Declassified E.O. 12356 Section 3.3/NND No. 785017

ACC

10000/135/505

PRIVATE AIRCRAFT FLY
MAR.-MAY 1947

Declassified E.O. 12356 Section 3.3/NND No. 785017

10000/135/505

PRIVATE AIRCRAFT FLYING, AIR STAFF CORRESPONDENCE
MAR. - MAY 1947

Declassified E.O. 12356 Section 3.3/NND No. 785017

(3)

FIRA AIR PARK
OFFICE OF THE OPERATIONS OFFICER
APO 780 US ARMY

1 May 1947

SUBJECT: Clearance of Civilian Aircraft.

TO : Mail and Mail Federal Department, Air Force, Berne, Switzerland.

1. In reply to the enclosed communication, the following is stated for your information: The Fiss Air port officials have no jurisdiction over civilian aircraft other than to enforce flying regulations on and around the airport. Civilian aircraft, so far as the Army officials are concerned, have a right to land at any airport that they might desire so long as the Army Air Forces does not have control over the field. Our position at the Fiad Air Park is that we grant authority for civilians aircraft to land on this field as a service to the person concerned but take no responsibility. The civilian then has a right to clear whenever and wherever he pleases.

2. In answer to the listed questions:

a. None.

b. The pilot departed this station with our permission and filled out a form 23, which goes to the Air Force. The filing out of the form is not required for civilians, but is completed in most cases as an additional service to the person concerned, as it is a complete list of information often needed by the pilot, such as weather, distance, tower frequencies, route, etc.

c. No----this station has no communication with Bologna and did not hear of the accidents until three days later. Bologna is an Italian civilian field, and has been closed the to Army Air Forces for about two (2) years.

FOR THE COMMANDING OFFICER:

Herbert W. Reinhardt

HERBERT W. REINHARDT
Major, Air Corps
Operations Officer

ADF 12/5

JA/cm 12/5

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Declassified E.O. 12356 Section 3.3/NND No. 785017

ALLIED FORCE HEADQUARTERS
~~Italian Military Affairs Section~~
Air Forces ~~Sub Section~~ Branch
APO 794

(3a)

To: Operations Officer, Pisa Army Airfield. Ref: APB/33/4/AIR.

Subject: Request for Information. Date: 6th April, 1947.

The enclosed correspondence is forwarded to you for action.

It is requested that the information desired be sent direct to the addressee with an information copy to this Headquarters.

A. T. BRIAS, Lt.A.C.
For AIR COMMODORE, DIRECTOR,
AIR FORCES BRANCH,
A.F.H.Q.

Copy to: Mail and Mail Federal Department
Air Force - Berne - Switzerland.

4107

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(36)

COPY

From : Mail and Rail Federal Department Air Force - Berne.

To : A.F.H.Q., IMAS, A.F.S.S., ROME.

Date : 17th March, 1947.

Ref. : 201)Li.

AUTHORISATION FOR DEPARTURE GIVEN BY THE PISA AERODROME

On the 30th January, 1947, 3 Piper planes from the American surplus pool, piloted by Mr. Fusbahn, Mr. Girod and Mr. Buttiker, left the Pisa airport at 09,40 hrs. and headed towards Bologna. They were followed at 16.25 hrs. by two other planes, piloted by Mr. Bethge and Mr. Petignat.

On landing at Bologna, the first three planes crashed into the snow covering the area and the other two planes although receiving signals forbidding their landing crashed in turn, one at Modena, and the other behind the Fiat Factories. The planes suffered slight damage and the pilots escaped unharmed.

Study of the reports in our possession reveals that departure from the Pisa Airport could not be authorised until the crews were in possession of the Aircraft Arrival Report. The document we possess is dated 30th January 1947 and was made out by the Pisa Airport for the pilots, Fusbahn, Girod and Buttiker, giving the necessary information concerning the weather, the flight plan and the flight clearance authorisation. The document was signed by Mr. Walter W. Weit, Operation Officer.

Lack of information concerning the state of the ground at Bologna strikes us as rather odd considering the fact that the document was very detailed.

In order to close the inquest, we would be grateful if you could furnish the following particulars:

a) What are the particulars concerning the state of the ground at Bologna given to the crews by the Pisa Aerodrome.

b) Did the pilots leave Pisa with permission from the airport control officials or did they on the other hand leave without valid authorisation?

c) Did the Bologna airport signal the arrival of the first three Pipers to Pisa?

We hope you can supply us with the above information and, in awaiting a reply, we offer our best regards.

4165

FEDERAL AIR FORCE OFF.
AIR POLICE CHIEF.

Declassified E.O. 12356 Section 3.3/NND No. 785017

On the 30th January, 1947, 3 Piper planes from the American surplus pool, piloted by Mr. Pusbahn, Mr. Girod and Mr. Buttiker, left the Pisa airport at 09,40 hrs. and headed towards Bologna. They were followed at 16.25 hrs. by two other planes, piloted by Mr. Bethge and Mr. Petignat.

On landing at Bologna, the first three planes crashed into the snow covering the area and the other two planes although receiving signals forbidding their landing crashed in turn, one at Modena, and the other behind the Fiat Factories. The planes suffered slight damage and the pilots escaped unharmed.

Study of the reports in our possession reveals that departure from the Pisa Airport could not be authorised until the crews were in possession of the Aircraft Arrival Report. The document we possess is dated 30th January 1947 and was made out by the Pisa Airport for the pilots, Pusbahn, Girod and Buttiker, giving the necessary information concerning the weather, the flight plan and the flight clearance authorisation. The document was signed by Mr. Walter W. Weit, Operation Officer.

Lack of information concerning the state of the ground at Bologna strikes us as rather odd considering the fact that the document was very detailed.

In order to close the inquest, we would be grateful if you could furnish the following particulars:

a) What are the particulars concerning the state of the ground at Bologna given to the crews by the Pisa Aerodrome.

b) Did the pilots leave Pisa with permission from the airport control officials or did they on the other hand leave without valid authorisation?

c) Did the Bologna airport signal the arrival of the first three Pipers to Pisa?

We hope you can supply us with the above information and, in awaiting a reply, we offer our best regards.

4105

FEDERAL AIR FORCE OFF.
AIR POLICE CHIEF.

2952

declassified E.O. 12356 Section 3.3/NND No. 785017

Declassified E.O. 12356 Section 3.3/NND No. 785017

ALLIED FORCE HEADQUARTERS
~~Italian Military Affairs Section~~
Air Forces ~~Sub Section~~ Branch
APO 794

9A

To: Operations Officer, Pisa Army Airfield. Ref: AFH/53/4/AIR.

Subject: Request for Information. Date: 8th April, 1947.

The enclosed correspondence is forwarded to you for action.

It is requested that the information desired be sent directly to the addressee with an information copy to this Headquarters.

A. T. REIDS, Lt.A.C.
For AIR COMMODORE, DIRECTOR,
AIR FORCES BRANCH,
A.F.H.Q.

8/14/4.

Orig. H
Please send a letter to Swingstead giving details of the action we have taken.
9/A

550
Copy of this letter was sent to Swingstead
BOR
14/4/47

From : Mail and Rail Federal Department
Air Force

Berne

(1)
(F)

To : A.F.H.Q. M.E.A.S. A.T.S.S.

Ref. : 201-LI

Date. : 17th March 1947

31/3
Wp A654
53/6/Hq.

AUTHORISATION FOR DEPARTURE GIVEN BY THE FIAT AIRFIELD

On the 20th January 1947, 3 Piper planes from the American surplus pool, piloted by Mr. Fischer, Mr. Girod and Mr. Gartiker, left the Pisa airport at 09.30 hrs. and headed for Nizza Sole-Ca. They were followed at 10.30 hours by two other planes, piloted by Mr. Thommen and Mr. Pettigrew.

On landing at Cologne, the first three planes crashed into the snow covering the area and the other two planes although receiving signals forbidding their landing crashed in turn, one at Wahnen, and the other behind the Fiat factories. The planes suffered slight damage and the pilots escaped unharmed.

Study of the reports in our possession reveals that departure from the Pisa airport could not be authorised until the crews were in possession of the Aircraft Arrival Report. The document in question is dated 20th January 1947 and was made out by the Pisa airport for the pilots. Fischer, Girod and Gartiker, giving the necessary information concerning the weather, the flight plan and the flight clearance authorisation. The document was signed by Mr. Walter T. Fait-Operations Officer.

Lack of information concerning the state of the ground at Cologne strikes us as rather odd considering the fact that the document was very detailed.

In order to close the inquest, we would be grateful if you could furnish the following particulars:

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INFORMATION NOT RELEASED DIRECTLY BY THE FBI RECORDS

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53/4/Am.

On the 30th January 1961, 3 Piper planes from the Aeroclub Pisa Cyal, piloted by Mr. Chelli, Mr. Giusti and Mr. Cattaneo, left the Pisa airport at 10:45 hrs. and headed towards Bologna. They were followed by 2 other Piper planes, piloted by Mr. Longo and Mr. Pittigan.

On landing at Bologna, the first three planes crashed into the snow covering the area and the other two planes although receiving signals forbidding their landing crashed in turn, one at Lodine, and the other behind the Fiat factories. The planes suffered slight damage and the pilots escaped unhurt.

Study of the reports in our possession reveals that departure from the Pisa airport could not be authorised until the crews were in possession of the Aircraft Arrival Report. The document in question is dated 30th January 1961 and was made out by the Pisa airport for the pilots, Pattaro, Giusti and Cattaneo, giving the necessary information regarding the weather, the flight plan and the flight clearance authorisation. The document was signed by Mr. Walter T. Colt-Operations Officer-.

Lack of information concerning the state of the ground at Bologna strikes us as rather old considering the fact that the document was very detailed.

In order to close the inquest, we would be grateful if you could furnish the following particulars:

4103

a) What are the particulars concerning the state of the ground at Bologna given to the crews by the Pisa aerodrome?

b) Did the pilots leave Pisa with permission from the airport control officials or did they or the other unit leave without valid authorisation?

c) Did the Bologna airport signal the arrival of the first three Pipers to Pisa?

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7112

Translated by I.A.C. Arabic

[illegible] the above information with [illegible]
to the [illegible] supply of [illegible]
in the [illegible] world, to other [illegible]

[illegible] QUITE
[illegible] QUITE

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2017

Declassified E.O. 12356 Section 3.3/NND No. 785017

Berne, le 17 mars 1947.

(1)

Eidg. Post- und Eisenbahndepartement
Département fédéral des Postes et des Chemins de fer
Dipartimento federale delle Poste e delle Ferrovie

Luftamt
OFFICE AÉRIEN - UFFICIO AEREO
201-Li.

Allied Force Headquarter,
Italian Military Affairs Section,
Airforce Sub Section,

APO 794.

Italie

Concerne: Autorisation de départ donnée par l'aérodrome de Pise.

Le 30 janvier 1947, 3 avions "Piper" des surplus américains, pilotés par MM. Fusbahn, Girod et Buttiker, sont partis de l'aérodrome de Pise à 0940 à destination de Bologne, suivis à 1625 de 2 autres appareils, pilotés par MM. Bethge et Pétignat.

A l'atterrissage à Bologne, les trois premiers avions ont capoté dans la neige recouvrant la place, alors que les deux autres avions ayant reçu des signaux leur interdisant l'atterrissage allèrent capoter à leur tour, l'un à Modena, l'autre dans la cour des usines Fiat. Les avions furent légèrement endommagés et les pilotes sortirent indemnes de cette aventure.

De la lecture des rapports en notre possession, il ressort que le départ de l'aérodrome de Pise ne pouvait être autorisé avant que les équipages ne soient en possession du "Aircraft Arrival Report". Le document que nous avons en main, daté du 30.1.47 et établi par l'aérodrome de Pise pour les pilotes Fusbahn, Girod et Buttiker, donne tous les renseignements nécessaires concernant la météo (Weather Data), le plan de vol (Flight Plan) et l'autorisation de départ (Flight clearance authorisation) et porte la signature de Mr. Walter W. Weit, capt. A.C. "Operation Officer".

Nous nous plaisons à relever avec quelle minutie ce document a été établi dans tous ses détails, c'est pourquoi l'absence d'indication concernant l'état du terrain de Bologne nous frappe particulièrement.

Afin de nous permettre de clore définitivement notre enquête, nous vous serions reconnaissants si vous pouviez nous fournir les renseignements suivants:

4101

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a) Quels sont les renseignements concernant l'état du terrain de Bologne qui ont été donnés aux équipages par l'aérodrome de Pise?

b) Les pilotes sont-ils partis de Pise avec l'assentiment des organes de contrôle de l'aérodrome, ou au contraire sont-ils partis sans autorisation valable?

c) L'aérodrome de Bologne a-t-il transmis à Pise l'arrivée des trois premiers Piper?

Nous espérons qu'il vous sera possible de nous fournir les renseignements demandés, et dans l'attente de votre réponse, nous vous présentons, avec nos remerciements anticipés, l'assurance de notre haute considération.

OFFICE AÉRIEN FÉDÉRAL
Le Chef de la police aérienne:

4100

0 6 4 9