

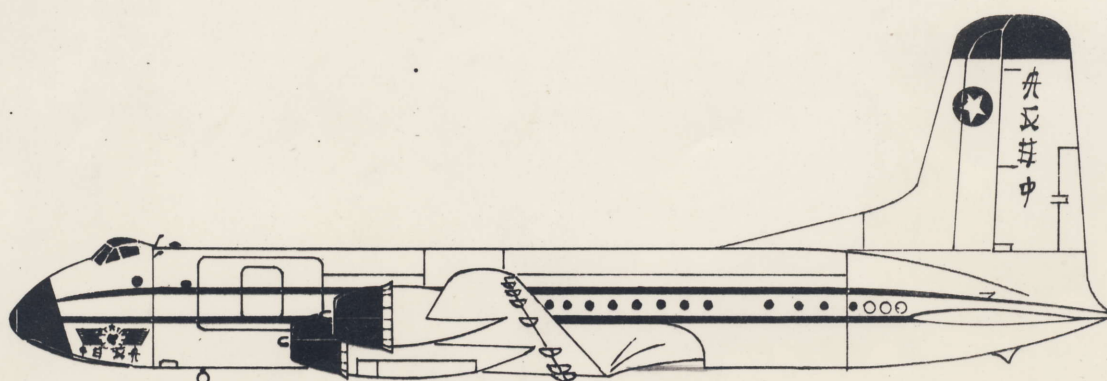
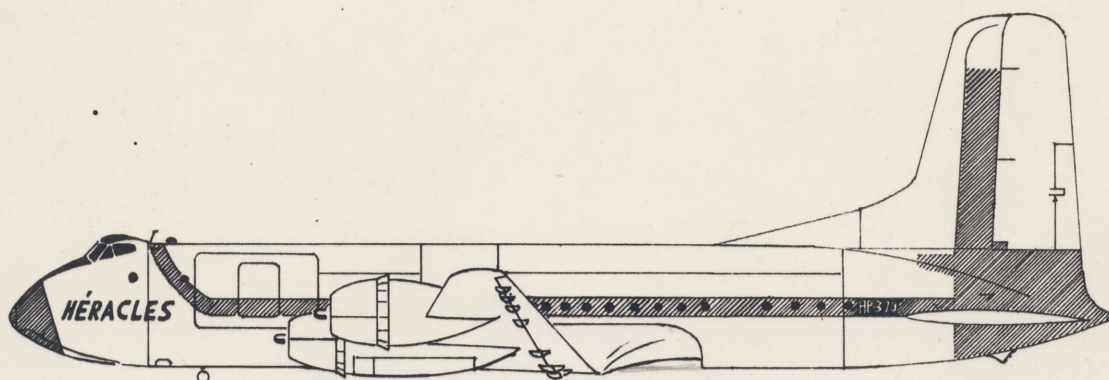
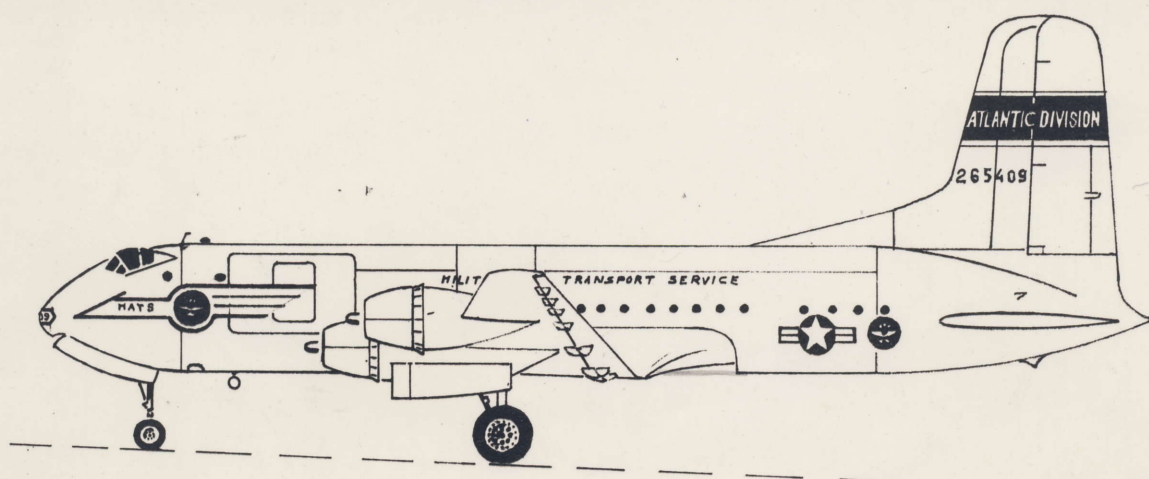
ASA

AIR SPOTTER ASSOCIATION

BOLLETTINO N.3 Marzo-Aprile 1972

BULLETIN N°3 March-April 1972

Giornale a circolazione privata
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1 : 250

by Dentolo

A S A Air Spotter Association

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Cari "spotter"s,

manca circa un mese all'appuntamento di Caselle per il 5° SIAS, punto di incontro obbligato per tutti noi appassionati, nella cornice della più "grossa" manifestazione italiana del settore. Il Salone rappresenterà anche una tappa importante per le giovani organizzazioni sorte in Italia negli ultimi due anni tra appassionati di aviazione e che, seppure con diverse sfumature, vedono l'interesse per l'aeronautica in un modo nuovo ed affine tra di loro; parlo naturalmente della I.A.R.B., della nascente JP-4 e di noi ASA.

Il Bollettino continua intanto a subire un processo di progressiva evoluzione, seguendo, nei limiti del possibile, i singoli consigli ed a livello più vasto, gli interessi del maggior numero possibile di membri. La netta preponderanza data al mondo aeronautico italiano è derivata dallo spiccato interesse destato negli amici stranieri e dalle visioni un po' meno internazionali degli spotter nostrani. Il non avventurarsi poi, ad epoche antecedenti la II GM, è di per sé scelta prudente e frutto dell'esame di coscienza della attuale sparuta redazione.

Arrivederci dunque allo "stand" ASA, 5° SIAS, Caselle...

Il Grande Spotter

FRONT COVER (from up to below) :

- 1) 1948 C-74 265409 Berlin airlift - all polished metal with blue/golden stripes on the fin and same colours MATS brand on the fuselage.
- 2) 1962 C-74 HP-379 "Heracles" of Aeronaves de Panama/Air System - red tail and cheat line, white upper fuselage and remaining fixed vertical empennage, the rest is all metal.
- 3) 1968 C-74 Chinese for the film "Italian Job" - all dark red and yellow marks, white upper fuselage from the lower cheat line. The rest is all metal.

L'ASA SARA' PRESENTE AL 5° SIAS (oltre che con vetrinetta nella zona della "stampa-specializzata") IN UN UFFICIO ANNESSO ALLA TENDA "Sala-Stampa".

In January 1942 Douglas proposed to the Air Force a design (D-415A) for a cargo aircraft suitable for hauling equipment up to and including the size and weight of two T9E1 tanks, two 105 howitzers or two angle dozers. In February 1942 50 aircraft of this type, meantime designed as C-74, were ordered to support C-69 "Constellation"s, more suitable for troop lifting. Due to the emphasis placed on the A-26 production at the Douglas Long Beach plant, the "Globemaster" did not fly until September 5, 1945 with delivery to MATS a month later.

At the end of the war United States entered a new political stage, their global engagement modified the specification for an heavy strategic lifter, so in April 1947 the 12th and last C-74 was delivered, starting the conversion of the fifth aircraft to a larger size type, the C-124 "Globemaster" II.

The C-74 is a conventional four engined plane with laminar flow wings, provided with a large loading door in the front port side fuselage and, original pattern, a ventral built-in freight elevator (4 - 2,20 meters). Originary separate enclosures, or "bug-eyes", were provided for both pilot and co-pilot to insure 260° visibility with a minimum weight and drag; but with the introduction of a wider avionics equipment, the cockpit was completely redesigned with the joining of the two bulges. The engine heat utilized to keep wings and empennage free from ice would heat 26-rooms houses. "Globemaster"s are provided with full span flaps and the reversible-pitch propellers permit them to taxi backward and forward.

C-74 is long m.37,83 (124' 2"), the span is m.52,8 (173' 3"), the height m.13,33 (43' 9") therefore it is dimensionally comparable with the Bristol "Britannia" Srs.300. Empty weight is Kg.38.500 (83.000 lb.), normal take off weight Kg57.000 (155.000 lb.), but in a test flight it has flown with a gross load of 78.000 Kilograms (172.000 pounds)!!!!

The radial Pratt and Whitney R-4360-27s engines delivering 3.000 horsepower each driving a four-bladed propeller, were reachable in flight by walkways in wings for minor repairs.

Maximum speed was in excess of 400 Kilometers per hour (300 miles per hour), on distance of 12.300 Kilometers (7.800 mls) so it was able to circle the globe in two stops. In this type flights "Globemaster" carried fuel sufficient to drive an automobile 265.485 Kilometers (165.000 miles).

Initially the C-74s were assigned to the ATLANTIC DIVISION of MATS and were operated actively in the Berlin air bridge from June 1948 to May 1949. With the starting of the Korean war they were transferred to the PACIFIC DIVISION as troop-lifter with accomodation for 108 fully equipped soldiers.

At the end of this war the "Globemaster"s were progressively placed out of service. In 1959 three were acquired by AKROS Dynamics but soon they were requisitioned at Miami by the US border authority for weapon contraband towards the latin American countries. It's reported they did not fly until 1962 when they were sold to AERONAVES DE PANAMA that, following unclear circumstances, transferred its base at Torino-Caselle, attaining to a technical and financial agreement with SOCIETA' AVIO TRASPORTI TORINO.

During 1963 the "Globemaster"s, meantime named "Heracles"es, operated a number of flights from Britain and Copenhagen carrying cattle to Middle East and horses to Singapore (but weapons to Congo too!). Soon a C-74 was lost in the Mediterranean Sea out of Marseille and the maintenance expenses were so high that AIR SYSTEM, new name of the company, was approaching to the financial collapse.

At the beginning of the Spring 1964, lacking money to pay ground assistance, a "Globemaster" was requisitioned by the airport authority at Milano-Malpensa. Being the last C-74 at Torino, in very bad conditions, Air System staff preferred with all possible speed, to run away with a DC-7B operated by S.A.T.T. and take refuge in London.

So the two C-74s remained respectively to Società Esercizi Aeroportuali di Milano and Società Azionaria Gestione Aeroporto di Torino. The last one was used in 1968 for the film "Italian Job" in a fictitious livery of the People's Republic of China Air Force, and then dismantled in Autumn 1971.

So the C-74 of Malpensa remains the only entire exemplar of the "Glob"'s family and soon it will be ferried to Bologna to be used as a restaurant.

Not very honourable epilogue for a not numerous but glorious race of giants!

C-74 PRODUCTION LIST

Serial Number	c/n	Notes
42-65402	13913	First prototype. First flight 5/9/1945.
42-65403	13914	Crashed on 5/8/1945 during a test flight.
42-65404	13915	USAF. 1959 Akros Dyn.as N3182G. 1962 Aeronaves de Panama HP-385. Crashed out of Marseille on 9/10/1963.
42-65405	13916	Fuselage for fatigue tests.
42-65406	13917	Converted to YC-124. First flight 2/11/1949.
42-65407	13918	USAF.
42-65408	13919	USAF. 1959 Akros Dyn.as N8199H. 22/5/59 requisitioned at Miami. 1962 Aeronaves de Panama HP-367. Air System. Requisitioned at Milano-Malpensa on 11/3/1964.
42-65409	13920	USAF. 1959 Akros Dyn.as N3181G. 1962 Aeronaves de Panama HP-379. Air System. 3/64 requisitioned by SAGAT. 1970 dismantled.
42-65410	13921	USAF.
42-65411	13922	USAF.
42-65412	13923	USAF. Preserved and then dismantled at Long Beach.
42-65413	13924	USAF.
42-65414	13925	USAF.
42-65415	13926	USAF.

From 42-65416 c/n 13927 to 42-65451 c/n 13962 cancelled order.

The author thanks Mr. Harry S. Gann (Douglas Aircraft) and Franco Bellelli for the precious collaboration to his work.

....OHH NO PUBLICITY !!!!!

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SPOTT - NEWS

ALL READERS CAN SUPPLY NEWS AND PHOTOGRAPHIES

Air France Caravelle F-BHRB made the first scheduled flight of the French airline between Paris and Torino on 3/4/72.

Following an agreement between Civilavia and the US Government, Federal Aviation Administration will provide the calibration of the electronic equipments of the civil Italian airports, with its own aircraft. In fact the fleet of the Radio Measure unit of AMI is just obsolete to bear the ever increasing work.

Società Aerea Mediterranea, having been "absorbed" by Alitalia, doesn't lose its identity but changes livery carrying the Alitalia style with a big SAM in black colour lettering on the fuselage. This scheme is appeared on Caravelle I-DABG previously "chartered" from Alitalia. In the meantime Transavia Caravelle PH-TRU, has been seen with the inscription "operated for SAM" (no comment)

AERAL, Malpensa based company, is operating Dove I-ANIC and AL-60 I-MACV for air taxi duties and an other AL-60, I-MACD for parachutists lifting.

XII° Giro Aereo dei Castelli Piemontesi, organized by Aero Club Torino, will be held on June 4 with start at 8 a.m., some 40 planes will participate.

Alitalia Caravelles diversions : I-DABI Flying from Roma to Milano in the night of 11/3/72 was "hijacked" by a gunned madam to Munich, where she surrendered to Cpt. Mancuso.

On 16/3 at 6,40 p.m. I-DAXI en route Milano-Manchester, landed at Torino thinking a bomb was on board. Following an accurate but unfruitful inspection "Antares" departed for her destination.

The first three "Hercules"es for AMI have arrived at Pisa-San Giusto in the last days of March. Official delivery ceremony will be held on 7/5. (see photo)

DC-3 SM-16 of Reparto Volo Stato Maggiore is appeared recently with gray painted low fuselage. The big code around the Italian cockade is disappeared and now it is very little under the MM (near the tail).

INCIDENTS :

- 15 April 9,30 a.m. Baron I-SBGI crashes trying an emergency landing just after the take off from Torino-Caselle airport. All five on board killed. The aircraft was based at Torino-Aeritalia.
- 16 April 23,30 ATI F-27 I-ATIP en route Roma-Foggia-Bari (flight BM392) crashes during a storm near Amaseno (Frosinone). 15 passengers and 3 crews killed.
- 21 April, during the morning Agusta Bell AB-206A HB-XDC c/n 8164 of Hellenic Ship Yard, crashes on the mountain near Roccaforte (Alessandria) flying from Milano to Genova. Nicolas Koutsoukos the Grecian pilot was killed.
- 5 May 10 p.m. Alitalia DC-8 I-DIWB crashes on mount Pecoraro during the landing at Palermo-Punta Raisi (Sicily). 108 passengers and 7 crews lost their life.

DAMAGES :

- On 3 April at Torino-Aeritalia Cherokee Six I-JUMP, owned by the local parachute club, taxiing on the apron is jumped in a hole (signalled by red flags). Propeller and engine badly damaged. Being expired the engine C.of.A of Fairchild "Forwarder" I-FULF on 1/5 (last flight), the club was forced to suspend the activity.
- Some days later Apache landed at the same airfield with an undercarriage only; it is I-ETTI that suffered right engine damage and right wing structural weakening.

AIR TUSCIA is a new Italian airline based at Pisa-San Giusto. It will be equipped with a Lockheed "Electra" and a BAC 1-11. News will follow.

C/n	Type	Year	Deliv.reg.	Notes
214	P-136L-1	1956	N40021	TAC,W.R.Crow Inc.,Aircraft Acceptance Co.
215	P-136L-1	1956	N40024	TAC,North American Flying,to CF-NXN Wings Ltd.
216	P-136L-1	1956	N40025	TAC,Commodore Avn.,Gold Seal Homes,in 1967 Mur phy Buick Inc.
217	P-136L-1	1956	N40026	TAC,L.J.Perry,in 1967 J.J.Morrell Champlain.
218	P-136L-1	1956	N40027	TAC,W.Drilling Co.,to LN-HHB Ocean Products,to 9K-ADA Gulf Fishing Co.(Kuwait).
219	P-136L-1	1956	N40028	TAC,J.A.Ashton,to Lincoln First Federal Savin- gs and Loan Ass.in 1967.
220	P-136L-1	1956	N40029	TAC,W.F.Ceithold,to Vermont Avn.Inc.
221	P-136L-1	1956	N40030	TAC,Rimrock Tidelands,Thunderbird Sportswear.
222	P-136L-1	1957	N40031	TAC,National Felt and Paper,to Kent L.Wanlass.
223	P-136L-1	1957	N40032	TAC,Republic Die and Tool Co.
224	P-136L-2	1957	N40033	TAC,to N359 Pan Air Corporation.
225	P-136L-2	1957	N40034	TAC,Bird Oxygen Breathing,Richard F.Gerry.
234	P-136L-2	1958	N40035	TAC,Peruvian Air Force.
235	P-136L-2	1958	N40036	TAC,to N455CK King Chun Corp.,J.F.Paolucci.
236	P-136L-2	1957	N40037	TAC,to N201N North American Life and Casualty.
237	P-136L-2		N40038	TAC,Peruvian Air Force as FAP-312.
238	P-136L-2		N40039	TAC,Peruvian A.F.as FAP-313,scrapped Iquitos.
239	P-136L-2		N40040	TAC,Andrew M.Schuler then to Maple Mountains Farms Inc.
240	P-136L-2		N40041	TAC,A.L.Mechling Barge Lines,Mechmar Develop- ment Co.Inc.
241	P-136L-1	1957	AP-AVL	Pakistan Government,East Pakistan Rifles.
242	P-136L-2	1958	G-APNY	Lambert Trust Ltd.,1959 to HB-LAV,1960 to SX- BDB Onassis (Olympic AW).
243	P-136L-2	1958	VR-HFP	Macao Air Transport,C of A expired 9/4/65.
244	P-136L-2	1958	AP-AOH	Pakistan Government.
245	P-136L-2	1958	HB-EMG	Aztec S.A. (Livanos shipbuilder) Athens,crash ed on 4/9/66.
246	P-136L-2	1967	SX-BDC	Olympic AW.

FAA Adventures in Torino

Following the US-Italian agreement (see SPOTT-NEWS opposite page),Convair CV-240 N248 of Federal Aviation Administration arrived at Caselle on 4 April,suffering the right engine cooling system failure.It was parked on the apron for a week,lacking suitable spares.These were ferried from Frankfurt Rhein/Main, the FAA European base, by an other CV-240,N254 on 10 April.A day later the two Convairs departed.

It's interesting to note that on 13 April, an old boy DC-3 of the Radio Misure unit of AMI, arrived from Pratica di Mare, to carry out its electronic calibration work.

ITALIAN REGISTER

This new section will treat all aspects of the Italian Register scene, including new registrations, changes of ownership, restorations, cancellations, etc..

This first part contains the registrations issued in the last 3 months of 1971.

Reg.	Type	c/n	Owner	Base
I-AERV	M.S. 893 A	11.752	G. Frontino	Firenze
I-AROS	Piper PA-18-150	18-4912	S. Capoferri	BG/Val Brembo
I-ATAC	Cessna 421 B	421B0-121	M. Corradi	MI/Linate
I-ATIH	DC-9/32	47553	A.T.I.	NA/Capodichino
I-ATIW	DC-9/32	47533	A.T.I.	NA/Capodichino
I-BUTY	Piper PA-31 P	31P-32	Soc. BUTY	Udine
I-CART	Gates Lear Jet 24 D	231	Cartiere Del Sole	MI/Linate
I-CEPI	P. Robin DR 380	609	C. Zocchi	MI/Bresso
I-CICY	P 64B Oscar B-1155	57	Soc. Partenavia	NA/Capodichino
I-DEGE	P 66 Oscar 150	29	AE. Club Capua	Capua
I-DGAC	P 64 B Oscar B	58	G. Di Giorgio	PA/Boccadifalco
I-FABO	SVIT	002	R. Bucciero	Ciampino
I-GIAZ	MD Falcon E	252	Zanussi	Treviso
I-GLOR	Moravan Z 256 F	1161	Motormac Italiana	MI/Linate
I-GOLF	Piper PA-18-150	18-8871	Accad. Volovel. Mil.	Alzate Brianza
I-ICAE	Cessna 310 Q	310Q-0241	Soc. ALBA	MI/Linate
I-JUMP	Piper PA-32-300	32-7140074	AE. Culb Torino	TO/Aeritalia
I-SAGI	P 66 Oscar 100	74	AE. Club Catania	Catania
I-SIND	SIAI SF-260 MS	13-04	Soc. SIAI	Vergiate
I-SINF	SIAI SF-260 MS	13-06	Soc. SIAI	Vergiate
I-SING	SIAI SF-260 MS	13-07	Soc. SIAI	Vergiate
I-SINH	SIAI SF-260 MS	13-08	Soc. SIAI	Vergiate
I-SINI	SIAI SF-260 MS	13-09	Soc. SIAI	Vergiate
I-SINJ	SIAI SF-260 MS	13-05	Soc. SIAI	Vergiate
I-SINL	SIAI SF-260 MS	13-10	Soc. SIAI	Vergiate
I-SINM	SIAI SF-260 MS	13-11	Soc. SIAI	Vergiate
I-SMEG	Grumman D-1159	97	VIP-Air	MI/Linate
I-SUVE	Piper PA-28-180	28-7105163	G. Suvero	MI/Bresso
I-TIGA	DC-9/14	45728	Itavia	Ciampino
I-VFEZ	Austa Bell AB-205 A-1	4505	Min. Interno, Roma	Roma/Urbe
I-VICT	Partenavia P-68	03	Soc. Partenavia	NA/Capodichino
I-VIZZ	Moravan Z 526 F	1162	Caproni Vizzola	Vizzola Ticino
I-ZAFA	P 66 B Oscar 150	28	AE. Club Capua	Capua
GLIDERS				
I-AUAB	Aeron. Umbra AU-SF 25B	008	Aeronautica Umbra	Foligno
I-AUAC	Aeron. Umbra AU-SF 25B	010	Aeronautica Umbra	Foligno
I-AUAF	Aeron. Umbra AU-SF 25B	009	Aeronautica Umbra	Foligno
I-GORE	Let Kwnovice L-13	175016	AE. C. Val d'Aosta	Aosta

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THE REPARTO SPERIMENTALE VOLO

by Gianni Siccardi

The Reparto Sperimentale di Volo, evaluation unit of the AMI, formerly Squadriglia Sperimentale, was formed in 1923 immediately after the constitution of the Aeronautica Militare as an independent force.

The first base was the old Montecelio Airport, near Roma; this airfield was later renamed Guidonia to honour Gen. Guidoni, that lost his life during a test flight. The unit was reorganized in a short time after the 2nd WW and in 1957 reached the new airfield of Pratica di Mare; in fact the old inclined runway of Guidonia didn't allow to operate jet aircraft, which had already flown using Ciampino airport.

The main task of the R.S.V. is essentially to perform the evaluation tests of aircraft, avionics and various equipments both in prototype and operational status. The prototypes of all the new Italian military aircraft, before entering into production, are tested at Pratica di Mare, where their correspondence to the Air Force's requirements is verified.

One of the most important actual programs is the final evaluation of the twin engined G-222; a letter of intent for the first batch of them (40/50), destined to equip the transport units of the AMI, has already been sent to Aeritalia and is expected the R.S.V.'s consent before starting production.

In the mean time the basis for what will be the contribution to the development of the MRCA-75 (Panavia-200) multi-role fighter are being laid.

AIRCRAFT ACTUALLY USED BY THE R.S.V.

Code	Serial	Type	c/n	Remarks
RS-1		F-104 G		
RS-2	6635	F-104G		
RS-3	578	Piaggio PD-808 M	501	
RS-4	577	Piaggio PD-808 M	502	
RS-5	566	FIAT G-91 R	02	
RS-(6)		FIAT G-91 R		
RS-7	6379	FIAT G-91 R	183	(see photo 4)
RS-(8)	6289	FIAT G-91 T	2T	crashed at Pratica di Mare
RS-9	6316	FIAT G-91 T	46T	
RS-10		FIAT G-91 Y		Formerly MB-326 I-AMAC c/n 6045/1, to MM 554 "RS-10", now museum of Torino
RS-11	6443	FIAT G-91 Y	2005	
RS-12	6459	FIAT G-91 Y	2021	
RS-13		FIAT G-91 Y		
RS-14	6441	FIAT G-91 Y	2003	
RS-15	6185	Piaggio P-166 M		formerly MB-326 I-MAHI c/n 6153, then MM 5728
RS-16	54201	Macchi MB-326		formerly MB-326 MM 54183 crashed at Pratica di Mare on 2/5/69 killing Capt. Peracchi; formerly C-45.
RS-(17)	-	-	-	this code has never been allotted to any aircraft in the AMI (!)
RS-18	54201	Macchi MB-326	02	formerly FIAT G-82 MM 53885 c/n 2
RS-19		Macchi MB-326		formerly FIAT G-82 MM 53886 c/n 3; now museum of Torino
RS-(20)		Piaggio P-166 M		formerly FIAT G-82 MM 53887 c/n 4
RS-21	61877	Piaggio P-166 M		formerly FIAT G-82 MM 53888 c/n 5; at Capua

RS-22 61902 Piaggio P-166 M

5-01 5001M Agusta A-106

5-02 5002M Agusta A-106

- 579 FIAT G-91 Y 2001

- 582 FIAT G-222 TCM 4001 (see photo 5)

ALSO EVALUATED AT MARCH '72 ARE:

I-AEAM AM-3 C 6350

I-SYAV SIAI SF-260 MZ 12-08 (destined to Zambia A.F.)

EI-277 Agusta Bell AB-205

The author thanks Mr. Gianni Gambarini and Roberto Reggianini for their support.

EMENDMENTS AND CORRECTIONS to N°2

The DC-8 in Alitalia service

I-DIWL was strucked on 26/6/70 and returned in service on 19/10/70. I-DIWN carried test registration N1505U and made the first flight on 12/10/67. DC-8/62 c/n 46 083 intended for Alitalia was not built. Some fuselage numbers : -WK f/n 458, -WW f/n 516, -WX f/n 546, -WY f/n 437, -WZ f/n 452.

306° Gruppo da Trasporto - R.V.S.M.

SM-5 is MM61965. SM-18 is MM61911. SM-26 C-118 is c/n 43216 and was L.A.I. I-LADY, Alitalia I-DIMS then to S.A.M.. SM-29 is a C-53D-DO.

Requiem for the C-119J

C-119J 46-59 is 52-5949

Piaggio P-136

I-FIMA first flight on 29/8/48. SE-CDE was sold to H.Thelin then to Meromac Trust. I-FRLV is now based at Vergiate owned by Mrs.Maria A.Reina.

LIGHT AVIATION MEETINGS IN EUROPE (1972)

20-28 May Cannes (France) annual salon of general aviation.
14-16 June Cognac (France) international air rally.
30 June-3 July Zadar (Yugoslavia) international aerobatic competition.
9-22 July Vrsac (Yugoslavia) world gliding championship.
30 June-3 July Palermo (Italy) Giro Aereo della Sicilia.
5-9 September Baden-Baden (Germany) Olympic games air rally.

PHOTO 1 : Douglas C-74 Globemaster HP-367; taken at Milano/Malpensa by A. Storti

PHOTO 2 : Douglas C-74 HP-379; taken at Caselle on 28/7/68 by Luciano Bertolo

PHOTO 3 : Douglas C-74 42-65408 ; photo Douglas Aircraft Company

PHOTO 4 : FIAT G-91 R RS-7; taken at Caselle in 6/71 by Gianni Siccardi

PHOTO 5 : FIAT G-222 MM 582; taken at Caselle on 18/7/70 by Gianni Siccardi

PHOTO 6 : Piaggio P-I36 I-BEPE; taken at Parma on 24/10/71 by Gianni Siccardi

PHOTO 7 : C-I30 H MM 6I988; taken at Pisa on 27/3/72 by Roberto Farina

PHOTO 8 : CV-240 N248,FAA; taken at Caselle on 5/4/72 by Paolo Gino

PHOTO 9 : Cl-44 LV-JZB T.A. Rioplatense; taken at Caselle on 7/4/72 by G.Siccardi

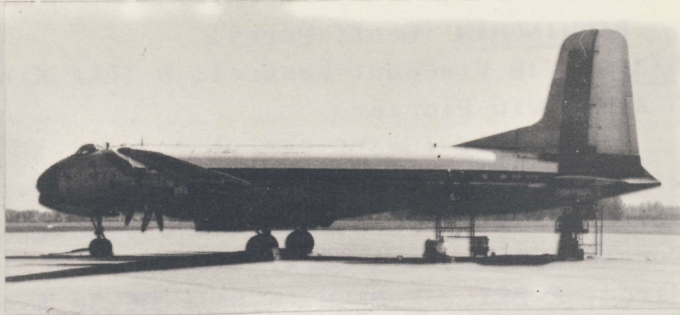
PHOTO 10 : Viscount "430" T.H.K.; taken at Capodichino on 2/4/72 by G.Siccardi

PHOTO 11 : P-68 I-GAUS; taken at Torino/Aeritalia ON 12/3/72 by L. Bertolo

PHOTO 12 : Baron I-SBGI; taken at Caselle on 17/2/72 by Gianni Siccardi (!)



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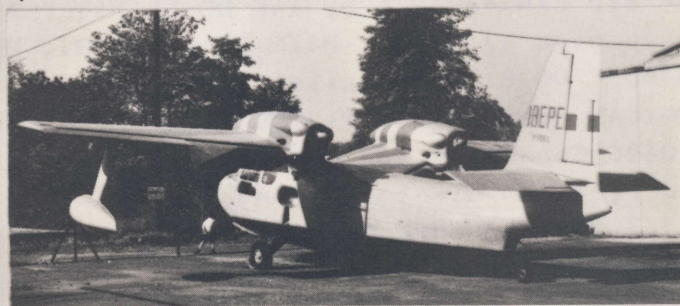
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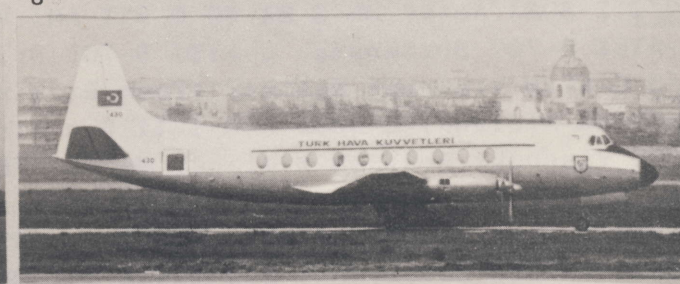
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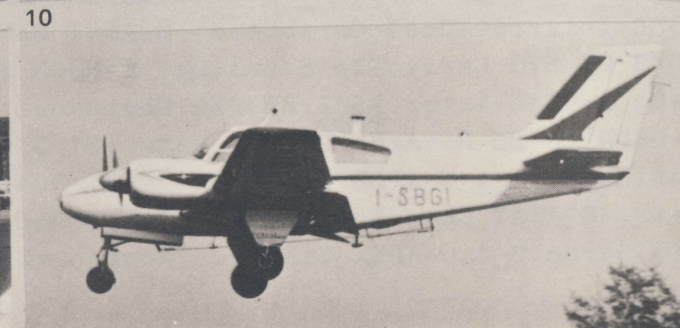
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AIRPORT MOVEMENTS

BIRMINGHAM (Geoff Perry)

5/3 G-AVJB Viscount Kestrel; D-ILKA King Air; OO-ABH Aztec; G-AZKN Jodel 200.19/3 G-AYFA Twin Pioneer.

PARIS-Orly (Geoff Perry)

21/2 F-BSRA HS-748 Rousseau; F-BRPC Twin Otter Air Paris; F-BBDA, F-BJHB, F-BFCQ, DC-4s Air France; F-BSUK Beech 99 Air Alpes; F-BSUL Twin Otter Air Alpes; 6V-AAR Constellation; 141 Caravelle Armée de l'Air; OK-AFB Tu-134 CSA; CN-CCG B-727 Air Maroc; F-BEIG, F-BEFM, F-BAIF DC-3s Air France.

MILANO-Malpensa (Roberto Bellelli)

1/4 N7095 B-707 TMA; HB-GOK Baron; OY-SAO Carav. Sterling; N801WA DC-8/63 World AW. 4/4 G-AYRZ B-707 Lloyd Int.; I-EHPB Sa-330F Elitos; N5459Y Pa-23.6/4 16+01 HFB-320 Luftwaffe; TS-FBD MB-326 F.A. Tunisienne. 7/4 D-IBMH Merlin IV; F-BNOK Baron. 8/4 TS-FBC MB-326 F.A. Tunisienne. 10/4 9T-TCB C-130 F.A.Z.A.; HB-ILP Viscount SATA; HB-GFA Duke; F-BSRD Caravelle Catair. 11/4 HB-ICO Caravelle SATA. 12/4 F-BTAR Aztec; F-BNLZ Cessna 411 Air Toulouse; 1607 C-130 Royal Saudi A.F. 13/4 D-CERA HFB-320 Generalair D-ABHH BAC 1-11 H.Horten GmbH. 15/4 N121CN Jetstar; G-AZML Cl-44 Trans Meridian AC.

TL-AAK DC-8/55F of Air Centrafrique arrived on 29/3 and departed on 16/4!!!

17/4 F-BTDL Caravelle Euralair; N8853Y Pa-?. 18/4 I-EHPC Sa-330F Elitos; CF-TJL DC-8F Air Canada. 19/4 5U-AAE DC-6B Niger Air Force. 20/4 SX-HAJ AB-206A; HB-XDC AB-206 (see page 4). 21/4 F-BAIF DC-3 T.A.R.; HB-ITL BAC 1-11 Phoenix. 23/4 F-BSUQ Sa-316; N4905C DC-8/55JT Capitol; G-ANCH Britannia Monarch. 25/4 I-SYAX SF-260; F-BSUX LJ23 D-ICAN Cessna 414; F-BTCK Pa-31 LocaFrance. 26/4 HB-VBS FJFalcon Fred Air; F-BRAD L 1049G Constellation Catair. 27/4 G-AZHN Argosy Sagittair. 28/4 N802WA DC-8/63 World.

PISA-San Giusto (Gianni Siccardi)

31/3 13465 Trader US Navy (Naples); F-BRVE Jodel D-140; I-SORA Aztec; I-FFSQ C-150.

ROMA-Fiumicino (Gianni Siccardi)

1/4 5A-DAI B-727 Lybian Arab AL; G-AWZI Trident 3 BEA; EI-ASC B-737 Aer Lingus.

ROMA-Ciampino (Gianni Siccardi)

1/4 N375PK Gulfstream II; N111AC Gulf'II; I-FARE Bonanza; D-EKPO Skylane; D-IBED Aztec; I-ANIC Dove.

NAPOLI-Capodichino (Gianni Siccardi)

2/4 430 Viscount Turk Hava Kuwetleri (Turkish AF); N5624 CV-990 Modern (red livery) 38020 KC-135 USAF; 149801 C-130F US Navy "JM" of VR-24; O-15133 C-131 USAF; 153693 C-118B US Navy "RV"; O-33261 C-118A USAF; D-KIMI Motorfalke; 24470 T-39 USAF; KN527 C-47 Hellenic AF (?).

TORINO-Caselle (ASA-Piemonte)

22/2 I-SORA Aztec; 26/2 SA-80 G-91T AMI MM6480 NC111; G-AVTW B-707 BCaledonian. 27/2 G-AYEX B-707 Britannia; G-AYBJ B-707 British Midland. 4/3 G-AYSI B-707 Britannia; 5/3 G-AVJB Viscount Kestrel (from Birmingham, see up). 7/3 G-AXLL and G-AXLM BAC 1-11s British Midland; G-AZED BAC 1-11 Dan Air (was D-ANDY Bavaria crashed at Gerona); G-ASED Viscount British Midland; MM5427 TF-104G AMI. 12/3 I-BUTY Navajo P. 13/3 I-DEMO 747 Alitalia training. 15/3 I-TIGI DC-9/15 Itavia; I-PRLL Aero Commander. 16/3 50-57 C-160 Luftwaffe. 17/3 I-GIAZ FJFalcon; N777SW Gulfstream II; SA-30 G-91T AMI MM6330 NC60; F-BOIG Baron. 18/4 832 T-33A AMI MM51-8832; I-HUPF Mooney M20; G-AVZZ B-707-138B International Caribbean; G-AWYT BAC 1-11 BCal. 19/3 G-ASXT Gulfstream I Ford. 20/3 OY-STG Caravelle Sterling; F-B00N FJFalcon. 22/3 OY-DMT DC-7 Conair; OY-EGE LJ 24D; I-RING Aztec. 25/3 HB-OZG Cherokee; G-ATDJ VC-10 BCaledonian. 29/3 D-CAMB HS-125 F-BSUR LJ-25 Ricard; G-AZOD Aztec. 31/3 LV-JZB Cl-44 T.A. Rioplatense. 1/4 D-ABUY 707 Lufthansa. 4/4 G-APDD Comet Dan Air; N248 CV-240 FAA. 5/4 PH-MAO and MAX DC-9 Martinair; G-AWAY Cherokee Arrow; G-AXLL BAC 1-11 BMA. 6/4 PH-MAR DC-9 Martinair. 7/4 F-B SEF Baron. 8/4 G-APEX Viscount Northeast. 10/4 N254 CV-240 FAA. 11/4 PJ-SLB HS-125.