

# ASA

AIR SPOTTER ASSOCIATION

BOLLETTINO I

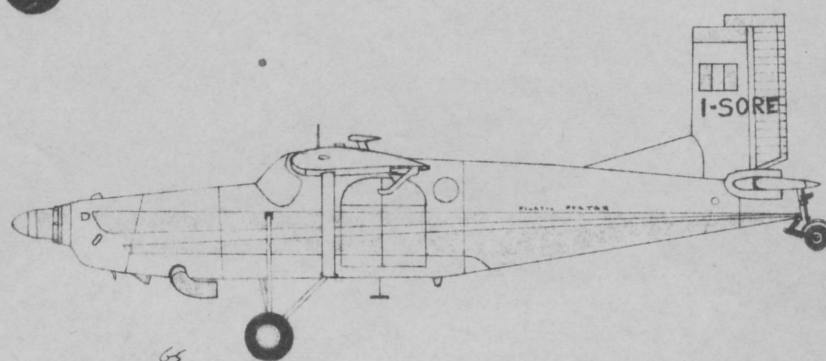
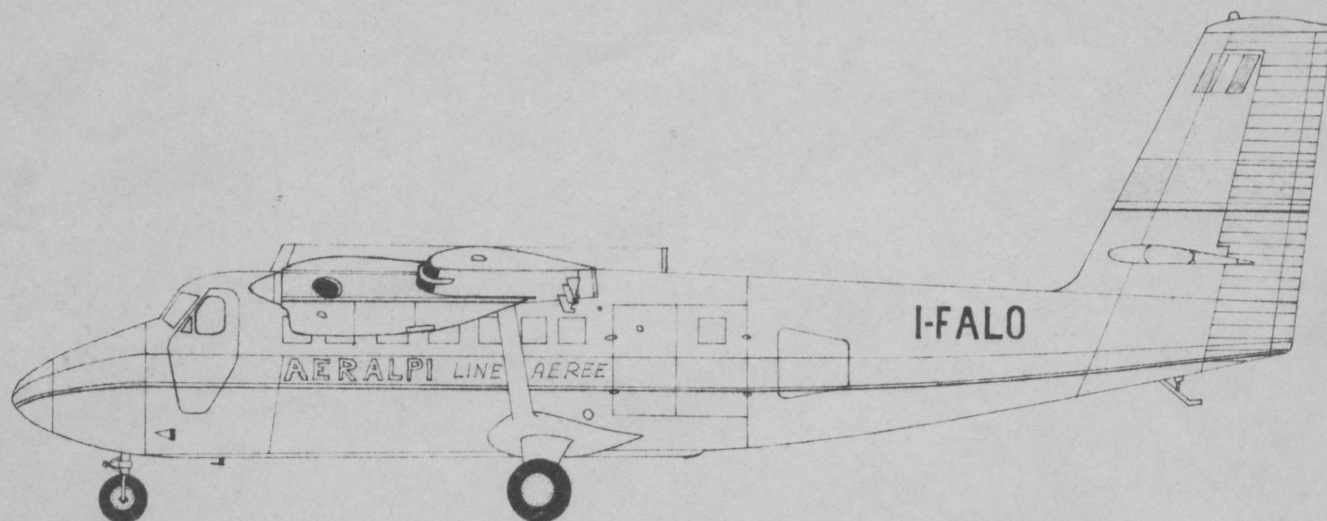
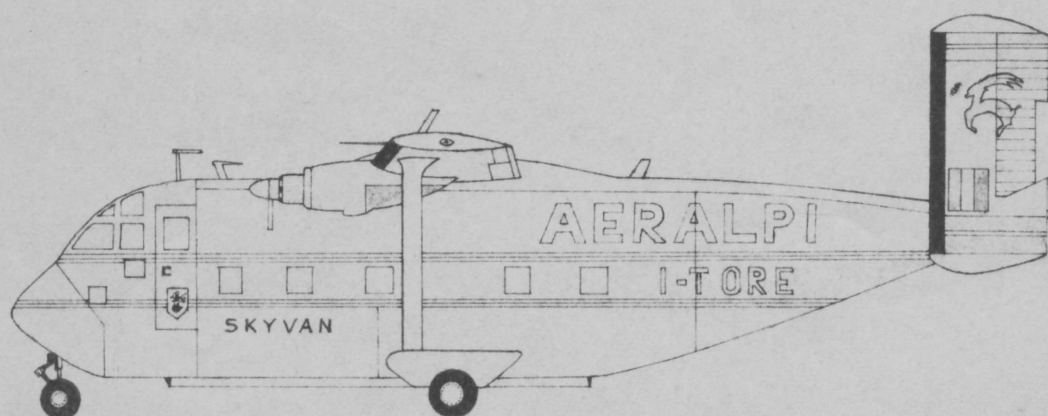
OTTOBRE 1971

BULLETIN I

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GIORNALE A CIRCOLAZIONE PRIVATA,

FOR PRIVATE CIRCULATION ONLY



## AERALPI

A S A      Air Spotter Association

BOLLETTINO N.1      BULLETIN N°1

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In redazione : Paolo Gino, Gianni Siccardi, Luciano Bertolo

Cari amici,

ecco finalmente il primo numero sperimentale del BOLLETTINO ASA sperimentale in quanto la sua formula sarà plasmata via via dalla esperienza della redazione e dai vostri consigli.

A parte lo sforzo finanziario concentrato nelle tasche di pochissimi, le difficoltà non sono state poche sia nella scelta della lingua che del carattere di questo bollettino ancora anonimo.

Anche se l'uso della lingua inglese può causare qualche difficoltà e forse anche malcontento presso alcuni lettori, siamo convinti che il sentito interesse all'estero per l'aviazione italiana possa giustificare questa scelta.

Ricordo che la condizione unica necessaria necessaria per ricevere il BOLLETTINO é di essere membri dell'ASA.

La redazione ora, dopo questa prima fatica, oltre a proposte per il titolo di questo bollettino ed a consigli per migliorarne la forma, attende la vostra collaborazione attraverso l'invio di articoli, notizie e foto.

Il Grande Spotter

Dear friends,

this is the first experimental number of the ASA BULLETIN, experimental because it will be shaped day by day according to the experience of the editorial staff and to your advices.

Moreover the financial efforts, now concentrated in the hands of a small number of collaborators, we have met some difficulties in the choice of the language and the character of this yet anonymous bulletin.

I think that the choice of English language is the best way to collect a world-wide interest around the Italian aviation still rather unknown abroad.

Now we wait for your proposals to better the shape of the bulletin and also to give it a title. It's welcomed active collaboration with photos and news of your aviation world.

The Big Spotter



## CAPRONI COLLECTION

This is a transaction period for the aircraft private collection owned by Caproni factory. Actually it is housed inside a pair of hangars belonging to the old Caproni plants at Vizzola Ticino, on the west side of Malpensa airport.

This is not a definitive settlement because some planes have the wings separated from the fuselage for lack of space.

The collection will be open to the public as soon as the new building will be finished and all the aircraft restored.

The airplanes preserved at Vizzola Ticino are of various type, but most of them belong to the Caproni production whose evolution is practically completely represented; from the pre WWI monoplanes as the Ca-18 of 1913 and great-war giant bombers to Caproni-Reggiane WW2 fighters as the Re-2002 "Ariete" (There are two, the first in green Luftwaffe livery, without any registration and a small "87" in a yellow triangle on the fuselage, below the canopy, the second is in fully polished metal) It is also represented the post war period as the Ca-197, a four seats twin push engined prototype, realized in the fifties.

There are other interesting products of famous Italian firms as the SIAI SM-102 and the beautiful SM-80 Bis flying boat; an "Aeroscooter" built by Mario de Bernardi and an Ansaldo SVA in good conditions. Among the foreign aircraft a Fairchild 24W, a Republic "Seabee" and -"dulcis in fundo"-the (probably) last in the world Fokker D-VIII.

### LIST OF THE AIRCRAFT HOUSED AT VIZZOLA TICINO

I-SIBI	Republic RC-3 "Seabee" c/n 331 ex HB-SEA
I-AIAE	Avia FL-3 c/n A16
I-LANC	? (gruppo fumogeno TRANSAVIO)
I-WEST	Ca-164
I-MOLG	?
I-MARY	Ca-113 (photo 8)
I-POLO	Ca-197 MM5736
I-GENI	Fairchild 24W
I-DISC	Ca-100 Idro ex MM56237 / ex Aero Club Como
I-BIZZ	?
I-GTAB	Ca-100
I-SELI	M.D.E. "Aeroscooter"
I-AEVO	SM-102 MM61829
I-BIOL	Saiman 202 (TRANSAVIO)
I-ELIO	SM-80 Bis (Comandante Saglio) (photo 9)
-	Ca-18
-	Caproni WWI bomber
-	Ansaldo SVA (photo 7)
-	Re-2002 "Ariete" (Luftwaffe)
-	Re-2002 "Ariete"
-	Fokker D-VIII

NOTE: Some planes are in so bad conditions to be no well identifiable.

## THE AIRLINE OF THE ALPS

The first experimental high mountain flight in Italy was achieved on August 19, 1958 when a Fairchild 24, piloted by Cesare Rosa, landed near Cortina d'Ampezzo on the dry bed of the Boite river. 4 years later, in the spring of 1962, a new privately owned company was formed to operate scheduled and charter services among major airports and touring centers, often served by poor surface communications as islands and high mountain resorts; his name was AERALPI SpA. The company began to operate Milano-Cortina and Venezia-Cortina routes; some time later the network was extended with the connection between Venezia and Asiago, Bologna-Cortina and Milano-Belluno.

At first were bought a Pilatus "Porter" and four "Torbo Porter"s; following the open of new lines and the increasing of the number of passengers, two Short "Skyvan"s (Astazou) were introduced in service with an order for two more. But these aircraft did not give very good results in this specific task and so were bought 5 Canadian 18-seats "Twin Otter" with option for 5 more. Not long after the airline maintenance base was transferred from Cortina's new little airport to Venezia-Tessera. We must remember a good performance of "Twin Otter" I-CHAN that flew, during the delivery flight, non-stop for 3700 kilometers from Santa Maria (Azores) to Cortina; the longest flight, at that time, for this type of plane.

The "Twin Otter"s were used on scheduled services while the "Turbo Porter"s (the originary "Porter" I-CONA had been lost in the early '66) were confined to air taxi duties and the only "Skyvan" remaining in service, I-CESA, was transformed as freighter.

Later AERALPI opened the route Genova-Cortina via Milano and began to operate from minor maritime countries: Jesolo, Albenga, Massa Cinquale. 1965 saw the highest occupation rate since the beginning with 66.5% and a total of 1700 hours of flight.

But good times soon finished and in 1968 AERALPI, because of financial troubles, ceased operations and declared bankrupt.

This remains the only exemple, in Italy, of an airline operating high mountain scheduled services.

### AERALPI FLEET LIST

I-CONA	Pilatus "Porter"	c/n537	ex HB-FBF	crashed on 25/4/66
I-ALBO	Pilatus "Turbo Porter"	c/n552	to F-BRPJ	Air Alpes
I-ONDI	"	c/n531	ex HB-FBC	
I-ROCE	"	c/n573	to I-MIDI	Aer Aosta
I-SORE	"	c/n551		
I-TORE	Short "Skyvan"	c/n SH1832	ex G-ASCN	(see photo 12)
I-CESA	"	c/n SH1834		
I-CHAN	De Havilland DHC-7	"Twin Otter"	c/n 43	
I-FALO	"		c/n 46	(see photo 10)
I-TOFA	"		c/n 50	
I-ANTE	"		c/n 74	
I-NUVO	"		c/n 79	



### LONE FLIGHT AIRLINE

TURAVIA, the recently formed Italian charter operator is going into liquidation.

It would have used one F-27, never seen in Italy, and two F-28: c/n 11032 PH-FPT that never carried the Italian registration I-VAGA ( see photo 11 taken at Ciampino ) and c/n 11994 PH-EBX (to I-VAFE) is now stored at Schipol Fokker plants, in full TURAVIA livery. PH-FPT made one commercial flight only, from Torino to Palma, on August 8, under agreement with "Viaggi GAMMA" travel wholesaler.

This case shows how good will and money aren't sufficient to manage an airline.....in Italy.

### BRIDGE TOWARDS THE VOLGA

On August last year AEROFLOT began daily regular cargo flights from Torino to Moskow using Antonov An-12s. They carry car spares for the FIAT plants at Togliattigrad.

Here are signed registrations and construction numbers of the An-12s operated on this route:

SSSR-11104	01347800	SSSR-12989	
SSSR-11105	01347801 (see photo 6)	SSSR-12990	7304
SSSR-12953	8345504	SSSR-12991	7305
SSSR-12954	8345505	SSSR-12993	7307
SSSR-12955	8345506	SSSR-12994	7401
SSSR-12980	7103	SSSR-12999	01347701
SSSR-12986	7301		

### AN AIRFIELD IN TROUBLE

Aeroscuola Cerrina, based at Bruino private field, has ceased operations in mid 1971. A part of its large light planes fleet has been bought by Aero Club Torino, the rest is on sale.

Now the owners of the few remaining private planes based at Bruino, remain the expenses for the maintenance of the field. Will they borne this burden?

### FORGOTTEN METEORS

Two interesting "Meteor"s TT 20 are stored at the airport of Gosselies (Belgium) :

c/n 5562 SE-DCF (Swenska Flygvekstadena AB) (photo 5)  
ex RAF WM395; ex 51-512 R. Danish AF (Materielkommando)

c/n 5549 SE-DCH (Swenska Flygvekstadena AB) ex RAF WM391 ;  
ex 51-508 R. Danish AF (Materielkommando)

Some ordinary "Meteor"s T 20 trainers were subsequently modified as tankers with the installation of an Armstrong Whitworth 175 gallons tank, under the fuselage. The basic empty weight taken from 5843 to 5863 kilograms and maximum take off weight from Kg.8960 to Kg.8980.

## S P O T T - N E W S

### ALL READERS CAN SUPPLY NEWS AND PHOTOGRAPHIES

I-ARNT Jet Commander c/n 139 is based at Turin-Caselle and operated in the european area by the new FIAT Trattori-John Deere trust. Previously it was registered N8535.

CALAIR is the new name of Transportflug GmbH. The company has bought five Boeing 720B from Eastern: D-ACIP c/n18162 (N8708E) (see photo 3 taken this summer at Frankfurt); D-ACIQ c/n18163 (N8709E); D-ACIR c/n18240 (N8711E); D-ACIS c/n18242 (N8713E); D-ACIT c/n18244 (N8715E). Transportflug precendently was operating DC-6 D-ABAY c/n44070 and D-ABAZ c/n43296 and DC-4 D-ABAG c/n27233, D-ABOW c/n10434, D-ACAB c/n10563, D-ADAB c/n27353, D-ADAC c/n10538. Some Transportflug's DC-4s were chartered by Alitalia for cargo use.

G-VSTO is the temporary registration carried by RAF "Harrier" GR Mk1 XV742 and demonstrated by Hawker Siddeley in Switzerland from 11 to 13 June. (See photo 1 taken at Lugano Show on 13/6/71

FIRST G-91Y of the second production batch is c/n2024 MM6462 just to be delivered to AMI. The first flight of c/n2025 MM6463 was on 27/7/1971 (see photo 4).

THE SECOND PROTOTYPE of G-222 TCM (c/n 4002 MM583) flew for the first time on July 22. The plane took off from the Torino - Caselle field at 17,20 and landed an hour 20 minutes later (see photo 2).

FIFTH HERALD for Itavia is I-TIVB, c/n 76 (ex D-BIBI of Bavaria). This aircraft was already under Itavia titles carrying the British registration G-AVPN. The company plans to introduce DC-9s in the network next year.

ALITALIA is 25 in fact the company was founded on September 16 1946: the first service was held in the May of the following year with a FIAT G-12 trimotor, now it is expected the fifth 747, this will be a -B series, marked I-DEMB, c/n20520.

ITALIAN SENECA Pa-33 "Seneca" is the new Piper light twin, previously known as "Twin Cherokee". Compagnia Generale Aeronautica of Genova, Piper dealer for Italy, reports that Aero Club Como has placed an order for one aircraft of this type.

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...PUBLICITY HERE TOO!!!!!!

ASA recently has become Italian-distributor for:

Aircraft Markings '71 printed by JP Publications, Zurich

The book contains 7000 registrations of aircraft covering all the world airlines and including several pages of pictures.

Price for ASA-members : Italy £It.2000 abroad £It.2200

Price for others : Italy £It.2900

-The postal fee is comprised in the price

PAYMENT BY Vaglia OR BY International Money Order TO :

Mr. Gianni Siccardi (Segretario)

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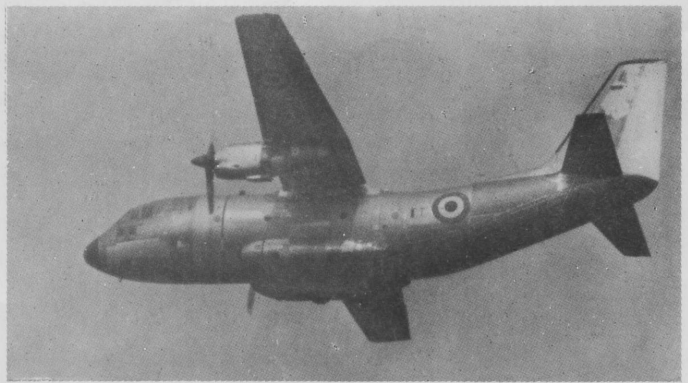
Via Caldano 4

I-10072 CASELLE TORINESE





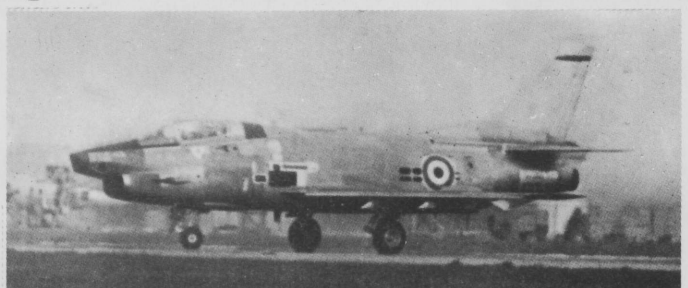
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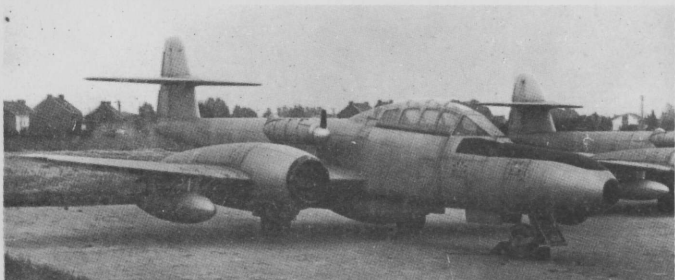
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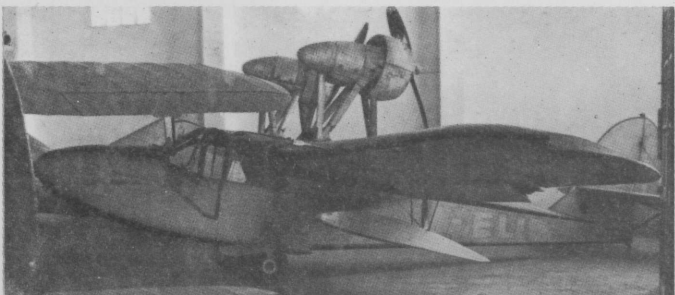
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