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10000/135/422

10000/135/422

PIAGGIO
OCT. 1945 - MAR. 1946

From : General Air Staff, (Section I)
Italian Air Ministry

To : Air Forces Sub Commission
ALLIED COMMISSION, ROME.

Date : 22.2.46

Ref. : UI/700323/Z.

CONDITIONS AND ACTIVITIES OF THE PIAGGIO FIRM

Is herewith forwarded a copy of informations received on the above mentioned subject.

(Sgd) Department Chief
(Lieut. Col. SANTINI)



730

Translation : Sgt. TAYLOR

CONDITIONS AND ACTIVITIES OF THE PIAGGIO WORKS

- Of two establishments at Pontedera, the air force one, built for the construction of engines, remains almost intact, and its industrial equipment (machinery), that had previously been sent to Biella, is serviceable and at present in the process of being transported back. The 31st. of March this year is the date foreseen for the reopening of this establishment.
- The alluminium foundry at Pontedera is intact and working.
- The dependant establishments in the Province of Genoa, damaged during the war, have been repaired and are at present producing material for railway carriages.
- The technical personnel, draughtsmen and workmen of the air works, are all in fit conditions and ready for employment.
- The Piaggio works at the Pontedera establishments are in possession of 100 to 150 million spares for aircraft engines.
- Orders for engines and aircraft spares from Switzerland and Spain are in the process of being carried out. This is in order to renew and maintain air force material assigned to these countries by the Italian Government some time ago. A previous representation of small proportions would have already been made.
It is, however, not considered likely that an export trade of these articles would be started on any real scale.
- The Piaggio has firm intentions of continuing with its air works productions, taken into account, nevertheless, the fact that Italy's position will have to be settled within the near future. It also gives the lie - thus making quite clear its own point of view - to rumours circulating in the Air Ministry and according to which the Piaggio works had no more intentions of working for the Italian Air Force. It, resultingly, deplores the fact that works of inspection to be carried out on the numerous Piaggio engines salvaged in Northern Italy after Liberation, should have been assigned to other firms, when Piaggio could have carried them out with more right to do so, and under more favourable conditions.
- Apart from the construction of material for rolling stock, and a few domestic type of articles, Piaggio is in the process of making a motor-cycle "Utility type", of which the first ought to be out by next week, and sold at the retail price of 50.000 liras.

22 FEB 1940
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STATO MAGGIORE DELLA R. AERONAUTICA

~~UFFICIO AEROSURVIGLIANZA~~

UFFICIO "I"

UI/00323

Prof. N.

Allegati

Risposta al foglio del

Div. Sez. N

ALL'A.F.S.C. / I.S.

- ROMA -

SEGRETO

OGGETTO: SITUAZIONE E ATTIVITA' DELLA DITTA PIAGGIO.-

Si trasmettono, allegate, copie di notizie relative all'argomento in oggetto.-

IL CAPO UFFICIO "I"
(Ten. Col. Pilotea, SANTINI)

SITUAZIONE ED ATTIVITA' DELLA DITTA PIAGGIO

- Dei due stabilimenti di Pontedera, quello aeronautico attrezzato alla costruzione di motori, è restato pressochè intatto ed anche il materiale industriale (macchinario) decentrato a suo tempo a Biella è tutt'ora efficiente ed attualmente se ne sta curando il trasporto a Pontedera. E' previsto per il 31 marzo p.v. la riapertura dello stabilimento.
 - La fonderia d'alluminio di Pontedera è intatta e funzionante.
 - Gli stabilimenti siti nel genovese, danneggiati nel periodo bellico sono riattati ed attualmente producono materiale rotabile ferroviario.
 - Per la parte aeronautica il personale tecnico, progettista e le maestranze, sono perfettamente efficienti e di pronto impiego.
 - La Ditta Piaggio possiede nello stabilimento di Pontedera 100-150 milioni di parti di ricambio per motori d'aereo.
 - Sono in corso di lavorazione alcune ordinazioni (motori d'aereo, pezzi ricambio) provenienti dalla Spagna e dalla Svizzera, relative al ripristino e manutenzione del materiale aeronautico a suo tempo ceduto a detti paesi dal governo italiano. Una precedente commessa, sempre di piccole entità, sarebbe già stata eseguita.
- Non si reputa molto probabile la possibilità a venire di iniziare un vero e proprio commercio di esportazione di detto materiale.
- La Ditta Piaggio ha ferma intenzione di continuare la ⁷²⁶propria attività aeronautica, sempre che si chiarisca nel prossimo futuro la situazione italiana al riguardo. In proposito smentisce formalmente - e desidera anzi chiarire il suo esposto punto di vista - secondo cui presso il Ministero dell'Aeronautica si è sparsa la voce che la Piaggio "non desidera più lavorare per l'aeronautica". Si lamenta

- 2 -

all'uopo il fatto che il lavoro di revisione dei numerosi motori Piaggio recuperati dopo la liberazione dell'Italia del Nord, sia stato affidato ad altre ditte, quando invece la Piaggio sarebbe stata in condizioni di compierlo con maggior diritto e più favorevolmente.

- Oltre la produzione del materiale ferroviario di cui sopra ed a quella di alcuni oggetti casalinghi, la Piaggio ha in corso di lavoro ne un tipo di motocicletta utilitaria che dovrebbe uscire nelle prossime settimane, con prezzo di vendita al pubblico di L. 50.000

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From: Air Forces Sub Commission, H.Q. Allied Commission, ROME.
To: Air Forces Sub Commission, MILAN.
Date: 30th January, 1946.
Ref: AFSC/INT/56

Enclosed herewith is a copy of a letter from Sir Noel Charles to Dr. De Gasperi on the supply to Spain of aircraft engines from Italy.

2. It is requested that steps be taken to find out from the Piaggio firm whether the engines in question are from stock and to ensure that no new aero engines are being manufactured.
3. The firm should also be informed that it is not authorised to sell aero engines abroad.

D.M.G. SMITH P/LT
for Air Vice Marshal
Director,
Air Forces Sub Commission.

COPY.

113.77/16.01.

Official delivery.

None.

155-200000, 1016.

Dear Doctor De Gasperi,

The Majesty's Government have been considering the question of the supply of equipment of a military and semi-military character to Spain and I have been decided in principle that nothing should be supplied to Spain which would be calculated to strengthen the Spanish Armed Forces. As regards aircraft, it has been decided that no military aircraft, or parts thereof, should be supplied to Spain, and no training aircraft for the Spanish Armed Forces, or parts thereof, whether elementary or advanced.

In pursuance of this decision an application for an export licence from the firm of Armstrong-Singler for the export to Spain of Cheeta engines for military aircraft of the Spanish Armed Forces has been refused.

It is now known in London that the United representative of the Italian firm Piaggio had applied to supply the Spanish Air Ministry with 50 Piaggio engines, with air screws, of a similar horsepower destined for the same purpose. Apparently he has been making it known that he is able to obtain terms.

I am instructed to approach the Italian Government urgently in this matter and to explain the attitude of His Majesty's Government regarding the export of aircraft and component parts to Spain, and to request them to adopt a similar attitude and to withhold the issue of an export licence in respect of these Piaggio engines.

I shall be grateful for your assurance in this regard.

(Your very sincere friend)

(Signed) W. A. Churchill

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character to Spain and it has been decided in principle that nothing should be supplied to Spain which would be calculated to strengthen the Spanish Armed Forces. In view of this, it has been decided that no military aircraft, or parts thereof, should be supplied to Spain, and no training aircraft for the Spanish Armed Forces, or parts thereof, whether elementary or advanced.

In pursuance of this decision an application for an export licence from the firm of Armstrong-Whitworth for the export to Spain of Caproni engines for training aircraft of the Spanish Armed Forces has been refused.

It is now learnt in London that the Madrid representative of the Italian firm Piaggio has offered to supply the Spanish Air Ministry with 50 engine engines, with air screws, of a similar horsepower destined for the same purpose. Apparently he has been making it known that he is able to obtain terms.

I am instructed to approach the Italian Government urgently in this matter and to explain the attitude of His Majesty's Government regarding the export of aircraft and component parts to Spain, and to request that it adopt a similar attitude and to withhold the issue of an export licence in respect of these Piaggio engines.

I shall be grateful for your assurance in this regard.

(Yours very sincerely)

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(Signed) Lord Gort

M. Z.
Dott. Alcide De Gasperi,
Ministry of Foreign Affairs,
Palazzo Chigi,
Rome.

Copy.

113/7/16.CD.

British Embassy,

Rome.

16th January, 1936.

Dear Doctor De Gasperi,

His Majesty's Government have been considering the question of the supply of equipment of a military and semi-military character to Spain and it has been decided in principle that nothing should be supplied to Spain which would be calculated to strengthen the Spanish Armed Forces. As regards aircraft, it has been decided that no military aircraft, or parts thereof, should be supplied to Spain, and no training aircraft for the Spanish Armed Forces, or parts thereof, whether elementary or advanced.

In pursuance of this decision an application for an export licence from the firm of Armstrong-Siddeley for the export to Spain of Cheeta engines for training aircraft of the Spanish Armed Forces has been refused.

It is now learnt in London that the Madrid representative of the Italian firm Piaggio has offered to supply the Spanish Air Ministry with 50 Piaggio engines, with air screws, of a similar horsepower destined for the same purpose. Apparently he has been making it known that he is able to obtain permits.

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I shall be grateful for your assurance in this regard.

(Yours very sincerely)

723

(Signed) ROGER CHICHESTER

H.E.
Dott. Alcide De Gasperi,
Ministry of Foreign Affairs,
Palazzo Chigi,
Rome.

Copy.

113/7/46.CD.

British Embassy,

Rome.

15th January, 1946.

Dear Doctor De Gasperi,

His Majesty's Government have been considering the question of the supply of equipment of a military and semi-military character to Spain and it has been decided in principle that nothing should be supplied to Spain which would be calculated to strengthen the Spanish Armed Forces. As regards aircraft; it has been decided that no military aircraft, or parts thereof, should be supplied to Spain, and no training aircraft for the Spanish Armed Forces, or parts thereof, whether elementary or advanced.

In pursuance of this decision an application for an export licence from the firm of Armstrong-Siddeley for the export to Spain of Cheetah engines for training aircraft of the Spanish Armed Forces has been refused.

It is now learnt in London that the Madrid representative of the Italian firm Piaggio has offered to supply the Spanish Air Ministry with 50 Piaggio engines, with air screws, of a similar horsepower destined for the same purpose. Apparently he has been making it known that he is able to obtain terms.

I am instructed to approach the Italian Government urgently in this matter and to explain the attitude of His Majesty's Government regarding the export of aircraft and component parts to Spain, and to request them to adopt a similar attitude and to withhold the issue of an export licence in respect of these Piaggio engines.

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I shall be grateful for your assurance in this regard.

(Yours very sincerely)

723

(Signed) NOEL CHARLES

H.E.
Dott. Alcide De Gasperi,
Ministry of Foreign Affairs,
Palazzo Chigi,
Rome.



Stato Maggiore Regio-Armata

UFFICIO "I"

UI/ 500412 /Z.

Post. 12

Allegato

Respost. al. Teleg. del

Gen. 12

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OGGETTO : Trasmissione relazione.-

Si trasmette in allegato una relazione redatta dalla Ditta Piaggio, con preghiera di far conoscere a questo Ufficio quanto effettivamente risulti in merito.

IL CAPO UFFICIO "I"
(Ten.Col. Pilotta - F. SANTINI)

[Signature]

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11^a A. F. S. C.
Intelligence Section

= R O M A =

51098.

13 MAR 1946

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PRO-MEMORIA

VISITA DEL COL. JARMAN - Air Forces Sub Commission - Milano - Tel. 24-573

Il giorno 7 c.m. il col. JARMAN dell'Air Forces Sub Commission, Allied Commission, Milano, accompagnato dal proprio Aiutante, ci ha visitato per attingere informazioni sulla commessa dei 30 motori P.VII C.35 per la Spagna.

Premesso che ogni fornitura alla Spagna di materiali avventi possibile impiego bellico doveva essere sospesa per disposizioni del Governo Alleato intervenute in quei giorni, il Col. JARMAN chiedeva informazioni sulle caratteristiche dei motori in questione, in particolare sulla potenza normale e massima.

Da parte nostra facemmo notare che si trattava di motori che ci venivano consegnati dall'A.A. per la revisione e che quindi si trovavano già in uno stato di usura non indifferente.

Inoltre trattasi di motori di piccola potenza e di tipo antiquato, non più in uso da anni presso la R.A., e che non posso avere alcun impiego bellico.

Il Col. JARMAN desiderava inoltre sapere a quale stadio si trovava la fornitura.

Il predetto Colonnello, al quale abbiamo comunicato che per la fornitura esisteva già un'autorizzazione scritta dalla Commissione Alleata di Roma, dichiarava che avrebbe scritto a detta Commissione per assumere informazioni al riguardo.

14 febbraio 1946

721

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14 febbraio 1946



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I 1037.6A

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

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

DATE :- 8th February 1946.

REF :- AFSC/M/INT/4.

PIAGGIO P.7. C.35 (460 HP) ENGINE FOR SPAIN

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With reference to your letter AFSC/INT/56 dated 30 January 1946 I visited on Thursday 7 Feb. the firm of PIAGGIO at Genoa and gave the required instructions to Signor Andrezzi a director of the Company.

2. You will find in the Rome Headquarters files a letter from A.F.S.C. to the Italian Air Ministry giving the firm permission to export these engines in exchange for food ; the deal being arranged by the Italian Air Ministry.
3. As the work entailed consisted of assembling four engines from stock and overhauling twenty six used engines which were to be supplied by the I.A.F. but still had not been received, the firm has not been put to any great expense.
4. However the contract would have provided 720 employment for a number of workmen.

5. No new engines were being manufactured and

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PIAGGIO P.7. 0.35 (450 HP) ENGINES FOR SPAIN

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With reference to your letter AF30/INT/56 dated 30 January 1946 I visited on Thursday 7 Feb. the firm of PIAGGIO at Genoa and gave the required instructions to Signor Andreazzi a director of the Company.

2. You will find in the Rome Headquarters files a letter from A.P.S.C. to the Italian Air Ministry giving the firm permission to export these engines in exchange for food; the deal being arranged by the Italian Air Ministry.
3. As the work entailed consisted of assembling four engines from stock and overhauling twenty six used engines which were to be supplied by the I.A.F. but still had not been received, the firm has not been put to any great expense.
4. However the contract would have provided 720 employment for a number of workmen.
5. No new engines are being manufactured and the four new engines assembled from stock for this contract have used up the major portion of the spare parts.



R. J. J.

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

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From: Air Forces Sub Commission, H.Q. Allied Commission, ROME.

To: Air Forces Sub Commission, Milan.

Date: 5th February, 1946.

Ref: AFSC/INT/56

Further to AFSC/INT/56 dated 30th January 1946, attached is a copy of a draft letter to the British Embassy on the same subject.

2. You are requested to take action accordingly.

D.H.G. SMITH F/LT
for Air Vice Marshal
Director,
Air Forces Sub Commission.

DRAFT.See
Mm. 546

to

From: Air Forces Sub Commission, H.Q. Allied Commission.

in PL-2

5B

To: Sir Richard Hosworthy,
(Minister-Commercial),
British Embassy,
ROME.

Date:

Ref:

2nd Enclosure

With reference to your 113/9/46 CD dated 16th January 1946.

2. All Italian manufacture of aircraft, their components and engines is forbidden under the terms of the Armistice except where specific authority is granted ^{to the Italian Air Ministry} by A.F.S.C. ^{on behalf} ^{with the permission} ^{of AFHQ} ~~of A.F.S.C.~~

3. No request for ^{construction} ~~suitable authority~~ has been received from firm of Fiat and accordingly no aircraft engine construction should be taking place ~~there~~.

4. Investigations are being made and steps ^{are} being taken ^{as referred to in your letter} to ensure that no work ^{is} is being carried out.

OK MS 5/2

From: Italian Air Ministry, Ufficio "I".

To: A.F.S.C. Intelligence Section, ROME.

Date: 13th March 1946.

Ref: UI/700412

Subject: Transmission of Report.

Enclosed herewith is a report sent by the Piaggio Firm.

It is requested that this office may be informed of the situation as it is at present.

Head of Ufficio "I"
(Lt. Col. Pilota - P. SANTINI)

PRO-MEMORIA.

413

Visit from G/Cpt. Jarman - Air Forces Sub Commission - Milan.

On 7th March G/Cpt. Jarman of the Air Forces Sub Commission Allied Commission, Milan, accompanied by his P.A. visited us to visit us to obtain information on the deal of the 30 P.VII C.35 engines for Spain.

In view of the fact that any supply of ~~xxx~~ material to Spain which could possibly be of use in a war was suspended by order of the Allied Government within the last few days, G/Cpt Jarman asked for information on the characteristics of the engines in question, particularly on the normal and maximum power.

On our part we pointed out that they were engines which had been delivered to us by the I.A.F. for revision and that they were therefore considerably worn.

They were also engines of small power and of an obsolete type, no longer used by the I.A.F. for several years and which could be of no use in a war.

G/C Jarman also wished to know what stage the negotiations had reached.

The above G/Capt., whom we told that we already had the authority for supply of this material from the Allied Commission in Rome, stated that he would write to this Commission for information on the subject.

14th February, 1946.

From: Italian Air Ministry, Ufficio "I".
To: A.F.S.C. Intelligence Section, ROME.
Date: 13th March 1946.
Ref: UI/700412
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14th February, 1946.

file Col. Brenta 3A

From : Air Forces Sub Commission, Rome.
To : Italian Air Ministry.
Date : 21st March, 1946.
Ref : AFSC/823/8/Eng.

SALE OF ARRO ENGINES TO THE SPANISH GOVERNMENT.

In reply to your letter reference 41/700412 dated 13th March 1946 you are referred to a letter reference 113/7/46 C.D. dated 16th January from the British Ambassador to the Minister of Foreign Affairs the contents of which was presumably passed to the Italian Air Ministry and to the firm of Piaggio.

2. This letter asked the Italian Government to withhold the issue of an export licence for Piaggio engines. Will you please take steps to ascertain whether action was taken on this request and inform the Sub Commission as to the results of your investigation.

3. Our letter AFSC/26/Air dated 12th April 1945 is hereby cancelled.

W.M. Bisdee Wg Cdr

W.M. BISDEE, W/Cdr,
Air Vice-Marshal,
Director,
Air Forces Sub Commission.



M/7/A

Roma, 10 OTT. 1945

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Ministero dell'Aeronautica

~~XXXXXXXXXXXXXXXXXXXX~~

DIREZIONE COSTRUZIONI AERONAUTICHE

Sezione Motori

Det. 1° 34/1493

Migliori

L'ALLIED COMMISSION
AIR FORCES SUB-COMMISSION

= R O M A =

(Tramite Ufficio di collegamento)

Oggetto: Motori P.VII.C.35.-

- 1) - La Regia Aeronautica ha bisogno di entrare in possesso di 26 motori del tipo P.VII.C.35 inefficienti allo scopo di effettuarne la cessione, in tali condizioni, alla Ditta Piaggio.
- 2) - Nell'Italia Settentrionale risultano disponibili 26 motori P.VII.C.35 riparabili, di proprietà dell'A.A. così distribuiti:
 - 22 motori presso il Magazzino di Casale Monferrato
 - 1 motore presso la Ditta Caproni - Vizzola Ticino
 - 1 motore presso la Ditta Aeronautica Lombarda - Cantù
 - 1 motore presso la Ditta A.L.I. - Linate
 - 1 motore presso il Magazzino di Gallarate.
- 3) - Codesta A.F.S.C. è pregata di voler dare il proprio benestare per il ritiro da parte dell'A.A. dei suddetti 26 motori tenendo presente che per i motori stessi, che successivamente verranno dalla Ditta Piaggio ceduti alla Spagna, è già stato espresso in linea di massima parere favorevole con foglio AFSC/823/ENG in data 18/10/1945.

IL DIRETTORE

(Col. G.A.r.i. FOLINO Ing. Umberto)

Le pagine bollate per copia dell'originale sono state consegnate al 1° Regio Gruppo Aeronautico di Casale Monferrato.

10/10/45 - 10/10/45

1
DALLA : AIR FORCES SUB COMMISSION A.C. ROMA
AIP : MINISTERO DELLA AERONAUTICA
DATA : 11 OTTOBRE 1945
REF. : AFSC/823/8/ENG

NOTICI P. VII C. 35

Ci riferiamo al foglio per argomento No. 3/1493 in
data 10 O.

2. Si autorizza cedente On. Ministero al ritiro dei motori
in questione ed alla loro successiva consegna alla Ditta Piaggio.

COL. G. BRENTA
AIR VICE MARSHAL
AIR OFFICER COMMANDING.

1A

FROM : I.A.MINISTRY - DIREZIONE COSTRUZIONI
 TO : A.F.S.C. (Attention COL.BRENTA)
 DATE : 10/10/45
 REF. : 3/1493

P. VII C.35 ENGINES.

The R.Aeronautica need to be in possession of 26 u.s. engines of the a/m type in order to release them in same condition to Piaggio firm.

2. In Northern Italy 26 repairable engines are available and which belong to the A.A.. They are as follows:

22 Engines at CASALE MONFERRATO'S stores

2	"	"	CAPRONI FIRM - VIZZOLA TICINO
1	"	"	LOMBARDA AIR FORCE FIRM CANTU'
1	"	"	A.L.I. FIRM LINATE
1	"	"	GALLARATE's stores.

3. The A.F.S.C. is kindly requested to give the approval for these 26 engines to be collected by the A.A.; the A.F.S.C. with letter AFSC/823/8/ENG dated 18/4/45 has expressed favourable opinion on the same engines which will be consecutively released by the Piaggio Firm to Spain.

1. Conferisco al foglio pari argomento - N
 3/1493 - in data 200.

IL DIRETTORE
 COL. U. TOLINO

2. Si autorizza
 Est. del Ministero al
 ritiro dei motori in
 qualsiasi ed alla loro successione conseguita alla ditta
 Piaggio
 per R.V.M.



Roma, 10 OTT. 1945

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Ministero dell' Armata

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED

DIREZIONE COSTRUZIONI AERONAUTICHE
Sezione Motori

Sezione Motori

311493 Allegati

THE ALLIED COMMISSION
AIR FORCES SUB-COMMISSION

AIR FORCES SUB-COMMISSION

ROMA

(Tramite Ufficio di collegamento)

All'attenzione del Col. BRENTA

Respectfully, V. del

Oggetto: Motori P.VII.C.35.-

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- 2) - Nell'Italia Settentrionale risultano disponibili 26 motori P.VII.C.35 riparabili, di proprietà dell'A.A. così distribuiti:
 - 22 motori presso il Magazzino di Casale Monferrato
 - 1 motore presso la Ditta Caproni - Vizzola Ticino
 - 1 motore presso la Ditta Aeronautica Lombarda - Cantù
 - 1 motore presso la Ditta A.L.I. - Linate
 - 1 motore presso il Magazzino di Gallarate.
- 3) - Codesta A.F.S.C. è pregata di voler dare il proprio benestare per il ritiro da parte dell'A.A. dei suddetti 26 motori tenendo presente che per i motori stessi, che successivamente verranno dalla Ditta Piaggio ceduti alla Spagna, è già stato espresso in linea di massima parere favorevole con foglio AFSC/823/ENG in data 18 aprile 1945.-

IL DIRETTORE

(Col. G. A. r. i. TOLINO Ing. Umberto)

W. L. W.

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