

ACC

10000/135/427

10000/135/427

IAF, AIRCRAFT MAINTENANCE
JUN. - DEC. 1946

PAGES MISSING OR
PAGINATION INCORRECT -
FILMED AS FOUND

ml

CTIO Ref SA
JUL 22 1964

Suggested a handwritten as the 1. A.M. am
slow in answering your letter.

Legg
22/10

From: Air Forces Sub Commission - Bari Detachment -
To: Air Forces Sub Commission - H.Q. Allied Comm. ROME -
Date: 2-12-1946
Ref.: AFSC/B/830/ENG

SERVICEABILITY OF AIRCRAFT AT BRINDISI

Ref. yours of even reference dated 5th Nov. the question has been investigated and the following was the position of A/C at Brindisi during October.

2. The Met. flights were done by a Re. 2001 from Gioia del Colle but this was suspended at the end of Sept. due to lack of tail wheel tyres.

Efforts were made to find tyres throughout Italy but without success and arrangements were made for the School Flight to start these flights with CR. 42's on 18th October 1946.

Thereafter, records show that seven flights were made before the end of the month.

3. Reasons given for this low number are:

- (a) Only one CR. 42 a/c fitted with the instrument carrier (I have pointed out that a carrier could be changed in less than half an hour). Two carriers are now available.
- (b) Thick cloud prevents flights to 6000 metres, as B/F instruments are not adequate. (I think possibly pilots lack practice in I/F).
- (c) Last minute unserviceability causing delay (eq. change plugs, burst tyre taxiing etc.) as after a certain time it is too late to get the aircraft back for weather transmissions.
- (d) Lack of personnel. This has now been remedied.

4. I have pointed out the importance of this service and am assured that now things are organised better results will be forthcoming.

Julian
10/12.

2842
3/12
830/ENG

W.C. OLLASON G/C
Officer Commanding
Bari Detachment
A.F.S.C.

852

*File in AFSC/830/ENG**10A*

From : AIR FORCES SUB COMMISSION - A.C. ROME
 To : ITALIAN AIR MINISTRY ROME
 Date : 7th November 1946
 Ref. : AFSC/39/4/AIR.

TEST FLIGHTS OF AIRCRAFT PURCHASED BY CIVIL AIRLINE OPERATORS.

Reference your letter 5386 undated requesting permission to test fly six Douglas C 47 aircraft purchased by the AEREA TESCO CO.-

Test flights of not more than two hours per aircraft are authorized.

This authorization also applies to the five aircraft purchased by the TRANSADRIATICA CO. and the two aircraft purchased by the Italian Avio Linea Co.

H. Thompson

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

Requiert

in AFSC/39/4/AIR.

From : AIR FORCES SUB COMMISSION - A.C. ROME
To : AIR FORCES SUB COMMISSION - DETACHMENT EARI
Date : 5th November 1946
Ref. : AFSC/830/ENG.

SERVICEABILITY OF AIRCRAFT AT BRINDISI.

A metrological progress report has been received at this Headquarters stating that only four flights were possible at Brindisi in the month of October 1946 due to the shortage of servicable aircraft.

2. Serviceability reports received at this Headquarters do not substantiate the condition of unserviceability.
3. It would appear that there has been some incorrect information given to the metrological section.

Will you investigate and let this Headquarters know the true position.

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

From : Attached Met. R.C.O.,
Air Force Commission, Rome.

To : Senior Met. Officer,
Air Headquarters, R.A.F., Italy.

Date : 1st. November, 1946.

Ref. : II57/I4/MET.

PROGRESS REPORT - - - OCTOBER, 1946.

NEW STATIONS.

The following new station was opened during the month, making a total of 143 reporting stations in the Italian net-work:-

879 Pontecagnano 4037N. 1458E. 42 metres 3rd. Zone.

The following station changed location, and the new co-ordinates are as follows:-

318 Livorno 4331N. 1019E. 13 metres 3rd. Zone.

The opening of the Met. station on the island of Pantelleria has been postponed until the Naval authorities commence operating the light-house there. The Met. personnel will then be attached to the Naval party for provisioning.

UPPER AIR DATA.

The Radio-Sonde station at Chinisia has been unserviceable most of the month because of shortage of batteries. The stations at Milan and Elmas have both operated fairly well.

The aircraft at Brindisi carried out only 4 ascents this month, because of unserviceable aircraft, while that at Venice worked only moderately efficiently.

Pilot Balloon stations throughout Italy ceased operating this month because balloon stocks were completely exhausted. It will be some further two weeks before Italian-produced balloons become available.

EQUIPMENT.

The stocks of British-manufactured balloons ran out this month, and as no further supplies will be forthcoming from British sources, the Italian Met. Service must become self-sufficient in balloons. The Pirelli Company, who are

under contract to the Air Ministry, will have the first consignment of balloons ready about the middle of November.

Great difficulty has been experienced by the Americans in supplying the Italian Met. Service with the Caustic Soda and Ferrosilicon necessary for the manufacture of hydrogen used in the Radio-Sonde balloons, and so they have requested that the Italians become self-sufficient in hydrogen. A preliminary survey of the resources shows that this is possible, and the first 100 cylinders will be ready by the middle of November. A fuller report on this subject has already been forwarded (see my letter ref. II57/25/MET, dated 24th. October, 1946).

BRIEFING OF ENGLISH-SPEAKING CREWS.

Complaints have been received that the briefing given to English-speaking crews at Bari has not been up to standard, and that as well as being a little vague, the forecasts issued have sometimes been erroneous with regards to upper winds. A check on forecasts issued at Bari is now being carried out, and when specific complaints are made in future, the faults will be traced back to the forecaster on duty at the Regional Forecast Centre at Brindisi.

An English-speaking Italian N.C.O. has been posted to the Met. Office at Milan to improve the standard of the briefing of English-speaking crews there.

Arrangements were made this month to hand over all British Met. commitments to the Italian Met. Service at Elmas, with effect from the 25th. October.

GENERAL.

During the last few days of this month the Met. and Communications Sections of the Italian Air Ministry have moved from the Air Ministry building proper into the former "Scuola della Guerra Aerea" building.

LAC Morris arrived at this Office on 26th. October from A.H.Q. Italy.

Sp. Boyer

Sgt .

Attached Met. N.C.O.

845

Copies to:-

The Director (A.F.S.C.),
Chief Met. Officer, MED/ME, Cairo.

APPENDIX I.

MED/ME MET. TRANSMISSIONS.

Stations.

The following addition should be made to Part 7 I of Med/Me Met. Transmissions:-

879 Pontecagnano 4037N. 1458E. 42 metres 3rd. Zone.

Amend the data for the following station to read :-

318 Livorno 433IN. 1019E. 13 metres 3rd. Zone.

Serviceability Reports.

Insert the following in Code H I, Part 5 H, page I of Med/Me Met. Transmissions :-

11136 = FOGGIA
11181 = SAN PANCRAZIO
11200 = VIBO VALENTIA

APPENDIX 2.

Station Catechism.

2. Accommodation.

Delete entirely and substitute :-
"One room, approx. 30' by 10', on the 8th. Floor of the A.C. BUILDING, at present shared with Accounts and Equipment".

6. Met. Communications. Delete "ext. 498" and substitute "ext. 235".

Location of Personnel on 1st. November, 1946:-

Air Forces Sub-Commission, Rome.

1871450 T/Sgt. Rogers, S.J.B.

1399346 LAC Morris, H.

7A STATIC TESTS.

1. Every civil A/C has to be homologated by the REGISTRO AERONAUTICO ITALIANO which is the equivalent of your A.I.D. R.A.I. have their directorate in Rome and offices in every important city. The builder of an A/C must produce to the directorate of R.A.I. the aerodynamical calculations as well as the results of tests in the wind gallery and calculations and drawings of the various components. This has to be done before starting the construction.
2. Every prototype must go through static tests (both elastic and breaking) under the supervision of a representative of R.A.I. - R.A.I. will ascertain themselves that the production A/C are identical to the prototype. R.A.I. has authority to ask that elastic tests be made on components of production A/C.
3. The minimum admitted values of the coefficient of contingency are the following:

FACTOR OF SAFETY.

TOTAL WEIGHT OF A/C	CATEGORY	
	Normal	Special Aerobatic
Up to 1000 Kgs.	3.5	2.5 5.5
" 5000 "	from 3.5/2.5	2.5/ 2 5.5/3.5
more than 5000 "	2.5	2.0 3.5

At the elastic tests a load will be charged equal to the coefficient of contingency multiplied by 1.2.-
At the resistance tests the same coefficient will be multiplied by 2.

4. The static tests include tests under conditions of maximum lift, of maximum speed, of negative lift (case of inverted flight), of nil lift, etc. -and will be made on the frame as well as the controls and the covering.

5. When the prototype is accepted, authorization is granted, after the tests flights, to start the production.

TEST FLIGHTS

341

1. Every prototype built under the control of R.A.I. and which has successfully gone through the static tests will be submitted to the tests under the control of R.I.N.A. (REGISTRO ITALIANO AERO-

2. Every prototype must go through static tests (both elastic and breaking) under the supervision of a representative of R.A.I. - R.A.I. will ascertain themselves that the production A/C are identical to the prototype. R.A.I. has authority to ask that elastic tests be made on components of production A/C.

3. The minimum admitted values of the coefficient of contingency are the following:

TOTAL WEIGHT OF A/C	CATEGORY		
	Normal	Special	Aerobatic
Up to 1000 Kgs.	3.5	2.5	5.5
" 5000 "	from 3.5/2.5	2.5/ 2	5.5/3.5
more than 5000 "	2.5	2.0	3.5

At the elastic tests a load will be charged equal to the coefficient of contingency multiplied by 1.2.-

At the resistance tests the same coefficient will be multiplied by 2.

4. The static tests include tests under conditions of maximum lift, of maximum speed, of negative lift (case of inverted flight), of nil lift, etc. -and will be made on the frame as well as the controls and the covering.

5. When the prototype is accepted, authorization is granted, after the tests flights, to start the production.

TEST FLIGHTS

841

1. Every prototype built under the control of R.A.I. and which has successfully gone through the static tests will be submitted to the test flights under the control of R.I.N.A. (REGISTRO ITALIANO AERONAUTICO E NAVALE).

2. The builder must produce, before tests, the following documentation :

- a) - diagram showing the trimming of the A/C in different conditions of load and the corresponding admitted position of the C.G.
- b) - a draft showing the controls and their transmissions.
- c) - a draft showing the engines installations and the circulation of fuel, lubricating oil and liquid coolers.
- d) - a draft showing the electrical and W/I installations.
- e) - a draft showing the installation of the load.

- f) - a draft showing the performances according to calculations.
 - g) - informations concerning the probable behaviour of the A/C in a spin - the characteristics of the autorotation observed in the airfoil - the main momentums of inertia.
3. An A/C even when of similar design of an earlier one may be considered a prototype in case:
- the wing load has been increased or decreased more than 10%.
 - the specific power has been increased more than 10% or decreased more than 5%.
 - the type of engine has been changed (e.g.; air or liquid cooled).
 - the type of airscrew (directly driven or through a reduction gear).
 - the undercarriage has been changed (retractable or unretractable and viceversa.)

4. The results of the tests will be brought to the conditions of "standard air".

5. The omologation tests consist of the following:
- a) - Take off and landing - ~~seaworthiness~~ ^{sea worthiness} for seaplanes.
Take off in 350 m. - climb to 25 m. after 650 m. from starting point.
After landing the A/C will not taxi for more than 250 m., where her total weight is equal or less than 5000 Kgs. - more than 300 when the weight is more than 5000 Kgs.
 - b) - stability tests.
 - c) - manoeuvrability test.
 - d) - aerobatics.
 - e) - vibrations, abnormal stresses, bad weather tests.
 - f) - speed at the various heights and R.p.m. - cruising - economical speed.
 - g) - climbing tests, (for multi engined A/C with one or more engines off.
 - h) - tests on the more convenient gliding angle.
 - i) - consumption tests.
 - l) - range tests.

CLASSIFICATION OF A/C (by R.I.N.A.)
(Passengers carrier)

1. PICCOLA NAVIGAZIONE (Short distance flight). For this class the minimum performances required for the omologation are sufficient.

- gear.
- the undercarriage has been changed (retractable or unretractable and viceversa.)
4. The results of the tests will be brought to the conditions of "standard air".
5. The omologation tests consist of the following:
- a) - Take off and landing - ~~SEA WORTHINESS~~ for seaplanes.
Take off in 350 m. - climb to 25 m. after 650 m. from starting point.
After landing the A/C will not taxi for more than 250 m., where her total weight is equal or less than 5000 Kgs. - more than 300 when the weight is more than 5000 Kgs.
 - b) - stability tests.
 - c) - manoeuvrability test.
 - d) - aerobatics.
 - e) - vibrations, abnormal stresses, bad weather tests.
 - f) - speed at the various heights and R.P.M. - cruising - economical speed.
 - g) - climbing tests, (for multi engined A/C with one or more engines off.
 - h) - tests on the more convenient gliding angle.
 - i) - consumption tests.
 - l) - range tests.
- CLASSIFICATION OF A/C (by R.I.N.A.)
(Passengers carrier)
- 834
1. PICCOLA NAVIGAZIONE (Short distance flight). For this class the minimum performances required for the omologation are sufficient.
2. MEDIA NAVIGAZIONE (Medium distance flights):
- practical ceiling, fully loaded, 3000 mts.
 - climb at 2000 mts. in less than 20 minutes.
 - minimum gliding distance (ratio height-distance on the ground) 1:8 for single engined A/C, - 1:7,5 for twin and three engined, - 1:7 for multiengined.
3. GRANDE NAVIGAZIONE (long distance flights):
- practical ceiling (fully loaded) 5.000 meters.
 - climb at 2000 mts in not more than 12 minutes.
 - minimum gliding distance with the engines cut off - 10 for single engined A/C, - 8,5 for twin engined, - 9 for three engined, - 8,5 for four engined.

7A

- practical ceiling fully loaded with one engine out off (for twin and three engined) and two for the multiengined A/C.
- range of at least 800 Kms. with a head wind of 60 Kms. p.h.

PRODUCTION A/C

They undergo only ⁹thorough flights tests and, when these are successful, they are granted the navigability certificate. The certificates are renewed or suspended after periodical inspections.

The present regulations will soon be modified.

7B

STATIC TESTS.

1. Every civil A/C has to be homologated by the REGISTRO AERONAUTICO ITALIANO which is the equivalent of what P. I. I. R. A. I. have been directing in Rome and Offices in every important city. The builder of our A/C must produce to the Directorate of R. A. I. the aerodynamical calculations as well as the results of tests in the wind gallery and calculations and drawings of the various components. This work to be done before starting the construction.
2. Every prototype must go through static tests (both static and breaking) under the supervision of a representative of R. A. I. R. A. I. will ascertain themselves that the production A/C are identical to the prototype. R. A. I. has authority to ask that static tests be made on components of production A/C.
3. The minimum admitted values of the coefficient of contingency are the following.

Total weight of A/C		CATEGORY		
		NORMAL	SPECIAL	REGIMENTAL
up to 1000 kgs		2.5	2.5	2.5
" " 5000 "		from 2.5 to 3.5	2.5-2	2.5-3.5
more than 5000 "		2.5	2.0	2.5

835

At the static tests a load will be absorbed equal to the coefficient of contingency multiplied by 1.2.

At the resistance tests the same coefficient will be multiplied by 2.

4. The static tests include tests under conditions of maximum lift, of maximum speed, of negative lift (case of ^{INVERTED} flight ~~on the bank~~), of full lift, etc - tests will be made on the plane as well as on the controls and the covering.

5. When the prototype is accepted, construction is finished, after the test flights, to start the production.

TEST FLIGHTS

1. Every prototype built under the control of R. I. S. and which has successfully gone through the static tests will be submitted to the test flights under the control of R. I. N. S. (REGISTRO ITALIANO AERONAUTICO E NAVALE).

2. The builder must produce, before tests the following documentation:

a) a diagram showing the distribution of the P.V. in different conditions of load and the corresponding horizontal position of the C.G.

b) a draft showing the controls and their transmission.

c) a draft showing the engine installation and the distribution of fuel, lubricating oil and engine cooling.

d) a draft showing the electrical and W.S. installation.

7B

- a/ a draft showing the installation of the load.
- b/ a draft showing the performances according to calculations.
- 9/ Information concerning the probable behavior of the A/C in a speed - the characteristics of auto rotation, observed in the air field. The main characteristics of inertia.
3. The A/C must possess of sufficient degree of autonomy to withstand a prototype in case:
 - The wing load has been increased or decreased more than 20%
 - The specific power has been increased more than 10% or decreased more than 5%
 - The type of engine has been changed (i.e. air or liquid cooled)
 - The type of airframe (directly driven or through a reduction gear)
 - The undercarriage has been changed (retractable or retractable and wheels)
4. The results of the tests will be brought to the conditions of "standard air"
5. The analogical tests consist of the following:
 - a. take off and landing - determined for the power.
 - Take off at 350 m - climb to 2500 m after 650 m

833

from starting point

after landing the A/C will not take for more than 30000. where the total weight is equal or less than 5000 kg. - more than 300 where the weight is less than 2000 kg.

3. stability test
4. maneuverability test
5. altitudes
6. maneuvers, abnormal attitudes, load factor tests
7. speed at the various heights and speeds - cruising, climb, descent
8. clearance tests (for world required A/C with one or two engines off)
9. Tests on the maneuverability of landing gear
10. communication tests
11. radio tests

CLASSIFICATION OF A/C (by R.I.V.A.)

(Passenger carrier)

1. Single engine aircraft (not also for flight). For the new the minimum performance requirements for the aircraft are accepted
2. Multi engine aircraft (minimum performance requirements)
 - practical ceiling fully loaded, 30000 ft
 - climb at 3000 ft in less than 30 minutes
 - performance of climbing distances (ratio weight - distance in 1000 ft) 1:3 for single engine aircraft & 1:2.5 for multi-engine aircraft - 1:2 for multi-engine aircraft
3. Passenger aircraft (long distance flights)
 - practical ceiling fully loaded, 50000 ft

- 13 5.
- check at 200 hrs in not more than 10 minutes
 - increased gliding altitude with the engines cut off - 10 for three engines A/C - 9.5 for two engines - 9 for one engine - 8.5 for gliding
 - practical ceiling fully loaded with sea engine cut off (for three and two engines) and two for the single engine A/C.
 - range of at least 200 miles with a load weight of 60 lbs. p.h.

PRODUCTION A/C

They were given various flight tests and, when they are successful, they are granted the navigability certificate. The certificates are renewed or suspended after periodical inspections.

The present regulations will soon be modified.

b

Rome, 5 October 1946

AIR FORCES GENERAL STAFF
3rd SERV. DEPT. Techn. Section

To the/ AIR FORCES SUBCOMMISSION
(through Liaison Office)

R O M E

6A

Prot; No 37L383 ST 3/6 Enl./3431 Coll.

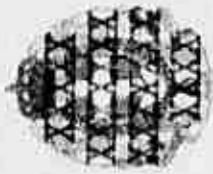
SUBJECT : Navigability Certificates.

Reference to n° AFSC/830/Eng. dated on 26.9.46 we beg to inform you that the military Airplanes of the Italian Air Forces are not supplied with the navigability certificate because this one has been replaced by the "Airplane efficiency booklet" corresponding to the Allied Document Form 700.-

As to what regards the passengers airplanes and the tourist ones, the writer will prepare and send with the greatest urgency the requested figures.

Received by land and by air
for the SOTTOCAPO DI STATO MAGGIORE
Col. A.A.r.n. Pilota
(Aldo Remondino)





Sub. Maggiore XX Aeronautica

3° REPARTO SERV. Sezione Tecnica

Prot. 123456 ST 5/6 Allegato 3431 Coll.

OGGETTO Certificati di navigabilità.-

ALL AIR FORCES SUB COMMISSION
(tramite Ufficio di Collegamen-
to)

= S E D E =

Con riferimento al foglio n° AFSC/830/Eng del
26.9.46 si comunica che per gli aeroplani militari dell'Aero-
nautica Italiana non viene rilasciato il certificato di navi-
gabilità in quanto questo é sostituito dal "libretto efficienza
velivolo" corrispondente al documento alleato Form.700 -.

Per quanto riguarda i velivoli passeggeri e da tu-
rismo lo scrivente preparerà e invierà con la massima urgenza
i dati richiesti.-

P. R. SOTT. 100 DI STATO MACC...
Colonnello A. A. C. M. P. R. O.
(Aldo Remondino)

Col. Cipriani



824

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

To: Italian Air Ministry.

Date: 26th. September, 1946.

Ref: AFSC/330/Eng.

CERTIFICATES OF AIR WORTHINESS.

Information is requested as to the
standard required for certificates of air
-worthiness of:-

Military Aircraft.

Civilian Passenger Aircraft.

Privately-owned Aircraft.

2. May this request be treated as urgent.

H. Thompson
H. Thompson, W/Cdr.,
Director, A.F.S.C., A.C.

FROM :- AIR FORCES SUB COMMISSION, A.O. ROME.
TO :- I.A.M. For the attention of Cols RENDINO and CICERZA.
DATE :- 5th JUNE, 1946.
REF. :- AFSC/830/ENG.

MAINTENANCE UNIT FOR REPAIR OF SPITFIRE IX
AIRCRAFT AND MERLIN ENGINES.

The suggested site for the above mentioned maintenance Unit at
Toliedo Milan is approved.

H. Thompson
for H. THOMPSON, W/CDR.
AIR VICE MARSHAL
DIRECTOR
AIR FORCES SUB COMMISSION.

File
AFSC / 830 / ENR C.T.O. 3A

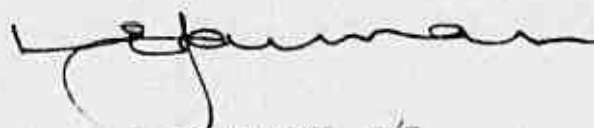
MEMOTo : C. ENG. O.

The suggested site for an Engine and Airframe Maintenance Depot for the I.A.F. at Toliedo, Milan, is approved.

TALIEDO

The A.O.C. agrees that it is possibly the best solution as it combines accessibility to railroads, engineering concerns, airfield and labour, and has hangars, electric power and machine tools readily available.

Please communicate this information to Colonel Remondino and Colonel Cigerza.


L.E. JARMAN, G/C,
Senior Staff Officer.

4th June, 1946.

to S.E.O.

file # AFSC / F30, ENGINE P.T.O.

ENGINE AND AIRFRAME MAINTENANCE UNIT IN ITALY.

2A

NOVARA would appear to be the ideal location of this unit, using the airfield at CAMERI for receipts, dismantling, assembly, and flight tests.

NOVARA is the main engine M.U. and has good approach facilities by road and rail.

According to Colonel GARAU of the I.A.M. Works services the damage at CAMERI is considerable, and a visit is suggested before a final decision is made.

The following details of facilities at NOVARA are of interest:-

20 Miles from GALLARATE (the airframe M.U.) by road.

-6 Miles from CAMERI airfield by road.

30 Miles from GALLARATE by rail, via BUSTO ASSIZIO.

2 1/2 Miles from TURIN - MILAN Autostrada

If the damage at CAMERI is not too great all the work could be done there with good spares supply services from NOVARA and GALLARATE.

An alternative situation could be at BERGAMO PONTE S.PIETRO where there is no damage to installations.

Full details of location and services at both places are available in publication A.I. 2(B) list of Airfields landing grounds and Seaplane bases.

H. Thompson

H. THOMPSON WG/CBP
C. T. O. 823
AIR FORCES SUB COMMISSION.

W. Rival

Ref the memo

would you speak to me on your
side of the question and then arrange

for a meeting with Col Remondino, Col Agostini

Wing Commander Thompson and yourself when we can discuss

the various points and come to an agreement

Wg 27/5

From : Cabinet of the Minister
AIR MINISTRY, (Attn. Liaison Office)

To : Air Forces Sub Commission (Attn. P/Lt. TURNER)
ALLIED COMMISSION, R O M E .

WORKSHOPS FOR ENGINE INSPECTION OF THE I.A.F.

- 1.) C.R.M.(+) Brindisi
- 2.) " Lecce (Galatina)
- 3.) " Novara (in the process of being completed)

N.B. There is also one at Taranto at the seaplane base but it is only used for minor inspections.

(+)C.R.M. = Officine Revisione Motori (Engine inspection workshops)

Med 1/c OR

File in
AFSC 830/ENG
SH



1A

MINISTERO DELL'AERONAUTICA
GABINETTO DEL MINISTRO
UFFICIO COLLEGAMENTO CON L.A.C. A.F.S.C.

MEMORANDUM PER IL T/L. TURNER

Officine Revisione Motori della R.A.

- | | |
|-----------|-----------------------------------|
| 1) O.R.M. | Brindisi |
| 2) O.R.M. | Lecce (Galatina) |
| 3) O.R.M. | Novara (in corso di allestimento) |

N.B. Esiste anche una sala revisione motori a Taranto presso il raggruppamento Idro, ma è idonea solo per revisioni parziali.-



*I have forwarded this
as requested to the
relevant office.*

821

1010

1.25 62.7