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CAPRONI, CR 42
JULY 1945 - MAY 1946

824/14/5mk
6A

AIR FORCES SUB COMMISSION
ALLIED COMMISSION
ROME

REPORT ON ITALIAN AIRCRAFT

Type C.R. 42 (Reg. No. M.M. 9853)

DESCRIPTION - Single seat, single engine, fighter-bomber, - with fixed undercarriage, - flaps are not fitted.

DATA - Wing span - 11m - Length 8m.

Powered by one 800 H.P. Fiat A 74RC 38 engine; driving a constant speed airscrew.

Wing Loading - 120 kg/m^2 Stalling Speed - 150 km/hr.

One petrol tank with a capacity of 350 litres, gives a range of 900 km, when flying straight and level at 280 km/hr. The endurance is quoted as three hours at a speed of 210 km/hr.

Engine full pressure is 0.2 to 0.3 kg/cm².

Oil Pressure is 6 kg/cm²

Oil Temp. IN 30°C

Oil Temp. OUT 50°C.

REMARKS

An initial flight was made in this aircraft by the F.T.I. - on the 13th December, 1945, - duration one hour.

The cockpit arrangement is simple, and the throttle has been modified to correspond to the British. Forward visibility on the ground is restricted by the high position of the nose. The brake lever is positioned on top of the control column, and should be used sparingly, as the brakes rely on air pressure, which does not build up too rapidly. The tail wheel should be unlocked for taxiing, and locked for take-off and landing.

Full power is required for take-off, the aircraft becoming airborne at approximately 160km/hr. Immediately airborne and climbing, throttle back to indicated boost figure of 36, and reduce r.p.m. to 2150. The rate of climb at this power setting should be 8 - 9m/sec. at 180 km/hr.

Normal cruising speed is 290 km/hr.

The controls handled very stiffly, due probably to the aircraft being comparatively new. The rudders in particular are very sensitive.

Approach speed is 180 km/hr and gives a slightly nose high attitude. Slowly reduce power all the way down the approach, - until the final check for landing when all power should be cut off. Under normal wind conditions a fairly long float period can be expected before the

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Oil Temp. IN 30°C

Oil Temp. OUT 60°C.

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Approach speed is 180 km/hr and gives a slightly nose high attitude. Slowly reduce power all the way down the approach, - until the final check for landing when all power should be cut off. Under normal wind conditions a fairly long float period can be expected before the final touch down, - the total landing run required being approximately 1500 yards.

It is planned to make a further flight in the near future.

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Air Forces Sub Commission,
Allied Commission, Rome.

Ref. AFSC/31/3/AIR.

Date: 21st December, 1945.

A. Hart
A. HART. P/LT.

FLYING TRAINING INSTRUCTOR.

PP M: Stato Maggiore, R. Aeronautica - III REPARTO-SERVIZI
Technical Section - Rome

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

Date: 21st May, 1946.

CR.42 AIRCRAFT.

Reference your letter dated 30/4/46 sub-para 3/. We confirm once more what Colonel CIGERZA has verbally communicated to P/Lt J.W. TURNER on the above subject. A long and thorough overhaul has been carried out on these Cr.42 aircraft as their engines were sabotaged by "Patriots" when in enemy hands.

DEPUTY CHIEF OF STAFF
(Sgd) Colonel A. REMONDINO



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

TO :- Air Forces Sub-Commission,
H.Q. Allied Commission, Rome.
(attention W/Cdr Walker). *W/Cdr Walker*

DATE :- 20th May 1946.

REF :- AFSC/M/825/BNE.



ITALIAN AIRCRAFT INDUSTRY - CR 42s AT TRENTO

During a visit to the firm of Caproni at TRENTO on 15th May 1946 the following facts were learned regarding progress on the repair or modification of aircraft, and are forwarded herewith for your information.

2. Three aircraft CR 42 from Lecce are being converted from one-seater to two-seater dual-control types for training purposes. Upon completion these will be flown back to Lecce. 100-octane petrol is available. Estimated dates of completion of individual planes are :

(a) First.	June 1st (approx).
(b) Second.	June 30th(")
(c) Third.	July 30th(")

3. In addition to this work there are five aircraft CR 42, one-seater types, which were flown here for repair and engine change. Two engines have already been delivered from Turin and fitted. These two aircraft will be despatched shortly. The remaining three engines are expected to 561 arrive from Turin within one month, when they will be immediately installed and the remaining three aircraft despatched.

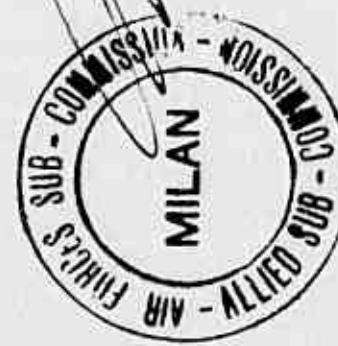
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D.R.G. SMITH S/LDR
Commanding
A.F.S.C. MILAN.

From: Air Forces Sub ommission, A. C., Rome
To: Stato Maggiore R. Aeronautica. REPARTO - SERVIZI
Sezione Tecnica - ROME
Date: 30th April, 1946
Ref: AFSC/826/ENG.

CR.42 AIRCRAFT - DUAL CONTROL.

Reference is made to your letter 370303/ST/3/33/1204 Coll, dated the 26th March, 1946 on the above subject.

2. Authority is hereby given for the conversion of a further three aircraft provided that the first one nearing completion at Caproni firm is found satisfactory on test.

3. There seems to be still some delay in collecting aircraft from Trento; a recent report from Padua showing 4 CR.42 aircraft awaiting collection for Lecce. It is assumed that these aircraft belong to a batch which have been ready since January, and in view of the shortage of training aircraft at the Pilot's school the delay in collecting these aircraft is not understood.

J.W. TURNER F/LT.
AIR VICE MARSHAL
DIRECTOR,
AIR FORCES SUB COMMISSION.

From: Air Forces Sub Commission, A. C.; Rome
To: Italian Air Ministry, Rome
Date: 21st January, 1946
Ref: AFSC/826/ENG.

CR.42 AIRCRAFT AT CARLONI'S TRENTO.

During a recent visit to the above factory by the technical staff of this H.Q., it was noted that there were 8 Cr.42 aircraft standing in one of the hangars, and inquiries showed that they were aircraft which were allocated to Lecce. 4 of these aircraft had been awaiting collection for 6 weeks, and the remainder had minor electrical faults which it is anticipated would be rectified within 14 days.

In view of the shortage of training aircraft at Lecce, it is requested that steps be taken to transfer these aircraft at an early date.

Wtd 28/1
J.W.F.L.
J.W. TURNER F/LT.
AIR VICE MARSHAL
AIR OFFICER COMMANDING.

The seven a/c which are not ready require minor repairs, approx 10 days for each a/c.

The F.M. 105 requires minor repairs (3 or 5 days) and upon instructions issued by Gen. Biffi, we sent it to Caproni firm for repairs.

(We have used 4 Caproni before on advanced training at the Elot)

The A.A.I. will contact AFSC, in order that this a/c be use for transport services. We request to approve the above.

Various Fiat A/74 en dess I.VII C.16 propellers are stored in the a/m firm, there are also spare parts for a/c and installations for CR.42 - 3.75 - 5.1 - Cant 2 1007 bis + Ca 310 - 13 - 14.

On the 25th May 1945 Lt. Gasparoli reported to Caproni di Gardolo and told the firm to keep at the disposal of I.A.P. all CR.42 and I.A.P. material stored in that firm.

Besides the a/m Lt. wanted to collect a CR.42 in order to take it to its Unit. The requested a regular authority issued by the Authorities concerned.

We request you to let us know if we had to start repairing and rendering serviceable CR.42.

TELEPHONE

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FI/ap



MINISTERO DELL'AERONAUTICA
DIREZIONE COSTRUZIONI AERONAUTICHE
UFFICIO RICOSTRUZIONE INDUSTRIALE

Milano, 11.3.1945...

CONSTRUZIONI

AL MINISTERO DELL'AERONAUTICA
DIREZIONE COSTRUZIONI AERONAUTICHE
UFFICIO RICOSTRUZIONE INDUSTRIALE

Prot. n. 6/1665

Prat. n. 0463/000.6

R O M A

OGGETTO: Ditta Caproni Trento - Velivoli C.R. 42.-

In riscontro al foglio n° 7323 - C - 23 del 9 Luglio 45 si comunica che è stato incaricato il Ten. Garat MALPERTAINER Arturo, presentatosi al C.A.R. di Trento, di assumere l'Ufficio di S.T. presso la Ditta Caproni - Trento - e Alte Atesina di Bolzano. Il predetto Ufficiale ha provveduto a effettuare la ricognizione del materiale aeronautico esistente presso le Ditte sopracitate. Non ha potuto però procedere alla presa in consegna neanche del materiale di indubbia appartenenza alla R.A. perché tutto il materiale bellico dislocato nel Trentino e Alto Adige è controllato dalla 5° Armata Alleata e in particolare presidiata nella zona del Trentino dal Gruppo da combattimento Poligore. Affinché si possa provvedere alle regolari operazioni di rifornimento elencazione e custodia di tutto il materiale aeronautico sia di provenienza R.A. che A.R. e tedesca da parte degli Enti della R.A. per conto della A.F.S.C. - A.C. come stabilito dalle disposizioni generali ricevute è necessario che codesto Ministero provveda tramite la predetta Commissione Alleata a interessare il Comando della 5° Armata perché riconosca dette attribuzioni al personale della R.A.

Presso la Ditta Caproni - Trento - sono giacenti i seguenti apparecchi :

CR.42 MM 4325 Motore Fiat A/74 RI C/38 MM.33237 Elica
Fiat Hamilton - Efficiente: prova di motore a terra e volo di prova.
Pronto al volo.

CR.42 MM9245 Motore Fiat A/74 RI C/38 MM. 33106 Elica
Fiat Hamilton - Efficiente: come sopra. Occorre verniciatura coccarda nazionale.-

CR.42 MM.5508 Motore Fiat A/74 RI C/38 MM.I4330 Elica
Fiat Hamilton - Efficiente: necessario controllo di regola e prova motore a terra e volo di controllo e sostituzione emblemi tedeschi.-
CR.42 MM.9853 Motore Fiat A/74 RI C/38 MM.10074 Elica

Fiat Hamilton - Efficiente: come sopra.-
CR.42 MM.7030 Motore Fiat A/74 RI C/38 MM.23546 "
" " Necessita revisione parziale.- Riperazione rivestimen-
to impennaggio e poppino di coda.- Controlli regolamentari.

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CR.42 MM.7469 Motore Fiat A/74 RI C/38 MM. 47164 Elica
Fiat Hamilton 326673 - Controllo generale regolamentare. Verniciatura.
CR.42 MM.8956 Motore Fiat A/74 RI C/38 MM.21069 Elica Fiat
Hamilton 324011 - Controllo gener. come sopra.
CR.42 MM.6986 Motore Fiat A/74 RI C/38 MM.35416 Elica Fiat
Hamilton 332726 - Controllo, come sopra.
CR.42 MM.7020 Motore Fiat A/74 RI C/38 MM.23683 Elica Fiat
Hamilton 315087 - Controllo impianto di bordo.
CR.42 MM.9134 Motore Fiat A/74 RI C/38 MM.10033 Elica Fiat
" Controllo e riparazione come sopra.
CR.42 MM.7502 Motore Fiat A/74 RI C/38 MM. 10043 Elica Fiat
" 315071 - Controlli e piccole riparazioni.-
FW. 305 MM. 51726 Motore Alfa R 115 32348 Elica Piaggio 31631
Controllo generale.- Riparazione deriva.- Montaggio ali.

I sette apparecchi non pronti al volo abbisognano di controlli e piccole riparazioni della durata media prevedibile di una diecina di giorni per velivolo comprendendo l'eventuale smontaggio dell'armamento di caduta (spezzoniera, lancia-bombe alare).

L'apparecchio FW.305 è anche abbisognevole di piccole riparazioni della durata di 5 o 6 giorni, per cui in seguito ad ordine avuto dal Comandante dell'A.A.I. Gen. BIFFI la scrivente ha disposto la rimessa in efficienza a cura della Ditta Caproni.

Il Comando A.A.I. farà la pratica con A.F.S.C. per l'assegnazione di detto velivolo in dotazione per i servizi di trasporto e collegamento. Si prega di sanzionare quanto sopra.

Presso la stessa Ditta sono giacenti motori vari Fiat A/74 - P.VII C.16 eliche di tipo vario e parti di ricambio apparecchi e installazioni per CR. 42 - S.79 - S.81 - Cant Z 1007 bis - Ca.310-11-13-14 di cui è in corso l'elencazione esatta.

In data 29 Maggio 45 si presentava allo stabilimento Caproni di Gardolo il Ten. Pilota Grummaroli dichiarando che era autorizzato dal Ministero della R.A. a comunicare alla Ditta di tenere a disposizione della R.A. in attesa di ulteriori ordini tutti i velivoli CR.42 ed il materiale aeronautico esistente in Ditta.

Inoltre il tenente intendeva ritirare un CR.42 per portarlo al proprio Reparto. La Ditta si opponeva alla richiesta rappresentando la necessità di ottenere una regolare autorizzazione alla cessione dell'apparecchio da parte delle competenti autorità ed osservando che non aveva la disposizione ne benzina ne olio necessari al trasferimento del velivolo.

Si prega di voler comunicare se deve essere dato corso alla riparazione e rimessa in efficienza dei velivoli CR.42.

Hamilton 332726 - Controllo, come sopra.

CR.42 MM.7020 Motore Fiat A/74 RI C/38 MM.23683 Elica Fiat

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" CR.42 MM.7502 Motore Fiat A/74 RI C/38 MM. 10043 Elica Fiat

315071 - Controlli e piccole riparazioni.-

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

(Tramite Ufficio Collegamento)

S E D E

per opportuna conoscenza.

IL CAPO SEZIONE

IL CAPO SEZIONE



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