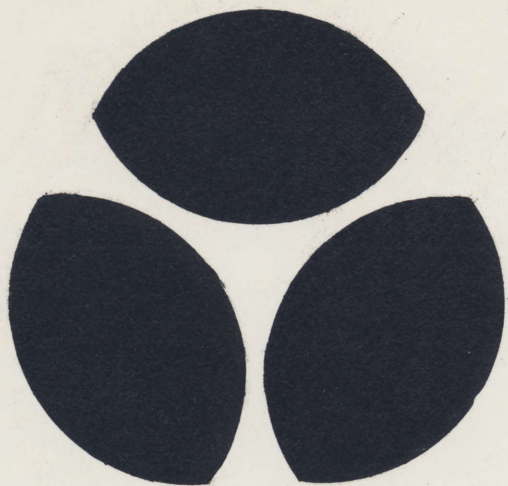


BERTOLO LUCIANO



# ASA

AIR SPOTTER ASSOCIATION

BOLLETTINO 5

Luglio-Agosto 1972

BULLETIN 5

July-August 1972

Giornale a circolazione privata  
For private circulation only





BOLLETTINO N. 5

BULLETIN No 5

Luglio / Agosto 1972

July / August 1972

Pubblicazione a circolazione privata

Publication for private circulation only

---

REDAZIONE : L.Bertolo, P.Gino, G.Siccardi, G.Gambarini, R.Reggianini.  
DISEGNI : G.Masino.  
COLLABORATORI : F.Bellelli, F.Cappabianca, M.Comandini, C.Maranta, C.Rojo, M.  
Tampellini, C.Ventura.

---

A S A Air Spotter Association, Via Caldano 4, I-10072 Caselle (Torino) ITALIA

Quota annuale di associazione Lit. 2.500 tramite Vaglia postale od assegno.

Annual subscription fee Lit. 2.500 (or correspondent) by Int.l Money Order.

---

Cari amici,

l'uscita del 5° Bollettino ASA é accompagnata dal crescente ottimismo della redazione che vede accrescersi, come previsto, la collaborazione da parte dei membri. E' necessario comunque che la schiera dei collaboratori si infittisca anche inviando articoli brevi o semplici notizie, che del resto costituiscono la base di ogni giornale e soprattutto del nostro.

Il fattore più positivo ed immediato é dato dagli articoli tutti volti alla aviazione italiana, elemento determinante affinché il Bollettino abbia un indirizzo preciso e possa interessare ancor più chi lo legge ed in particolare modo gli appassionati all'estero.

Per ultimo informo che a fronte delle numerose richieste, i principali articoli apparsi sui numeri 1 e 2 del Bollettino (esauriti), saranno raccolti nella edizione di fine d'anno.

Il Grande Spotter

Dear friends,

this 5th ASA Bulletin come to the press thanking the increasing collaboration from a lot of members, mostly in Italy. In fact this issue, as you can see, is particularly devoted to various aspects of the Italian scene and so, I hope it will be more interesting for you.

Thank you very much for the articles, news and photos regarding the aviation in your countries with attention to the Italian planes flying near you.

The Great Spotter

---

S.O.S. da ASA-Photo

Visto il travolgente successo del servizio fotografico a disposizione degli associati, l'ASA cerca un membro della zona di Torino interessato a collaborare all'attività del laboratorio-foto della sede.

---

FRONT COVER : North American P-51D "Mustang" RR-11, code 4323.

Picture taken at the Torino Museum of Flight by Luciano Bertolo.



Besides its economic, technical and political results, this 5th and very long (from 1 to 11 June) Salone Internazionale della Aeronautica e dello Spazio provided a good opportunity for the relatively numerous spotting people arrived here ( a charter flight from Britain too) to inspect some very interesting things, mostly coming from the Italian scene.

However, for the veteran enthusiasts or for airport raiders, this salon presented only few pure novelties or prestigious presences; it is remarkable the short-time participation of Mercure 01 that characterized the shaking "French-day" on Saturday 10, together with fabulous Mirage F-1, Etendards and Br-941, all veterans of the Italian exhibition. This day was the true "clou" for this salon, because a day later the final general air show was irremediably maimed by a tremendous storm.

Other "biggs" were Tu-154 of Aeroflot and 2nd G-222 that every day gave proof of its dramatic STOL capacities, prelude to the just signed massive order from AMI. Pleasant surprises were been the arrival in the earlier days of the first Chinook for the Italian Army, assembled by Meridionali at Frosinone (see photo 4) and of a new C-130H of 46a Aerobrigata.

On the light scene, SIAI with the Warrior (armed version of the SF-260 - see photo 7) and Partenavia with P-70 Alpha, both presented their last products but Cessna, Robin and Socata gave a colorful and large panorama of their range together with minor firms too.

For various reasons or valuation principle it will be necessary to put the attention on more and more planes seen during those days, but I think it is better to pass directly at the complete list of the participating planes to avoid bringing the speech out of our spotter border, so I thank here all other firms participating, for their support and sympathy towards the intrusiveness of the fighting ASA members.

Around the participation of the Air Spotter Association, in addition to the glass cupboard full of Bulletins and with Com.te Sanseverino helmet, the staff has kept contact with a lot of organizations, firms and journalists and has publicized the aims of the association by a special bill.

At last I want to thank the tireless organization of Torino Esposizioni and in particular the ever busy Mr. Bergera for his particular aid.

#### PARTICIPATING AIRCRAFT

PAY ATTENTION : Visitor aircraft are pointed out by a "V".

##### Aeritalia (FIAT)

F-104 S MM6773 (static display), MM6792 (hangar display).

G-91Y MM6449 N.C.2011 RS-11, MM6472 N.C.2034.

G-91T/1 MM6333 N.C.63 SA-33, MM6316 N.C.46T RS-9.

G-222 MM582 N.C.4001, MM583 N.C.4002.

##### Aeritalia (Aerfer)/Aermacchi

AM-3C I-AEAM c/n1 and an other grey panted, first of production, for South Africa.

##### Aerospatiale

SA-316C Alouette III I-MDPB V, SA-330 Puma F-OCNS, Nord N-2501 Noratlas 312-BJ n.6, Nord 262D A-1 (83) Armée de l'Air, Nord 262A 52 Aeronavale.V

##### Agusta

AB-212 I-AGUR c/n5501, I-AGUV.

-/-

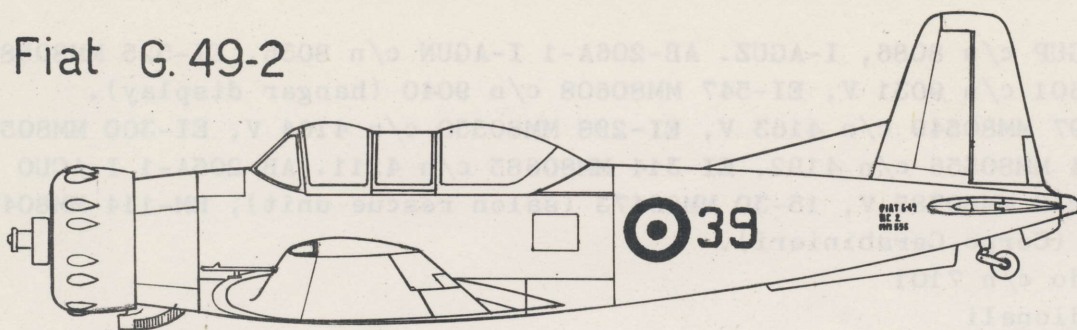


AB-206A I-AGUP c/n 8086, I-AGUZ. AB-206A-1 I-AGUN c/n 8036, EI-525 MM80586 V,  
EI-540 MM80601 c/n 9031 V, EI-547 MM80608 c/n 9040 (hangar display).  
AB-205 EI-297 MM80549 c/n 4163 V, EI-298 MM80550 c/n 4164 V, EI-300 MM80552 c/n  
4166, EI-304 MM80556 c/n 4192, EI-314 MM80685 c/n 4211. AB-205A-1 I-ACUO c/n 4501.  
AB-204B EI-232 MM80385 V, 15-30 MM80473 (salon rescue unit), RM-114 MM80471 V.  
AB-47G CC-6 (Corpo Carabinieri).  
A-109 Hirundo c/n 7101  
Agusta/Meridionali  
EMA-124 I-EMAF c/n 1  
Agusta/Sikorsky  
SH-3D Sea King 6-19 MM5020N Marinavia.  
Ambrosini  
NF-15E I-PROM V.  
Antonov  
An-12B SSSR-11127 Aeroflot c/n 02348202 (scheduled).  
Beechcraft  
Bonanza I-FUSO V, Earon I-ELBA V, Duke I-ENMA V, Queen Air I-SARU Aertirrena V.  
Bredanardi  
NH-500 I-BNAA (model 369 HS serial 7103315).  
NH-300C I-BNBB (model 269C serial 310100).  
Breguet  
Atlantic 33 Aeronavale, Br-941 62-NA C.E.A.V. Bretigny.  
Bucciero  
S.V.I.T. S-70 "Beta" I-FABO.  
Caproni-Vizzola  
A-21 "Calif" (biplace) I-CCPV.  
Cessna (AliCo)  
model 340 N5090Q c/n 340023, T-310Q N7645Q c/n 31000424, FT-337E Milirole 0001  
F-BSHC, F-337F N5443 c/n 0047, F-177 Cardinal RG I-ATAQ.  
model 414 I-PIRI c/n 0098 V, 421 D-IMPL V, T-310Q I-DRAC (0075) V, C-210 I-ALKI  
and OE-DRW, model 172 D-EKPZ, I-ALJD, I-FFSP, PH-NOE, I-IRCA and F-150L I-NOLP  
I-NOLT all visitors.  
Dassault  
Mercure 01 F-WTCC, Mirage F-1 004, Mirage IIIE 2-LP c/n 539 and 2-LM c/n 430.  
Etendard IV M 14 and 57 of Aeronavale.  
Douglas  
C-47 SF-22 (Scuola Plurimotori), C-118 SM-8 and SM-26. All visitors.  
Elicotteri Meridionali  
EMB CH-47C EI-801 MM80822 (model Vertol 219 c/n D002).  
Fairchild  
C-119G OT-CAI "9" Diablos Rouges team support - Forces Aeriennes Belges.  
Galleri/Bensen  
Gyrocopter I-BUNY (hangar static display), I-BENS flying display.  
Grumman  
S-2F Tracker AS-15 MM148297 Marinavia.  
Hamburger Flugzeugbau  
HFB-320 Hansajet D-CORE V and 16+03 Luftwaffe.  
Hughes  
Model 269 I-IEPP V.  
Italair  
F-20 Pegaso I-GEAV prototype.  
Kamov  
Ka-26 SSSR-26184 Aeroflot c/n 7101802.

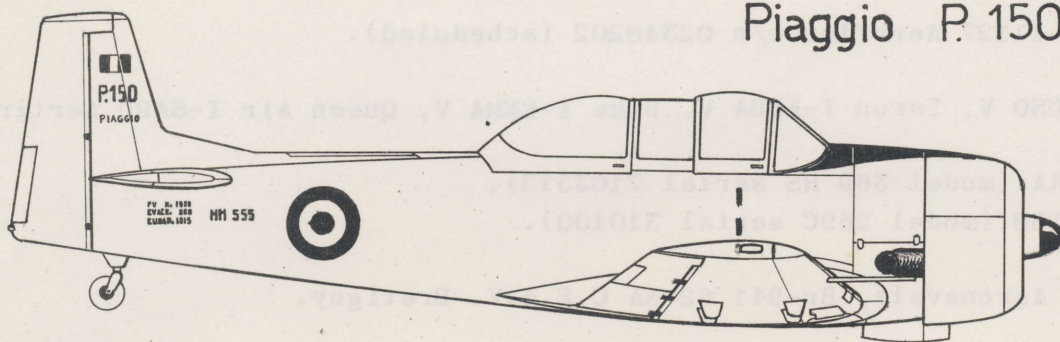
(continuation next number)



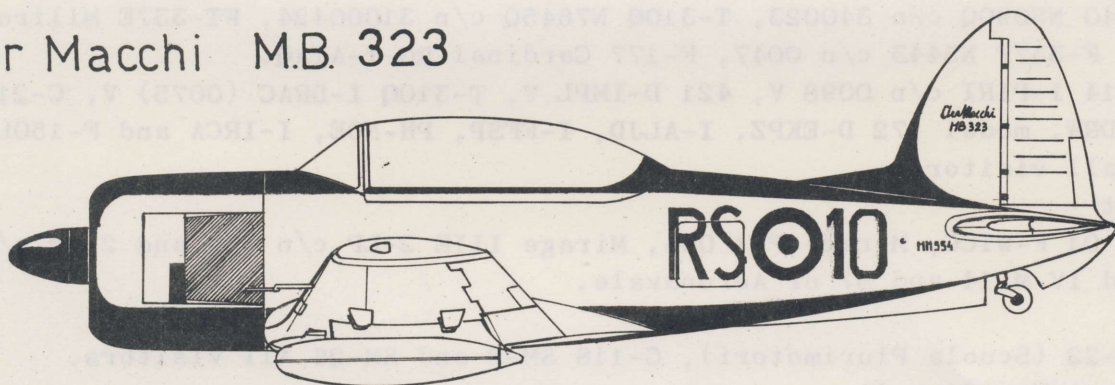
Fiat G. 49-2



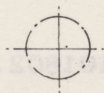
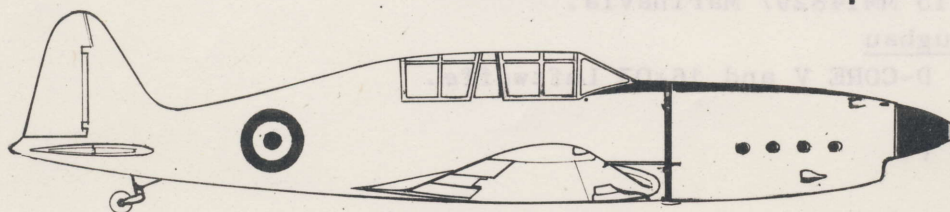
Piaggio P. 150



Aer Macchi M.B. 323



SAI Ambrosini Super S.7



1 m



By Gianni Siccardi

The first ideas about the opportunity of organizing a Museum of Flight in Italy precede the Libyan War, but after the 1st W.W. only concrete actions in this way started.

In fact, following several years of fights, the Squadrons had a lot of war trophies, captured planes which could be exhibited to remember and publicize their enterprises together with some aircraft previously flown by Italian aces.

The first Museum of Flight was held in Caserta's Academy, in the early 1929, where a Fokker D-VIII, a Roland D.IV of the Imperial German A.F. and the SPAD already used by Ruffo Di Calabria had been gathered. Some more planes joined them during the following years, but another more terrible war soon came and the museum disappeared; Academies, Universities, the AMI and others took up most of the planes - several of which had been destroyed - and from these sources come the machines that are now the name of the collection.

We must remark a strange and serious fact: after the war all the fascist insignia and -consequently- the operational livery were cancelled, perhaps thinking that to forget fascism's crimes it should be enough to remove its markings from an airplane, (or -may be- in accordance with the law's clause which forbids to celebrate fascist splendours...?). The only sure thing is, however, that it's historically reprehensible.

Many difficult years followed the war, and in 1964 only the AMI could have the needed covered floor space to organize a rational display. This was the modern building - named "Palazzo Vela" because of its "sail-looking" roof - placed in the "Italia '61" fair quarters, and had been leased from Torino's Municipality for a purely symbolic price.

An enormous contribution to the display was and is still given by the Restoration Centre of Vigna di Valle and the beautifully restored aircraft, such as the HD 1, the Caproni Ca.33, the SVA or the FIAT C.29 hidroplane (not yet arrived to Torino) are a tribute to those responsible not only for the many hours spent in refurbishing them, but also to the authorities who had the foresight to realize the value of such a realization to the nation.

(to be continued next issue)

#### AIRCRAFT ON DISPLAY, AUGUST 1972

Bleriot XI (1909) monoplane - replica of that preserved in Roma, Museo del Genio. Ansaldo SVA.5 (1917), MM11721 - 87th Squadriglia "La Serenissima". Took part to the raid over Fiume

Macchi (Hanriot) HD.1 (1916) - repainted in colours never used in service; camoufl. Caproni Ca.33 (1916), MM23174 - this beautiful bomber, also known as Ca.3, belonged to Ten. del Genio Casimiro Buttini who gained the M.O.V.M. (Gold medal) in the sky of Tarnova in 1917. The aircraft was purchased at the end of the war for It. £ 30,000 and remained at the Cascina Piave, Casanova di Carmagnola, about 38 years. When Ten. Buttini died, in 1959, the plane was bought by AMI which restored it at Vigna di Valle and ferried to the Museum in '64. Yellow fuselage with tricolour tails.

Macchi M.39 (1926) hidroplane - winner of the 1926 edition of the Schneider Trophy flying at 396 Km/h; pilot was Mario De Bernardi, Norfolk, Virginia, November 13 1926. Four M.39 were built, from MM72 to MM76. All red.

Macchi MC.72 (1931) hidroplane, MM181 - used by Vittorio Agello to break the world speed record at 709 Km/h, October 23, 1934. Five MC.72 were built (MM177 to 181), two of them crashed on 2/8/1931 and on 10/9/1931. All red.



FIAT G.5 Bis (1934) I-BFFI c/n 3, ex MM290 - used by Transavio (Milano) for air works until 1955 and presented to the Museum by the owner, Mr. Giosué M. Ballerio. All blue with yellow cheat lines. (See photo 1).

FIAT CR.32 Quater (Chirri) (1936) biplane fighter - built under licence in Spain, was presented by the Spanish Government. Camouflaged but in unright colours.

SAI-Marchetti SM.79-II "Sparviero" (1934), L-112 of Lebanese A.F. (text next number). Light grey with brown cheat lines.

Caproni - Campini C.C.2 (No.1) (1940) - these experimental aircraft is the first Italian jet; Mario De Bernardi first flew it on 28/8/1940. There are doubt whether 1 or 2 were built; one seems to have been ferried to Farnborough by Englishmen. All silver with a red roundel around the air intake.

Macchi MC.205V "Veltro" (1943) fighter, MM9546 - rebuilt using wings of a MC.202, in fact the basic version of the two aircraft used the same wing frame. Carried the inscription "Rip. Aermacchi 23/11/1950". All silver.

North American P-51D "Mustang" (1948) fighter ex USAAF, MM4323 coded RR-11. The Mustangs entered into service in AMI in '48; first the 4th Squ. taking the place of P-38s, then in the 2nd, 3rd and 6th Squ. This aircraft later served with Regione Aerea Roma (RR). All silver

SAI Ambrosini Super S.7 (1947) light trainer prototype, MM558 - all silver (see drawings). It's the only built aircraft.

FIAT G-46A (1948) light trainer, MM ? (cancelled) - two basic version of the G-46 were built: single seat (A) and two-seat (B) and different engines (Alfa 115 Bis, Alfa 115 Ter, De Havilland "Gipsy Queen") could be settled. When the G-46 was withdrawn from the line, all the survivors passed to the Aero Clubs, where it's still a rather common sight.

Macchi M.416 (1950) light trainer, MM53276 I-AEPC c/n 5965 coded 35. All silver, not in good conditions. It will probably be restored using spares from 3 other M-416 presently stored inside the Museum.

This list will continue next issue.

We thank Col. De Filippi, Torino/Caselle, for his precious support and our friend Gianni Gambarini for his unreplaceable work.

---

NEW ITALIAN AIRLINE "Air Freight" magazine reports that an all-cargo carrier: SAV (Società Aerea Veneta) has been formed. The fleet, based at Ciampino, should be formed by an ex Lloyd Int.l Britannia, an other will follow. More detail welcome.

INCIDENTS: Bologna, June 17; MB 326 MM54279. The aircraft, after having carried Gen. Graziani from Ciampino, took off at Max.T.O. weight for an aerobatic demonstration, to enjoy a lot of people who crowded the field. After a series of aerobatic shuntings the pilot began a "screw" - that's, we remember - an absolutely forbidden manoeuvre for the MB-326 at M.T.O. weight or, generally, with full tip tanks; the aircraft struck the ground and took fire. The pilot seat was snatched and its occupant killed; another victim of imprudence and exhibitionism, perhaps too numerous in our Air Force. Bologna, June 23; an Aermacchi AL-60, I-TZAN (c/n 25/6170) had a serious accident when running (see photo 12 by Maurizio Tampellini) but without damages for pilots and passenger. Biella/Cerrione, May 28; FL-3 I-OROP (c/n 2) crashed when landing; seriously damaged. Off Crotone, June 25; AB-204AS 3-21 crashed into sea. Como, July 30 P-136 I-FRLV (c/n 212) struck the shore of the lake when flotting. Locarno-Magadino, July 15; our friends Franco Bellelli and Angelo Chiesa were witness of an accident appened a mile south of the field; Ce.150 HB-CUO (0449) collided in mid-air with Ce 150 HB-CSK (0155). The first crashed, pilot killed and the other could land on a hay cock and took fire; pilot could escape a few second before and survived.



## MODENA AIRFIELD

by ROBERTO REGGIANINI

The airfield is located in the outskirt of the western side of the town, near S. S.9, called Via Emilia, the most important road of the district. Even if the equipments aren't quite old, they aren't sufficient but there is no hope that in a near future Modena will have a new airport.

Modena lies in the middle of the Po river valley and is a quite rich and industrial town; famous for its sport car and ceramic factories.

The take off and landing strip is surrounded by a motor racing track; used both by cars and motorcycles for tests and races. The 900 m. long and 30 m. large concrete strip has a run-away at the end of the northern side, that leads to the two hangers in which about twenty planes can be parked. On the left of the hangers is the control tower, underneath the control room there are offices and the club. The flying force is mostly formed by new planes because the several M-416s and G-46s, once the most used planes of Modena Aeroclub, reached the maximum of the allowed flight hours, after having already served many years in the Air Force.

We must also say that the airport acts as a base for the helicopters of the Emilia-Romagna rescue centre (V.F.). The rescue group, that consists of an AB-206A AB-205 and AB-47Js, has its own landing area, placed on the left of the strip.

### MODENA Airport data:

Geogr. position: 44°39'00"N - 10°54'23"E

Altitude: m. 34 slm (111 ft.)

1,5 Km. for 285° from Modena; 1,8 Km. from the town centre along S.S.9 Emilia

Activity: day light

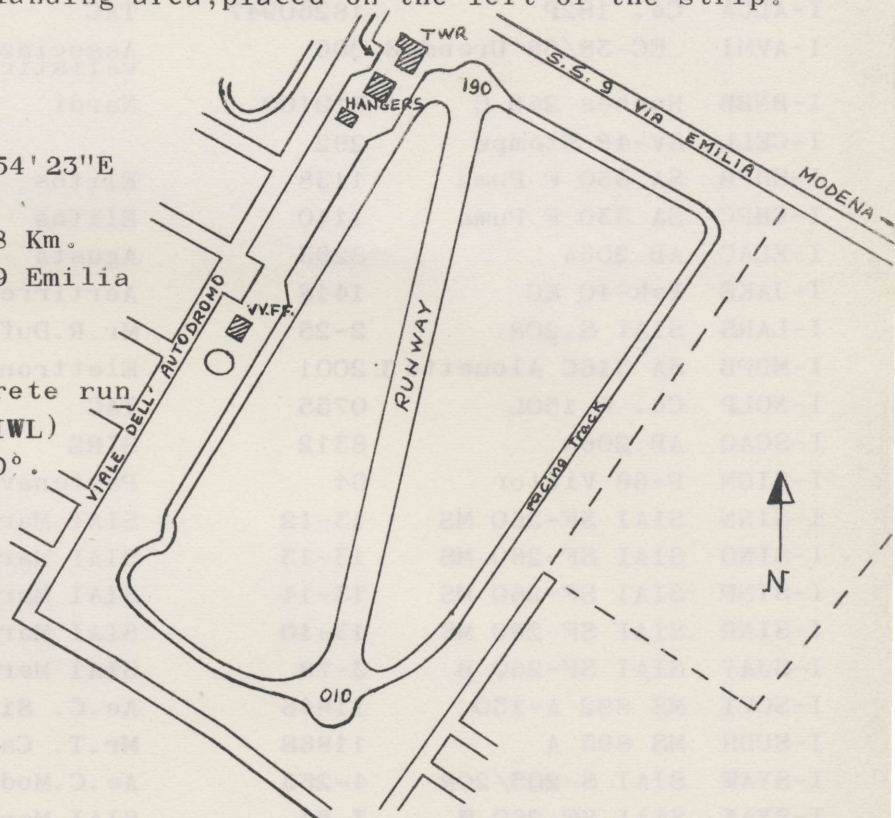
Phone: 26401

Runway: 900 x 30 m. concrete runway (4,500 Kgs/SIWL) angled 010° - 190°.

Radio call: LIPM

On disposal 80 and 100 ott. fuel

Keeper: Modena Aeroclub



### MODENA AERoclub fleet list

I-PLEZ	MB-308	c/n52	(photo 9)	I-PIND	P-19 Scricciolo	c/n337
I-CUBI	MB-308	c/n 1	w/o 9/70	I-MAZZ	P-66B Oscar 100	54
I-AERC	MS 880B Rallye	1597		I-NOLI	P-66B Oscar 100	33
I-AERD	MS 880B Rallye	1580	(photo 10)	I-LICO	SIAI S-205/18F	4-267
I-SIAD	SIAI S-205/18F	235		I-SYAW	SIAI S-205/20R	4-253

These private planes are usually based there:

I-ZLIN	Zlin Trener 526	c/n 1070	owner: Mr. Bellei
I-MILI	F-8L Falco	219	
I-ROVI	F-8L Falco	117	Mr. Baraldi
I-BEBO	PA.24 Comanche 260	24-4759	Mr. P. Dunchi
I-CEMY	SIAI SF-260	2-26	Mr. G. Cantoni
I-CEMX	SIAI SF-260	2-48	Mr. G. Cantoni
I-ROBI	Cessna 210B	57996 (was N9696X)	Soc. P.M.



(MODENA, continued)

These aircraft are stored having reached the maximum allowed flight hours:

I-AEHP	FIAT G-46 Srs.1	c/n 11	MM52778
I-AEKX	FIAT G-46 Srs.2	85	52811
I-AEKU	FIAT G-46 Srs.2	87	52813
I-AEMU	Macchi M-416	6014	53213
I-AEMG	Macchi M-416	6007	53451

## ITALIAN REGISTER

(thanking the RAI Office in Torino for the support)

Italian registrations issued from February to April this year.

Reg.	Type	C/n	Owner	Base
I-ACMM	Piper Pa-28-180	28-7105230	Ae.C.Milano	Milano/Bresso
I-AERX	M.S.894 C	11038	AERSUD	Trento/Gardolo
I-AQLA	P-66B Oscar 150	32	Ae.C.L'Aquila	L'Aquila/Preturo
I-ATAQ	Ce. F 177RG	0034	TAC	Milano/Linate
I-ALCA	Ce. 182P	18260947	TAC	Milano/Linate
I-AVMI	EC-38/56 UrendoB	006	Associazione Volo- velistica Sportiva	Milano/bresso (restored)
I-BNBB	Hughes 269 C	310100	Nardi	Milano/Linate
I-CELL	SV-4B Stampe	292		
I-EHPB	SA 330 F Puma	1138	Elitos	Firenze/Peretola
I-EHPC	SA 330 F Puma	1140	Elitos	Firenze/peretola
I-ELAC	AB.206A	8293	Agusta	Cascina Costa
I-JAKE	Yak-40 EC	1418	Aertirrena	Firenze/Peretola
I-LARS	SIAI S.208	2-25	Mr.R.Dufour	Vicenza
I-MDPB	SA 316C Alouette 3	2001	Elettronica Belmonte	Torino/Caselle
I-NOLP	Ce. F 150L	0755	TAC	Milano/Linate
I-SCAO	AB.206A	8312	SIRE	Latina
I-SIGN	P-68 Victor	04	Partenavia	Napoli/Capodichino
I-SINN	SIAI SF-260 MS	13-12	SIAI Marchetti	Vergiate
I-SINO	SIAI SF-260 MS	13-13	SIAI Marchetti	Vergiate
I-SINP	SIAI SF-260 MS	13-14	SIAI Marchetti	Vergiate
I-SINR	SIAI SF-260 MS	13-10	SIAI Marchetti	Vergiate
I-SJAY	SIAI SF-260 B	3-78	SIAI Marchetti	Vergiate
I-SOVI	MS 892 A-150	11846	Ae.C. Siena	Siena/Ampugnano
I-SUDH	MS 893 A	11868	Mr.T. Cabrini	Reggio Emilia
I-SYAW	SIAI S-205/20R	4-253	Ae.C.Modena	Modena
I-SYAX	SIAI SF-260 W	3-81	SIAI Marchetti	Vergiate
I-TAKY	Gates Lear Jet 25C	073	Carbonavi	Genova/Sestri
I-TEND	P-66B Oscar 150	33	Ae.C.Cuneo	Cuneo/Levaldigi
I-TIGI	DC-9/15	45724	ITAVIA	Roma/Ciampino
I-URRA	Glasfug.S.Libelle	279	Acc.Volov.Milanese	Milano/Bresso
I-KIRA	Glasfug.S.Libelle	280	Mr. S.Capoferri	Bergamo/Orio al Serio
I-VALW	Piper Pa-18-150	18-6144	AERAGRICOLA	Roma/Urbe
I-VINI	MS 892 A-150	11876	Ae.C. Lugo	Lugo di Romagna
I-ZAMB	SIAI S-208	2-23	SIAI Marchetti	Vergiate
I-BGMR	Ka.2 Rhonschwalbe	44	Acc.Volov.Milanese	Milano/Bresso
I-DUOM	Caproni Vizz.A-21	205	Acc.Volov.Milanese	Milano/Bresso
I-JAZZ	L.13 Blanik	175101	Ae.C. Lucca	Lucca



## SPOTT - NEWS

FROM THE AERO CLUBS: VOGHERA; Jodel Major D-340 F-OCHG has arrived and will become I-MARJ, while I-FAIB, the only Nipper existing in Italy, lies taken to pieces in a hanger without authorization to fly. NOVI LIGURE: Motorfalke I-AUAE c/n 7 arrived in the last week of July joining Bergfalke I-AVFP, Uribel I-AVMR and M-100S I-VELR. TORINO: the recently arrived Aztec I-ARBI has been equipped with "transponder" and will replace Apache I-MIMA in 3rd degree training courses. ALESSANDRIA: the aero club is in financial troubles because of lack of contributions from the Municipality. In fact, being in an urbanized resort, there are no possibilities of lengthening the runway, too small to operate jet aircraft. There are rumours that it will probably be transferred to the industrial area north of the town. CASALE MONFERRATO: Macchi M-416 I-AEMJ is no more in flying conditions; new arrivals include J-3C I-MICI (previously based at Torino-Cerrina), while the Euravia-rebuilt L-5 I-AEMA has been sold to TAC (Linate). ORBASSANO (CERRINA): after the end of activities a part of the fleet was sold to Torino Aero Club: J-3Cs I-CERE, I-CERL and I-ALDO, Tri-Pacers I-CERH/B, Meta Sokol L-40 I-CERD;

THE FIFTH 747 FOR ALITALIA is I-DEMB (Srs. 243B, c/n 20521) made roll-out from the assembly hall on 24/4/72, the first flight on 11/5 and arrived to Roma on Saturday 27 May after a Seattle-Roma non-stop flight. It has a 16 seats layout in the upper deck and the 4 other 747s will as soon as possible be converted to this standard. I-DEMB is entitled to Carlo Del Prete who, together with Arturo Ferrarin, flew non-stop from Roma to Brazil (near Touros) in 1928 with a SIAI S-64.

YAK-40 I-JAKE returned to Aertirrena after a montly lease to Air-70, which used it during last Torino Air Show, the company plans to acquire a jet aircraft in a near future. I-JAKI, the third of the type, has now been painted in dark blue livery.

THE FIRST ATLANTIC for Marinavia (Naval Avn.) was delivered on 27/6 at Tolouse, and arrived to Catania/Sigonella AFB on the following day. S-2 Trackers will remain in service until 1974, while the last of the 18 Atlantics will join 41st Stormo whitin next summer. They are c/n 70 to 87, MM40108 to MM40125, code 41-70 and up (the code follows c/n).

G-222s FOR AMI: Aeritalia received a letter of intent on July 30 from Min. of Defense. The order is for 44 aircraft, the first of which will be delivered 30 months after the "go" (works will start whitin September, this year), and for about 120 General Electric (FIAT) T-64P-4D engines.

A F-104S, MM6768, has been modified with the introduction of an auxiliary power unit (APU), and is actually performing test flights at Torino/Caselle.

BIPLACE G-91Y....c/n 2058 of the G-91Y production line is scheduled to be the first two-seat, whose number is yet unknown. They will be used not only in the training role but in ground attack duty.

SOMETHING FROM SWITZERLAND: Swissair will receive the first DC-10 whitin 2 months and use it towards East Africa. Here is the up-dated situation:

HB-IHA c/n 46575 fus.no. 57 "St. Gallen" HB-IHD c/n 46578 fus.no. 144 "Bern"

HB-IHB 46576 73 "Schaffhausen" HB-IHE 46579 145 "Vaud"

HB-IHC 46577 114 "Luzern" HB-IHF 46580 210 "Nidwalden"

DC-8/53 HB-IDB is the first jet in the world to have reached 50,000 flight hours and will be withdrawn after 64,000 hours.

Balair received on 1-2/5/72 the DC-8/63CF HB-IDZ, c/n 46074 ex N8760 of Eastern, while F-27 HB-AAU has been leased for 3 years (from 30/3/72) to NLM as PH-KCF.

AND FROM JUGOSLAVIA....Inex-Adria recently leased DC-9 YU-AJB (47392) to Egyptair and is now using the newly delivered Caravelle YU-AJE (c/n 193 ex F-BRUY) on the Pula-Genève, Dubrovnik-Genève routes.



## ENTRUSTMENTS and CORRECTIONS

N° 2; Piaggio P-136. Our friend Charles Rojo has sent us the picture No.11, that we are pleased to publish. We see P-136L-2 N40034 (c/n 225), owned by the Bird Oxygen Company, one of the largest sector firm in the U.S.A.

N° 4 The history of Itavia. Our friend Franco Cappabianca kindly supplied us a lot of information: Herald G-AVPN was cancelled from the British Register on 2/7/70 and became I-TIVB on 12/11/70. I-TIDA and TIDE are 1008 Srs. while I-TIDI is a 1016 Srs. DC-9 I-TIGA is c/n 45728, fuselage no. 14; d/d to Hughes Airwest on 19/12/65; to Douglas on 28/5/69; converted from Srs. 11 to Srs. 14 standard; d/D to Itavia on 9/10/71 as N945L, to I-TIGA on 28/10/71. I-TIGE Srs 15, fus. no. 20; to Hawaiian on 12/3/66; to Douglas in 9/71; to Itavia as N901H on 10/12/71, to I-TIGE 12/1/72. I-TIGI Srs. 15 fus. no. 22; to Hawaiian on 22/3/66; to Douglas in 12/71; to Itavia as N902H from 29/2/72 to I-TIGI on 7/3/72; c/n is 45724.

The company recently bought Cessna 402 I-ALII (c/n 402-0051) from Ali-Co; it's mainly used to carry spares or executive duties.

N° 4; Cuneo airfield; Oscar I-LARI is c/n 32; I-NAVA 26 (Srs. 150); I-RAGA 34 while I-TEND, Oscar 150 is c/n 33. All are owned by the Club.

---

STILL AND STILL JP..... (now at REDUCED PRICE!!!!)

ASA is the Italian dealer for:

"AIRCRAFT MARKINGS '72"

printed by JP Editions, Zurich

The NEW EDITION of the book contains 8000 registrations of aircraft covering all the world airlines and flying clubs plus several pages of pictures and technical data.

Price for ASA- members: Lit. 1,800, abroad Lit. 2,000 (postal fee inclusive)

for others: Lit. 2,700 (comprese le spese postali)

PAYMENT are to be sent by Vaglia Postale or I.M.O. to the Secretary.

---

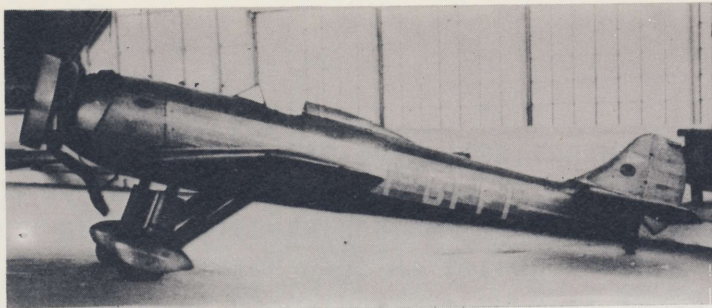
ATTENTION!!!: Aero-Review of Holland, the Dutch magazine which specializes in civil and military aviation in Holland and surrounding countries, and is printed in English. Write to: Editor of Aero-Review (P. Balkhoven) P.O. Box 1837, Rotterdam, Netherlands for a free copy.

---

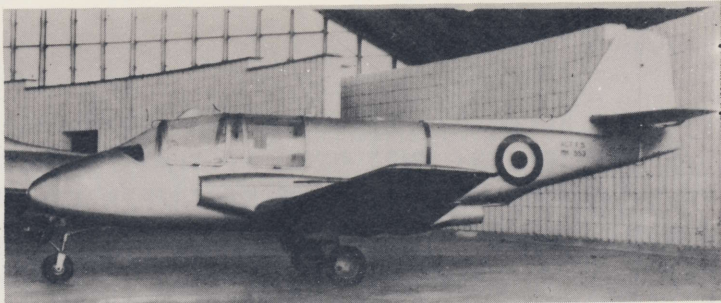
Marco COMANDINI, Via Marconi 36, 40122 Bologna wants to correspond and exchange B/W negs. with aviation enthusiasts in France, Germany, Britain and anywhere in Europe.

- 
- PHOTO 1: FIAT G-5 Bis I-BFFI; taken at Torino/Museum of Flight by L. Bertolo  
PHOTO 2: Caproni F-5 MM553; taken at Torino/M. of Flight by G. Siccardi on 22/7/72  
PHOTO 3: Vampire Mk. 52 MM6152; Torino/M. of Flight by Luciano Bertolo on 9/6/72  
PHOTO 4: EMB CH-47 EI-801 MM80822; taken at Torino/Caselle by Gianni Siccardi; 9/6/72  
PHOTO 5: Yak-40 EC I-JAKE Air '70; Torino/Caselle on 5/6/72. Photo Gianni Siccardi  
PHOTO 6: AM-3C c/n 1; taken at Torino/Caselle by Gianni Siccardi on 7/6/72  
PHOTO 7: SF-260W I-SYAX; taken at Torino/Caselle on 10/6/72 by Luciano Bertolo  
PHOTO 8: B-720 OY-DSK Conair; taken at Rimini on 22/7/72 by Roberto Reggianini  
PHOTO 9: MS-880B I-AERD; taken at Modena by Roberto Reggianini  
PHOTO 10: MB-308 I-PLEZ; taken at Modena by Marco Comandini  
PHOTO 11: P-136L N10034; taken at Palm Springs (California) by Charles Rojo.  
PHOTO 12: AL-60 I-TZAN; taken at Bologna on 23/6/72 by Maurizio Tampellini





1



2



3



4



5



6



7



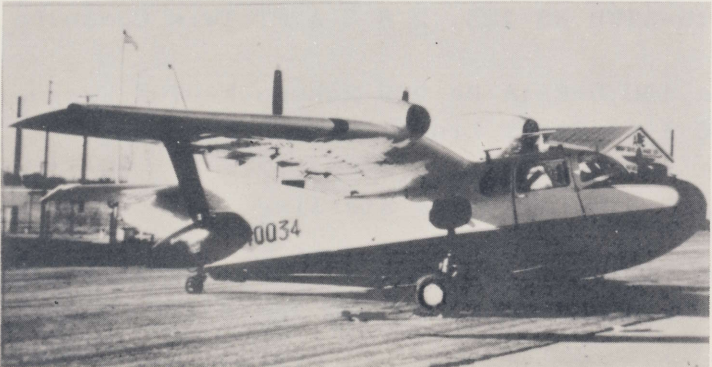
8



9



10



11



12

11



## MOVEMENTS

### BOLOGNA-Borgo Panigale (Maurizio Tampellini)

3/6 EI-130 L-21 MM53-7752 It. Army. 12/6 D-EKAD MBBP-149 (ex 91+36 Luftwaffe). 15/6 RR-34 P-166M MM61884; SP-WEE/G/H/F/M PZL Wilga 35. 17/6 OE-DUP Pup 150; MM61955 PD-808 AMI; MM54276 MB-326 crashed (see page 8) 18/6 RM-57 C-45 MM61685; EI-231 AB-204B MM80385 I. Army; RM-9 T-6G MM53664; RB-63 P-166M MM61907; RM-111 AB-204B MM80275. 19/6 SP-60 P-166M; P-25/26 C-47. 23/6 I-TZAN AL-60 crashed (see page 8 and photo 12). 25/6 SP-WEK/O/N/L PZL Wilga 35.

### GENOVA-Cristoforo Colombo (Claudio Ventura)

11/8 9J-ACS Duke Prestonair; D-CERA HFB-320 Hansa Jet General Air; I-ATNQ Mystère 20; D-ILDE HS-125; G-AYOS HS-125.

### MILANO-Malpensa (Franco Bellelli)

18/6 EI-ARS DC-4 Aer Turas. 30/6 N863F DC-8/63CF ONA; 4X-ATS 707 EL-AL. 9/7 G-APFN 707 BOAC; I-FRLV P-136L (new cs.) 10/7 HB-XDM Hughes 500; I-MAOJ/K/L MB-326 for Zambia; F-BPFJ S-205 Mercure. 13/7 OO-DMN Ce. 337 Rentavia; 9J-ABR DC-8 Zambia A/w. 14/7 N100A G-1159; OE-BXP AB-206A; EC-BDL DC-7 Spantax. 16/7 G-AXZN TSC.1 AI Marinair; G-APRB 707 BOAC. 19/7 N921NA L-100A Interior; HB-IDN DC-8/53F Balair; OY-BEA SF-260. 23/7 HB-LGL P-68 Luftganair; PH-MAG DC-3 Moormanair. 1/8 G-AZNX 720 Monarch; EI-AVJ Argosy Aer Turas. 2/8 2455 C-130 F.A. Brasileira. 7/8 453 C-130 Royal Saudi AF; D-HBAG Bo. 105; TF-LLJ CL-44 Cargolux (on lease to Zambia A/W) 9/8 N3410X Mo. 21; 21094 C-131 USAF; N768TW 707 TWA (emergency procedure on the ground due to an engine firing).

### RIMINI-Miramare (Roberto Reggianini)

28/6 G-AZKM 720 Monarch; G-AVYB Trident Northeast. 3/7 D-AHLA F-28 Aviaction; SP-28 C-47 MM54295 MB-326; EI-248 L-21 It. Army; EI-234 AB-204B. 4/7 LN-SUA 737 Braathens; RM-98 AB-47J MM80221; RM-73 P-166M MM61911; RM-14 T-6H MM54132. 5/7 SM-32 C-47 MM61894; OO-SRC Caravelle Sobelair. 6/7 PH-MAX DC-9 Martinair; EI-540/3/4 AB-206A; 30459/38482 F-4E Phantom Luftwaffe. 7/7 OO-AMI DC-8 BIAS; RS-19 MB-326 MM54201; RM-50 C-45 MM61685. 8/7 F-BTOU Vanguard EAS; OY-DSL 720 Conair; SE-DDA 727 Scanair; D-ADAP 720 Air Commerz; EI-237 L-21 MM54-2535 It. Army. 9/7 G-AZFB 720 Monarch; OH-LFY DC-8/62 Finnair. 10/7 PH-TVA 707 Transavia; 46-52 C-119J MM51-8128 c/n 11131; 46-67 MM53-8098 c/n 11201; BA-06/08/21 Mirage 3F. A. Belge. 13/7 N5625 Coronado Modern; D-8105/8110/8053 F-104G; D-6653 RF-104G R. Neth. A. F. from Leeuwarden 322S. 15/7 F-BTON Caravelle Air Touring; OY-DSR 720 Conair; SE-DDC 727 Scanair. 16/7 OH-LFT DC-8/62 Finnair; G-ARTA VC-10 BCAL; G-ANCF Visc. Northeast. 18/7 10665 Sabreliner USAF; BA-12/13/18/24 Mirage 5BA; BR-21/91/101 Mirage 5BR F.A. Belge. 22/7 OY-DSK 720 Conair (see photo 8); 50-24 T-33A; SA-42 G-91T.

### ROMA-Ciampino (Claudio Maranta)

28/5 T-6 SC-37; N8710 Jetstar; HB-IDU DC-8 Balair; SSSR-75440 IL-18 Aeroflot; 50+09 C-160 Luftwaffe. 10/6 N8962T DC-8/63CF TIA (new cs.); 9-75 P-148 AMI.

### TORINO-Caselle (ASA Piemonte)

16/6 LV-JZM CL-44 Transporte Aereo Rioplatense. 18/6 G-ASSI HS-125; SA-26 G-91T. 21/6 62-4476 T-39A USAF (7101 ABW); G-AXFE King Air GKM. 22/6 D-IFLP Navajo. 6/7 HB-GOR A. Commander. 7/7 9-16/22 F-104S. 11/7 D-ABUI 707 Lufthansa; OO-CMB DC-8 BIAS. 12/7 HB-VBS Mystère 20; 51-20 F-104S MM6713. 13/7 F-BNFL S-205; G-ASDA Queen Air; D-ECOW Cardinal RG; SSSR-11129 AN-12B (c/n 02348204). 14/7 TS-YGH Jodel D-220. 21/7 G-APRM Argosy Rolls-Royce/SNECMA; I-ALII Ce. 402 Itavia. 22/7 2-45 G-91R. 25/7 I-BILL P-51 Mustang (new cs.); SSSR-11127 AN-12B (c/n 02348202); G-ATWH HS-125. 2/8 G-AYFT Twin Comanche.

### VENEZIA-Marco Polo (Gianni Siccardi)

17/6 D-ICAN Ce. 414; D-IHWS Ce. 310Q; OE-ALK Ce. 150; D-EAAA Bo. 209 Monsun; F-BTOX Vanguard EAS. 18/7 G-AZIV Comet 4 Dan-Air; G-AZEB BAC I-11 Court Line; I-MASC Rallye.

### VERONA-Villafranca (Gianni Siccardi)

18/6 D-AGAB F-28 Germanair; D-BEKU F-27 IFG; OY-STG Caravelle Sterling.

### ROMA - Fiumicino (PG)

31/7 G-ARVB VC-10 BOAC; OK-CFE Tu-134 CSA; OE-LDB DC-9 AUA; SSSR-86652 Il-62 Aeroflot. 7/8 SSSR-86655 Il-62 Aeroflot; N747PA 747 Pan Am; F-BPJU 727/200 Tunis Air.



All the following photos have been taken during the last Torino Air Show, 1-11/6/72.

2313 312-BJ Noratlas	Armée Air	2347 I-MASC MS-880 Rallye	
2314 I-KOSS Zlin 526		2348 MM852 FIAT G-222 TCM	(camouflaged)
2315 83 Nord 262	Armée Air	2349 c/n 04 Mirage F-1	
2316 I-RAIB SF-260		2350 D-CORE HFB-320 Hansa Jet	
2317 F-BTIX MS-880 Rallye		2351 OE-DRW Ce-210	
2318 I-AERX " "		2352 MM54253 MB-326	AMI
2319 I-SPQS SIAI S-205		2353 MM61954 PD-808M	S.M. AMI
2320 I-ATAQ Ce.F 177RG	TAC	2354 SM-6 DC-6 (C-118)	S.M. AMI
2321 62-NA Br.941	Armée Air	2356 I-FLOW Cherokee Arrow	
2322 I-RAID Silvercraft SH-4		2357 AS-15 S-2F Tracker	AMI
2323 XW407 Strikemaster	Gemini	2358 SSSR-26184 Kamov Ka-26	Aeroflot
2324 F-WTCC Mercure		2359 RS-11 FIAT G-91 Y	R.S. AMI
2325 I-MDPB Alouette 3		2360 SSSR-85012 TU-154	Aeroflot
2326 F-OCNS SA.330 Puma		2361 I-TWIN P-68 Victor	Partenavia
2327 RM-58 C-45	AMI	2362 RM-114 AB-204B	AMI
2328 I-KMAK MB-326K	Macchi	2363 EI-525 AB-206A	It.Army
2329 513/HS F-4E Phantom	USAFE	2364 D-IMPL Cessna 421	
2330 I-SILW Silvercraft SH-4		2365 535/2-LP Mirage 3R	Armée Air
2331 I-SIAG SIAI S-205		2366 I-PIAL PD-808	Piaggio
2332 46-4 C-130 Hercules	AMI	2367 I-SARU Queen Air	Aertirrena
2333 OT-CED/44 C-119G	F.A.Belge	2368 15-30 AB-204B	AMI
2334 I-STOL SM-1019	SIAI	2369 MM54267 MB-326	AMI
2335 I-ATIE DC-9/30	ATI	2370 16+03 HFB 320 Hansa Jet	Luftwaffe
2336 I-AEAM AM-3C		2371 N404PA 707	Pan Am
2337 33 Atlantic	Armée Air	2372 MM6768 F-104S	FIAT/AMI
2338 I-FABO SVIT-70		2373 6-19 SH-3D	It.Navy
2339 275 Magister	Pat.France	2374 I-ACUO AB-205	Agusta
2340 RM-30 SIAI S-208M	AMI	2375 I-DRAC Ce-310 Q	
2341 14 Etendard	Armée Air	2376 RS-12 FIAT G-91 Y	R.S. AMI
2342 I-GIOY P-70 Alpha	Partenav.	2377 EI-314 AB-205	It. Army
2343 F-BSQT Jodel D-240		2378 G-AOVG Britannia	Monarch
2344 I-ERID P-66 Oscar		2379 I-BNAA NH-500	Breda/Nardi
2345 RM-51 C-45	AMI	2380 FX-43 F-104G	F.A.Belge
2346 557/ZR RF-4C Phantom	USAFE	2381 16 FIAT G-91 PAN	Frecc.Tricol.

# ORDER FORM/SCHEDA DI ORDINAZIONE

Send me the following photos: .....

.....

.....

.....

.....TOTALE.....PREZZO/PRICE.....

NAME.....ADDRESS.....

Le fotografie in bianco-nero, formato cartolina del Servizio ASA-PHOTO, originali e di buona qualità sono riservate ai membri al prezzo di Lit.70 cadauna più Lit.100 per spese postali.

These black & white postcard size pictures, are exclusively reserved to the ASA-members; they are original and of high quality and may be ordered at the price of Lit.70 each, plus Lit. 100 for postal charges.

The photos we publish in the bulletin may be ordered at the same price; please write the number of the bulletin and that of the photo.

Le foto pubblicate nel bollettino possono essere ordinate scrivendo sia il numero del bollettino che quello della foto stessa.