

Declassified E.O. 12356 Section 3.3/NND No.

785017

ACC

10000/135/504

GLI
FE

10000/135/504

GLIDING, AIR STAFF CORRESPONDENCE
FEB., MAR. 1947

3/6/71
6/2

M1

Ref 1A. Our present directive forbids the use of gliders in Italy. (See Enclosure 4A AFSC/53/1/ain)

The wording in our previous "glider construction and flying in Italy is not at present permitted"

This would exclude flights by gliders over Italy. Do you agree? yes JLM 6/2

Verfammenoffe
6/2/47

M2

00712

Please see Enclosure 1A and number 1 and reply to the 1.A.M. that the glider flight cannot be approved

Verfammenoffe
6.2.47

M3

new in 1945-46/47

D/O GWS 15/3

Do you agree with Enclosure 7A.

Verfammenoffe

Flying in Italy is not at present permitted.

This would exclude flights by Swiss glider
and Italy. Do you agree? yes JLM
6/2

Wefanmanghe
6/2/47.

M2

Orig 10

Please see Enclosure 1A and minor 1 and reply
to the 11 A.M. that when glider flight cannot be
approved

Wefanmanghe
6.2.47

M3

new in minutes of 15/3.

D/O JLM 15/3

Do you agree with Enclosure 7A.

Wefanmanghe

4099

Record Copy to Replace Unstable Original
Property of the National Archives

From : Mr. Vico B. Caspina
Viale Romagna 74
Milano Tel. 291426

(6) (T)
This is to inform you that the undersigned has been in contact with both the General Staff of the Italian Air Ministry (Gen. Brigante, Drago, Ritti etc.) and Air Transport Companies (Airose Salpavari) which have requested a permit from the Ministry for carrying out the transport of goods between the "islands" and the Continent by using tow-planes (gliders). These flights can be carried out with material now available and have proved of great interest to the Communal Assistance Organisations and the Technical Corporations in that the transported merchandise would be chiefly that of fish, to be sold to consumers at cost price (100 lire per kilogram - about eight times less than the present price).

Considering the cost of transporting goods by plane the idea of attaching a glider planes would result in transport of a more profitable nature and of a greater amount of goods. These flights, their utility in the transport sphere being amply demonstrated during the war, would now be in progress but for the Armistice ruling forbidding the use of gliders. Seeing that the Peace Treaty has now been signed, the undersigned would be glad to learn from the A.F.S.C. whether or not these flights can be restarted and if restrictions are still enforced by the Allies on glider flights in the sporting sphere.

Yours truly
Lice Rosaspina

Translated by L.A.C. CUSTIGAN

planes (gliders). These flights can be carried out with material now available and have proved of great interest to the Communal Assistance Organisations and the Technical Corporations in that the transported merchandise would be chiefly that of fish, to be sold to consumers at cost price (100 lire per kilogram - about eight times less than the present price).

Considering the cost of transporting goods by plane the idea of attaching a glider planes would result in transport of a more profitable nature and of a greater amount of goods. These flights, their utility in the transport sphere being amply demonstrated during the war, would now be in progress but for the Armistice ruling forbidding the use of gliders. Seeing that the Peace Treaty has now been signed, the undersigned would be glad to learn from the A.F.S.C. whether or not these flights can be restarted and if restrictions are still enforced by the Allies on glider flights in the sporting sphere.

Yours truly,
Licio Rosaspina

Translated by L.A.C. COSTIGAN

4097



Record Copy to Replace Unstable Original
Property of the National Archives

From : Mr. Vico R. ...
Viale Romagna 74
Milano Tel. 291426

(6) (F)
This is to inform you that the undersigned, in contact with both the General Staff of the Ministry (Gen. Brigante, Gen. Ruffi etc.) and the Transport Company (Alfreda Invernizzi) who has requested a permit from the Ministry for carrying out the transport of goods between the "Islands" and the Continent by using tow-planes (gliders). These flights can be carried out with material now available and have proved of great interest to the Commercial Asst. (Enzo Cremonesi) and the Technical Corporation in that the transported merchandise would be chiefly that of fish, to be sold to consumers at cost price (100 lire per kilo) - about eight times less than the present price.

Considering the cost of shipping over the Alps, the idea of attaching gliders to the result in transport of a more profitable nature and of a more secure type. These flights, their utility, is the transport of goods, simply demonstrated during the war, would be in the press but for the artist's culture. For this, the use of tow-planes. Seeing that the Police has not yet decided the undersigned would like to know the A.M.D. or not these flights can be restarted as if regulations are still enforced by the A.M.D. flights is a sporting sphere.

Courtesy of
Lido Port 10

or goods between the "Islands" and the Continent by using
town-planes (gliders). These flights can be carried out
with material not available and have proved of great
interest to the Command Assistance Organization. The
the Technical Organization. It is that the transported merchandise
would be chiefly that of food, to be sold to the
at cost price (i.e. low price) for the program - about eight times
less than the present price.

Considering the cost of a glider, the cost of a glider
the idea of attaching a glider to a ship would result in transport
of a more profitable nature. These flights, their utility is
empty demonstrated and the U.S. would be able to pass
but for the lack of fuel. For the use of fuel, the
Seeing that the Peace Treaty has been signed, the
understanding would be that the U.S. is not to
or not these flights can be restored. The U.S. is
are still enforced by the U.S. is on the Pacific
sporting sphere.

Transmitted by
L.A.C. No. 4097

Translated by L.A.C. COSTI

4097

RECEIVED
L.A.C. 7/3/59
53/3/1959

Mr. Vice Rognigni,
Viale Rognigni 7, Milano.

IMAG/53/3/Air/DF.

Towed Gliders for Transport of Goods.

15th March, 1947.

With reference to your letter dated 5th March, 1947, the Peace Treaty with Italy becomes effective on the date of Ratification.

2. There are no clauses in the Treaty which limit Italian civil aviation and also there are no references limiting the use of gliders for commercial purposes or for sporting activities.

3. This Headquarters is therefore of the opinion that no restriction will be placed on your enterprise after Ratification Day.

4. However it is recommended that you confirm this point with the, ^{Treaty} Reference Committee when formed.


L.E. JAMMAN, C/O,
for Air Vice-Marshal,
Director,
Air Forces Sub Section, IMAG.

Copy to : Italian Air Ministry.

4098

J/LM
15/3

Vico Rosaspina
Viale Romagnolo, 74
Milano - Tel. 291426

Spett. Air Force Sub Commission
Luna Sede



Milano, 5. 3. 1947

La presente fu segnalata al scrivente e stato a suo tempo in contatto sia con lo Stato Maggiore dell'Aeronautica (Gen. Brigante, Gen. Grago, Gen. Ratti, ecc.) sia con Compagnie di Trasporti aerei (Aironi - Salfarini) che hanno fatto domanda al Ministero per ottenere il permesso, onde effettuare voli di trasporto merci fra le Isole e il Continente, mediante traino aereo (alianti - rimorchiatore). - Questi voli possono essere effettuati con materiale esistente a disposizione, e hanno interessato al massimo oltre gli Enti Tecnici elencati, anche gli Enti Comunali di Assistenza, in quanto la merce trasportata sarebbe stata particolarmente fresca, immessa al consumo al puro costo (ca. 100 L. al Kg. e cioè circa 8 volte meno dei prezzi attuali). -

Data la carenza di materiale di volo a motore, e le loro doti poco economiche, la potenza dei motori sfruttata integralmente con alianti a traino consentirebbe di effettuare trasporti vantaggiosi sia come prezzo che come quantità. -

Questi voli, di cui la Guerra ha insegnato l'utilità nel campo dei Trasporti, sarebbero probabilmente già stati effettuati, se non fosse stato il Regime d'Armistizio che vietava l'impiego di alianti. -

Dato che ora il Trattato di Pace è stato firmato, lo scrivente gradirebbe sapere dalla cortesia di Pool. Commissione se può rinnovare le pratiche per l'effettuazione di questi voli. -

Prego anche volerli specificare se esistono tuttora restrizioni nel campo del volo a vela sportivo, da parte Alleata. -

Distinti Saluti

Vico Rosaspina

FROM: ITALIAN MILITARY AFFAIRS SECTION
AIR FORCES SUB SECTION, APO 794

TO : ITALIAN AIR MINISTRY
DIRECTORATE OF CIVILIAN AVIATION

DATE: 17TH FEBRUARY 1947

REF : IMAS/53/3/AIR/AF

GLIDER CONSTRUCTION

Enclosed you will find a copy of correspondence received by the Air Forces Sub Section from Marinavia Marina, Amministratore Unico, Piazza Novelli, Milan. Also included is a copy of the letter by the Air Forces Sub Section in reply to the above.

2. This correspondence is forwarded for your information and reference.

James L. Curran
JAMES L. CURRAN
Major, Air Corps
for Air Vice-Marshal
Director, A.F.S.C.
I.M.A.S.

FROM: ITALIAN MILITARY AFFAIRS SECTION
AIR FORCES SUB SECTION, APO 794

TO : MARINAVIA FARINA (L'AMMINISTRATORE UNICO)
PIAZZA NOVELLI, MILAN

DATE: 15TH FEBRUARY 1947

REF : IMAS/53/3/AIR/AF

GLIDER CONSTRUCTION

Reference your letter dated 5th February 1947
requesting authority for construction of gliders.

2. The present Allied policy prohibits the construction
and flying of gliders within Italy. Therefore the permission
for this project cannot be granted.

James L. Curtatt
JAMES L. CURTATT
Major, Air Corps
for Air Vice-Marshal
Director, A.F.S.S.
I.M.A.S.

COPIE
MARINAVIA PARINA

Onorevole
AIR FORCES SEE COMMISSION
Palazzo dell' Aeronautica

Piazza Novelli

MILANO

5 Febbraio 1947

Ci permettiamo con la presente di chiedere l' autorizzazione ad iniziare la costruzione, a scopo sperimentale, di n. 6 velivoli sportivi (2 del tipo "MP I", 2 del tipo "MP-III" e 2 del tipo "MP-IV") progettati dal nostro ufficio tecnico.

Sicuri che tale autorizzazione ci verrebbe concessa, ringraziamo anticipatamente e porgiamo gli atti della nostra considerazione.

Marinavia Parina
L' Amministratore Unico

Translation

We beg to ask your authorization in order to start the construction as a trial of 6 gliders for sport purposes. (2 of the type MP-I, 2 of the type MP-III and 2 of the type MP-IV). The above is a project of our technical department.

Hoping to obtain such authorization and thanking you in advance, we remain,

Yours very truly,

Marinavia Parina
The Manager

orig.

Placem refy "NO" to Lin
request. Send copy

400

1. autorizzazione ad iniziare la costruzione, a scopo sperimentale, di n. 6 velivoli sportivi (2 del tipo "MP-I", 2 del tipo "MP-III" e 2 del tipo "MP-IV") progettati dal nostro ufficio tecnico.

Sicuri che tale autorizzazione ci verrebbe concessa, ringraziamo anticipatamente e porghiamo gli atti della nostra considerazione.

Martina Parina
L' Amministratore Unico

Translation

We beg to ask your authorization in order to start the construction as a trial of 6 gliders for sport purposes. (2 of the type MP-I, 2 of the type MP-III and 2 of the type MP-IV). The above is a project of our technical department.

Hoping to obtain such authorization and thanking you in advance, we remain,

Yours very truly,

Martina Parina
The Manager

Orig. IV
Please reply "NO" to this request. Send copy of original letter and answer to K. K. 1 A.M. to K. K. information.

Completed with.
J.H.

12/2/47



FROM : ALLIED FORCES HQ
ITALIAN MILITARY AFFAIRS SECTION
AIR FORCES SUB-SECTION

TO : ITALIAN AIR MINISTRY
GENERAL DIRECTORATE OF CIVIL AVIATION AND AERIAL TRAFFIC

DATE : 10TH FEBRUARY, 1947

REF : IMAS/33/3/AIR/AF

GLIDER FLYING IN OR OVER ITALY

Reference your letter 392/217 Coll. requesting permission for Glider HB No. 375 to complete landings in Italy.

2. We regret that this permission cannot be given since the present Allied policy restricts the flying of gliders in or over Italy.

JAMES L. CURRITT
Major, A.C.
for Air Vice-Marshal
Director
Air Forces Sub-Section

10/2

See App 14.2.

10/2

4091

From : Italian Air Ministry 1A
(17)
General Directorate of Civil Aviation and aerial traffic
To : Italian Military Affairs Section A.F.S.S.
Ref. : 382/217 Coll.
Date : 3rd February 1947

Subject: PERMISSION TO LAND AT PONTE SAN PIETRO AND
ORTO AL SERIO (BERGAMO) FOR GLIDER NO. 375

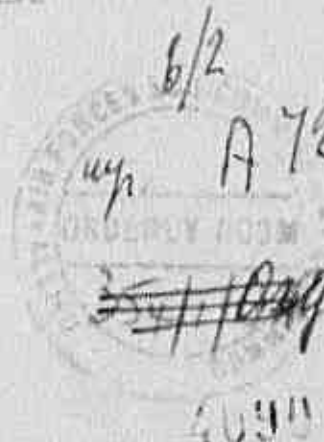
The Ministry of Foreign Affairs has informed this General Directorate that Doct. F. Legler, a Swiss citizen living at Zurich, No 90 Suserbergstrasse has requested, through the Swiss Embassy for permission to land at the airports of Ponte San Pietro and Orto al Serio (Bergamo) with the glider, registered in Switzerland as No 375, and with log book No 13207.

This Ministry submits the request to your Sub-Section and we kindly request that you inform us of your decision regarding this matter.

The Minister
CACCOPARDO

Translated by L.A.C. DOSI

*See note on main /
J.K.M.
6/2*



Mod. 1292


 REPUBBLICA ITALIANA

Ministero dell'Aeronautica
 Direzione Generale dell'Aviazione
 Civile e Traffico Aereo =

Divisione Legale

Prot. N. 392 Allegato
 27 Coll.

Roma - 3 FEB 1947

Al 1. Italian Military Affairs
 Section = Air Forces Sub Section
 tramite:
 Ufficio Collegamento

S E D E

Risposta al f. del

OGGETTO : permesso di atterraggio a Ponte San Pietro e Orio
 al Serio (Bergamo) = aliante HB n. 375.

Il Ministero degli Affari Esteri ha fatto presente
 a questa Direzione Generale che il cittadino svizzero Dottor
 F. Legler, domiciliato a Zurigo, Susenbergrasse 90, ha ri-
 chiesto, tramite la Legazione Svizzera, il permesso di atter-
 raggio nell'aeroporto di Ponte San Pietro e di Orio al Serio
 (Bergamo) con l'aliante immatricolato in Svizzera col nomina-
 tivo HB n. 375, carnet de passage n. 13207.

Questo Ministero sottopone la richiesta a codesta
 Sotto Sezione, con preghiera di voler far conoscere le proprie
 decisioni al riguardo.

p. IL MINISTRO =

F. Cazzani

4089

0 6 3 5

