

ACC

10000/135/390

10000/135/390

FIAT G 12
AUG. 1945 - JAN. 1947

Minute I

Director:-

Reference enclosures 2A and 3A.

It is not a good policy to construct more G.12 aircraft until the longitudinal stability is improved. Some two months ago by virtue of a complaint by G/Capt. JARMAN the I.A.M. were requested to carry out stability tests on these aircraft. Col. CIGERZA carried out tests and found the aircraft unsatisfactory. As a temporary measure a "GONDOLA" freight carrying compartment was designed to be attached to the under side of the fuselage thus bringing the C G further forward. A more permanent modification was suggested by Col. CIGERZA that the wings should be given sweep back and dihedral by the insertion of a suitably designed insertion at the wing root. If this measure was found satisfactory the main wing jigs were to be altered to incorporate this modification in the wing construction. At the present moment Col. CIGERZA is in TURIN carrying out tests for C G travel and stability.

In view of the industrial position of the firm it is suggested that the present G.12 aircraft under construction be completed with Col. CIGERZA's suggested modification.

Further the installation of FIAT A.74 engines is not satisfactory as this is not a reliable engine frequently having to be changed after 50 - 70 hours running.

It is considered that in spite of the FIAT statement, that there isn't a private market for the G.12 aircraft, and that this statement is only a lever to obtain work, and credit from the banks. The directors of civil aviation would be ill-advised to accept this aircraft until it has been proved stable.

The G.212 aircraft has the same wings as the G.12 but with a larger fuselage and wider centre section. It is suspected that the G.12's faults will develop in the G.212 so the prototype of the latter aircraft should have exhaustive tests carried out by the I.A.F. technical department.

A. Thompson
C.T.O.

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Mr. A. J. D.

C.T.O. We spoke. We can't go so far as to C.T.O.

forbid G.12 to be built. Should G.12 be taken off Military courses

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*A. Thompson by letter
C.T.O.*

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*C.T.O. We spoke. We can't go as far as to
forked G.12 to be built. Should G.12 be taken off military courses
service?*

*2. In view of 2A why should not parallel action be taken concerning
the 6 ST 950 - for civil aviation a distinct from military
courses service?*

*3. Ref 3A ask S.I.O. to find out more about the project to sell
to French countries - at present would be permitted to fly them.*

57

6^A

From:- Air Forces Sub-Commission, Allied Commission, ROME.
 To :- Italian Air Ministry.
 Date:- 7th January, 1947.
 Ref :- AFSC/824/6/ENG.

CONSTRUCTION OF G.12 AIRCRAFT.

Reference is made to your letter 2/6312/2307 Coll., dated the 24th June, 1946.

2. A recommendation for approval was forwarded by us to higher authorities for the construction of a further number of G.12 aircraft, but no decision could then be made.
3. The matter was, however, not pressed by us pending the result of the flight tests of an aircraft modified to increase longitudinal stability. It is understood that these tests have now been successfully completed and that the FIAT aircraft factory has little work on hand.
4. Further to my letter AFSC/824/ENG., of the 23rd December, 1946, authorising a limited amount of construction, permission is hereby granted for the construction of the 12 civil type aircraft requested, these may be of the G.12, G.212 or the G.213 type but it must be clearly understood that the aircraft are not to be so constructed that will permit of the fitting of bombing, torpedo or gun armament at a later date.

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

Copy to: Mediterranean Allied Air Committee Secretariat.

D.B. Jk 3m 9/1

C.T.O. (supra) *John Dore*
 S-10 Enk 1/1

S.S.O. - 15/1

Copy placed on file 824/ENG.

481

SA

MEMOC.T.O.

I flew to Milan on Saturday 27th July in an un-modified G-12.

This type of aircraft is cold, noisy and the seating is particularly uncomfortable.

Passengers, mostly Italian business men, became very restless after the first half hour of flight and in order to stretch their legs often paced about the open space towards the rear end of the cabin.

At one time there were seven men of large proportions in this space.

As you know the Centre of Gravity of the G-12 is already well behind the Centre of Pressure and the aircraft is noted for its instability.

What, in your opinion, is the effect of displacing a weight of approximately 1200 lbs a distance of 12 feet aft of the Centre of Pressure which is, in effect, the result of moving seven men to the rear of the cabin?

I have spoken to Colonel Reimiro but if you feel that this practice is dangerous we should follow up my talk with a letter.

Air II
Please take action
very. b/r.

62A
24/1/58

L. J. J. J.

L. J. J. J.,
Senior Staff Officer,

Air Force Club, London.

1st August, 1958.

APC/62/16/200.

It is appreciated that the un-modified G-12's are far from comfortable, but they are being modified in line by Messrs FIAT of TORIN.

As regards the crowding of passengers aft. It is appreciated that this will increase the inherent instability of this type of aircraft. The captains should be aware of this and it is their responsibility to see that passengers conform to normal safety orders and conduct.

It is suggested that A/C II takes the matter up & suggests a notice is painted on the aircraft to the effect that not more than one passenger must be aft of the point where the wing meets the fuselage.

J. Thompson by the C.T.O.



DIREZIONE DI ROMA

4A.
ROMA the 25 June, 1946.
VIA CALABRIA, 40
TELEPHONE N. 481-751 - 481-7522552
Air Forces Sub Commission,
A.C.,
R O M A.To the attention of
W/CDR H. THOMPSON, MBE.,
Senior Technical officer.

Dear Sirs,

Construction of 12 more G.12 (or G.212)

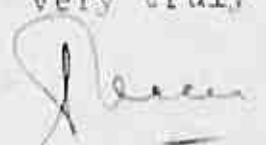
Following the interview we had with Air Vice-Marshal Brodie two weeks ago, we have been in contact with the Air Ministry and, as they were agreeing that the program should develop from 8 to 12 units, we asked them to write to you for official permission, what we understand they did now.

As we explained, this construction is the minimum program that can be devised to keep the essential factory departments going without further reduction of personnel, below the very low level now reached.

We hope, therefore, that, as you have shown comprehension for our situation both always before and also during our last interview, no objection will be raised on your part.

Some of the units will possibly be of the G.212 type.

Thanking you very much in advance, we remain
very truly yours,


(Dott. A. Peccei)

From: Italian Air Ministry., Comitato Superiore Aeronautica, Rome
 To : Air Forces Sub Commission, A. G., Rome.
 Date: 24th June, 1946
 Ref: 2/6312/2307 Coll.

BA

(t)

CONSTRUCTION OF G.12 AIRCRAFT

As you are aware, this Ministry had ordered, a certain time ago, the construction of 20 G.12 aircraft by the "Aeronautica d'Italia" firm; this was previously authorized by the Air Forces Sub Commission. At the present these aircraft are in a very advanced stage of construction.

In consequence, some of the sections working on the G.12 aircraft are at the moment without work and therefore the firm are worrying that, if the situation remains unchanged, they should arrange the dismissal of a high number of workers being the result of an evident harmful social and political repercussion.

To this effect, the same firm stated that dealings are now in progress and they are expecting to succeed in selling a certain number of G.12 aircraft (about 12 a/c) fitted with A.74 engines to private societies.

In view of the poor work and financial situation which enable the firm to manufacture aircraft at their own risk, this firm have requested the Air Ministry to buy at least half of them in the case they could not be bought by private societies.

In view of the above, The Air Forces Sub Commission is kindly requested to grant authorization to the firm for the construction of the said 12 G.12 aircraft in addition to the 20 already authorized.

THE DIRECTOR,
 (Spd.) Col. U. TOLINO

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Mod. 126*



St. G. G. G.

3A

24-6-

Roma

Al. A.F.S.C. = R. S. A.
(Tramite Ufficio Collegamento)

S. E. D. E.

COMITATO SUPERIORE AERONAUTICA

Ministro dell'Aviazione

2307 Coll.

2/6312

Risposta al p. n. 1. 1. 1.

OGGETTO Costruzione velivoli G.12.

e per conoscenza:

ALL' STATO MAGGIORE DELL' AERONAUTICA

= S. E. D. E.

Il p. n. 1. 1. 1. è stato approvato e inviato alla signora

Come è noto questo Ministero - previa autorizzazione di co-
desta A.F.S.C. - ordinò già da tempo alla Ditta Aeronautica d'Ita-
lia 20 velivoli G.12 il cui stato di lavorazione è ora notevolmen-
te avanzato.

In conseguenza di ciò alcuni reparti addetti alle lavora-
zioni del G.12 si trovano attualmente senza lavoro e pertanto la
Ditta si preoccupa che, perdurando tale stato di cose, debba prov-
vedere al licenziamento di un notevole numero di operai con conse-
guente evidente dannosa ripercussione di carattere sociale-politi-
co.

A tale proposito la Ditta stessa ha dichiarato di avere del-
le trattative in corso, per cui è prevedibile che riuscirà a ven-
dere a Società private un certo numero (che si aggirerà attorno
alle 12 unità) di velivoli G.12, previsti di motori A.74.

La prefata Ditta, in considerazione della precaria situa-
zione di lavoro delle maestranze e che le attuali condizioni fi-
nanziarie non le consentono di affrontare la costruzione dei veli-
voli a proprio rischio e pericolo, ha chiesto che questo Ministe-
ro, nell'ipotesi che i suddetti velivoli non potessero essere col-
locati presso privati, venissero acquistati almeno per metà dal
Ministero stesso.

Per quanto sopra esposto si prega codesta A.F.S.C. di voler
concedere alla Ditta in parola l'autorizzazione a costruire i sud-
detti 12 velivoli G.12, oltre i 20 complessivamente già autorizza-
ti.

IL DIRETTORE 477

Aut. 4^a 2/6312/2304 Coll.
 Resp. del P. V. del

Oggetto: Costruzione velivoli G.12.

e per conoscenza:

ALLO STATO MAGGIORE DELL'ARMATA

= S E D E

Come è noto questo Ministero - previa autorizzazione di co-
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 ti.

IL DIRETTORE 177
 Col. G.A.R. - Foligno Ing. Umberto

File~~7A~~
2A

AIR FORCES SUB COMMISSION, A.C. REHE

041430 JUNE 1946

MEDITERRANEAN ALLIED AIR COMMITTEE, A.H.Q. ITALY.

UNCLAS

AIRL TWO SIX NINE FROM JARMAN TO FISHER PD
 REFERENCE CONVERSATION ON FOUR JUNE ONE NINE FOUR SIX SUBJECT CONSTRUCTION OF FLAT
 G. TWELVE AIRCRAFT REQUEST AUTHORITY TO BUILD A FURTHER SIX (6) G. TWELVE AIRCRAFT
 FOR INTERNAL CIVIL AVIATION PD
 THESE AIRCRAFT REQUIRED FOR CIVIL AIR LINES WHEN CIVIL AVIATION IN ITALY BREAKS
 AWAY FROM THE EXISTING MILITARY TRANSPORT ORGANISATION PD

AFSC/326/ENG.

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ROUTINE

SENIOR STAFF OFFICER L. E. JARMAN, G/C.

L. E. Jarm

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

11 August 1945 *HA*

TO: ITALIAN AIR MINISTRY

DATE: 10TH AUGUST, 1946

REF: AFSC/826/ENG.

CONSTRUCTION OF FIAT G.12 AIRCRAFT

Authority is hereby given for the construction of a further eight Fiat G.12 aircraft (by Fiat's TURIN), which makes the total number of this type of aircraft which may be constructed twenty. This should give employment to that part of the Fiat Factory engaged upon construction of G.12 aircraft work until approximately April 1946, and will, it is considered, be a great help in finding work for the factory hands.

2. I have, however, to remind you that this authority is without prejudice to the Allied Peace negotiations with Italy.

3. I also have to remind you that it is still the Allied policy not to allow an increase in the number of aircraft held in the Italian Air Force, and therefore it may be necessary when these aircraft are completed to place some of them, or some of the other Bomber Transport Aircraft into an Aircraft Holding ~~Unit~~ Unit which will be under Allied supervision if it is found necessary to form such a Unit for this purpose.

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

COPY:
H.Q. RAF MEDME G.H.F. A.L.S. (2)
INDUSTRY SUB-COMMISSION.

MILAN OFFICE, A.F.S.C.

C
O
P
Y

0402

3.7