S.C., infatti, presso la Scuola di pilotaggio di Lecce è attualmente possibile disporre solamente di un numero limitatissimo di F.M. 305; apparecchio di tipo assolutamente necessario per il buon svolgimento delle istruzioni di volo.-
- 4.- Inoltre presso nessuna Ditta risulta oggi possibile poter eseguire costruzione di F.M. 305 e quindi i rari aeroplani in uso non avrebbero neppure possibilità di essere sostituiti.-
- 5.- In considerazione di quanto sopra esposto si prega codesta A.F.S.C. di voler considerare l'opportunità di autorizzare l'Amministrazione Aeronautica a far costruire qualche esemplare del velivolo Fiat G. 46 da darsi in dotazione alla Scuola di pilotaggio di Lecce.-
- 6.- Si rimane in attesa di conoscere quello che codesta A.F.S.C. deciderà in merito.=



IL CAPO DI STATO MAGGIORE
(Gen. di S.A. - Mario ALMONTE-CAT)

esgmm

0821

17B

SPECCHIO COMPARATIVO FRA LE CARATTERISTICHE DEI VEICOLI C. 46 ED F305

---00000---

Tipo aeroplano	C. 46		F.N. 305	
	Motore tipo =		Motore tipo =	
	sto civile		sto	
Motore	1 Alfa 115 I bis		1 Alfa 115 I	
MAXIMUM POWER - PERFORMANCE	H.P.		H.P.	
Potenza massima - no giri - quota	C.V.		195/2250/a b.1.	
MAXIMUM POWER ON TAKE OFF	C.V.		305/2350/a b.1.	
Potenza massima al decollo	C.V.		200/2350/a b.1.	
ELICA	bipala Ø 2,20		bipala Ø 2,20	
EMPTY WEIGHT	Kg.		701	
Peso a vuoto	Kg.		68	
FUEL	Kg.		10	
Combustibile	Kg.		160	
Lubrificante	Kg.		32	
2 PILOTS WITH PARACHUTES	Kg.		370	
Due piloti con paracadute	Kg.		971	
LUGGAGE	Kg.		12	
Legagli	Kg.		79.58	
TOTAL USEFUL LOAD	Kg.		4.80	
Totale carico utile	Kg.		288	
TOTAL WEIGHT	Kg.		280	
Peso totale	Kg.		5000	
WING SPAN AREA	mq.		2' 30"	
Superficie alare	mq.		6'	
WING LOAD	Kg/mq		10' 50"	
Carico alare	Kg/mq		14'	
LOAD PER HP (CONTINUOUS)	Kg/C.V.		18' 30"	
Carico per cavallo (al decollo)	Kg/C.V.		301	
LOAD PER HP	Km/h		470	
Velocità massima	Km/h		0.144	
CRUISING SPEED	Km/h		0.240	
Velocità di crociera	Km/h		0.240	
HEIGHT OF THEORETICAL RANGE	m.		0.240	
Quota di tangenza teorica	m.		0.240	
CLIMBING TIMES	1000 m.		2' 30"	
Tempi di salita	2000 m.		6'	
	3000 m.		9' 50"	
	4000 m.		14'	
	5000 m.		18' 30"	
TAKE OFF RUN	m.		301	
Lunghezza di decollo	m.		470	
RANGE AT CRUISING SPEED	Km.		0.144	
Autonomia a velocità di crociera	Km.		0.240	
CONSUMPTION AT CRUISING SPEED	Kg.		0.240	
Consumo a velocità di crociera	Kg.		0.240	
EFFICIENT CONSUMPTION	Kg/C.V/h		0.240	
Consumo specifico	Kg/C.V/h		0.240	

Tipico aeroplano	Monomotore bipe=sto civile	Monomotore bipe=sto
<i>Type of engine</i>		
Motore	1 Alfa 115 I bis	1 Alfa 115 I
MAXIMUM POWER - RETORUPIONE: ALTITUDE H.P.		
Potenza massima - n° giri - quota C.V.	195/2250/a b.q.	195/2205/a b.q.
MAXIMUM POWER ON TAKE-OFF		
Potenza massima al decollo C.V.	205/2360/a b.q.	200/2350/a b.q.
ELICA	bipala Ø 2,20	bipala Ø 2,20
EMPTY WEIGHT	Kg.	Kg.
Peso a vuoto	880	701
FUEL	Kg.	Kg.
Combustibile	110	68
LUBRICANTS	Kg.	Kg.
Lubrificazione	20	10
2 PILOTS WITH PARACHUTES		
Due piloti con paracadute	Kg.	Kg.
	170	160
LUGGAGE	Kg.	Kg.
Bagagli	20	32
TOTAL USEFUL LOAD	Kg.	Kg.
Totale carico utile	320	270
TOTAL WEIGHT	Kg.	Kg.
Peso totale	1200	971
WING SPAN AREA	mq.	mq.
Superficie alare	16	12
WING LOAD	Kg/mq	Kg/mq
Carico alare	75	79.58
LOAD PER HP (CONTINUOUS)	Kg/C.V.	Kg/C.V.
Carico per cavallo (al decollo)	5.85	4.80
TOP SPEED	Km/h	Km/h
Velocità massima	300	288
CRUISING SPEED	Kg/h	Kg/h
Velocità di crociera	240	280
HEIGHT OF THEORETICAL TANGENCY	m.	m.
Quota di tangenza teorica	6500	6000
CLIMBING TIMES		
Tempi di salita		
1000 m.	2',30"	2',20"
2000 m.	6'	6'
3000 m.	10',30"	9',50"
4000 m.	16'	14'
5000 m.	25'	18',30"
TAKE OFF RUN		
Lunghezza di decollo	m.	m.
RANGE AT CRUISING SPEED		
Autonomia a velocità di crociera	Km.	Km.
CONSUMPTION AT CRUISING SPEED		
Consumo a velocità di crociera	Kg.	Kg.
EFFICIENT CONSUMPTION	Kg/C.V/h	Kg/C.V/h
Consumo specifico	0,115	0,144
ROBUSTNESS CO-EFFICIENT		
Coefficiente a robustezza	0,235	0,240
	10	

FROM: AIR 1 CES SUB-COMMISSION,
ALLIED COMMISSION, ROME.

TO: ITALIAN AIR MUSEUM.

DATE: 23RD JANUARY, 1946.

REF: AFSC/56/3/1/1/1/1.

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.S.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:

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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

With reference to the conversation between the Air Minister and the Director and Deputy Director of the A.P.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 baggage, 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.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 that first deliveries could be made within 3 months.

(d) Price - The most important observation to be made, however, in 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 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 authorized by the Allies.

W. J. H. v.
I. S. BRODIE,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Copy to [illegible]

0831

Declassified E.O. 12356 Section 3.3/NND No. 785017

C y: AFSC/417/ENG
AFSC/43/AIR

FROM : AIR FORCES SUB COMMISSION A.C. NOME
TO : A.H.Q. ITALY (A.L.S. 2 copies)
DATE : 11TH DECEMBER 1945
REF. : AFSC/53/AIR

ITALIAN REPLACEMENTS FOR BRITISH OWNED
FAIRCHILD AIRCRAFT.

With further reference to our letter same file and
subject as above, dated 21st November, 1945, attached copy
of Report on Test Flights in Italian Aircraft Types F.L.3
and F.L.5 is forwarded for your information and guidance.

F. B. M.
FRANK B. MARX
Lt. Col., Air Corps
AIR VICE MARSHAL
AIR OFFICER COMMANDING.

Wt 4/2

1 Encl.

1663

From: Air Forces Sub Commission, A. C., Rome
 To: Mediterranean Allied Air Committee Secretariat.
 Date: 11th December, 1945
 Ref: AFSC/53/AIR.

ITALIAN REPLACEMENTS FOR BRITISH OWNED FAIRCHILD
 AIRCRAFT.

Reference is made to your letter MAAC/4215/ALS, dated the 6th December, 1945.

2. Specifications on the P.L.3 were previously forwarded to you in letter AFSC/827/Eng, dated the 11th September, 1945. Specifications on the L.M.5 were forwarded to you in letter AFSC/827/Eng, dated the 25th September, 1945.

3. Reference para 2 of your letter, the required information is as follows:

	<u>P.L.3</u>	<u>L.M.5</u>
a) Range and Endurance	362½ miles 4 Hrs.	510 miles 4Hrs 55'
b) Speed	90 mph	103 mph
c) Capacity	2 persons	2 persons
d) Availability of spares	will be available	will be available

4/2

J.W. Turner
 J.W. TURNER F/LT.
 AIR VICE MARSHAL
 AIR OFFICER COMMANDING

From: - Mediterranean Allied Air Committee Secretariat.
To :- Air Forces Sub-Commission, Allied Commission, Rome.
Date: - 6th December, 1945.
Ref :- MAAC/4215/ALS.

ITALIAN REPLACEMENTS FOR BRITISH OWNED FAIRCHILD
AIRCRAFT

Reference is made to your letter AFSC/53/AIR dated
21st November, 1945:

2. Before consideration can be given to your proposals
this Secretariat will require to know the following details
of the F.L.3 and L.N.5.

- (a) Range and endurance.
- (b) Speed.
- (c) Seating Capacity.
- (d) Availability of Spares.

Maxwell Fisher.

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



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

TO: M.A.A.C. SECRETARIAT.

DATE: 3RD DECEMBER, 1945.

REF: ARSC/36/1/1/AIR.

RESTRICTED.

ITALIAN FIRM S.I.A.I. - SAVOIA MARCINETEL.

559 FILE 36/1/1/AIR.

u.c./air.

With reference to your letter ARSC/4214/AIR of the 8th October and to your letter ARSC/4000/AIR of the 16th November paragraph 5 under the heading of "paragraph 6(ii)". It is requested that consideration be given to approaching higher authority for authority to construct either a further 6 SM.95s, civil version, or if this cannot be given before the results of the prolonged tests on the prototype now in England, for the construction of 12 SM.75s, on the grounds that the firm is in a financially embarrassed state, and if it is to be kept alive (as it is hoped in the policy) an order for further aircraft must be given soon, otherwise loans obtained from banks with which to pay employees are likely to cease.

2. At the termination of hostilities in Northern Italy the firm had a large credit balance, but now has a large deficit.

3. If authority is not obtained in the near future for further construction of aircraft by this firm, an appreciable number of workmen will be unemployed with consequent unrest, which, whenever possible, it is the policy of the Allied Commission to avoid.

4. It is suggested that a signal be sent to the British Air Ministry, referring to that which has already been sent by you, saying that if it is intended to admit completion of the prolonged tests on the prototype SM.95 before giving authority to build a further 6, may the firm be allowed to construct twelve civil type SM.75s instead, as an interim policy, and subject to agreement by the Combined Chiefs of Staff.

5. It is regretted that this subject has again had to be raised, but it is now a matter of some urgency.

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

BE ACC 14/12 See

COMM: ARSC/53/AIR

1660

for Reply 17/12

SAVOIA MARCHETTI. 2 10.45.

To: Air Vice-Marshal I.M. Brodie, Rome.

May I add a word upon the subject submitted to you some time ago by the Managers of the "Siai Marchetti" Engineers Schietti and De Ambrosis, and to thank you for the kind welcome which you gave them.

I am authorised to invoke your personal interest into the rather peculiar position of undeserved inferiority in which the "Siai Marchetti" has been placed by the disparity of treatment in the orders given to it for aircraft work, due to which the aircraft department is on the verge of closing its workshops, while the Fiat has enough orders for more than a year of work, not justifiable under any title in the opinion of the "Siai Marchetti".

Does it not seem superfluous that I, not because of rivalry, remember for the primacy of the "Siai Marchetti" technical and productive renown in the Italian aeroplane industry of the past; besides the fact that our Company being exclusively an aircraft firm, would appear to have a certain right on account of the merits acquired by it, to be the last to close its workshops out of the other aircraft firms, of which the Fiat is one which exists as a part of a great combine, and consequently it can draw to itself every kind of industrial nourishment in productive collaboration of every kind.

Going into the detail of the question above mentioned, may I establish the following points:

1. The "Siai Marchetti" has introduced the 4 engined SM.95 as the latest expression of its technical dept. It is an aircraft which has turned out well and is interesting on account of its economy of cost and running.
 2. Contingent circumstances prevent this aircraft having a commercial market. We do not insist on that. We ask only to bring to your notice that we have the three engined SM.75. This aircraft has triumphantly made a name for itself in the Italian Civilian Services; and it was used by the principal Italian Air Lines and was supplied to the Air Minister for trials and special missions. This excellent aircraft is very much superior to the Fiat G.12 type, which was never considered on the open market by aircraft enterprises, with the exception of the Company "AvioLinee Italiane" which was owned by the Fiat combine itself.
 3. The flying efficiency, the load, capacity, comfort and cabin fittings of the G.12 are not even slightly comparable to those in the SM.75. Also the SM.75 costs much less than the G.12.
 4. The "Siai Marchetti" can produce the SM.75 with the great advantage of speed and cost as it has many parts in common with the SM.62 (Military transport) known to the Allied Air Force.
- I think that this ensemble of reasons may induce you, General Brodie, to re-examine this disadvantageous situation and the damage done to the "Savoia Marchetti" by the preference given to the ordering of G.12 aircraft in the present aircraft orders.

An explanation of this unjust position can be found in that the "Siai Marchetti" exhibited the four-engined SM.95 on the market as a product of its highest progress, directing publicity on it and omitting the SM.75 as being too well known an aircraft for it to be necessary; but as it has become a question of ascertaining

the primacy of the "Siai Marchetti" economic and productive team in the Italian aeroplane industry of the past; besides the fact that our Company being exclusively an aircraft firm, would appear to have a certain right on account of the merits acquired by it, to be the last to close its workshops out of the other aircraft firms, of which the Fiat is one which exists as a part of a great combine, and consequently it can draw to itself every kind of industrial nourishment in productive collaboration of every kind.

Going into the detail of the question above mentioned, may I establish the following points:

1. The "Siai Marchetti" has introduced the 4-engined SM.95 as the latest expression of its technical dept. It is an aircraft which has turned out well and is interesting on account of its economy of cost and running.
2. Contingent circumstances prevent this aircraft having a commercial market. We do not insist on that. We ask only to bring to your notice that we have the three engined SM.75. This aircraft has triumphantly made a name for itself in the Italian Civilian Services; and it was used by the principal Italian Air Lines and was supplied to the Air Minister for trials and special missions. This excellent aircraft is very much superior to the Fiat G.12 type, which was never considered on the open market by aircraft enterprises, with the exception of the Company "AvioLinee Italiane" which was owned by the Fiat combine itself.
3. The flying efficiency, the load, capacity, comfort and cabin fittings of the G.12 are not even slightly comparable to those in the SM.75. Also the SM.75 costs much less than the G.12.
4. The "Siai Marchetti" can produce the SM.75 with the great advantage of speed and cost as it has many parts in common with the SM.82 (military transport) known to the Allied Air Force.

I think that this ensemble of reasons may induce you, General Brodie, to re-examine this disadvantageous situation and the damage done to the "Siai Marchetti" by the preference given to the ordering of G.12 aircraft in the present aircraft orders.

An explanation of this unjust position can be found in that the "Siai Marchetti" exhibited the four-engined SM.95 on the market as a product of its highest progress, directing publicity on it and omitting the SM.75 as being too well known an aircraft for it to be necessary; but as it has become a question of ascertaining the merits of the Italian Civilian three-engined aircraft and of the Italian Aeroplane Companies, we beg that the merit of having created an aircraft more advanced like the SM.95 will not cause us a de-merit by excluding us from the competition for the best 3-engined civilian aircraft and for the right of survival of the most deserving Aircraft Company.

We have full confidence that in your sense of equity you will intervene and re-examine this regrettable position according to its merit.

Have been advised of his firm representation & expressed sympathy. See

W.H. J. 12

1059

SOCIETÀ ITALIANA AEROPLANI IDROVOLANTI

SAVOIA MARCHETTI

IL CONSIGLIERE DELEGATO
DIRETTORE TECNICOSESTO CALENDE
(LAGO MAGGIORE)

24.10.45

Al Vice Maresciallo dell'Aria Brodie
- Air Forces Sub-Commission -R o m a

Permettetemi di aggiungere una mia parola sull'argomento sottopostovi giorni fa dai Dirigenti della "Siai-Marchetti" - Ingg. Schiatti e De-Ambrosio e di ringraziarli per la benevola accoglienza che avete loro riservata. -

Mi autorizza ad invocare il Vostro personale interessamento la situazione veramente singolare di imméritata inferiorità in cui la "Siai-Marchetti" è stata posta con la disparità di trattamento nelle ordinazioni di lavoro aeronautico, per cui il reparto Aeronautico è sul punto di chiudere le sue officine mentre la Fiat ha una sufficiente commessa per più di un anno almeno di lavoro non giustificabile, nei confronti della "Siai-Marchetti", sotto alcun titolo. -

Non Vi sembri superfluo che io, non per spirito di concorrenza, ricordi il primato di rinomanza tecnica e produttiva della "Siai-Marchetti" nell'industria aerea italiana nel passato, nonché il fatto che la nostra Ditta esclusivamente aeronautica avrebbe un certo diritto per meriti acquisiti di essere l'ultima a chiudere le Officine nei confronti di altre Ditte aeronautiche, quale la Fiat, che vivono nell'ombra di una grande casa madre e possono attingere da essa ogni sorta di a-

./.

- limento industriale in collaborazione produttiva di ogni genere.-

Entrando nel dettaglio della questione che vi sottopongo, permettetemi di stabilire i seguenti punti:

- 1°) La "Siai-Marchetti" ha presentato il quadrimotore SM. 95 come ultima espressione del suo Ufficio Tecnico, macchina perfettamente riuscita e degna di interesse per la sua economia di costo e di esercizio.-
- 2°) Circostanze contingenti impediscono che questa macchina progettata abbia attualmente uno sbocco commerciale.- Noi non insistiamo su questo.- Desideriamo solo far presente che abbiamo nel nostro repertorio il trimotore SM.75, macchina affermata gloriosamente in tutti i servizi civili italiani, che ha costituito il materiale di volo delle principali linee italiane ed è stata fornita al Ministero dell'Aeronautica per prove di record e per missioni speciali.- Questo eccellente sperimentato apparecchio è molto superiore al tipo G.12 della Fiat, il quale non è stato mai preso in considerazione sul libero mercato dalle imprese aeronautiche ad esclusione della piccola Società "AvioLinee Italiane" di proprietà della Fiat stessa.-
- 3°) Il rendimento di volo, di carico, la capacità, il confort ed i corredi di cabina dell'SM.75, non sono lontanamente paragonabili a quelli del G.12.- Inoltre l'SM.75 costa notevolmente meno del G.12.-
- 4°) La "Siai-Marchetti" può produrre gli SM.75 con grande vantaggio di rapidità e di costo per il fatto che essi hanno molte parti in comune con l'SM.82 (trasporto militare) noto all'aviazione Alleata.-

Penso che questo complesso di ragioni possa indurre Voi, Sig. Maresciallo Brodie, a riesaminare la situazione di inferiorità e di danno creata alla "Savoia Marchetti" per la preferenza accordata all'apparecchio G.12 nelle ordinazioni in corso.-

./.

Una spiegazione a questa situazione ingiusta può essere trovata nel fatto che la "Sici-Marchetti" ha esibito sul mercato l'SM.95 quadrimotore, come prodotto di massimo progresso puntando su di esso e trascurando di fare pubblicità all'SM.75 trimotore troppo noto per averne bisogno; ma dal momento che si tratta di stabilire una graduazione di merito tra i trimotori civili italiani e tra le ditte Aeronautiche italiane, chiediamo che il merito di avere realizzato una macchina più progredita, come il quadrimotore SM.95, non costituisca demerito che comporti esclusione dalla competizione per il migliore apparecchio civile trimotore italiano e per il diritto a sopravvivere della ditta più meritevole in Aeronautica.-

Abbiamo piena fiducia che nel Vostro senso di equità Voi vorrete intervenire per riesaminare secondo il merito questa ineccezionabile situazione.-

Gradite i miei distinti saluti.-

V
B. Alessandri
Michele

10A.

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

REF: AFSC/827/ENG
AFSC/43/AIR

TO: A.H.A. ITALY (A.L.S. - 2 copies).

DATE: 21ST NOVEMBER, 1945.

REF: AFSC/53/AIR. ✓

RESTRICTED.

ITALIAN REQUIREMENTS FOR BRITISH OWNED FAIRCHILD AIRCRAFT.

With reference to your signal A.703 of the 5th November wherein it is notified that instructions have been received from the British Air Ministry to make available for transfer to the Americans all Beechcraft Traveler and Fairchild Argus aircraft held in this Command, and for their being grounded in the meantime, it may be that the R.A.F. will be looking for replacements.

2. It is submitted for consideration whether 20 P.L.3 and 2 P.L.5 two seater light aircraft should be obtained from the Italian Government as and when completed by the A.V.I.A. Firm at VERONA. Full information was transmitted to you concerning these aircraft (our letter AFSC/827/ENG dated 25th September refers), and your MAC/4215/LIS dated 9th October authorised their construction.

3. As regards payment for these Italian aircraft, there are three courses of action open, namely:

(i) Under the terms of the Armistice the Allies have power to require the Italian Government to deliver such material without payment, but this process at this stage would seem to be highly undesirable and would probably not be approved by the Chief Commissioner.

(ii) The value of the aircraft could be credited to the Italian Government as a sterling credit at the Bank of England or other Anglo-Italian account.

(iii) Alternatively the Italian Government may be willing to make an exchange in kind, handing over these light aircraft to the British for some of the Spitfires or Mustangs which are now "on loan" from the R.A.F. to the Italian Air Force.

pending instructions from you this method of payment is not being discussed with the Italians.

4. It may help you to come to a decision on this matter by stating that the American authorities have created a precedent in agreeing in principle to sell the Italian Air Force approximately 102 P.38 provided they return the Aerocobra's which are at present 'on loan' from the Americans to the Italians. The price of the P.38s has, it is believed, not yet been negotiated, but it is believed that it will be nominal.

5. For your information, it is necessary for the A.V.I.A. Firm to be paid for the above-mentioned 22 light aircraft so that they in turn can pay the

W.H.
6/11

With reference to your signal A.708 of the 5th November therein it is notified that instructions have been received from the British Air Ministry to make available for transfer to the Americans all biplane fighters and biplane fighters held in this Command, and for their being grounded in the meantime, it may be that the R.A.F. will be looking for replacements.

2. It is submitted for consideration whether 20 PL.3 and 2 PL.5 Two Seater Light Aircraft should be obtained from the Italian Government and when completed by the A.V.I.A. Firm at VECCO. Full information was transmitted to you concerning these aircraft (our letter 828/827/ENC dated 25th September refers), and your MAC/4215/ALS dated 9th October authorized their construction.

3. As regards payment for these Italian aircraft, there are three courses of action open, namely:

(i) Under the terms of the Armistice the Allies have power to require the Italian Government to deliver such material without payment, but this process at this stage would seem to be highly undesirable and would probably not be approved by the Chief Commissioner.

(ii) The value of the aircraft could be credited to the Italian Government as a sterling credit at the Bank of England or other Anglo-Italian account.

(iii) Alternatively the Italian Government may be willing to make an exchange in kind, handing over these light aircraft to the British for some of the Spitfires or Baltimore which are now 'on loan' from the R.A.F. to the Italian Air Force.

Pending instructions from you this method of payment is NOT being discussed with the Italians.

4. It may help you to come to a decision on this matter by stating that the American authorities have created a precedent in agreeing in principle to sell the Italian Air Force approximately 102 PL.38 provided they return the Aerochore's which are at present 'on loan' from the Americans to the Italians. The price of the PL.38s has, it is believed, not yet been negotiated, but it is believed that it will be nominal.

5. For your information, it is necessary for the A.V.I.A. Firm to be paid for the above-mentioned 22 light aircraft so that they in turn can pay their workers, and, therefore, authority is being given at their request to the Italian Air Ministry to purchase them, provided that an equivalent number of aircraft are placed in reserve in the Aircraft Holding Unit. ¹⁴⁹⁵⁴ It is intended to form as soon as the fate of Gioia airfield is ascertained to this effect.

6. In any event the British element of the Air Force Sub-Commission has now no aircraft at its disposal because all three Fairchild's have been grounded preparatory to being handed over to the Americans in accordance with the above-mentioned British Air Ministry instructions, and therefore replacements will be required, and failing any other type of suitable Allied aircraft, it is submitted that 2 PL.5's would be acceptable.

Note: Original request from the Air Ministry for authority to obtain A.V.I.A. PL.3 aircraft on file ATSC/827/ENC at enclosure 54A.

I.R. BRODIE,
AIR VICE-MARSHAL,
AIR CHIEF OF STAFF.

99.
Minutes extracted from Executive Commissioner's file 8752/EC entitled "COMMUNICATIONS
AIR".

160.

Ex Com:

Enclosures for decision, together with draft letter to A.F.S.C. submitted
for consideration.

24/10.

161.

Dep Exec Com.

Reference minute 160 above. I understand that Exec Com wished to discuss
this matter with Air Vice-Marshal Brodie before proceeding further. Do you wish
to take this up with Chief Commissioner or wait for return of Exec Com?

9/11.

162.

Discuss with A.V.M.

- (1) Have CCS in fact ruled no a/c construction.
- (2) Would position be strengthened if emphasis placed on commercial and training
types?
- (3) Could 1, 2 and 3 of draft letter be strengthened by more emphasis on (a)
employment (b) political effect.

163.

To: A.F.S.C.

Please see D/EX.C's comments on 149D at 162. Would you please redraft 149D.

- (a) Making it shorter.
- (b) Quoting ref of CCS' instruction re a/c construction and emphasizing (2) and (3)
of 162.

Dep Exec Com.

Reference minute 160 above. I understand that Exec Com wished to discuss this matter with Air Vice-Marshal Profile before proceeding further. Do you wish to take this up with Chief Commissioner or wait for return of Exec Com?

9/11.

162.

Discuss with A.V.N.

- (1) Have CCS in fact ruled no a/c construction.
- (2) Would position be strengthened if emphasis placed on commercial and training types?
- (3) Could 1, 2 and 3 of draft letter be strengthened by more emphasis on (a) employment (b) political effect.

163.

To: A.F.S.C.

Please see D/EX.O's comments on 149D at 162. Would you please redraft 149D.

- (a) Making it shorter.
- (b) Quoting ref of CCS' instruction re a/c construction and emphasizing (2) and (3) of 162.

10/11
Ex Cs Office.
1653

164.

To Ex Com.

Reference M.163, since 149A was forwarded to your office, the situation has changed somewhat and as a result of a conversation I had with the new R.A.P. Headman and also with SAC/MB, the attitude of the Caserta people is likely to be more favourable. Also, I gathered that Brigadier Iush said his piece at Caserta, with 149A as a background.

154 (Cont'd).

2. I therefore suggest no further action on 149A etc. for the time being.

3. We are not in possession of C.C.S.'s instruction and I very much doubt whether there is one except to say that the I.A.F. would be grounded on the cessation of hostilities dated about September 1944.

I.E.B.
A.O.C.
A.F.S.O.

15/11.

HEADQUARTERS ARMED COMMISSION
AFO 394
Office of the Executive Commissioner

15 October, 1945.

Ref.: 8502/136/EC

Subject: Conversion of Aircraft.

To : Air Forces Sub Commission.

1. The Chief Commissioner has approved the request of the Italian Air Ministry set forth in your AFSC/24/Air of 5 October.
2. The Executive Commissioner inquires whether this is subject to MAAC approval. Please advise.

E.M. WHITE, CAPT.,
FOR CHIEF STAFF OFFICER,
TO EXECUTIVE COMMISSIONER.

FROM : AIR FORCES SUB COMMISSION, A.C., ROME.

TO : CHIEF COMMISSIONER, A.C., ROME.

DATE : 3RD OCTOBER, 1945.

REF. : AF36/24/AIR.

CONVERSION OF AIRCRAFT

The Italian Air Ministry has asked for authority to have one of the G-12 type airplanes, which has been authorized for construction, converted to a prototype G-212 airplane.

2. From available information, it appears that the G-212 type airplane is much more economical on the operating cost-passenger carried basis, and would be a more suitable plane to operate on the courier service.

3. It is recommended that the construction of the G 212 prototype airplane be authorized.

WILLIAM L. LEE,
Brigadier General, USA
DEPUTY DIRECTOR

File 5/1/10

FROM : AIR FORCES SUB-COMMISSION, A.C., ROME.
TO : CHIEF COMMISSIONER, ALLIED COMMISSION, ROME
DATE : 29th OCTOBER, 1945.
REF. : AFSC/24/AIR.

CONVERSION OF AIRCRAFT

With reference to your letter 3502/136/EC, same subject as above, dated 15 October 1945, authority to convert the G-12 to a prototype G-212 aircraft has been requested from MAAC on 28th September 1945.

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

file

2#
535A

FROM : AIR FORCES SUB COMMISSION, A.C. ROME.
TO : CHIEF COMMISSIONER, ALLIED COMMISSION, ROME.
DATE : 5TH NOVEMBER 1945.
REF : AFSC/24/AIR.

CONVERSION OF AIRCRAFT

Reference is made to your 8502/136/EC, same subject as above, dated 15 October 1945 and letter AFSC/24/Air dated 29 October 1945.

2. Authority has been received from the Mediterranean Allied Air Committee to convert the G-12 to a prototype G-212 aircraft. However, the Italian Air Ministry has now asked that their request to convert the above aircraft be disregarded as sufficient funds are not available at the present time.


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

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.

36 A on
that file

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

DD.
S30
S30
S10.

COPY to Files - 827/Eng
53/Air ✓

File on 53/Air
SECRET

3A

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IMPORTANT

AFHQ SIGNED SACRED CITE FHGEG

ELCOM ROME FOR CHIEF COMMISSIONER INFO: DISTWO DISTHREE PERBASE
CINC MED RAF WEDNE 13 CORPS

Ref our letter AG388.3/087 GEG-O August 2.

It has been reported to this HQ. that a certain amount of uncontrolled military construction is being carried out in the North of Italy. Construction in Milan of a new type of military a/c and of 1 man submarines in Turin of various firearms has been reported.

2. The question of the extent to which such production is to be permitted in the future is under examination in this HQ. Any manufactures of warlike stores which are discovered or reported to you will be investigated by you with a view to discovering whether they are taking place at the direction of or by permission of the U.S. and Br Armed Forces or (in the case of production for the Italian Armed Force) the Naval Land and Air SCs of the Allied Commission. If the manufacture concerned is taking place by permission of one of these authorities, it will be permitted to continue and the circumstances will be reported to this HQ. together with a statement as to why the manufacture concerned is necessary. If the manufacture is not authorised in writing by one of the above mentioned authorities, you will instruct the Italian Govt to cause the manufacture to cease immediately and will report the circumstances to this HQ.

DIST:

Action Exec Commissioner
Info. Chief Commissioner
Econ Sec 2
Air SC
L. Forces SC
Navy SC
File

1648

24

From:- Air Forces Sub-Commission, Allied Commission, Rome.
 To:- Chief Commission, Allied Commission (thru Executive Commissioner).
 Date:- 22nd October, 1945.
 Ref:- AFSC/53/Air.

Italian Aircraft Construction.

I am having considerable difficulty with Mediterranean Allied Air Committee in obtaining approval for Italian aircraft construction and I invite you to read attachments "1" and "2" which indicate that M.A.A.C. is opposed to any further construction other than that already authorised. What we have already asked for is not unreasonable for the period involved (from May, 1945 to approximately March to June, 1946 - see Appendix "A" to attachment "3").

2. I have spoken with a Junior Officer on the R.A.F. side of M.A.A.C. in order to try and find out who is really deciding these questions at Caserta but he was unable to inform me whether it is Caserta or the Combined Chief of Staff who are so reluctant to grant further authorisation. I expect however it is not the Combined Chiefs of Staff; furthermore I understand that Air Vice Marshal Baker (now returned to the United Kingdom) expressed the opinion that the A.F.M.C. should not be concerned with the employment problems in the north and anything I ask for will be treated purely on Military Grounds. However if you wrote to A.F.M.C., the authorities at Caserta may take into consideration the problems in the north. I believe that the American side of Caserta is likely to be more lenient than the R.A.F. side. I have discussed this problem with General Lee who wishes to be associated with the policy I am suggesting.

3. Consequently I regret having to approach you again but I know that it is your policy as well as mine to keep aircraft firms occupied until a final decision is reached so as to employ as many workers in the north without jeopardising military security and to keep a few selected aircraft firms alive.

4. Attachment "3" is a rough draft which I'd be grateful if you will consider sending to A.F.M.C. or alternatively you might like to bring up this subject at a SAC/MEB Conference.

5. I would be glad if you will inform me as to your reaction to this recommendation.

3/11/45


 I.E. BROOKE,
 AIR VICE MARSHAL,
 AIR OFFICER COMMANDER.

1047

Attachment "1". 2 8

From:- Mediterranean Allied Air Committee Secretariat, Caserta.

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

Date:- 8th October, 1945.

Ref:- MAAC/4214/AIS

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

2. Careful consideration has been given to the question of the construction of the S.M.95's, it is regretted however, that authorisation cannot yet be given for this work to proceed, and it would be appreciated if the Italian Authorities could be informed accordingly.

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

(Signed) Maxwell Fialar,
Wing Commander,
for the Secretaries
Mediterranean Allied Air Committee.

Signature file 30/10/45

Attachment "2"

From:- Mediterranean Allied Air Committee Secretariat.

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

Date:- 9th October, 1945.

Ref:- MAAC/4215/AIS

PROTOTYPE 1A/5 LIGHT AIRCRAFT.

1. Reference is made to your letter AFSC/427/ENG dated 25th September, 1945.
2. The request made by the AVIA Firm at Vercelli to complete the two prototype planes is sanctioned in accordance with the terms of our MAAC/4215/AIS dated 24th September, 1945.
3. It is noted that when you were informed that this work was being carried out contrary to the policy on civil aviation and the manufacture of aircraft, no action was taken to order the work to cease.
4. In future it is requested that steps are taken to stop all such transgressions until a ruling has been obtained from this Secretariat.

(Signed) Maxwell Fisher,
Wing Commander,
for the Secretaries
MEDITERRANEAN ALLIED AIR COMMITTEE

Original in file 821/012

APPENDIX "A"

ITALIAN AIRCRAFT CONSTRUCTION SINCE 8TH MAY, 1945.

STATE AT 23RD OCTOBER, 1945.

FACTORY	TYPE	NUMBER OF	AUTHORITY FOR CONSTRUCTION GRANTED BY	EMPLOYMENT DETAILS
			CASERTA	
FIAT (Turin)	G.12 B/F	20	Yes	Completion about 1/4/46. Work for 1000 employees for 4 months.
"	G.55 Fighter	21	No	Details only assembly of parts already manufactured and in storage.
"	G.242 B/F	4 Prototype	Decision awaited.	In place on one G.12.
A.V.I.A. (Vercelli).	M.L. 5 } Light aircraft } 20		Yes	Completion about March 1946 (all grounded).
"	L.M. 5 } 2 seaters. } 2 prototypes		Yes	Completion about December, 1945 (both grounded).
IRMA (Sesto San Giovanni)	B.S. 308 Civil Transport	1	Decision awaited.	Firm instructed by A.F.S.C. to discontinue work pending M.A.A.C. decision.
S.I.A.I. (Vergiate)	S.M. 75	1	Yes	Nearing completion.
"	S.M. 79	19	Yes	Completed.
"	S.M. 82	12	Yes	Six completed, remaining six will probably be completed about 20 Jan. 1946.
"	S.M. 95	2 prototypes	Yes	Both completed.
"	S.M. 95 Civil Transport	6	No	Would give work to 600 men until about June 1946.

Fint (Turin)	G.12 B/T	20	Yes	Completion about March 1946. Work for 1000 employees for 4 months.
"	"	G.55 Fighter	21	No
"	"	G.212 B/T	1 Prototype	Decision awaited.
A.V.I.A. (Vercelli).	F.L. 5	Light aircraft } 20	Yes	Completion about March 1946 (all grounded).
"	I.M. 5	2 seaters. } 2 prototypes	Yes	Completion about December, 1945 (both grounded).
FIAT (Rosta San Giovanni)	F.L. 303 Civil Transport	1	Decision awaited.	Firm instructed by A.F.S.C. to discontinue work pending M.A.A.C. decision.
S.I.A.I. (Vergiate)	S.M. 75	1	Yes	Nearing completion.
"	S.M. 79	19	Yes	Completed.
"	S.M. 82	12	Yes	Six completed, remaining six will probably be completed about 20 Jan. 1946.
"	S.M. 95	2 prototypes	Yes	Both completed.
"	S.M. 95 Civil Transport	6	No	Will give work to 600 men until about June 1946.
"	S.M. 74, 75, 79 & 82	46 overhauls	Yes in principle.	34 completed; 15 more to complete will give work to 200 men until about 20 Jan. 1946.

All Bober/transport

1044

Time.	Type.	Authority for construction of	Authority granted by Caserta	Employment Details.
Cayroni	CR. 42	11	Yes	Training aircraft found fully ready for air tests near Trento and allotted to I.A.F. for training and test flights. Firm no longer employed on aircraft construction.

Note: (1) There is no prospect of replacements for Seaplanes from Italian sources.

(2) So far as can be ascertained all other firms employed before the liberation on aircraft construction have either turned over to other manufacture, closed down or been requisitioned by the Allies (for M.T. Repairs).

C 8 5 7

785017

Training aircraft found fully ready for air tests near Trento and allotted to I.A.F. for training and Met. Flights. Firm no longer employed on aircraft construction.

Yes

11

CI.42

Carroll

Note: (1) There is no prospect of replacements for Seaplanes from Italian sources.

(2) So far as can be ascertained all other firms employed before the liberation on aircraft construction have either turned over to other manufacturers, closed down or been requisitioned by the Allies (for M.T. Repairs).

1043

1A

ITALIAN AIR FORCE.

At a meeting held at Caserta on 8th June, between the Chief of Staff and the A.C.C. of the Air Forces Sub-Commission, ROME, the following was agreed:-

- (i) Italian Air Force material discovered in Italy should be centralized and placed under the control of the A.C.C. A.F.S.C. He is authorized to make issues of such material as is necessary to maintain the authorized Italian Air Force, and should encourage the use of such materials so as to reduce to a minimum the issues required from U.S. sources.
- (ii) Repair facilities in Northern Italy may be utilized to overhaul the aircraft and engines which are to be used on the Italian Courier Service subject to concurrence of Chief Commissioner.
- (iii) Only such quantities of petrol as are necessary to meet the approved flying commitment of the Italian Air Force will be issued.
- (iv) Provided the Chief Commissioner agrees, new aircraft and engines discovered in Northern Italy may be made available to the Italian Air Force as replacements or to bring Italian Air Force up to establishment, but not to increase the new holding of aircraft above the authorized establishment.
- (v) Lists of major items of Italian equipment discovered, e.g., aircraft, U.S. engines, etc, are to be submitted to this Headquarters for re-submission to the Air Ministry.

7/6/42
 1/11/42
 23/12

Attn: Ent. 13.

To: A.F.S.O.

From: Chief Commissioner.

Italian Aircraft Construction.

The policy as regards aircraft construction by Italian firms is not entirely satisfactory and pending the announcement of the Peace Terms with Italy it is requested that consideration be given to a revision of the policy during the interim period in order to avoid unemployment and therefore to a small extent potential unrest and in order to keep certain aircraft firms alive and provide replacements for wastage.

2. The position is that although it is stated that the Combined Chiefs of Staff have ruled that no construction of aircraft by Italians will be permitted until a firm policy has been laid down by the Peace Terms, some construction has been permitted in respect of those aircraft which were under construction immediately after the liberation of the north and where material was available.

3. The policy of the Allied Commission (and therefore the Far East Sub-Commission) has been to plan ahead assuming that the Peace Negotiations would be completed at a reasonably early date. It now appears however that Peace Negotiations are likely to be considerably delayed and it is still not known whether aircraft construction will be allowed to continue after the Peace Terms have been announced. Assuming that the Peace Terms are likely to allow limited aircraft construction, it would seem to be bad policy at this stage to insist that the three or four firms mostly concerned shall shut down altogether on aircraft construction. The Director of the A.F.S.O. has several times advised the firms concerned that they should convert the greater part of their factories from aircraft to civil purposes and up to a point this has been done. There is no doubt however that if no further

with Italy it is requested that consideration be given to a revision of the policy during the interim period in order to avoid unemployment and therefore to a small extent potential unrest and in order to keep certain aircraft firms alive and provide replacements for wreckage.

2. The position is that although it is stated that the Combined Chiefs of Staff have ruled that no construction of aircraft by Italians will be permitted until a firm policy has been laid down by the Peace Terms, some construction has been permitted in respect of those aircraft which were under construction immediately after the liberation of the north and whose material was available.

3. The policy of the Allied Commission (and therefore the Forces Sub-Commission) has been to plan ahead assuming that the Peace Negotiations would be completed at a reasonably early date. It now appears however that Peace Negotiations are likely to be considerably delayed and it is still not known whether aircraft construction will be allowed to continue after the Peace Terms have been announced. Assuming that the Peace Terms are likely to allow limited aircraft construction, it would seem to be bad policy at this stage to insist that the three or four firms mostly concerned shall shut down altogether on aircraft construction. The Director of the A.F.S.C. has several times advised the firms concerned that they should convert the greater part of their factories from aircraft to civil purposes and up to a point this has been done. There is no doubt however that if no further aircraft construction is to be authorized, some unemployment and consequent unrest amongst the employees is bound to occur as employees cannot be expected to realize any wider implications than that they are thrown out of work because the Allies have instructed the Italians to make no further aircraft, which in itself does not improve Italian-Allied relationships.

The manufacture so far requested of I.A.A.C. is shown in

Appendix "A" to this letter.

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