

ACC

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CONFERENCES
JUNE, JULY 1946

PAGES MISSING OR
PAGINATION INCORRECT -
FILMED AS FOUND

C. 6000
10/1/60

Ref: IA.

Have you taken action on the 2000 notes?
The CA 133 is not present under my General
Biffie and Sam saw that he would not part
with it to the army without a fight.

W. J. J. J. J.
12/6.

Enclosures 5A, 6A, 7A, 8A, 9A, 10A, have been extracted from
this file. 5A-6A has been put on 824, Eng and 6, 7, 8, 9 and 10A
going on a new file 373/Eng

Registry



10
13/6.
enclosure
enclosures 5A, 6A, 7A, 8A, 9A, 10A have been extracted from
this file. 5A-8A has been put on 824/Eng and 6, 7, 8, 9 and 10A
going on a new file 373/Eng

Registry

21/11/59

1259

4A

FROM: AIR FORCES SUB COMMISSION,
ALLIED COMMISSION, ROME

TO : ITALIAN AIR MINISTRY, ROME

DATE: 25TH JULY, 1946.

REF : AFSC/840/ENG.

CONFERENCE HELD AT THE ITALIAN AIR MINISTRY.

Herewith minutes of an informal conference held at
the Italian Air Ministry on 19th July, 1946.

H. Thompson

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

1249

copy 25/7 file M 247

3A

MINUTES OF A CONFERENCE HELD AT THE ITALIAN
AIR MINISTRY, ROME ON 19TH JULY, 1946 AT
1500 HRS. TO DISCUSS LIAISON BETWEEN THE
BRITISH AND ITALIAN AIRCRAFT INDUSTRIES.

<u>Present</u>		<u>Representing</u>
General	AIMONE-CAT (Chairman)	I.A.F. (C. of S.)
Air Marshal Sir Alec CORYTON	K.C.B., M.V.O., D.F.C.	M.O.S. (A)
Air Vice Marshal BRODIE	O.B.E.	A.F.S.C. (Director)
Colonel	TOLINO	I.A.F. (Dir. of Construct.)
Colonel	BERTAGNOLIO	I.A.F. (Industry)
Colonel	CIGERZA	I.A.F. (Maintenance)
Wg/Cdr.	THOMPSON	M.B.E. A.F.S.C. (C.T.O.)
Wg/Cdr.	OTTER	M.O.S. (Technical Staff)
Lt/Col.	GASPERI	I.A.F. (A.F.S.C. Liaison)
Major	GUZZA	I.A.F.
Lieut.	FAVANO	A.F.S.C. (U.S.A.A.F.)
Dr.	PECCEI	F.I.A.T.
Eng.	AGOSTA	F.I.A.T.
Dr.	BERSANI	SAVOIA MARCHETTI (S.I.A.I.)
Eng.	FOSSATI	ALFA ROMEO
F/O.	BENEDUCCI	Interpreter.

ACTION BY:

1. A.V.M. BRODIE (Director A.F.S.C.) introduced A.M. Sir Alec CORYTON, and stated that the idea of the conference was to discuss the question of liaison between the industries of the two countries (G. Britain and Italy) in an informal manner.
2. Gen. AIMONE-CAT (I.A.F.) said that no definite policy could be laid down, but that it was possible to discuss in an informal manner what was required, and what could be done between the industries of the two countries.
3. Col. TOLINO (I.A.F.) said his chief concern was to obtain engines, and particulars of engines of 200 HP.

1 3 3 2

Colonel	BERTAGNOLIO	I.A.F. (Industry)
Colonel	CIGERZA	I.A.F. (Maintenance)
Wg/Cdr.	THOMPSON M.B.E.	A.F.S.C. (C.T.O.)
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3. Col. TOLINO (I.A.F.) said his chief concern was to obtain engines, and particulars of engines of 200 HP to 200 -800 HP, 800 HP and upwards.
4. A.M. CORYTON (M.O.S.) (A) said he would inform the Director A.F.S.C. of the stocks of engines and spares available, engines in production (with cost if possible) and, engines which could be manufactured under licence. M.O.S.
5. Col. TOLINO (I.A.F.) said it would be appreciated if the Italian industry could manufacture British engines under licence.

Contdpage 2/

Refer to Mr. Day and BAC.

6. A.M. CORYTON (M.O.S.) (A) said he saw no reason why piston operated engines could not be manufactured under licence in Italy, but the manufacture of turbines would not be permitted.

7. Gen. AIMONE-CAT (I.A.F.) said he understood this position and that they only asked for normal engines.

8. A.M. CORYTON (M.O.S.) said that if the I.A.F. would state the engines they require their request would be considered.

9. Gen. AIMONE-CAT (I.A.F.) said he would like to make a definite Italian programme, and that they were only interested in engines previously quoted, pointing out that their requirements would be small.

10. Col. TOLINO (I.A.F.) said that some Italian firms had communicated with British firms direct, but suggested that an expansion of this scheme would be appreciated.

11. Wg/cdr. OTTER (M.O.S.) (A) said if difficulty is experienced in contacting firm assistance could be asked for from M.O.S. (A).

12. Gen. AIMONE-CAT (I.A.F.) said help was required in the matter of obtaining pass-ports and visas for firms' representatives to travel to U.K.

13. Dr. PECCEI (FIAT), Dr. PERSANI (SIAT), and Eng. FOSSATI (A.ROMEO) all said they would appreciate any assistance to get pass-ports & visas. Eng. FOSSATI said he had tried without success.

14. A.V.M. BRODIE (AFSC) said he would raise this subject with the British Embassy in Rome.

A.F.S.C.

15. Gen. AIMONE-CAT (I.A.F.) said he could not give any detail as regards the contracts required but he considered full co-operation was necessary, and that permits to travel were most essential.

16. A.M. CORYTON (M.O.S.) (A) said that if representatives experienced difficulties in England he invited them to contact him at M.O.S. (A).

17. Eng. FOSSATI (ALFA ROMEO) said that his firm would like to make British engines under licence for sale in South America.

18. Dr. PERSANI (FIAT) said that his firm is continuing

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18. Dr. FECCEI (FIAT) said that his firm in conjunction with British firms could supply the Italian market, and possibly others.

1245

19. A.M. CORYTON (M.O.S.)(A) said that contact between private industries of both nations was desirable but was to be free contact not sponsored by Governments or Ministries.

20. Col. TOLINO (I.A.F.) said that the business of finding work for the Italian industry was most important and suggested that conversion of British military aircraft to civil types could be undertaken.

Contd.....page 3/

21. A.N. CORYTON (M.O.S.)(A) said at only about twenty of these conversions were at present in hand and there was no call for such work to be done outside the U.K.

22. Gen. AIMONE-CAT (I.A.F.) said that the Italian aircraft industry was in such dire straits that if work was not found in the very near future it must fail. The position of the industry at the moment was most critical. The present policy of using British and American equipment was far from helpful as it meant that the Italian industry was not called upon even for maintenance or the provision of spares.

23. A.V.M. BRODIE (AFSC) said that the Allied Chiefs of Staff had not up to the present given permission for aircraft manufacture, but such permission would most likely be granted in the near future. In view of this he suggested that necessary preparation should be made by the firms interested.

ALFA ROMEO
F.I.A.T.
S.I.A.I.

24. Col. TOLINO (I.A.F.) said there were three main problems to be faced:-

- (i) The question of building engines.
- (ii) Contact with British firms.
- (iii) Italian market too small for any production programme to be started without prospects of outside markets.

25. Lt/Col. GASPERI (I.A.F.) said some of the difficulties were political no doubt but would it be possible to manufacture engines not in production in U.K. for foreign markets, and could M.O.S. give any assistance in this matter.

26. A.M. CORYTON (M.O.S.)(A) said the line of approach on this matter was between British and Italian industries in conjunction with the British Board of Trade, M.O.S., and Foreign Office.

27. Wg/Cdr. THOMPSON (AFSC) said that even if permission to manufacture under licence was granted supplies of material in the country (Italy) would not permit work to start as the supply of the higher grade steels in particular was almost non-existent.

28. A.M. CORYTON (M.O.S.)(A) said there should be no difficulty in the supply of steels as required from British firms.

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29. Col. TOLINO (I.A.F.) asked could work be done on a barter basis for material.
30. Dr. PECCEI (FIAT) asked if work could be taken on for (M.O.S.)(A) as payment for material.
31. A.M. CORYTON (M.O.S.)(A) said that these two suggestions were not possible. 1214
32. Gen. AIMONE-CAT (I.A.F.) said at the moment they were unable to buy material or borrow money; in view of this could any agreement be arranged to obtain material to start work.
- ALFA ROMEO
F.I.A.T.
S.I.A.I.

- 4 -

33. A.M. CRYTON (M.O.S.)(A) Said he sympathised with the position but it was not within his powers to make any statement on this question.

34. Gen. AIMONE-CAT (I.A.F.) said these matters were mentioned, as he wanted the true position to be known by all concerned.

35. A.V.M. BRODIE (AFSC) said he would seek advice from the British Embassy on the method of payment for British materials and engines. A.F.S.C.

36. Gen. AIMONE-CAT (I.A.F.) said the subject of payment was very difficult as the budget was inadequate to meet commitments.

Last Year	200,000,000 Lire
This Year	400,000,000 Lire

Of these years grant 350,000,000 Lire was mortgaged for past production.

Further the granting of a supplementary grant for the purchase of materials was very difficult.

The position was desperate, and whilst he appreciated individual firms difficulties with their workers and political fractions he considered the survival of Italian industry as a whole as of paramount importance.

37. A.V.M. BRODIE (AFSC) thanked those present for their views and submissions, and hoped all could look forward to a brighter future in the Italian aircraft industry.

H. Thompson
H. THOMPSON WG/CDR.

for, AIR VICE MARSHAL,
DIRECTOR,

AIR FORCES SUB COMMISSION.

DISTRIBUTION :-

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- 1 Copy

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ITALIAN AIR MINISTRY	-	1 Copy
M.O.S.(A) LONDON(AIR MARSHAL		
SIR ALEC CORYTON)-		1 Copy
AIR FORCES SUB COMMISSION	-	2 Copies

3B

P.T.O.

ACROSS BOUNDARY.PROCEDURE.

1. 3. (A) to send a list of aircraft engines together with makers' names stating quantities available / or w/o spares and cost if possible and which could be manufactured under license in Italy.
2. I will take up question of travel and visas for firm's representatives.
3. Air Marshal Clayton will ensure contacts in England, if necessary. He will be pleased for firm's experts invited to see him to facilitate contacts.
4. For Foreign air etc arrangements would be in agreement with Italian civil aviation industry, who I am sure will have to refer to M.O.S. for authorization in conjunction with British Foreign Office.
5. Detail of payment to British for state aids and engines - British Embassy will be sought by Div. AFSC.

R.B. 19/7

CONFERENCE NOTE--ITALIAN AIR MINISTRY

General Amone-Cat
Air Marshall Corydar
A.V.M. Brodie

1. Introduction of supply and construction of A/C for the Italians.
2. Supply needs for the Italians.
3. To be an informal and orientation conference.

NOTES

A. The I.A.M. gave a general plan for future construction and they requested only a few types of engines that will be used for Italian construction. The Air Marshal shall prepare a list of stock engines that will be turned over the I.A.M. for construction. These will be normal types only- Jet propulsion is not yet allowed for construction by Italians. The three types requested are:

1. Turist type Max. 200 h.p.
2. 200-800 h.p. types.
3. 800 h.p. and up.

This way a more general program can be started with not too many diverse types.

B. Travel. The A.V.M. to facilitate obtaining Visas and transportation to and from British companies.

C. Export. If license is granted by Bristle etc., the Alfa-Romeo company would like to construct obsolete type engines for export to South American and other countries, providing permission will be granted for export by I.A.M.

D. Contracts. The Italian Works would like to contract these of U.K. transforming of aircraft, spare parts etc. However wishing to exclude this political question from politics, they wish to have this matter advertised that production shall remain intact. The Italian firms wish to construct A/C engines and spare parts for presently owned Allied A/C instead of buying them from Allied sources. The combined Chiefs of Staffs have not yet given permission to construct these items as yet. However production may be looked forward to.

E. Industry. If the market in Italy is not adequate, the Italian companies are to contact the British Air Ministry for permission to use the open market for exporting materials constructed that are more than the present needs of Italy.

F. Material. It will be noted that difficulty will be met to obtain raw material such as steel, etc. from the firms in England.

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G. Pay. The Italians wish to arrange their type of completed material for compensation for money as barter for the raw material. However this will depend on the open market for these finished products.

H. Credit. The Italians wish to have credit to commence their industry. The amount allotted to aircraft industry is already in deficit. For this reason the requirements of the Italian industries will be kept to a minimum until a definite policy is defined in regards to payment. This is also due to the political situation which would arise with debt.

I. General. The AFSC will receive a list of material that the Italians may receive license and start production there of. Included will be lists of raw material to be obtained, and also a policy of payment of these materials will be more clearly defined.

Piatt, S.I. Maichette, and Alfa Romeo works will contact AFSC for permission to U.K. and conferences with Air Marshal Corydon.

When the amount of material needed or will be at the disposition of the Italian firms is known, the Italian Chief of Staff will submit his ideas as to recompense or payment for purchase of these items.

It was mentioned that the Italians are up to their necks until an answer for these problems can be found. Money as a method of payment is practically out of the question!!!!!!

Lt. Fawand

Lt. Fawand

1237

370
3D
TRANSLATION.FROM: HON. AIR VICE MARSHAL I.E. MOIDE DIRECTOR OF A.P.S.C. ROME.
BRITISHSUBJECT: QUESTIONNAIRE TO BE SUBMITTED TO THE MINISTER OF AIRCRAFT
PRODUCTION.Italian Aeronautical Industry.

The Italian Aeronautical Industry is, in so far as airframes and the relative accessories are concerned, able to satisfy the modest exigencies of the country. It can, however, be foreseen that the necessity will arise for the supply of engines, either through purchase or to be reproduced on the licences being granted by the British Aeronautical Industry.

2. It is not yet possible to ascertain the future needs of non-military aircraft and it will thus be opportune to limit the request for the time being to the following types of engines:-

- (a) 300 - 350 Horsepower for training purposes and Aero-taxi and Tourist aircraft.
- (b) 1,000 - 1,200 Horsepower for Transport aircraft flying at a height not less than 4,000 metres.
- (c) 1,800 - 2,000 Horsepower for Transport aircraft to be flown at a height not less than 4,000 metres.

3. It would be appreciated if information on engines of the above-mentioned specifications which British industry is producing ~~could be given~~ ^{could be given} and of the conditions under which these engines could be ceded or reproduced under licence in Italy (i.e. types of engines and makes available).

4. It would also be appreciated if eventual facilities were granted whereby Italian and British Automobile industrial representatives could make contact.

5. As has previously been mentioned the possibility of production by the Italian aeronautical industries is largely exuberant in respect of the capacity to be absorbed by the internal market. It is, therefore, requested that the opportunity be taken to examine the possibility of completing the gaps by use of English and Italian material. Conversion or adaptation of British military aircraft could be carried out in order that these aircraft be used for civil aviation. The principal Italian industrial concerns who would be in a position to satisfy British demands are the following:-

- (i) Aeronautica D'Italia, Turin. The workshops are in good condition and are particularly adaptable to the production of metallic frame work.
- (ii) Diaggio-Pinale, Ligure. The workshops are being re-organised and would be adaptable to the production of metallic and mixed frame-work.
- (iii) Savoia Marchetti, Sesto Celside. The workshops are

aircraft and it will thus be opportune to issue the request for the following types of engines:-

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- (ii) Giannio-Finile, Ligure. The workshops are being re-organised and would be adaptable to the production of metallic and mixed frame-work.
- (iii) Savoia Marchetti, Sesto Calende. The workshops are ²³⁸ excellent condition and adaptable for the production of mixed frame works or even entirely metallic frame-work. It produces metallic propellers at constant speed.
- (iv) Aeronautica Varesi, Varese. The workshops have been damaged and are being reconstructed. They are particularly adaptable for metallic frame-work construction of small structure
- (v) Aeronautica Breda, Milan, (Sesto S. Giovanni). The principal workshops are badly damaged but the auxiliary workshops can be used. This firm can construct metallic airframes.
- (vi) Aeroplani Carroni, Milan, (Talliedo). The workshops are

...../Intact

(vi) Aeroplani Caproni - Milan (Taliado) Cont.
intact and can construct mixed framework.

(vii) Piat S.M.A., Turin. The workshops are partly damaged.
It can construct engines and propellers of various types.

(viii) Alfa Romeo, Milan. Same as above.

(ix) Isotta Fraschini, Milan. Workshops in good condition.
It can construct engines of various types.

AIRCRAFTSERVICEABLEUNSERVICEABLE

2A

Italian combat fighters	66	98
American combat fighters	47 (P.39)	2 (P.39)
" " "	-	100 (P.38)
British combat fighters	14 (Spitfire V)	57 (Spitfire IX)
Italian light bombers	15	9
Allied light bombers	29	1
Italian bomber transport	73 *	24
Allied bomber transport (C47)	15 *	5
Italian Seaplanes	39	29
Italian light aircraft	29	12
* Includes number being transferred to civil aviation:		
Italian Air liners	25	7
Allied Air liners (C47)	15	5

This is the latest position as known on the 15th June, 1946.

*Copies sent to Director
and S.S.O.
JH*

JUNE 1ST 1946
AIRCRAFT.

1ST LINE & RESERVE.	HELD AT GIOIA DEL COLLE.	BEING REPAIRED AT FIRMS	BEING REPAIRED AT SPA	LIST "B"	TOTAL
SAI 200			1		1 L
SAI 202	16		3		19 L
SAI 204	1				1 L
PN 305	3		2		5 L
G.50	2		3		5 I.P.
G.55	1				1 I.P.
CA 164	5		2	2	9 L
PL.3	2	1	1		4 L
PIESLER ST.	1				1 L
CANT.2.501	11		12		23 S
CANT.2.506	21	3	12		36 S
RS 14	7		2		9 S
P. 39	47		2		49 A.P.
P. 38			100		100 A.P.
BALTIMORE	29		1		30 A.L.B.
MC 200	5		21	5	31 I.P.
MC 202	21		6	15	42 I.P.
MC 205	28		15	9	52 I.P.
RE 2001			1		1 I.P.
RE 2002				13	13 I.P.
SM. 73		1			1 P.T.
SM. 75	3				3 P.T.
SM. 79	32	7	6		45 P.T.
SM. 82	26	1	3		30 P.T.
SM. 83	1				1 P.T.
SM. 84	3	3	2		8 P.T.
SM. 95	1				1 P.T.
G. 12	7	1			8 P.T.
CA 309	4				4 I.L.B.
CA 310	1		1		2 I.L.B.

23

CANT. 2.505	21	3	12	36 S
RS 14	7		2	9 S
F. 39	47		2	40 A.P.
F. 38			100	100 A.P.
BALTIMORE	29		1	30 A.L.B.
MC 200	5		5	31 I.P.
MC 202	21		6	42 I.P.
MC 205	28		15	52 I.P.
RE 2001			1	1 I.P.
RE 2002			13	13 I.P.
SM. 73		1		1 B.T.
SM. 75	3			3 B.T.
SM. 79	32	7	6	45 B.T.
SM. 82	26	1	3	30 B.T.
SM. 83	1			1 B.T.
SM. 84	3	3	2	8 B.T.
SM. 95	1			1 B.T.
G. 12	7	1		8 B.T.
CA 309	4			4 I.L.B.
CA 310	1		1	2 I.L.B.
CA 311			3	3 I.L.B.
SPITFIRE IX			57	57 A.P.
CA 313	2		1	3 I.L.B.
CA 314	4	1		5 I.L.B.
PR 20			1	1 I.L.B.
CANT. 2.1007	4		1	5 I.L.B.
SPITFIRE V	14			14 A.P.
G. 8	1		1	2 I.L.B.
GR 42	9	5		19 I.P.
TOTALS	312	5	258	644

116 840 246

23

This list does not include

20 B.47 aircraft for civil aviation.

1A
 MINUTES OF A CONFERENCE HELD AT A.F.S.C. OFFICES
 ON FRIDAY JUNE 7TH 1946 TO DECIDE WHICH AIRCRAFT
 AND ENGINES ARE TO BE RETAINED IN SERVICE IN THE
 ITALIAN AIR FORCE.

Present: A.F.S.C. Lt./Col. MAREK I.A.F. Col. REMONDINO
 Wg./Cdr. THOMPSON Col. CIGERZA
 Col. BRENTA Lt./Col. FANALI
 Lt./Col. GASPERI

WG/CDR. THOMPSON. Opened the discussion by stating the intention of the conference was to decide what types of aircraft and engines it was intended to keep in service in the I.A.F. Types that were obsolescent and were not to have more than minor repairs carried out.

And finally types that were to be reduced to produce so that man-hours and material should be used to the best advantage.

Col. REMONDINO. Asked if the A.F.S.C. intended to enforce a policy on the I.A.F. or if the conference was held to discuss the best solution to the present I.A.F. difficulties.

WG/CDR. THOMPSON. Stated that the conference had been called to agree on a policy whereby the man-power and material available could be used to the best advantage of the I.A.F.

Col. REMONDINO. Agreed with the importance of this problem but pointed out that pending the ratification of the peace treaty the Stato Maggiore of the I.A.F. consider it their duty not to take any initiative in destroying serviceable flying material.

WG/CDR. THOMPSON. Stated he understood the Stato Maggiore's point of view but still considered that unnecessary work was being carried out and that too extensive repairs were tackled. Further the technical and material resources of the I.A.F. were not being used to the best advantage.

Col. REMONDINO. Agreed on the necessity to limit and regulate certain work.

LT/Col. MAREK. Stated he could appreciate the Stato Maggiore's point of view, but asked if the strength of the I.A.F. was within the limits as laid down by the Armistice. If it was so unless any new directive had been received he could not see why the I.A.F. should destroy serviceable aircraft.

WG/CDR. THOMPSON. Stated that no new directive was known to him but pointed out that certain aircraft were being repaired and overhauled but when completed would be of no material use. 126

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And finally types that were to be reduced to produce so that man-hours and material should be used to the best advantage.

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WG/CDR. THOMPSON. Stated that no new directive was known to him but pointed out that certain aircraft were being repaired and overhauled but when completed would be of no material use. 1229

It was decided that the following aircraft should remain in service:-

S.M.95 - S.M.84 - S.M.83 - S.M.82 - S.M.79 - S.M.75.
Cent.2.501 - Cent.2.506 - R.S.14 - CA.309 - CA.314.
RE.2001 - MC.202 - MC.205 - CR.42 - EA.25 - SAI.202.
SAI.204 - PL.156 - G.12 - G.55.

NB. RE.2001 is to be tested for suitability as a Met aircraft.

A report of tests will be forwarded to A.F.S.C.
Should the tests be satisfactory all CR.42 aircraft will be transferred to the school.

Cont/.....2.

See note on page 2 1/13 14/6

- 2 -

The following aircraft are to be considered obsolescent:-

S.M.73 - S.M.81. To be transferred to GIOIA DEL COLLE
Cent.Z.1007 will be maintained in service but no major repairs on them will be carried out.

CA.133 - There is only one of these aircraft and it is intended to hand it over to the Army for photographic duties. *1st F. crew*

MC.200 - Will be disposed of when it is possible to replace them by Mc.202 (ie) when Spitfire IX aircraft are ready for service. Only minor rectification is now being carried out on Mc.200.

SAT.200. - To be kept in service until replaced by more modern type.

FL.3. - To be sold.

G.8. - Will be destroyed when new types are received in school.
 One to be destroyed immediately.

G.50. - Will be disposed of when replaced by G.55

FM.205. - Will be disposed of when replaced by G.46

PR.20. - To be disposed of.

The following engines will be maintained in service:-

Pist A.74 - Alfa D2 - Alfa 110 - Alfa 115 - Alfa 126 - Alfa 128 -
DB 601 - DB 605 - PIAGGIO P.XI Bis - ISOTTA Fraschini - DELTA -
ASSO XI - C.N.A. D4 .

Other engines will be disposed of by the I.A.P.

MG/CDR. THOMPSON. Stated that it was not necessary to destroy purely for scrap any airframes or engines but endeavour should be made to save any useful spares.

The disposal of obsolete aircraft and engines should be carried out without delay so as not to impose unnecessary work on the technical and supply organisations.

*What is the condition of the 1/2 which are kept
 in the 138 separate
 138 separate
 138 separate*

Pl. 3. - To be sold.

G.8. - Will be destroyed when new types are received in school.
One to be destroyed immediately.

6.50. - Will be disposed of when replaced by 6.55

will be disposed of when replaced by G-49 pacifier views to pacifier eq. till -

PR.20. - To be disposed of.

The following engine will be maintained in service: -

Piat A.74 - Alfa D2 - Alfa 110 - Alfa 115 - Alfa 126 - Alfa 128 -
DE 601 - DP 605 - PIAGGIO P.XI Bis - ISOTTA FRASCHINI - DELTA -
ASSO XI - C.N.A. D4 .

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1) Retained 2 (11/1) Retained but not 2/3
 2) Retained 2 (11/1) Retained but not 2/3
 3) Retained 2 (11/1) Retained but not 2/3
 4) Retained 2 (11/1) Retained but not 2/3
 5) Retained 2 (11/1) Retained but not 2/3
 6) Retained 2 (11/1) Retained but not 2/3
 7) Retained 2 (11/1) Retained but not 2/3
 8) Retained 2 (11/1) Retained but not 2/3
 9) Retained 2 (11/1) Retained but not 2/3
 10) Retained 2 (11/1) Retained but not 2/3

Transcription of Italian Minutes.

MEMORANDUM No 48

13

AIR FORCE MATERIAL.

Report on the meeting which took place on the 7/6/46 at the offices of the Air Forces Sub Commission.

Representatives:

It/Col. MAREK

Wg/Cdr. THOMPSON

Col. REMONDINO

Col. CIGERCA

Col. BRENTA

It/Col. PANALI

It/Col. CASPERI

Wg/Cdr. THOMPSON opening the discussion, declares that the intention of the meeting is to examine what types of aircraft and engines the I.A.F. intend to keep in line in future, what types are considered obsolescent and are not to be repaired and finally what types are to be immediately written off in order to attain a rational economy of charge in the technical services.

Col. REMONDINO asks first of all whether the A.F.S.C. in this respect have already a programme which it intends to dictate to the I.A.F. or whether the purpose of the meeting is to discuss the argument in order to determine the best solution of the I.A.F. actual position.

Wg/Cdr. THOMPSON points out that it is a discussion in which a programme will be freely agreed upon with a view to lightening the technical personnel of the stores and workshops from unnecessary burden of work.

Col. REMONDINO agrees on the importance of the problem, but points out that pending the peace treaty, the Stato Maggiore of the I.A.F. consider it their duty not to take the initiative in destroying serviceable flying material.

Wg/Cdr. THOMPSON understands the Stato Maggiore's point of view, but still considers the discussion useful and in which he will make clear some ideas on the most rational utilisation of the work capacity of the technical services as, from visits carried out, he noticed the execution of unnecessary and irrational work was very extensive.

Col. REMONDINO agrees on the necessity to limit certain work.

It/Col. MAREK agrees with the Stato Maggiore's view-point, but wishes to know whether this is in contrast with the limited number of aircraft on the strength of the I.A.F. which was laid down by the Allies.

Wg/Cdr. THOMPSON declares that such contrast does not exist, and

WG/CDR. THOMPSON opening the discussion, declares that the intention of the meeting is to examine what types of aircraft and engines the I.A.F. intend to keep in line in future, what types are considered obsolescent and are not to be repaired and finally what types are to be immediately written off in order to attain a rational economy of change in the technical services.

COL. REMONDINO asks first of all whether the A.F.S.C. in this respect have already a programme which it intends to dictate to the I.A.F. or whether the purpose of the meeting is to discuss the argument in order to determine the best solution of the I.A.F. actual position.

WG/CDR. THOMPSON points out that it is a discussion in which a programme will be freely agreed upon with a view to lightening the technical personnel of the stores and workshops from unnecessary burden of work.

COL. REMONDINO agrees on the importance of the problem, but points out that pending the peace treaty, the Stato Maggiore of the I.A.F. consider it their duty not to take the initiative in destroying serviceable flying material.

WG/CDR. THOMPSON understands the Stato Maggiore's point of view, but still considers the discussion useful and in which he will make clear some ideas on the most rational utilisation of the work capacity of the technical services as, from visits carried out, he noticed the execution of unnecessary and irrational work was very extensive.

COL. REMONDINO agrees on the necessity to limit certain work.

LT/CDR. MAREK agrees with the Stato Maggiore's view-point, but wishes to know whether this is in contrast with the limited number of aircraft on the strength of the I.A.F. which was laid down by the Allies.

WG/CDR. THOMPSON declares that such contrast does not exist, and starts the examination from which the following has been noticed and decided:-

1226

S.M.95 Strength: 1 in service and 1 abroad. Will be kept in service

S.M.84 " : 5 in service and 3 under repair at firm. Will be kept in service.

S.M.83 " : 1 in service. Will be kept in service.

S.M.82 " : 27 first line, 2 at S.R.A. and 3 at firm. Will be kept in service.

S.M.73 " : 2 at firm. Will be sent to GIOIA DEL COLLE off line-
It appears that work is being carried out on one of them: in such case will be sent to GIOIA DEL COLLE as soon as work is completed.

Cont/...2

- 2 -

S.A.79 Strength: 38 first line and at S.P.A., 3 at firm, 1 in SARDIGNA and 1 in the compound. Will be kept in service.

S.M.75 " : 3 in service. Will be kept in service

Cent.2.501 " : 23 Total. Will be kept in service.

Cent.2.506 " : 24 first line and S.P.A., 3 at firm. Will be kept in service.

Cent.2.1007 " : 5 in service and 4 in the Compound. As the 5 in service are in very good serviceable condition and appear to be very useful for the training of pilots, they will be kept in service. They are considered obsolescent and repairs will not be carried out.

P.S.14 " : Will be kept in service.

Ca.309. Strength: 4 will be kept in service.

Ca.310 " : Nil

Ca.311 " : Nil

Ca.312 " : As Ca.310 & Ca.314 are different from the argument only and are at present disarmed, distinction of the number will not be made and both will be called Ca.314.

Ca.314 " : 6 first line and S.P.A., 2 at firm and 2 in the compound.- Will be kept in service.

Ca.132 " : 1 will be kept in service and will be probably assigned on aero-fotogram service for the Army.

Ca.164 " : 4 first line and S.P.A., 2 at firm and one which probably is to be destroyed.

RE.2001 " : Will be kept in service. Test is being carried out on 1 RE.2001 fitted for Met service. Report of the results will be forwarded to the A.F.S.C. It is expected the use of RE.2001 for Met in lieu of Cr.42.

Mc.200 " : 12 first line and S.P.A., they will be disposed of when it will be possible to replace them by Mc.202. This is subject to the consent of 60 Spitfire IX aircraft to the I.A.F. to form 3 Squadrons. It is however arranged that they will be not repaired at S.P.A., but maintenance is to be carried out only.

Mc.205 " : 43 first line and S.P.A., 7 in the compound. - Will be kept in service.

Cont. 3/.....

- 3 -

FN.156 Streng 1 will be kept in serv
G.12 : Will be kept in service
G.55 : Will be kept in service
G. 8 " : 1 + 1 which will be destroyed. Will be disposed when it will be possible to replace it with suitable aircraft.
G.50 " : 3 will be replaced by G.55s
FN.305 " : 5 will be replaced by G.46s
BR.20 " : 1.

ENGINES: It is decided that the I.A.F. will keep in service and in stores the following types of engines:-

Alfa D.2
 Alfa 110
 Alfa 115
 Alfa 126
 Alfa 128
 A.74
 DE.601(R.A. 1000)
 DE.605
 P.XI Bis
 I.F. Delta
 Asso XI
 C.N.A. D4

For the remaining types of engines the I.A.F. competent organisation will study and adopt the best form of disposal.

MC/CDR. THOMPSON declares that the A.F.S.C. request that suitable arrangements be taken to dispose of all the material of the condemned types (airframes, engines and spares) especially in order to avoid unnecessary burden on the personnel of the stores and technical services.

ECME 7/6/46.

(SGD) L/Col. GASPERI

1223

P R O M E M O R I A n° 48

MATERIALE IN DOTAZIONE ALL' ARMA AEREA

Verbale sulla riunione svoltasi presso l'AFC in data 7/ciu-
gno 1946, presenti :

Ten.Col. MARELLI
W/Cdr. THOMSON

Col. REMONDINO
Col. GIGERZA
Col. BUENTA
T.Col. PINELLI
T.Col. GASPERI

Il W/Cdr. Thomson a re la discussione dichiarando che inten-
dimento della riunione è quello di esaminare quali tipi di
velivoli e motori la R.A. intende mantenere in linea nell'av-
venire, quali tipi sono considerati e consumazione e non ver-
ranno più riparati e infine quali tipi verranno immediatamente
mente radiati allo scopo di realizzare una razionale econo-
mia nel carico dei servizi tecnici.

Il Col. Remondino chiede anzitutto se in merito l'AFC ha già
un programma che intenda dettare alla R.A. o se la riunione
ha lo scopo di discutere l'argomento per determinare la mi-
glior soluzione del problema nella situazione attuale della
R.A.

Il W/Cdr. Thomson precisa che si tratta di una discussione in
cui venga liberamente concordato un programma nell'intento
di alleggerire il personale tecnico dei Magazzini e delle of-
ficine di un dannoso aggravio di lavoro.

Il Col. Remondino riconosce l'importanza del problema ma tie-
ne a precisare che, in attesa della formulazione della pace,
lo Stato Maggiore della R.A. ritiene suo dovere non prendere
iniziative di distruzione di materiale di volo efficiente.

Il W/Cdr. Thomson comprende il punto di vista dello S.M., ma
ritiene ugualmente utile la discussione nel corso della qua-
le chiarirà alcuni concetti sulla più razionale utilizzazio-
ne della capacità di lavoro dei servizi tecnici, presso i qua-
li, nel corso delle visite compiute, ha constatato l'esecuzio-
ne di lavoro non necessari e irrazionali per la loro mole e
il loro aggravio.

Il Col. Remondino concorda sulla necessità di limitare certi
lavori.

Il Col. Marelli concorda concordando col punto di vista della

COL. BRENTA
T. COL. MANALI
T. COL. GASPERI

Il W/Cdr. Thomson a re la discussione dichiarando che l'intento della riunione è quello di esaminare quali tipi di velivoli e motori la R.A. intende mantenere in linea nell'avvenire, quali tipi sono considerati a consumazione e non verranno più riparati e infine quali tipi verranno immediatamente radiati allo scopo di realizzare una razionale economia nel carico dei servizi tecnici.

Il Col. Remondino chiede anzitutto se in merito l'AFSC ha già un programma che intenda dettare alla R.A. o se la riunione ha lo scopo di discutere l'argomento per determinare la miglior soluzione del problema nella situazione attuale della R.A.

Il W/Cdr. Thomson precisa che si tratta di una discussione in cui venga liberamente concordato un programma nell'intento di alleggerire il personale tecnico dei magazzini e delle officine di un dannoso aggravio di lavoro.

Il Col. Remondino riconosce l'importanza del problema ma tiene a precisare che, in attesa della formulazione della pace, lo Stato Maggiore della R.A. ritiene suo dovere non prendere iniziative di distruzione di materiale di volo efficiente.

Il W/Cdr. Thomson comprende il punto di vista dello S.M., ma ritiene ugualmente utile la discussione nel corso della quale chiarirà alcuni concetti sulla più razionale utilizzazione della capacità di lavoro dei servizi tecnici, presso i quali, nel corso delle visite compiute, ha constatato l'esecuzione di lavoro non necessari e irrazionali per la loro mole e il loro aggravio.

Il Col. Remondino concorda sulla necessità di limitare certi lavori.

Il T. Col. Marek concorda con il punto di vista dello S.M., ma desidera conoscere se questo è in contrasto con le limitazioni numeriche di velivoli in carico alla R.A. a suo tempo disposte dal Comando Alleato.

Il W/Cdr. Thomson dichiara che non esiste tale contrasto e inizia l'esame nel corso del quale viene constatato e deciso quanto segue.

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= 2 =

S.M.95 Carico : 1 in servizio ed 1 a l'estero. - Vengono mantenuti in servizio.

S.M.84 Carico : 5 in servizio e 3 in riparazione presso ditta. Vengono mantenuti in servizio.

S.M.83 Carico : 1 in servizio. Viene mantenuto in servizio.

S.M.82 Carico : 27 in linea, 2 presso S.R.A. e 3 presso Ditta. Vengono mantenuti in servizio.

S.M.73 Carico : 2 presso ditta. Verranno mandati a Gioia del Colle fuori linea. Sembra che su uno dei due apparecchi siano in corso lavori : in tal caso verrà inviato a Gioia del Colle al termine dei lavori.

S.M.79 Carico : 33 in linea e presso S.R.A., 3 presso Ditta, 1 in Sardegna, 1 nel Compound. Vengono mantenuti in servizio.

S.M.75 Carico : 3 in servizio. Vengono mantenuti in servizio.

Cent.Z.501 Carico : 23 in totale. Vengono mantenuti in servizio.

Cent.Z.506 Carico : 34 in linea e presso S.R.A., 3 presso Ditta. Vengono mantenuti in servizio.

Cent.Z.1007 Carico : 5 in servizio e 4 nel Compound. Poiché 4 5 in servizio sono in buone condizioni di efficienza e risultano molto utili per il riaddestramento dei piloti, vengono mantenuti in servizio. Sono considerati a consumazione e non verranno eseguite riparazioni.

R.S.14 Vengono mantenuti in servizio.

Ca.309 Carico : 4. Vengono mantenuti in servizio.

Ca.310 Non esistono più in carico nella R.A.

Ca.311 Non esistono più in carico nella R.A.

Ca.313 Poiché Ca.313 e Ca.314 differiscono solo per l'armamento e sono attualmente disarmati non verrà più fatta la distinzione di numero, ma verranno chiamati ambedue Ca.314.

Ca.314 Carico : 6 in linea e presso S.R.A., 2 presso Ditta, 2 nel Compound. Vengono mantenuti in servizio.

Ca.133 Carico : 1. Viene mantenuto in servizio e verrà probabilmente adito a rilievi aerofotogrammetrici per

S.M.73 Carico : 2 presso ditta. Verranno mandati a Gioia del Colle fuori linea. Sembra che su uno dei due apparecchi siano in corso lavori : in tal caso verrà inviato a Gioia del Colle al termine dei lavori.

S.M.72 Carico : 38 in linea e presso S.R.A., 3 presso Ditta, 1 in Sardegna, 1 nel Compound. Vengono mantenuti in servizio.

S.M.75 Carico : 3 in servizio. Vengono mantenuti in servizio. Cant. 2.591 Carico : 23 in totale. Vengono mantenuti in servizio.

Cant. 2.506 Carico : 24 in linea e presso S.R.A., 3 presso Ditta. Vengono mantenuti in servizio.

Cant. 2.1007 Carico : 5 in servizio e 4 nel Compound. Poichè 1 5 in servizio sono in buone condizioni di efficienza e risultano molto utili per il riaddestramento dei piloti, vengono mantenuti in servizio. Sono considerati a consumazione e non verranno eseguite riparazioni.

R.S.14 Vengono mantenuti in servizio.

Ca. 309 Carico : 4. Vengono mantenuti in servizio.

Ca. 310 Non esistono più in carico nella R.A.

Ca. 311 Non esistono più in carico nella R.A.

Ca. 313 Poichè Ca. 312 e Ca. 314 differiscono solo per l'armamento e sono attualmente disarmati non verrà più fatta la distinzione di numero, ma verranno chiamati ambedue Ca. 314.-

Ca. 314 Carico : 6 in linea e presso S.R.A., 2 presso Ditta, 2 nel Compound. Vengono mantenuti in servizio.

Ca. 133 Carico : 1. Viene mantenuto in servizio e verrà probabilmente adibito a rilievi aerofotogrammetrici per l'Esercito.

Ca. 164 Carico : 4 in linea e presso S.R.A., 2 presso Ditta, 1 che sta per essere probabilmente distrutto.

Ca. 2001. Vengono mantenuti in servizio. E' in corso la prova di 1 RE 2001 attrezzato per sondaggi meteorologici. Verrà inviata all'AFSC relazione sul risultato delle prove. Si prevede di impiegare 1 RE 2001 per sondaggi meteorologici in luogo dei Cr. 42.

Mc.200

Carico : 12 in linea e S.R. saranno eliminati quando sarà possibile sostituirli con Mc.202. Ciò dipende dalla consegna alla R.A. di un totale di 60 Spitfire IX per armare 3 gruppi (3 Squadrons).

E' però disposto che non vengano più riparati in SRA ma solo tenuti in manutenzione.

Carico : 43 in linea e S.R.A.; 7 nel Compound. Vengono mantenuti in servizio.

Tutti i Cr.42 passeranno alla Scuola. Verrà affrettato il collaudo del Cr.42 a Gardolo.

Carico : 10. Vengono mantenuti in servizio.

Carico : 1. Viene mantenuto in servizio per la Scuola fino a che non potrà venire sostituito con altri apparecchi di analogo tipo.

Carico : 19 più uno in Sardegna. Vengono mantenuti in servizio.

Carico : 1. Viene mantenuto in servizio.

Carico : 2 + 2 che verranno venduti. Vengono mantenuti in servizio.

Carico : 1. Viene mantenuto in servizio.

Vengono mantenuti in servizio.

Vengono mantenuti in servizio.

Carico : 1 più 1 che verrà distrutto. Verrà eliminato quando sarà possibile sostituirlo con apparecchi idonei.

Carico : 3. Verranno sostituiti con i G.55.

Carico : 5. Verranno sostituiti con i G.46

Carico : 1.

NOTA : Viene stabilito che la R.A. mantiene in servizio e in magazzino i seguenti tipi di motori :

Alfa D.2

Alfa 110

Alfa 115

Alfa 126

Alfa 128

A.74

DB.601 (R.A.1000)

DB.605

P.XI Ma

I.F.Delta

Asso XI

Cr.42 Tutti i Cr.42 passeranno alla Scuola. Verrà affrettato il collaudo del Cr.42 a Cardolo.

Ba.25 Carico : 10. Vengono mantenuti in servizio.

Sei.200 Carico : 1. Viene mantenuto in servizio per la Scuola fino a che non potrà venire sostituito con altri apparecchi di analogo tipo.

Sei.202 Carico : 19 più uno in Sardegna. Vengono mantenuti in servizio.

Sei.204 Carico : 1. Viene mantenuto in servizio.

EL.3 Carico : 2 + 2 che verranno venduti. Vengono mantenuti in servizio.

Fi.156 Carico : 1. Viene mantenuto in servizio.

G.12 Vengono mantenuti in servizio.

G.55 Vengono mantenuti in servizio.

G.8 Carico : 1 più 1 che verrà distrutto. Verrà eliminato quando sarà possibile sostituirlo con apparecchi idonei.

G.50 Carico : 3. Verranno sostituiti con i G.55.

IN.305 Carico : 5. Verranno sostituiti con i G.46

IR.50 Carico : 1.

M O T O R I : Viene stabilito che la R.A. mantiene in servizio e in magazzino i seguenti tipi di motori :

- Alfa D.2
- Alfa 110
- Alfa 115
- Alfa 126
- Alfa 128
- A.74
- DB.601 (R.A.1000)
- DB.605
- P.XI Bks
- I.P.Delta
- ASBO XI
- C.N.X. D4

1220

Per i rimanenti tipi gli organi competenti della R.A. studieranno ed adotteranno la migliore forma di alienazione.

Il W/Cdr Thomson dichiara che l'A.P.S.C. chiede che vengano presi gli idonei provvedimenti per eliminare tutto il materiale di tipo radiato dal servizio (cellule, motori e ricambi), soprattutto allo scopo di evitare un dannoso aggravio al personale dei magazzini e dei servizi tecnici.

Roma 7/ 6/ 1946.-

T. G. G. G.

1365