

ACC

10000/135/402

10000/135/402

CATOR AIRCRAFT (ORLA)
JUNE - AUG. 1946

5A

FROM : Air Forces Sub-Commission, A.C. Milan
TO : Air Forces Sub-Commission, Hq. A.C. Rome
(attention W/Cdr. Thompson)
DATE : 6 August 1946
REF. : AFSC/M/53/Air

CATOR 110 AIRCRAFT

Reference is made to your letter AFSC/824/18/Eng.
dated 22nd. July 1946.

2. Enclosed herewith is a technical description of the aircraft and its characteristics together with a complete set of drawings.
3. Prior to a test flight being made the following work would have to be completed:
 - a) Engine to be mounted
 - b) Wing covering to be finished
 - c) Covering for pilots cockpit to be fitted
 - d) One or two miscellaneous fittings of a minor nature.
4. This work would take approximately one month, and since there is no airfield at Laveno the aircraft would have to be moved, probably to the Caproni Works at Taliedo.
5. In addition to the above, a second fuselage wings and tail plane have been constructed for making static tests. These could be carried out simultaneously with the completion of the aircraft.

Encl. 1 Technical description of A/c
and characteristics

7 Drawings of aircraft

Enclosure returned by CTO. H.

D.C. REID F/S
Commanding
A.F.S.C. MILAN



H.A

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

To : Air Forces Sub Commission, A. C., MILAN Detachment.

Date: 22nd July, 1946.

Ref : AFSC/824/18/ENG.

CATCHER 11C AIRCRAFT.

Permission to test fly the above mentioned aircraft has been received by this H.Q. from the Italian Air Ministry.

2. The aircraft is located at the O.R.L.A. Works at LAVENO, near VARESE, Will you arrange for this aircraft to be examined and report to this H.Q. if it is fit to be test flown.

3. Also obtain particulars of aircraft, drawings, estimated performance, and any other information of interest.

H. Thompson
H. THOMPSON WG/CDR.

for, AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB COMMISSION.

0567

824/18

3A

OFFICINE REATINE LAVORAZIONI AERONAUTICHE (O.R.L.A.)

Location of the firm: LAVENO

Management:
Ing. CAPRONI - President
Gen. STANZANI - Vice-President
Cav. MOSCA - Admin. Delegate

Labour: At the present 100 workers are employed by the firm against about 1000 workers on the 8/9/43.

Present production:

The activity of the firm is directed in the manufacture of textile machinery, such as hemming machines, weaving frames and sewing needles machines, without however neglecting the aeronautical branch. In fact, there are some proto-types of a "Cator" aircraft in the workshops. The cator is a training aircraft for fighter school purposes, fitted with a 200 HP engine and a mixed wooden-metallic structure. The construction of these proto-types was laid prior to 8/9/43, this was a first experiment by the firm which activity in aeronautical production has always been limited to detached aircraft parts.

Programme for the future:

The firm's financial position is such that it would be most difficult for them to overcome the crisis they are passing through as the income on the supply of textile machines is not sufficient to meet general and labour expenses.

824/18/E-y

2 A
(E)

From: Italian Air Ministry, Direzione Generale
Delle Costruzione degli approvvig.

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

Date: 2nd July, 1946

Ref: 2/64501/Coat/2377 Coll.

REQUEST AUTHORISATION FOR THE CONSTRUCTION OF
"CATOR 110" AIRCRAFT - O.R.L.A. FIRM, RIETI.

The writer has received an application from the above firm with a view to obtaining permission to present the acceptance of robustness and flight tests of a "Cator 110" light communication aircraft for the use of training and aerobatic school. The complete study has been carried out during the war and an airframe for the acceptance of robustness and detached parts for a model were realised.

The Cator 110 aircraft would have the following main characteristics:-

Empty weight 620 Kgs, Useful load 280 Kgs, Total weight 900 Kgs, Maximum power 130 HP, top speed at low altitude 250 Kph, range at 7/10 power 1050 Kms.

The aircraft is of wood construction, low wing monoplane, single overhanging spar, monocoque fuselage in plywood, cantilever alternated empennages, two independent oleo-pneumatic undercarriage legs.

From the examination of the project, it appears that the aero-dynamic and structural calculations are accurate and this Directorate believe that this aircraft is worth to be considered.

The Air Forces Sub-Commission is kindly requested to give instructions as to whether or not to grant to the above firm the flight test of the said aircraft.

THE DIRECTOR,
(Sgd) COL U. TOLINO

582

1046,2A

2. 7.

1046,2A

1046,2A

1046,2A

1046,2A

1046,2A

1046,2A

1046,2A

La Ditta C.R.L.A. di Rieti ha indirizzato alla scrivente una istanza intesa ad ottenere l'autorizzazione a presentare alle prove di collaudo di robustezza ed in volo un velivolo Cator 110, da turismo e per scuola addestramento ed acrobazia del quale ha completato lo studio durante il periodo bellico ed ha realizzato una cellula per il collaudo di robustezza e parti staccate per un esemplare.

Il velivolo Cator 110 avrebbe le seguenti caratteristiche fondamentali:

-Peso a vuoto 620 Kg. - Carico utile 280 Kg. - Carico totale 900 Kg. - Potenza massima installata 130 C.V. - Velocità massima a bassa quota 250 Km/h. - Autonomia a 7/10 di potenza 1050 Km.

Il velivolo è costruito in legno, monoplano ad ala bassa monolongherone a sbalzo - fusoliera a guscio in compensato - impennaggi a sbalzo sfasati fra di loro - carrello a due gambe oleopneumatiche indipendenti.

Dall'esame del progetto di massima appare molto accurato sia il calcolo aerodinamico che quello strutturale e questa Direzione ritiene che detto apparecchio potrà meritare d'essere preso in considerazione.

Si prega codesta A.F.S.C. di voler disporre se concedere o non alla suddetta Ditta l'autorizzazione a presentare al collaudo detto velivolo.

IL DIRETTORE
(COLONNELLO C.A.E.I. TOLINO ING. UMBERTO)

581

1A
(E)
O.R.L.A. FIRM (OFFICINE REATINE LAVORAZIONI AERONAUTICHE)

ORLA Firm has located its machinery in " Ceramiche Laveno" premises. The Firm came from Rieti in the North in 1944 owing to war events.

Ing. Gianni Caproni is the manager, Gen. Stanzani Mario is the vice manager, Cav. Francesco Mosca is the administrative manager. There is not an internal Commission. The firm has at present 120 workers, while in 1943 there were 1200 workers. The labour cost per hour is 180 lire excluding the materials. The stock availability of material.

The following items of material are available : q.100 of steel, q. 50 light alloy, q.60 copper, q.130 coal.

They are constructing models of Cator, training aircraft for fighter school with an engine of 200 HP made presently with wood and partly with metal.

The construction of the above mentioned models started before 8/9/43, and it is the first experiment on behalf of this Firm, as they used to construct only spare parts for a/c. The ORLA Firm is more fitted for the construction of small parts than of complete aircraft.

The financial situation is very bad and it is difficult that the Firm ~~can~~ overcome the crisis.

We do not know if the Firm has a good credit with the Banks.

The following items of material are available: q.100 of steel, q. 50 light alloy, q.60 copper, q.130 coal. They are constructing models of Cator, training aircraft for fighter school with an engine of 200 HP made presently with wood and partly with metal. The construction of the above mentioned models started before 8/9/43, and it is the first experiment on behalf of this Firm, as they used to construct only spare parts for a/c. The ORLA Firm is more fitted for the construction of small parts than of complete aircraft. The financial situation is very bad and it is difficult that the Firm ~~can~~ overcome the crisis. We do not know if the Firm has a good credit with the Banks.

58

New York

824/18

Bates Aircraft (ORLA Firm)

1A
DITTA O.R.L.A. 5 OFFICINE REATTI LAVORAZIONI AERONAUTICHE

La Ditta ORLA ha sistemato temporaneamente i suoi macchinari negli ampi locali della "Ceramiche Laveno", in Laveno ove si trasferì da Rieti nei primi mesi del 1944 in seguito agli eventi bellici.

Presidente è l'Ing. Gianni CAPRONI, Vice Presidente il Gen. STANZANI Mario, amministratore delegato il Cav. Francesco MOSCA.

Non esiste un Consiglio di fabbrica e le direttive della industria sono completamente affidate ai dirigenti summenzionati.

L'azienda ha al presente circa 100 operai contro 1000 che aveva all'8/3/43.

Il costo di un'ora lavorativa escluso i materiali si aggira sulle 180 lire.

Le scorte di materiali di cui dispone oggi la Ditta sono di 100 di acciaio, di 50 di leghe leggere, di 60 di leghe di rame, di 130 di carbone.

L'attività della fabbrica si è orientata verso la produzione di macchinari per industria tessile, quali macchine oriatrici, telai per tessitura e macchine per la fabbricazione di aghi, senza peraltro trascurare il ramo aeronautico.

Infatti nelle officine si trovano in stato di avanzata costruzione due prototipi del Cater, velivolo da allungamento per caccia caccia, dotato di un motore di 200 HP, con struttura mista legno metallo. La costruzione dei predetti prototipi era stata impostata nel periodo precedente all'8/3/43, e si tratta di un primo esperimento in questo campo da parte della Ditta la cui attività nel campo di produzione aeronautica si è sempre limitata alla costruzione di parti staccate per velivoli.

Nonostante la ORLA per la attrezzatura e l'esperienza di cui dispone è più adatta alla costruzione di piccoli particolari staccati che alla produzione di interi velivoli.

La situazione finanziaria odierna della Società è tale che sarà assai difficile che essa possa superare la crisi che sta attraversando. Essendo sufficiente l'utile ricavato dalle piccole forniture in corso di macchine tessili per far fronte alle spese generali e di mano d'opera.

Non si conosce inoltre quale credito esista la Azienda da parte degli enti finanziari.

Milano li 22/6/43.

579

0573