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10000/135/351

CIVILIAN
JULY -

10000/135/351

CIVILIAN CONTRACTORS, WORKS POLICY
JULY - OCT. 1946

From : AIR FORCES SUB COMMISSION - A.C. ROME
To : COMMERCE DIVISION - A.C. ROME
Date : 26th October 1946
Ref. : AFSC/823/ENG.

REPAIR OF BRITISH AERO ENGINES BY ITALIAN FIRMS

Enclosed for your information is a copy of a letter addressed to the Italian Air Ministry from this Sub-Commission.

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

From : AIR FORCES SUB COMMISSION - A.C. NOTE
 To : ITALIAN AIR MINISTRY
 copies to : M.A.A.C. A.MQ. ITALY
 Date : 25th October 1946
 Ref. : AFSC/823/ENG.

REPAIR OF MERLIN ENGINES BY F.I.A.T. — A.A

Reference your letter 3/3373/1515 COLL. dated 15th October 1946.

2. If a working commercial agreement is reached by Messrs. Rolls Royce Ltd. and Messrs. F.I.A.T. no objection will be raised by us to complete overhauls (as distinct from top overhauls i.e. minor overhauls) being undertaken by Messrs. F.I.A.T. or any other Italian Firm on behalf of the Italian Air Forces or commercial Italian Air Line Companies.

3. This is not to be taken to mean that any Italian Firm may manufacture aircraft engines, even under licence, at least until such a policy is permitted by higher Allied Authorities, and is communicated to you by us.

4. For your information we have not sought permission from higher Allied Authorities to allow aircraft engines to be manufactured in Italy. 129

[Signature]
 AIR VICE MARSHALL
 DIRECTOR
 AIR FORCES SUB COMMISSION

REPAIR OF MERLIN ENGINES BY F.I.A.T.

Reference your letter 3/3373/1515 COLL. dated 15th October 1946.

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WMS
AIR VICE MARSHALL
DIRECTOR
AIR FORCES SUB COMMISSION

WMS
26/10

*File in 823/Eng**4A
(1)*

From : AIR MINISTRY
Direzione Generale Delle Costruzioni e degli Approvvigionamenti
Divisione Motori

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

Date : 15th October 1946

Ref. : 3/3373/3515 Coll.

Subject: REPAIR OF MERLIN ENGINES AT THE F.I.A.T. WORKS.

The F.I.A.T. Firm has informed us that during the course of a recent visit by one of their representatives at the British aircraft workshop Rolls-Royce, they ^{very} offered to resume the collaboration already existing in the past.

As a first step towards this collaboration, it has been suggested that the F.I.A.T. workshops overhaul the Merlin Engines installed on the Spitfires aircraft left in Italy.

Seeing this General Directorate considers that to entrust such a work to the F.I.A.T. works would be convenient not only to help the above mentioned collaboration, but also to ^{very} ensure the serviceability of Spitfire aircraft of the Italian Air Force Units, it would be greatly appreciated if the A.F.S.C. kindly grant ^{in return} authorisation.

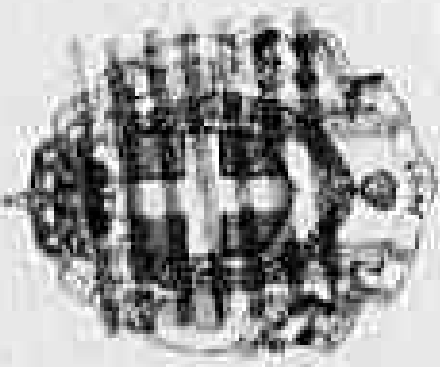
THE GENERAL DIRECTOR
(Col. G.A.r.i. TOLINO UMBERTO)

128

Translated by Sgt. P. KYAN

823/Eng
2/12 1946
[Signature]

Ad.



V/12-A

Ministero dell'Aeronautica

DIREZIONE GENERALE
DELLE COSTRUZIONI E DEGLI APPROVVIGIONAMENTI

Divisione Motori

Prot. N. 31 3373 Allegato 3515 Coll.

OGGETTO: Riparazione motori Merlin presso Ditta F.I.A.T.

e per conoscenza:

ALLO STATO MAGGIORE A.M.

S. E. D. E.

La Ditta F.I.A.T. ha comunicato alla scrivente che in occasione di una recente visita di suoi incaricati alle Officine Aeronautiche inglesi della Rolls - Royce ha avuto da essa l'offerta di riprendere la collaborazione già esistente in passato.

Quale primo atto di tale collaborazione, è stato proposto alla F.I.A.T. di assumere la revisione dei motori Merlin installati sui velivoli Spitfire rimasti in Italia.

Poichè questa Direzione Generale ritiene che l'affidare tale lavoro alla F.I.A.T. sarebbe conveniente oltre che per favorire l'inizio della suddetta collaborazione anche per assicurare l'efficienza dei velivoli Spitfire dei Reparti dell'Aviazione Italiana, si prega codesta A.F.G.C. di voler concedere la relativa autorizzazione.

[Handwritten signature]

711
Roma, 15 OTT. 1940

ALLA A.F.G.C. (AIR FORCE
SUB-COMMISSION) R O M A
(Inviale Ufficio Collegamento)

Proposta al F.I.

3A(c)

From : AIR FORCES SUB COMMISSION - A.C. ROME

To : F.I.A.T. S.A. + TURIN

(to the attention of Eng. AGOSTA)

OVERHAULING OF ROLLS ROYCE ENGINES

It follows the conversation we had on the subject on October 7. - W/CDR. Thompson and myself had a meeting with Col. Bertagnolio (C.O. of the Industry and Programms Division of the Technical Department) in order to study the possibility and the convenience of giving to your firm the overhauling of the Rolls Royce-Merlin engines mounted on our Spitfires. This considering the fact that such an order would mean the first step towards a collaboration between the two firms which can only be wished for by everyone concerned.

2. The Air Ministry, on principle, have no objections but Col. Bertagnolio passed the same remarks I passed the first time we discussed the matter - and that is to say:

- a) - very limited number of engines to be overhauled (most probably not more than three per month).
- b) - very high cost of every overhauling - this due to the limited number above-mentioned - whilst the work can be carried out on less expensive bases by the existing military organizations.
- c) - lack of detached and new spares, and necessity to salvage them from U.S. engines. This brings with it the fact that the responsibility of your firm towards the Italian Air Ministry would be too much limited in case of faults or inconveniences eventually shown by the overhauled engines.
- d) - Complete lack of jigs and tools. The equipment which in the case of the Merlin Engine is very delicate, the A.P.S.C. is trying to trace (and eventually to obtain) from some Maintenance Unit in Italy or in the Middle East, but - so far - nothing has been found.

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- d) - Complete lack of jigs and tools. The equipment which in the case of the Merlin Engine is very delicate, the A.F.S.C. is trying to trace (and eventually to obtain) from some Maintenance Unit in Italy or in the Middle East, but - so far - nothing has been found.

3. Your Firm should, anyhow, get in direct contact with the Air Ministry and make them an offer which will be duly examined and, eventually taken into consideration. At present the situation is very fluid because of the reasons above-mentioned and it is even not possible that one day or another we will be forced to buy spares, tools and jigs in England itself. In this case your connections and organizations in that country will put you in a favourable position.

- 2 -

4. Though the engines in question are only overhauled the Rolls Royce name is certainly involved. I think that because of this Rolls Royce people are probably willing to take a step in order to obtain that the overhauling of their engines be given to a firm which like yours, can give every guaranty.

Col. BRENTA.

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3A (a)

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

TO : F.I.A.T. S.A. + TURIN

(to the attention of Eng. AGOSTA)

OVERHAULING OF ROLLS ROYCE ENGINES

It follows the conversation we had on the subject on October 7. - W/CDR. Thompson and myself had a meeting with Col. Bertagnolio (C.O. of the Industry and Programs Division of the Technical Department) in order to study the possibility and the convenience of giving to your firm the overhauling of the Rolls Royce-Merlin engines mounted on our Spitfires.

This considering the fact that such an order would mean the first step towards a collaboration between the two firms which can only be wished for by everyone concerned.

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- b) - very high cost of every overhauling - this due to the limited number above-mentioned - whilst the work can be carried out on less expensive bases by the existing military organizations. 24
- c) - lack of detached and new spares, and necessity to salvage them from u/s. engines. This brings with it the fact that the responsibility of your firm towards the Italian Air Ministry would be too much limited in case of faults or inconveniences eventually shown by the overhauled engines.
- d) - Complete lack of jigs and tools. The equipment which in the case of the Merlin Engine is very delicate, the A.P.S.C. is trying to trace (and eventually to obtain) from some Maintenance Unit in Italy or in the Middle East, but - so far - nothing has been found.

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This considering the fact that such an order would mean the first step towards a collaboration between the two firms which can only be wished for by everyone concerned.

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- c) - lack of detached and new spares, and necessity to salvage them from u/s. engines. This brings with it the fact that the responsibility of your firm towards the Italian Air Ministry would be too much limited in case of faults or inconveniences eventually shown by the overhauled engines.
- d) - Complete lack of jigs and tools. The equipment which in the case of the Merlin Engine is very delicate, the A.F.S.C. is trying to trace (and eventually to obtain) from some Maintenance Unit in Italy or in the Middle East, but - so far - nothing has been found.

3. Your Firm should, anyhow, get in direct contact with the Air Ministry and make them an offer which will be duly examined and, eventually taken into consideration. At present the situation is very fluid because of the reasons above-mentioned and it is even not possible that one day or another we will be forced to buy spares, tools and jigs in England itself. In this case your connections and organizations in that country will put you in a favourable position.

- 2 -

4. Though the engines in question are only overhauled the Rolls Royce name is certainly involved. I think that because of this Rolls Royce people are probably willing to take a step in order to obtain that the overhauling of their engines be given to a firm which like yours, can give every guaranty.

Col. PRENTA.

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French Air Forces and Commission of Royal
to: FIAT, S.A. Turin

(To the attention of Eng. Agostini)

OVERHAULING OF ROLLS ROYCE ENGINES

3B

(+)

It follows the conversations we had on the subject
1. On October 7, W/Cdr Thompson and myself had
a meeting with Col. Bertagnolio (C.O. of the Industry
and Programmes Division of the Technical Services)
in order to study the possibility and consequences
of giving to your firm the overhauling of the Rolls
Royce - Merlin engines installed on our Spitfires.
This considering the fact that such an order would
represent the first step towards a collaboration between
the two firms work can only be welcomed by
everyone concerned.

2. The Air Ministry, on principle, has no objection
but Col. Bertagnolio passed the matter on to the
I passed the first letter we discussed the matter -
and that is to say:

- a/ very limited number of engines to be overhauled
(which probably not more than three per month)
- b/ very high cost of every overhauling - due to
the limited number above mentioned - which
the work can be carried out on less expensive basis
by the existing military organisation.
- c/ lack of detailed and new spares, and

necessity to say so to these from your engineers. This being with the fact that the responsibility of your firm towards the I.A.M. would be too much insisted in case of faults or shortcomings eventually shown by the overhauled engines.

d. Complete lack of jigs & tools. This exceptional work, the case of the Merlin engine is very delicate, the R.F.C. is trying to trace (and eventually to obtain) from some M.W. in Italy or in the Middle East, but - so far - nothing has been found.

e. Your firm should, anyhow, get in direct contact with the Air Ministry and make them all other work will be duly examined and, eventually, taken into consideration. At the present the situation is very fluid because of the troubles above mentioned and it is even not impossible that one day or another we will be forced to buy spares, tools and jigs in England itself. In this case your collection and organization of spare parts will put you in a favorable position.

f. Though the engines in question are only overhauled the Rolls Royce is certainly involved. I think that because of this Rolls Royce people are probably willing to take a step in order to obtain that the overhauling of these engines be given to a firm which, like yours, can give every guarantee

W. Brewster

30

Della :- AIR FORCE SUB COMMISSION, A.C., ROMA.

Alla :- Spett. FIAT S.A. (All'attenzione dell'Ing. AGOSTA, Torino).

REVISIONE MOTORI ROLLS ROYCE MERLIN.

Fa seguito alle conversazioni avute sull'argomento.

1. Il 7 e. il W/Cdr. Thompson e lo scrivente hanno avuto un lungo colloquio sulla questione col Colonnello Ing. Bertaquollo, capo dell'ufficio Industrie e Programmi della Direzione delle Costruzioni. Oggetto del colloquio l'esame della possibilità e convenienza di affidare a Codesta Spett. S.A. la revisione dei MERLIN montati sui nostri Spitfire - cio' che potrebbe costituire il primo passo verso una collaborazione, che non potrebbe non essere da tutti desiderata, tra le due case.
2. Il Ministero non ha nessuna difficoltà di principio ma il Col. Bertaquollo ci ha fatto osservare quello che segue e che io stesso avevo fatto notare quando per la prima volta si parlò della cosa.
 - a) Limitatissimo numero di motori da revisionare (con ogni probabilità non più di tre al mese).
 - b) Conseguente alto costo di ogni revisione eseguita in Ditta, mentre può essere eseguita "in economia" dalle organizzazioni militari esistenti.
 - c) Mancanza per ora per ora di parti di rispetto staccate e necessita' quindi di ~~imperare~~ da motori radiati - cio' che, oltre ad essere laborioso, limita troppo le responsabilità della Ditta nei confronti del Ministero quando dovessero riscontrarsi sui motori revisionati.
 - d) Mancanza assoluta della attrezzatura per la revisione. Questa attrezzatura che, per il caso del MERLIN e' delicatissima, si cerca di rintracciare e di fare il possibile per avere da qualche Maintenance Unit della R.A.F. dislocata in Italia o nel vicino oriente. Della cosa si sta attivamente occupando la A.F.S.C. e per il momento nulla si sa di positivo.
3. Codesta Spett. Ditta dovrebbe in ogni modo prendere diretto contatto con il Ministero a cui dovrebbe fare una offerta che sarà certamente valutata e presa nella dovuta considerazione. Al momento la situazione e' molto fluida per la mancanza già citata delle parti di rispetto e dell'attrezzatura, e non e' neppure del tutto da escludere che parti ed attrezzature debbono finire coll'essere acquistate in Inghilterra, ed in questo caso le aderenze e la organizzazione della FIAT nel paese potrebbero costituire una seria ragione per farla preferire. Fino ad ora, e cio' giustifica l'attuale situazione, i motori da revisionare venivano sostituiti con altri revisionati da unità della R.A.F.
4. Anche trattandosi di motori revisionati il nome della ROLLS e' sempre impegnato ragione per cui, questa Ditta potrebbe forse non avere difficoltà a fare un passo nell'intento di ottenere che la revisione venga affidata ad una casa che come la FIAT può offrire le migliori garanzie di esecuzione.

Vogliate gradire i miei migliori saluti.

te

2A

From:- Air Vice Marshal Brodie, O.B.E.,

Air Forces Sub-Commission,

Allied Commission,

ROME.

16th July, 1946.

DG/139.

Dear

With reference to our conversation this morning I enclose herewith three pamphlets two of which I would like you to return to A.F.S.C. as they are our only copies, and Wing Commander Thompson and I have not yet had time to read them. The two pamphlets which I would like returned are marked accordingly on the front cover.

I would like to confirm that Air Marshal Sir Alec Coryton (Ministry of Aircraft Production), Mr. Lippin (Rolls Royce), and Wing Commander Otter (Technical Staff Officer) are prepared to meet you and any interested Italian people with a view to discussing engineering problems such as availability of various types of engines and their suitability or otherwise, for those types of commercial aircraft which you may wish to construct in the future. You may like to invite representatives of Fiat's, Savoia Marchetti, Alfa Romeo, and some other firms, but it is suggested that numbers are limited so as to keep the meeting in reasonable bounds.

In order to curtail and ensure that the conference is of real value would you please prepare a questionnaire on the subjects which you and the aircraft constructors may wish to raise at the meeting, and if you could let me have this by 17.30 hours on Thursday 16th July, I would be grateful.

For your information I gather that it is not at present the British Government's intention to permit other nationals to build jet power units on licence, nor is it likely that such permission will be given for another two to five years.

One question you may like to raise is whether or not the British (Military or Civil) have any work, such as ~~unmanned~~ conversion of aircraft, which may be farmed out by them to Italian aircraft firms.

Yours

Colonel Cigerza,
Italian Air Ministry.

P.A. (Antipasto) J. d. p.s. please mention this to
G.I.O. 19-01.
S.S.O. 19-01.
S.I.O. 19-01.

has been done
and the matter
has also been referred
to Col Tolina (Director of Aircraft
Production)

TRANSLATION.

PROMEMORIA FOR AIR VICE MARSHAL I.E. MOORE DIRECTOR OF A.F.S.C. ROME.

BRITISH

SUBJECT: QUESTIONNAIRE TO BE SUBMITTED TO THE/MINISTER OF AIRCRAFT PRODUCTION.

Italian Aeronautical Industry.

The Italian Aeronautical Industry is, in so far as airframes and the relative accessories are concerned, able to satisfy the modest exigencies of the country. It can, however, be foreseen that the necessity will arise for the supply of engines, either through purchase or to be reproduced on the licences being granted by the British Aeronautical Industry.

2. It is not yet possible to ascertain the future needs of non-military aircraft and it will thus be opportune to limit the request for the time being to the following types of engines:-

- (a) 300 - 350 Horsepower for training purposes and Aero-taxi and Tourist aircraft.
- (b) 1,000 - 1,200 Horsepower for Transport aircraft flying at a height not less than 4,000 metres.
- (c) 1,800 - 2,000 Horsepower for Transport aircraft to be flown at a height not less than 4,000 metres.

3. It would be appreciated if information on engines of the above-mentioned specifications which British industry is producing ~~could be given~~, and of the conditions under which these engines could be ceded or reproduced under licence in Italy (i.e. Types of engines and makes available).

4. It would also be appreciated if eventual facilities were granted whereby Italian and British Automobile industrial representatives could make contact.

5. As has previously been mentioned the possibility of production by the Italian aeronautical industries is largely exuberant in respect of the capacity to be absorbed by the internal market. It is, therefore, requested that the opportunity be taken to examine the possibility of completing the gaps by use of English and Italian material. Conversion or adaptation of British military aircraft could be carried out in order that these aircraft be used for civil aviation. The principal Italian industrial concerns who would be in a position to satisfy British demands are the following:-

- (i) Aeronautica D'Italia, Turin. The workshops are in good condition and are particularly adaptable to the production of metallic frame work.
- (ii) Piaggio-Finale, Ligure. The workshops are being re-organised and would be adaptable to the production of metallic and mixed frame-work.

(iii) Savoia Marchetti, Sesto Calende. The workshops are in

aircraft and it will thus be opportune to limit the request for the time being to the following types of engines:-

- (a) 200 - 350 Horsepower for training purposes and Aero-taxi and Tourist aircraft.
- (b) 1,000 - 1,200 Horsepower for Transport aircraft flying at a height not less than 4,000 metres.
- (c) 1,600 - 2,000 Horsepower for Transport aircraft to be flown at a height not less than 4,000 metres.

3. It would be appreciated if information on engines of the above-mentioned specifications which British industry is producing ~~could be given~~ ^{could be given}, and of the conditions under which these engines could be ceded or reproduced under licence in Italy (i.e. Types of engines and makes available).

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- (i) Aeronautica D'Italia, Turin. The workshops are in good condition and are particularly adaptable to the production of metallic frame work.
- (ii) Diaggio-Fingale, Livorno. The workshops are being re-organised and would be adaptable to the production of metallic and mixed frame-work.
- (iii) Savola Marchetti, Sesto Calende. The workshops are in excellent condition and adaptable for the production of mixed frame works or even entirely metallic frame-work. It produces metallic propellers at constant speed.
- (iv) Aeronautica Valschi, Varese. The workshops have been damaged and are being reconstructed. They are particularly adaptable for metallic frame-work construction of small structure
- (v) Aeronautica Breda, Milan, (Sesto S. Giovanni). The principal workshops are badly damaged but the auxiliary workshops can be used. This firm can construct metallic airframes.
- (vi) Aeroplani Cauroni, Milan, (Inalido). The workshops are

...../Inalido

- 2 -

(vi) Aerorlandi Caironi - Milan (Talliedo) Cont.
intact and can construct mixed framework.

(vii) Fiat S.M.A., Turin. The workshops are partly damaged.
It can construct engines and propellers of various types.

(viii) Alfa Romeo, Milan. Same as above.

(ix) Isotta Fraschini, Milan. Workshops in good condition.
It can construct engines of various types.

Distribution

nos

DD

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1A
PROMEMORIA PER IL VICE MARESCIALLO DELL'ARIA I.E.BRODIE
Capo dell'A.F.S.C.

R O M A

OGGETTO: Questioni da sottoporre al Ministro della Produzione Aeronautica Britannica.

L'industria aeronautica italiana è, per quanto si riferisce alle cellule ed ai relativi accessori, ampiamente sufficiente a soddisfare le modeste esigenze nazionali. - Si può invece prevedere la convenienza di ricorrere all'industria aeronautica inglese per ottenere dei motori da acquistare o da riprodurre su licenza. -

Non essendo ancora possibile fare delle previsioni sul fabbisogno futuro di aeroplani bellici è opportuno limitarsi per ora ai seguenti tipi di motori:

- a) - motore da 300+350 HP. per aeroplani da addestramento, taxi aereo e gran turismo.
- b) - motore da 1000+1200 HP. per aeroplani da trasporto con quota di ristabilimento non inferiore a 4000 metri.
- c) - motore da 1800+2000 H.P. per aeroplani da trasporto con quota di ristabilimento non inferiore a 4000 metri.

Si chiede di potere avere delle notizie sui motori delle potenze sopradette che l'industria inglese ha messo a punto per la produzione e sulle condizioni alle quali essi potrebbero

Typical

R O M A

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- taxi aereo e gran turismo.
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- c) - motore da 1800+2000 H.P. per aeroplani da trasporto con quota di ristabilimento non inferiore a 4000 metri.

Si chiede di potere avere delle notizie sui motori delle potenze sopradette che l'industria inglese ha messo a punto per la produzione e sulle condizioni alle quali essi potrebbero essere ceduti o riprodotti su licenza in Italia. -

Si chiede inoltre di voler facilitare eventuali prese di contatto dirette tra esponenti dell'industria motoristica italiana e di quella inglese.

o o

//.

*Types of
engines
available?*

Come si è detto sopra la possibilità di produzione dell'industria aeronautica italiana è largamente esuberante rispetto alla capacità di assorbimento del mercato interno.-

Si chiede quindi di esaminare l'opportunità di coprire tale eccedenza di produzione mediante ordinativi da parte inglese di complessi o di parti staccate di progettazione inglese o italiana.- Potrebbero anche essere eseguite trasformazioni o adattamenti di aeroplani militari inglesi da utilizzare per scopi civili.

Le principali industrie italiane che risulterebbero meglio in grado di soddisfare le eventuali esigenze Britanniche sono le seguenti :

1) - AERONAUTICA D'ITALIA - TORINO.

Le Officine sono in buone condizioni di efficienza e risultano particolarmente adatte per la produzione di cellule metalliche.

2) - PIAGGIO - FINALE LIGURE.

Le Officine sono in corso di riordinamento e ripulitano adatte sia per cellule metalliche che miste.

3) - SAVOIA MARCHETTI - SESTO CALENDE

Officine in ottime condizioni adatte per cellule miste od anche interamente metalliche. Produce eliche metalliche a giri costanti.

4) - AERONAUTICA MACCHI - VARESE.

In corso di riordinamento in seguito ai danni subiti.

spetto alla capacità di assorbimento del mercato interno. -

Si chiede quindi di esaminare l'opportunità di coprire tale eccedenza di produzione mediante ordinativi da parte inglese di complessi o di parti staccate di progettazione inglese o italiana. - Potrebbero anche essere eseguite trasformazioni o adattamenti di aeroplani militari inglesi da utilizzare per scopi civili.

Le principali industrie italiane che risulterebbero meglio in grado di soddisfare le eventuali esigenze Britanniche sono le seguenti :

1) - AERONAUTICA D'ITALIA - TORINO.

Le Officine sono in buone condizioni di efficienza e risultano particolarmente adatte per la produzione di cellule metalliche.

2) - PIAGGIO - FINALE LIGURE.

Le Officine sono in corso di riordinamento e ~~riplano~~ adatte sia per cellule metalliche che miste.

3) - SAVOIA MARGHETTI - SESTO CALENDE

Officine in ottime condizioni adatte per cellule miste od anche interamente metalliche. Produce eliche metalliche a giri costanti.

4) - AERONAUTICA MACCHI - VARESE.

In corso di riordinamento in seguito ai danni subiti. Particolarmente adatta per costruzione di cellule metalliche di piccola mole.

5) - AERONAUTICA BRED A - MILANO -(SESTO S. GIOVANNI).

Gli impianti principali sono fortemente danneggiati - sussistono efficienti le Officine ausiliarie. Può co

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struire cellule metalliche.

6) - AEROPLANI CAPRONI - MILANO (TALIEO).

Officine intatte. Può costruire cellule miste.

7) - F.I.A.T. S.M.A. - TORINO.

Officine parzialmente danneggiate. Può costruire motori ed eliche di tipo vario.

8) - ALFA ROMEO - MILANO.

Idem come sopra.

9) - ISOTTA FRASCHINI - MILANO.

Officine efficienti. E' in grado di costruire motori di tipo vario.=

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