

ACC

10000/135/136

GLIDING CLUB,
NOV. 1945 - MA

10000/135/136

GLIDING CLUB, PRIVATE FLYING, GLIDER CONSTRUCTIONS
NOV. 1945 - MAR. 1946

FROM : I.A.F. STATO MAGGIORE.
TO : A.F.S.C. ROME.
DATE : 23rd March, 1946.
REF. : 270296/ST.3/8/1174/Coll

GLIDER CONSTRUCTION AND FLYING IN ITALY.

With reference to your letter AFSC/53/1/Air dated 14th Nov. 1945, we notify you the details concerning what requested in para 2 of the above mentioned letter.

The gliders existing at to day's date in Italy are the following;

- N. 7 gliders of the type "Asiago" with numbers: 30111 - 30112 - 30113 - 30114-30115-30096 - 30098, which are at Milan at the Experimental Gliding Centre of the Politecnico, Mila.
- N. 1 glider of the type "AL.12 P" N. 508 and
- N. 10 gliders of the type "Canguro" under construction at the CO. Ltd. Aeronautica Lombarda at Cantu'.
- N. 1 glider of the type "CAT TM 2" at the CO. Ltd. Costruzioni Aeronautiche at Taliedo (Milano).
- N. 1 glider under construction at the Aircraft model School "Pietro Sacilotto" at Pordenone.
(The ribs of the wings have been ended). The construction has been suspended further to the prohibition of the A.M.G. The said School is waiting for authority from the Allied Authorities in order to carry out the project.

We confirm that in the case of these gliders being handed over to new owners or being transferred to new localities, your A.F.S.C. will be previously informed.

by order,
The Chief of Staff.

LOOSE MINUTEExecutive Commissioner.

Ref 11A

1. The relevant factors are as follows : -
- (a) A direct approach has been made to Air Forces Sub Commission to obtain authorization for this project but it was stated verbally by the Director to the applicant that authorization could not at present be given.
 - (b) Although the Combined Chiefs of Staff have authorized the running of Italian internal civil air lines they have not authorized gliding, private or club flying. The Air Forces Sub Commission is therefore prohibiting such flying. It seems inadvisable to authorize a project which advertises an apparent freedom for such activity.
 - (c) It has also come to the notice of this Sub Commission that the motives of the sponsors of this project are at least partly political.
2. It is recommended that a reply be made stating that although the Combined Chiefs of Staff have authorized internal civil air lines, private flying is still prohibited by the terms of the armistice, and that therefore no authorization can at present be given for civil flying other than by aircraft of officially sponsored air lines.

WFL
WILLIAM L. LEE,
Brig.Gen., U.S.A.,
Deputy Director.

11th April, 1946.
AFSC/53/1/Air.

41A

C O P Y

HEADQUARTERS ALLIED COMMISSION
Office of the Chief Commissioner
APO 394

Air Forces Sub Commission.

Please supply this office with the information necessary
to base reply to Gen. Infante.

/s/ S.O. to C.C.

9th April 1946.

1711

C O P Y

1/B

FIRST AID DE CAMP TO
H.R.H. THE LUOCOTENENTE GENERALE

Nº. 1735/S.G.I.

Rome, 15 March 1946.

Dear Admiral,

The Director of the Corriere Lombardo, Mr. COGNO, wishes to obtain permission to make a flight of sport and journalistic character, in a passenger plane.

I am enclosing his request with all the details of the flight.

I shall be grateful if you will kindly examine the question and let me know your decision.

With my very best regards

/s/ General Adolfo Infante.

(AB)

To : Admiral ELLERY STONE
Chief Commissioner, A.C.

R O M E

C O P Y

"CORRIERE LOMBARDO"

The Director

Milan, 11 March 1946
Via Senato, 38.

TO : ADMIRAL STONE

R O M E

Contrary to the present restriction of civil flights as director of the "Corriere Lombardo" I am asking your authorization to make a flight, of sport and journalistic character, in a small passenger plane, Avistar (two seats, -60 HP) built in the Avia Plants of Vercelli, with the generous help of the Allied Governments.

The flight would cover the main Italian cities, as per attached schedule. The landing would be done outside the airfields. The flight would take place as soon as your permission has been granted and favorable meteorological conditions permit.

Hoping you will allow me to make this flight.

With my best greetings

/s/ Edgardo Sogno.

0880

9A

FROM: CORRIERE LOMBARDO - MILAN
Main Office

TO : AIR VICE-MARSHAL BRODIE
A.F.S.C. A.C. ROME
and for information
Liaison Office - Air Ministry

DATE: 26TH MARCH 1946

D.D.
*2/4 - Spoke with Beria again - to make newspaper
trick (to indirectly connect with Moscow for propaganda)
4/4 Spoke CAS saying if this sort of civil flying
is required by IAF, IAF should say so
When asked for civil aviation plans.
Please file & forward SIO & SSO 1/4 4/4
1/4 5/4
1/4 7/4*

*Beria (ex. IAF with one arm)
born 1923-56*

Following our conversation of today's date, we hereby request authority to carry out a flight with landings outside airfields perimeters on behalf of the "Avia" firm of Francis Lombardi in Vercelli and "Corriere Lombardo" in Milan.

The flight will be carried out by one or two "Aviastar" (L.M.S.) 60 HP dual-control touring aircraft for publicity purposes in view of the forthcoming industrial reorganization. The flight will be effected on the following route : Milan, Brescia, Venice, Bologna, Ancona, Pescara, Bari, Foggia, Naples, Rome, Perugia, Florence, Viareggio, La Spezia, Genoa, Savona, San Remo, Turin, Milan.

Should the aircraft be forced to land on airfields under Allied jurisdiction, we shall request the necessary authority.

Best regards.

*OK with me 2/4
WJ 29/3*

/s/ Giulio Crosti
DIRECTOR

*As the VERAFF Representative of IAF, would
you have any objection to this advertising tour - apparently to form another to sell FL 3's
& L.M.S. to Italian citizens for private flying & g. business men on business.
If no objection I propose to discuss with AVN. Foggia, then etc. 1/4 28/3.*

1708

Corriere Lombardo

Direzione

Milano, 26 marzo 1946

Via Senato, 85 - Tel. 76431-2-3-4 - 76718 - 78601 - 78781-2-3-4

A.V.M. BRODIEA.F.S.C. - A.C. ROMA

E PER CONOSCENZA : All'Ufficio Collegamento
Ministero dell'Aeronautica

In seguito a colloquio avuto con la S.V. in data odierna
avanziamo richiesta per il rilascio di autorizzazione a compie-
re un volo con atterraggi fuori campo per conto della Ditta
"Avia" di Vercelli di Francis Lombardi e del "Corriere Lombar-
do" di Milano.

Il volo sarà effettuato da uno o due aerei Aviastar da
turismo biposto 60 HP. e avrà scopo pubblicitario di presen-
tazione dell'apparecchio stesso in vista della prossima ripre-
sa industriale. Il volo avrà il seguente itinerario: Milano
Brescia Venezia Bologna Ancona Pescara Bari Foggia Napoli Roma
Perugia Firenze Viareggio La Spezia Genova Savona San Remo To-
rino Milano.

Nel caso di dover atterrare in aeroporti presidiati da-
gli Alleati avanzaeremo dovuta richiesta di autorizzazione.

Deferenti saluti.

IL DIRETTORE

Giulio Cresti

From : I.A.F. stato Maggiore.
 : A.F.S.C., ROME.
 Date : 23rd March, 1946.
 Ref : 270296/ST.3/8/1174/Coll.

7A
(C)

GLIDER CONSTRUCTION AND FLYING IN ITALY

With reference to your letter AFSC/53/1/Air dated 14th Nov. 1945, we notify you the details concerning what requested in para 2 of the above mentioned letter.

The gliders existing at to day's date in Italy are the following :

- N. 7 gliders of the type "Asiago" with numbers: 30111 - 30112 - 30113 - 30114 - 30115 - 30096 - 30098, which are at Milan at the Experimental Gliding Centre of the Politecnico, Milan.
- N. 1 glider of the type "AL. 12 P" N° 508 and
- N. 10 gliders of the type "Canguro" under construction at the Co. Ltd. Aeronautica Lombarda at Cantù.
- N. 1 glider of the type "CAT TM 2" at the Co. Ltd. Costruzioni Aeronautiche at Taliedo (Milano).
- N. 1 glider under construction at the Aircraft model School "Pietro Sacilotto" at Pordenone.

(The ribs of the wings have been ended). The construction has been suspended further to the prohibition of the A.M.G. The said School is waiting for authority from the Allied Authorities in order to carry out the project.

We confirm that in the case of these gliders being handed over to new owners or being transferred to new localities, your A.F.S.C. will be previously informed.

*What do we do about this? Suggest either
 (1) put up to AFSC stating your views and
 (2) ask AFSC to mention the project in
 submitting this plan for civil aviation or
 military plan for the 1st AF
 and 6th AF respectively.*
 translated by J. Bevacqua.

by order,
 The Chief of Staff.



*Nothing. Gliding is not
 permitted at all. It was disallowed
 by SAC and the CCS did not authorize
 it. Maybe Peace Terms will.*

Saga

STATO MAGGIORE R. AERONAUTICA
CL/PT
III REPARTO - SERVIZI

Sezione Tecnica

Protocollo

SERV/370296/ST.3/8. = 1174 Cell.

Roma, 11²³ Marzo 1946. =

All' A. C. - A. F. S. C.

ROMA

(tramite Ufficio Collegamento - Sede)

OGGETTO: Costruzione veleggiatori e volo a vela in Italia. =

Si fa riferimento al foglio n° AFSC/53/1/AIR di codesta A.F.S.C. in data 14 Novembre 1945 e si comunicano i dati relativi a quanto richiesto nel paragrafo 2 del suddetto foglio. -

I veleggiatori esistenti alla data odierna in Italia sono i seguenti:

- N° 7 alianti del tipo "Asiago", corrispondenti alle matricole: 30111 - 30112 - 30113 - 30114 - 30115 - 30096 - 30098, che si trovano a Milano presso il Centro Esperienze Volo a Vela del Politecnico. Milano. -
- N° 1 aliante del tipo "AL. 12 P" matricola 508 e
- N° 10 alianti del tipo "Canguro" in corso di costruzione presso la Società Anonima Aeronautica Lombarda a Cantù. - *Co. Ica.*
- N° 1 aliante del tipo "CAT TM 2" presso la Società Anonima Costruzioni Aeronautiche a Taliedo (Milano). -
- N° 1 aliante in corso di costruzione presso la Scuola di Aeromodellismo "Pietro SACILOTTO" di Pordenone. - *hamwork*
(Sono state portate a termine le centine delle ali)
E' stata sospesa la costruzione in seguito al divieto dell' A.M.G.; la suddetta Scuola è in attesa del permesso da parte delle Autorità Alleate per portare a termine il progetto. - *prohibition*

Si conferma che nell'eventualità tali veleggiatori dovessero passare a nuovi proprietari od essere trasferiti in nuove località codesta A.F.S.C. ne sarà informata preventivamente. -

d'ordine



IL CAPO DI STATO MAGGIORE
IL SOTTOCAPO DI STATO MAGGIORE

Colonnello A. A. e. n. Pilota

Adolfo Romandini

0884

6A

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

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

DATE :- 25th March 1946.

REF :- AFSC/M/53/1/AIR.



GLIDING - NORTHERN ITALY

73 A on that file

In accordance with the directive contained in the minutes of Monthly General Staff Conference, ref AFSC/358/1/Crg dated 10th February 1946 (Para 18 Gliding) General Biffi has been informed that it is unlikely that gliding will be permitted under the peace terms.

2. Notwithstanding the publicity given to this ruling, clubs and sporting societies continue to make plans on the assumption that the ban will shortly be lifted or that exceptions may be made in special circumstances.

3. Enclosed herewith is the translation of a letter received by General Biffi from an Italian Glider Organisation and forwarded at his request, though it has been pointed out that little hope can be entertained for the approval of this proposal.



[Handwritten signature]
L. E. JARRMAN C/O
Commanding
AFSC, MILAN

1408/3

GLIDING - NORTHERN ITALY

72 A on that file

In accordance with the directive contained in the minutes of Monthly General Staff Conference, ref AFSC/350/4/Org dated 18th February 1946 (Para 16 Gliding) General Biffi has been informed that it is unlikely that gliding will be permitted under the peace terms.

2. Notwithstanding the publicity given to this ruling, clubs and sporting societies continue to make plans on the assumption that the ban will shortly be lifted or that exceptions may be made in special circumstances.

3. Enclosed herewith is the translation of a letter received by General Biffi from an Italian Glider Organisation and forwarded at his request, though it has been pointed out that little hope can be entertained for the approval of this proposal.



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

W 44 28/2

Copy to :- Ufficio di Collegamento, Sede (for information)
Enclosure (1) Copy of "Letter from F.I.V.V."

1704

Ref for info 2/18
4/18/53

R.I.V.V.
Federazione Italiana Volo
Via Ugo Foscolo 3
Tel. 82477

Milan 18th March 1946

To General Biffi
Milan

The Consiglio of R.I.V.V. (Italian Glider Organisation) has pleasure in submitting to you a programme for glider activity for this year.

We hope that no difficulties will prevent the approval of this proposal as we have planned it after considering all the difficulties which exist at the present time as regard civil aviation.

We would like to organise a glider meeting in order that interested Allied personnel may test our a/c.

Almost everything has been damaged but fortunately one a/c of each type remains serviceable (Cat 20 - CVV 2 "Asiago" CVV 3 "Arcore" CVV 5 "Paper" Cat 28 - CVV 6 "Canjure")

The meeting could take place at the end of April or the beginning of May, and a week would be sufficient. The participation at this meeting of Swiss and French representatives would be appreciated in order to give an international aspect to the demonstration.

It would be much appreciated if at least the most famous Italian Glider pilots could be allowed to recommence their activities in this sphere.

We know that civil aviation is at present forbidden but therefore we think that a small number of temporary permits (a dozen) could be granted for those selected to participate.

We thank you very much for your kind consideration and your advice on this matter would be greatly appreciated.

Ing. Calimberti

To General Biffi
Milan

The Consiglio of P.I.V.V. (Italian Glider Organisation) has pleasure in submitting to you a programme for glider activity for this year.

We hope that no difficulties will prevent the approval of this proposal as we have planned it after considering all the difficulties which exist at the present time as regard civil aviation.

We would like to organise a glider meeting in order that interested Allied personnel may test our a/c.

Almost everything has been damaged but fortunately one a/c of each type remains serviceable (Cat 20 - CVV 2 "Asiago" CVV 3 "Arcore" CVV 5 "Paper" Cat 28 - CVV 6 "Cangure")

The meeting could take place at the end of April or the beginning of May, and a week would be sufficient. The participation at this meeting of Swiss and French representatives would be appreciated in order to give an international aspect to the demonstration.

It would be much appreciated if at least the most famous Italian Glider pilots could be allowed to recommence their activities in this sphere.

We know that civil aviation is at present forbidden but therefore we think that a small number of temporary permits (a dozen) could be granted for those selected to participate.

We thank you very much for your kind consideration and your advice on this matter would be greatly appreciated.

Ing. Calimberti

Handwritten signature
25/5/46

1202

5A

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

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

DATE :- 4th March 1946.

REF :- AFSC/E/53/1/AIR.

PROHIBITION OF GLIDING IN ITALY

With reference to the minutes of the February General Staff Conference, General Biffi was warned that it was most probable that Gliding would not be permitted in the Peace Terms and that he should not take an active part in promoting Gliding Clubs.

2. A notice to this effect was later inserted in the Milan newspaper to discourage glider construction by enthusiasts.

WHL 6/3
Refman
L.E. JARMAN G/C
Commanding
A.F.S.C. MILAN.

1302

PROHIBITION OF GLIDING IN ITALY

With reference to the minutes of the February General Staff Conference, General Biffi was warned that it was most probable that Gliding would not be permitted in the Peace Terms and that he should not take an active part in promoting Gliding Clubs.

2. A notice to this effect was later inserted in the Milan newspaper to discourage glider construction by enthusiasts.

WFA 6/3

referred

L.E. JARMAN G/C
Commanding
A.F.S.C. MILAN.

1702



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

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

DATE :- 2nd November 1945.

REF :- (suggest new file-Glider construction).



REPORT ON GLIDER CONSTRUCTION AT CANTU'

Acting on the report of glider training, raised at the monthly conference, the following information was obtained from the Intelligence Section of the I.A.F.

- (a) That seven gliders of the ASIAGO type were stored in the premises of the Aeronautica Firm at Cantù, and
- (b) That in the same premises were one glider CANGURO type complete and nine of the same type in the course of construction.

2. I visited the firm on 31 Oct with F/Lt Turner and found components of the seven ASIAGO gliders stored in different parts of the building. A CANGURO, a well designed fifteen passenger glider for military use was dismantled but under cover in an annex to the main building.

3. The firm which employs ~~one~~ three hundred employees was actively engaged in toy, furniture and stove manufacture as well as on car repairs and overhaul. At no time did I find any signs of aircraft construction except a petrol tank for a small 16HP single seater machine very similar to a Flying Flea.

4. Although the gliders were of a very attractive design, efficiently streamlined, skillfully finished and fitted with dual controls, flaps, air brakes and modern instruments, I do not consider that technical details would be of any value to the Allied.

... could be put into service within a very

53/1/par
1701
REPORT ON GLIDER CONSTRUCTION AT CANTU'

Acting on the report of glider training, raised at the monthly conference, the following information was obtained from the Intelligence Section of the I.A.F.

- (a) That seven gliders of the ASIAGO type were stored in the premises of the Aeronautica Firm at Cantù, and
- (b) That in the same premises were one glider CANGURO type complete and nine of the same type in the course of construction.

2. I visited the firm on 31 Oct with F/Lt Turner and found components of the seven ASIAGO gliders stored in different parts of the building. A CANGURO, a well designed fifteen passenger glider for military use was dismantled but under cover in an annex to the main building.

3. The firm which employs ~~one~~ three hundred employees was actively engaged in toy, furniture and stove manufacture as well as on car repairs and overhaul. At no time did I find any signs of aircraft construction except a petrol tank for a small 16HP single seater machine very similar to a Flying Flea.

4. Although the gliders were of a very attractive design, efficiently streamlined, skilfully finished and fitted with dual controls, flaps, air brakes and modern instruments, I do not consider that technical details would be of any value to the Allied.

5. All the gliders could be put into service within a very short time, but from ~~their~~ condition I would say that no work had been carried out on them for some months.

6. In view of this and because of transportation problems I recommend that they remain stored at Cantù where they could be inspected by Milan and visiting A.F.S.C. Officers.

6/11 WJH
L.E. JARMAN G/C
Commanding
A.F.S.C. MILAN

