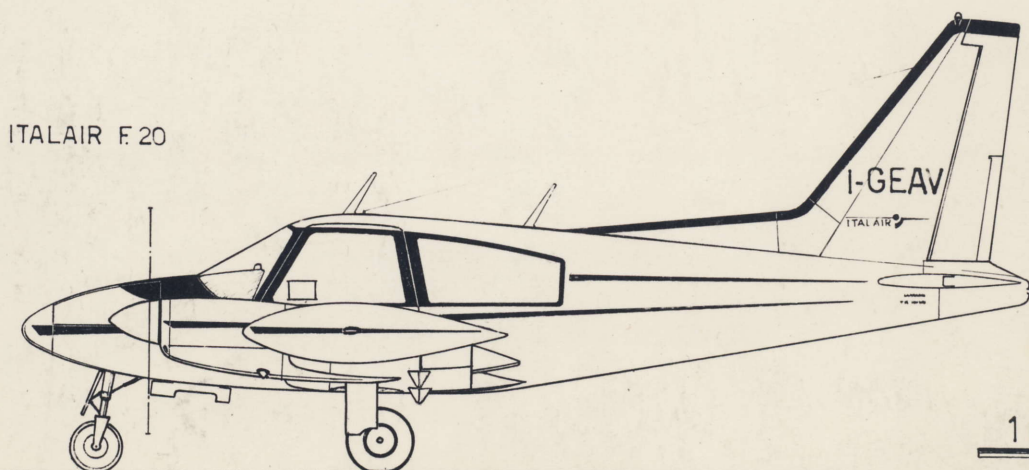
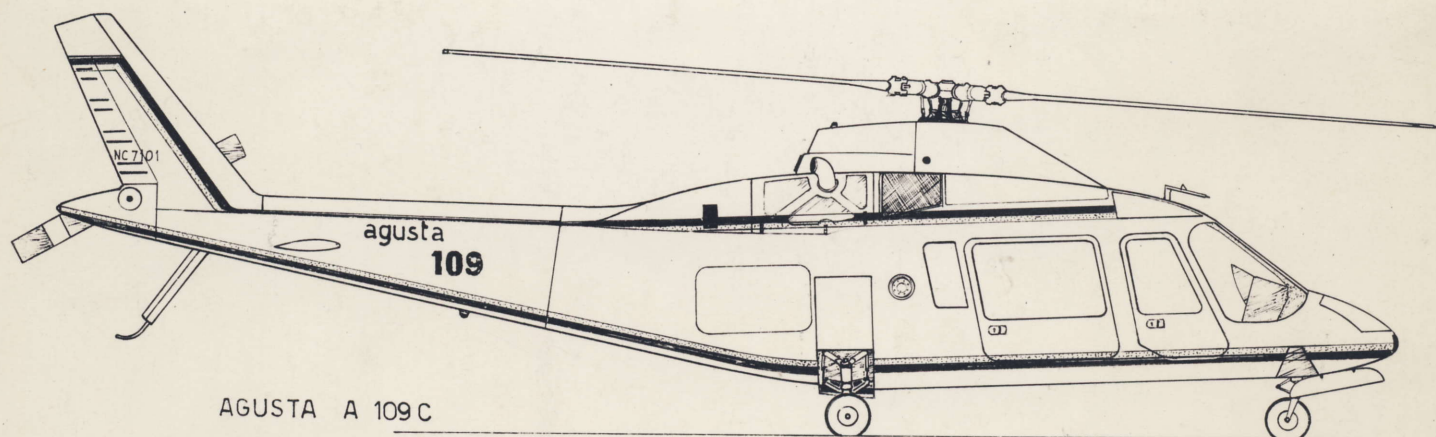
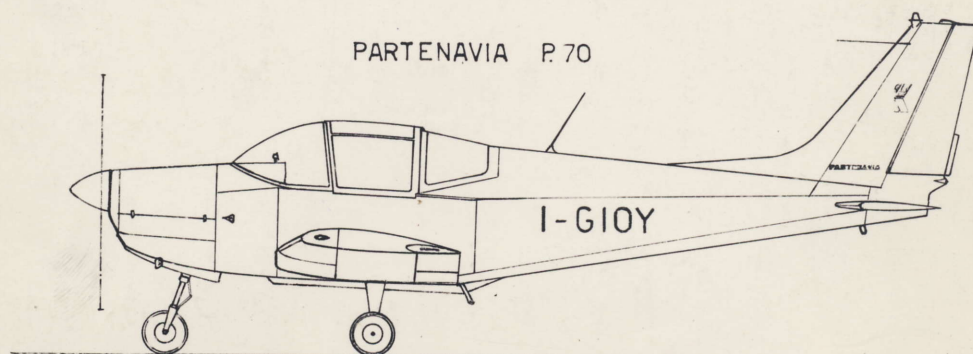


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Cari amici,

con questo sesto numero il bollettino dell'ASA conclude il suo primo anno di pubblicazione, che coincide con il rinnovo delle adesioni.

Per la redazione rappresenta anche un punto di riferimento tra passato e futuro, tra un anno ricco di nuove iniziative ed esperienze ma anche di delusioni e questo 1973 che inizia con programmi sensibilmente riveduti sia per quanto concerne il bollettino sociale sia per quanto riguarda le attività ad esso collegate: gite, libri, foto, ecc...

Il cambiamento più notevole sarà rappresentato dalla lingua italiana per il bollettino, questa soluzione, chiesta da più parti, si rivela necessaria per raggiungere tutti quegli appassionati italiani messi in disagio dalla lingua inglese e senz'altro più numerosi degli attuali membri esteri. Questa decisione, peraltro molto ponderata, sottintende anche una certa alterazione per quanto riguarda la filosofia del bollettino ed il suo aspetto editoriale, di qui la riduzione della quota di adesione.

Sono comunque certo che non solo questo ultimo particolare, favorirà il rinnovo dell'adesione da parte dei membri, ma anche la certezza che l'ASA continuerà a rappresentare un punto di riferimento nel campo spotteristico italiano, sempre più tesa agli interessi specifici dei membri nel limite delle possibilità e della collaborazione di tutti.

Dear friends,

with this issue we end the first year of publication, whose analysis shows us many mistakes and many good experiences.

Since next issue we'll, unfortunately, abandon the use of English language because the foreign consents have been too few in comparison with the national "market" we have lost. We'll increase such features as prod-lists, movements, register, etc.. to give you the chance to follow our and your bulletin, whose shape and price has been reduced, again.

FRONT COVER: Giovanni Masino's artist impressions about three new planes shown at the last Italian Air exhibition, Turin 1972.



50° STORMO - CACCIA BOMBARDIERI "GIORGIO GRAFFER"

by ROBERTO REGGIANINI

November 4th is the celebration day of all Italian Air Forces, I went to S. Giorgio Piacentino where the 50th Wing is based. I went there mainly to see if F-104s have already replaced F-84F Thunderstreaks. There were Star fighters, but instead of being G they were new Ss which had arrived between May and August.

I could see 7 of them but sure sources say there are 12 (in fact I saw 50-12) and 10 are waited for within January or February next year. Looking around I saw 24 F-84Fs coming from 36th, 8th and some of the 50th stored having reached the limit of allowed flight hours; also the F-84F on display 50-24, serial 36801- was in no flying condition. Near it there was a T-33, code 50-24 (the same of before) serial 51-8937 coming from 51st Wing where it was 51-85, a T-6G RM-16 serial 53678 and a S-208M RM-30 which are based there in the liaison group.

Now the new F-104S are used for training and fly during daylight only.

The history of 50th Wing began on June 1st, 1936 at Ciampino South airport as an assault wing and was formed by the 12th Group (159th, 160th and 165th Squadron) and the 16th Group (167th, 168th and 169th Sq.). On July 1st the wing entered the 5th Assault Brigade with the 5th wing. At the start of the war the two Groups, 12th and 16th, were sent to the Libyan territory and Egyptian front where they fought valiantly first using Breda BA-65 then CA-310 which were unsuitable to assault. Later they were replaced by FIAT CR-32 while BA-65s were used for the second time. On December 1st, '40 the flag of 50th Wing was awarded a silver medal for military heroic conduct. On January 15th, 1941 the 16th Group together with the 169th Sq. left the 50th and entered the 54th T.F.W.

Finally, on May 20th the Wing was loosed and the 50th F.B.W. was reconstructed at Aviano AFB on May 10th, 1942 with CR-42s divided in two groups: 158th (236, 387, 388th Sq.) and 159th (389, 390, 391st Sq.). After being sent to Africa again, where many pilot were awarded for their heroic conduct, the 158th Gr. was sent back to Italy on December 7th, 1942; destination was the field of Bresso, near Milano whereas the 159th Gr. remained in the Tripolitanian territory before being backed to Italy in January 1943, and the whole Wing was endowed with FIAT G-50 Bis plus some CR-42s.

On February 23rd 1943 the Wing was transferred to Pistoia and later the 159th Gr. to Crotone with 35 G-50s. There, while trying to stop the disembarkation of the Allied Armed Forces in Sicilia it lost all its planes, together with 7 pilots. After being transferred first to Osoppo and then to Lonate Pozzolo with RE-2002s, on September 6th, 1943 the 50th Wing was loosed and was reconstructed on April 29th, 1967 at Piacenza - S. Giorgio base (where it's actually) equipped with fighter-bombers F-84F Thunderstreaks.

Now with the arrival of Starfighters the 50th Wing receives a great impulse of strength to go on its glorious life.

50TH FIGHTER BOMBER WING

155th Group with F-84F (from 1967 to 1972)

Code 50-01	Serial	Code 50-04	Serial 36784
50-02	36736 from 6-43	50-05	36692 (ex 8-36)

(continued page 12)

by G. SICCARDI and U. BERTINO

In 1964 the modern building in the Fair Quarters of Torino was occupied by the Air Force which ferried there some planes previously stored at Vigna di Valle, near Roma.

The main problem seemed to have been solved, but bureaucratic difficulties didn't allow the inauguration of the Museum. The AMI was in aim to create a separate, civil administration; "Ente Museo del Volo" with the specific task of running the display, opening it to the public, collecting and restoring rare planes and promoting studies and researches about aviation history. Initial shareholding was statuted as 55 million Lit., supplied by various firms and institutes (FIAT, Agusta, Istituto Bancario San Paolo, etc) but this project could never be realized because of the tremendous uncertainty about the fate of the collection.

In spite of a convention between the AMI and Torino's Municipality, signed on 1/1/1970, in which the lease of the building for ten years was statuted, the latter is claiming back the building to use it as a sport-hall.

If we agree about the lack and great need of sport plants, we think -and every reasonable people does- is not necessary to "destroy" a collection of such a value to the nation to fill the gap.

Many planes, whose restoration is complete, as the MC-200 "Saetta", Ansaldo AC-2, IMAM Ro-43, a SPAD, a beautiful Cant. Z.506S "Airone" and many others that will be the subject of a future report still lie, and will remain, at the Restoration Centre, Vigna di Valle, until the actual obscure clouds will leave the Museum. Among the last aircraft to have joined the collection, we remember the SM-79 "Sparviero" (photo 3), that was presented to the Museum by the Lebanese Air Force in '66, but should maintain its livery.

AIRCRAFT ON DISPLAY, AUGUST 1972 (Continued)

FIAT G-59-4B (1950) trainer, MM53276- All silver.

Macchi MB-323 (1952) trainer prototype, c/n 6045/I MM554, ex I-AMAC, coded RS-10- Built following an Air Force requirement for a T-6 substitute. Silver fuselage with dark blue upper and lower surface.

FIAT G-49-2 (1952) trainer prototype, c/n 2 MM556, coded RS-39- as above.

All silver with a "39" near the roundel on each side of fuselage

Piaggio P-150 (1952) trainer prototype, c/n I70 MM555, ex I-PIAR- as above. All silver.

Caproni Trento F-5 (1952) jet prototype, c/n I MM553, ex I-RAIA ex I-FACT first Italian jet after the end of 2WW. Only built aircraft.

Macchi (De Havilland) "Vampire" N.F.Mk.54 (1952) fighter, MM6152. Camoufl.

FIAT G-82 (1954) advanced trainer, c/n 3 MM53886, coded ST-I9 then RS-I9-

The 3rd of 5 built G-82s; all were flown first by the Scuola Aviogetti di Amendola (Jet School) and then by Rep. Sperimentale.

Aerfer "Sagittario" 2 (1955) fighter prototype, c/n 02 MM561- took part to the NATO contest won by the G-91. Two built; MM560/561.

Aerfer "Ariete" (1958) fighter prototype, c/n 02 MM569- derives from the "Sagittario". 3 built: MM568, first flight 27/3/58; MM569 and MM570 built to develop a more advanced and never flown fighter, "Leone"

Macchi M-416: also stored in the Museum are 3 other M-416: I-AEPM MM53154 I-AEPZ MM53186, coded SL-32 then SA-7; (I-AELU) MM53450 c/n 6011, coded I82.

See photo 3 about SM-79 "Sparviero" and photo 4 about FIAT G-82.

We thank again Col. De Filippi and G. Gambarini for their collaboration.



THE VISCOUNT IN ALITALIA SERVICE

by GIANNI SICCARDI

In 1957, as a thoroughly logical development of the situation which had been created in the Italian civil aviation world, the merger of Alitalia and LAI was finalized; bringing into being a single and more powerful national airline: Alitalia- Linee Aeree Italiane. The two companies had a considerable shape and the fleet immediately symptoms of elephantiasis and of great disparity of types: 12 DC-3s, 3 DC-6s, 2 DC-6Bs and also six brand new Viscounts which had been recently put into service by LAI.

The Italian epopee for the Viscount began on April 4, 1957 when the first of six ordered by LAI arrived to Roma; this was marked I-LIFE, livelihood lymph for the just revived Italian aviation; after the merger four more were ordered.

The Viscount was something quite new; combining speed and comfort they were reserved for the highly competitive medium-distance European routes, a special postage stamp was issued to commemorate the inauguration of Viscounts on the Alitalia Roma-London route.

Although rather late in getting the masque in comparison with other European carriers, with ten Viscount 785s, however, Alitalia was able to regain some of the traffic it had lost to other operators of the type. The Viscount proved so successful that the company continued to order them for quite a while; 2 745s from Northeast and one from Philippine Airlines, 5 745s were bought from United Airlines after Capital's 1961 merger with United. All these were converted to 785 standard in the company's maintenance hangers.

After the arrival of Caravelles, on May 23, 1960, the turbo-props have been relegated to secondary routes, serving the whole interior territory, and also distinguished themselves in the night mail service. Caravelles, then DC-8s and finally DC-9s: for the Viscount it was time to go; new faster birds were ready to take its place and all 18 aircraft ceased to fly in 1968. The first of them was also the last to end; I-LIFE took off for the last time on December 30, 1968 from Roma heading towards Catania (AZ 492/3 flight) flown by Com. Settimio Marselli, leader of the company's Viscount department. In the same days the 24th DC-9, I-DIBC "Isola di Lampedusa" arrived from the United States.

Since I/I/1958 to that date the Alitalia Viscounts had carried a total of 6,844,508 passengers with only a serious accident, happened on 28/3 1964 when I-LAKE crashed near the Vulcan Vesuvio on approach to Napoli-Capodichino (another aircraft, I-LIZT, was lost at Roma-Ciampino, but during a training flight.)

A large part of the Viscounts has been sold to minor airlines, to be flown or used for spares: one to British Midland, 3 to Somali Airlines which originally bought two, one of them (60S-AAJ) was lost in an accident, and replaced by another. 3 were sold to SAETA of Ecuador, 2 to PLUNA while Aerolineas TAO (Colombia) bought 6, three of which were cannibalized at Ciampino Airport and ferried to Colombia by I-LILI (now HK-1061). Finally I-LIRG has been sold to a roman aeronautical institute to be used (together with G-46 I-AEHP) for ground instruction.

we record a last somewhat curious fact; the Viscount was one of the few Alitalia aircraft (together with DC-6s and DC-7s) not to be christened with any of the famous and sometimes poetic names which still today are weared in the skies by the Italian airliners. It's a pity that such a beautiful aircraft, which so contributed to the company's fortune could only be remembered by a cool marking.

Alitalia VISCOUNT fleet list.

(c/n)

Reg.	Srs.	Delivery	Remarks
I-LAKE	785 (328)	30/8/57	f/f on 18/8/57, d/d to LAI; on I/II/57 to Alitalia; crashed on 28/3/64 near the Vulcan Vesuvio (Napoli).
I-LARK	785 (329)	30/6/57	f/f 23/6/57, d/d to LAI; on I/II/57 to Alitalia; sold to SAETA in 8/71 (overhauled at Castle Donington) as HC-AVP; leased to Anesa Andes A/1.
I-LIFE	785 (325)	27/3/57	f/f 12/3/57, d/d to LAI; on I/II/57 to Alitalia; made the last Az scheduled flight Roma-Catania-Malta (AZ 492) on 30/12/68. Sold to Somali A/1 in 6/69 as 60S-AAK, then 60-AAK.
I-LIFS	745 (I30)	II/I960	f/f 16/7/56, d/d to Capital on 20/7/56 as N7432 (fleet no. 531); to Alitalia in II/60 and cvt. to 785 standard. Sold to PLUNA (Uruguay) in 12/67 as CX-BHA "Presidente Gestido" (ferry markings CX-BHAF).
I-LIFT	785 (326)	17/4/57	f/f II/4/57, d/d to LAI; on I/II/57 to Alitalia. Sold as spares to Aerolineas TAO and cannibalized at Ciam pino airport in August '71.
I-LILI	785 (327)	26/5/57	f/f 18/5/57, d/d to LAI; on I/II/57 to Alitalia. To Aerolineas TAO as HK-IO6I in 8/I970.
I-LINS	745 (I3I)	10/I960	f/f 22/7/56, d/d to Capital on 26/7/56 as N7433 (fleet no. 352). Sold to Alitalia in 10/60 and cvt. to 785 to PLUNA as CX-BHB (ferry CX-BHBF) in October '67.
I-LIRC	745 (II4)	II/I960	f/f 10/3/56, d/d to Capital on 20/3/56 as N7416 (fleet no. 335). Sold to Alitalia and cvt. to 785. Sold to Somali on 19/12/70 as 60-SAN (to replace 60S-AAJ).
I-LIRE	745 (II6)	12/I960	f/f 27/3/56, to Capital on 30/3/56 as N7418 (fleet no. 337). Sold to Alitalia and cvt. to 785 standard; to British Midland A/w in April '68 as G-AWGV.
I-LIRG	798 (284)	8/5/64	f/f 31/5/57 intended for Capital as N7473 Srs. 745, but not taken up and d/d to Northeast on 22/9/58 after cvt. to 298. To Alitalia and cvt. to 785. Ferried to "F. De Pinedo" Institute in 8/71 for training.
I-LIRM	798 (288)	30/4/64	f/f 21/10/58, d/d to Northeast on 31/10/58 as N6596C Sold to Alitalia and cvt. to 785. To SAETA of Ecuador in March 1970 as HC-ARS.
I-LIRP	785 (379)	29/4/58	f/f 23/4/58, d/d to Alitalia. Leased and after sold to Somali since 12/8/68 as 60S-AAJ. Used on the Mogadiscio-Aden and Mogadiscio-Nairobi routes until 6/5/1970 when crashed at Mogadiscio.
I-LIRS	785 (377)	24/3/58	f/f II/3/58, d/d to Alitalia. Sold to SAETA of Ecuador in March 1970 as HC-ARS.
I-LITS	745 (II9)	12/I960	f/f 24/4/56, d/d to Capital on 2/5/56 as N7421 (fleet no. 340). Sold to Alitalia and cvt. to 785. Cannibalized and sold as spares to Aerolineas TAO in 8/71.

(continued)

I-LIRT 745 3/I965 f/f I7/4/56,d/d to Capital on 29/4/56 as N7420 (fleet no.339).Sold to Vickers in '6I as G-ARHY,to Philippine A/l as PI-C-773;leased from 6/62 to I2/63 by Hawaiian A/l as N745HA.To Alitalia and cvt.to 785. To Aerolineas TAO as HK-I057 and d/d Roma-Bogota 8-II/II/68;official delivery on I3/II/68.

I-LI20 785 I5/5/57 f/f 9/5/57,d/d to Alitalia.Sold to Aerolineas TAO as HK-I058 and d/d together with I-LIRT.

I-LOTT 785 28/7/57 f/f I9/5/57,d/d to LAI.To Alitalia on I/II/57.Cannibalized and sold as spares to Aerol.TAO in 8/7I.

(°): The delivery date from LAI to Alitalia has been marked as I/II/57 being the official date of merger into Alitalia-Linee Aeree Italiane

f/f= first flight; d/d=delivered; cvt.= converted.

Thanks to our friend Gianni Gambarini and Paolo Gino.

SOCIETA' AEREA VENEZIANA

by FRANCO CAPPABIANCA

As previously reported we give now more details about this new Italian airline.

The company staff is mainly ex-Turavia and Itavia.The fleet consist of an ex-TWA Boeing 707-I3I,N737TW c/n I7664;the aircraft arrived to Roma-Ciampino on September 27th,20.57 p.m. from Tel Aviv where it has been refurbished by Bedek Aviation,Israel Aircraft Industries division.It's now waiting for the requested Italian registration: I-SAVA.

A second 707 is due by next March,while negotiation were being held with Lloyd International for the sale of Britannia G-ANCE for cargo works.Lloyd Intl.Air Operators Certificate was cancelled on June I9th and negotiation will probably continued with the Official Receiver.

SAV,which claims to have obtained charter contracts with leading tour operators in Northern Europe,UK,France as well as Italy,is said to change its name soon.

ALITALIA SALES: The last 3 DC-6s I-DIMB,DIMD and DIMU have been recently sold to Zantop International (recently founded by Mr.Zantop,owner of former Zantop Airlines which became Universal in I966).I-DIMU (c/n 44888) and I-DIMB (C/n 449I3) were converted to DC-6BF between '68 and '69 by Pacific Airmotive;they are now N4888R and N49I3R respectively and were delivered on IO/9/72 and 23/9/72.

We also remember that DC-9/32F I-DIKG was delivered to Overseas National Airlines on IO/2/72 as N938F.

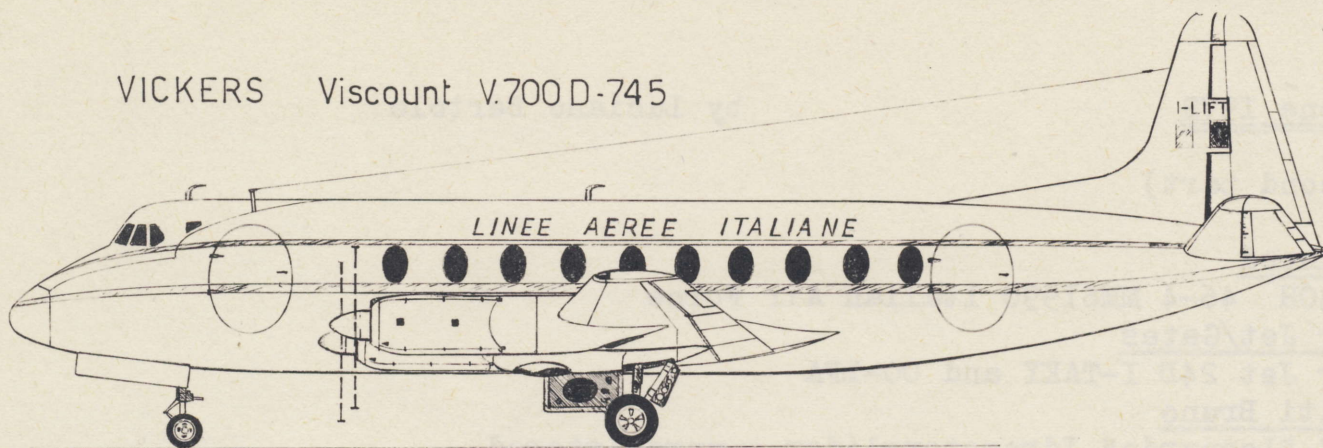
Finally,the first DC-I0/30 is expected by January,next year.

TWELVE SIAI SF-260s will be delivered within February to Siam Air Force; 6 will be used for training,and 6 are of -W (Warrior) armed version.

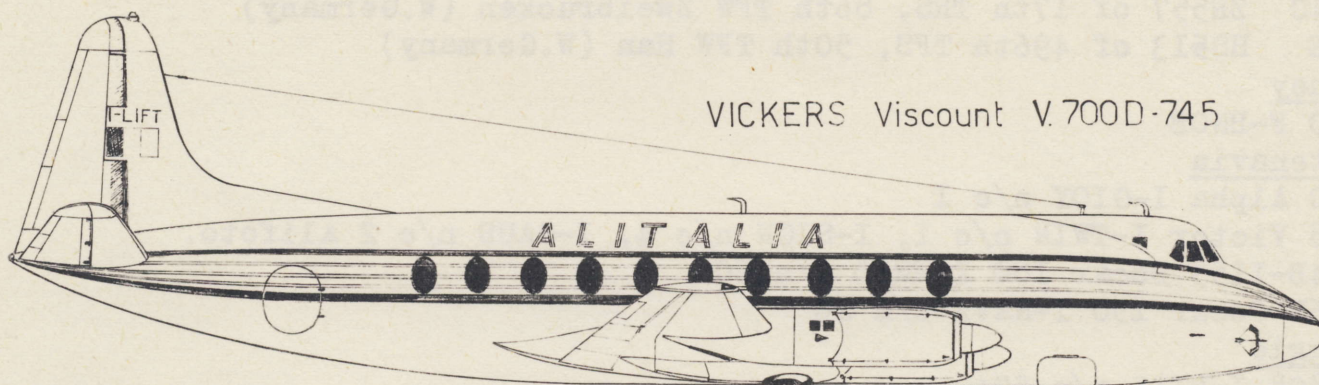
THREE AM-3Cs have been sold to the Ruanda Air Wing as a first equipment.

THE G-9IY PRODUCTION LINE reached 45th aircraft.C/n 2045 made the first flight on 30/IO,while C/n 2044 on I8/IO.Recently C/n 2042 and 2043(MM64 80/8I) have been delivered (on I3/II) to their base in Cervia and G-9IT C/n II9,first of the new batch flew in the same day to Amendola.

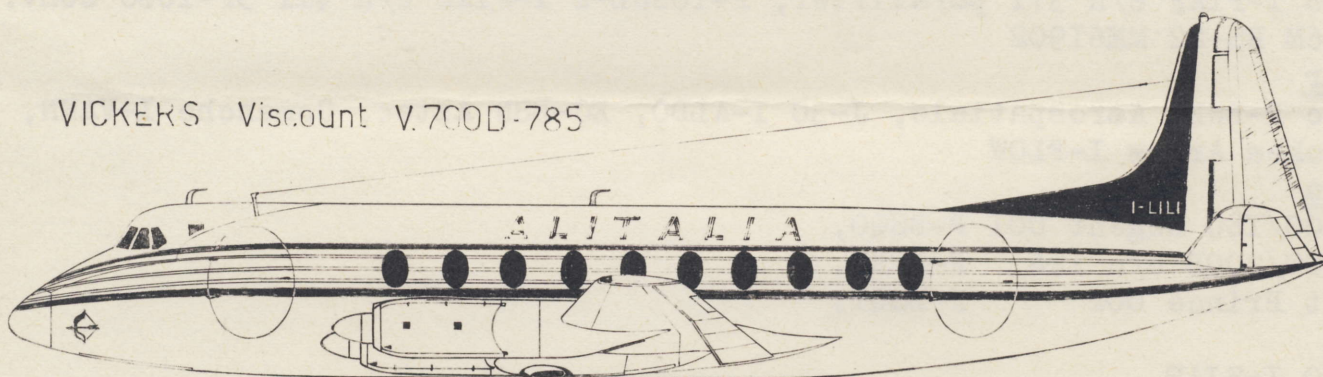
VICKERS Viscount V.700D-745



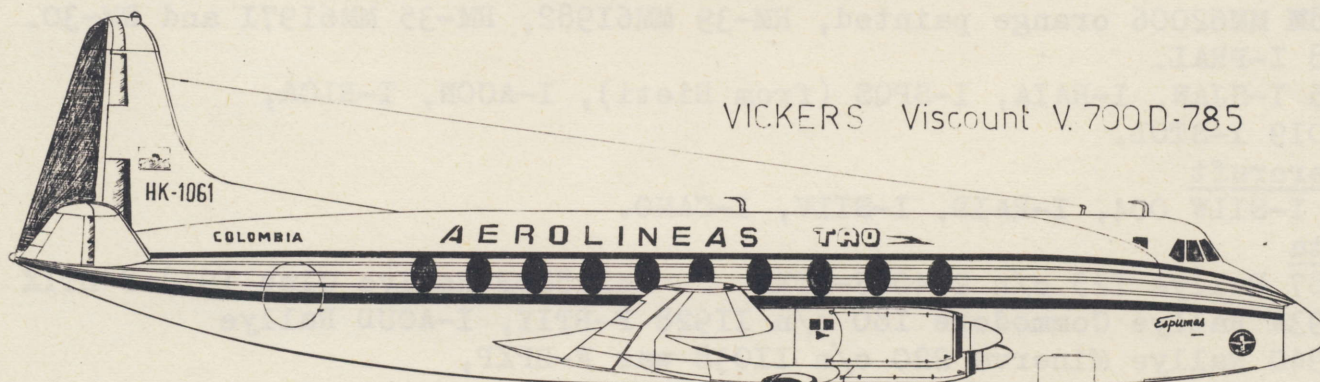
VICKERS Viscount V.700D-745



VICKERS Viscount V.700D-785



VICKERS Viscount V.700D-785



1m

(second part)

Lockheed

C-130H 46-4 MM6I990 Italian Air Force

Lear Jet/Gates

Lear Jet 24D I-TAKY and OO-LFA

Militi Bruno

MB-2 "Leonardo" Idromotorglider - unregistered.

McDonnell

RF-4C ZR557 of I7th TRS, 86th TFW Zweibrucken (W.Germany)

F-4E HS5I3 of 496th TFS, 50th TFW Han (W.Germany)

Mooney

M-20 F-BNOB

Partenavia

P-70 Alpha I-GIOY n/c I

P-68 Victor I-TWIN n/c I, I-SIGN n/c 4, I-GAUS n/c 2 Alifoto.

P-64B-II55 Oscar I80 I-ERID c/n 60

P-66B Oscar I50 I-NAVA c/n 26

Piaggio

PD-808 I-PIAL c/n 504

PD-808M MM6I954

P-I66 I-PIAP c/n 37I paralifter, P-I66CL-2 I-PIAS c/n 4II 5P-I66C conv.)

P-I66M RS-22 MM6I902

Piper

Aztec F-BNPR Aerospatiale, J-3C I-ALDO, EC-BSN Aztec, Comanche I-VANN,
Cherokee Arrow I-FLOW

Robin

Dr 400/I80 Regent 00I F-BSQO,

HR I00/200B c/n I26 F-BTBY,

Petit Prince 002 F-BSQT.

SIAI

S-2IO I-SJAP

SF-260 I-RAIB, SF-260MX I-SJAV serial 3/79 and I-SYAX serial 3/8I.

SF-260 OO-HID.

S-208M MM62006 orange painted, RM-39 MM6I982, RM-35 MM6I97I and RM-30.

S-208 I-PRAL.

S-205 I-SJAN, I-RAIA, I-SPQS (from Rieti), I-ACON, I-RLCA,

SM-I0I9 I-STOL.

Silvercraft

SH-4 I-SILW 004, I-RAID, I-SILV, I-CAMO.

Socata

MS 887 Rallye I25 c/n 2040 F-BTRB

MS 880B Rallye Club I9I8 F-BTIX

MS 893A Rallye Commodore I80 c/n II928 F-BTIY, I-ACUD Rallye

MS 894C Rallye Minerva 220 c/n II038 was F-BPXP,

MS 880B Rallye Club c/n I859 I-SUDF.

Stampe

SV-4C F-BDNG c/n 662 aerobatic with Mr. Jean d'Orgeix.

Tupolev

Tu-I54 SSSR-850I2 Aeroflot

Yakovlev

Yak-40 SSSR-87597 Aeroflot c/n 9II0II7

Yak-40 EC I-JAKE Air 70 (leased from Aertirrena) c/n 9I4I4I8

Zlin

Z-526F c/n 1175 I-KOSS

T E A M S

"Gemini" RAF - Jet Provost Mk5

XW331 "46", XW319 "35", XW407 "50".

"The Red Pelicans" RAF - Jet Provost Mk5

XW431 "90", XW293 "86", XW289 "82", XW294 "87", XW292 "85".

for support HS Dominie XS726.

"The Slivers" BAF - F-104G

FX-43 909I, FX-II 9028 and FX-48

"Les Diables Rouges" - Fouga "Magister"

MT-5, MT-I2, MT-I8.

"Patrouille de France" - Fouga Magister

546 VL, VS 529, VJ 544, VI 562, VM 578 plus other six.

Pattuglia Acrobatica Nazionale "Frecce Tricolori" - FIAT G-91 PAN

MM6248 "I" c/n 14, MM6265 "2" c/n 31, MM6241 "3" c/n 7, MM6242 "4" c/n 8,
MM6249 "5" c/n 15; MM6254 "8" c/n 20, MM6238 "9" c/n 4, MM6260 "10" c/n 26,
MM6240 "11" c/n 6, MM6250 "12" c/n 16, MM6239 "13" c/n 5, MM6264 "16" c/n
30.

See front cover drawings about P-70 Alpha, A-109 Hirundo and SV-20.

MANTOVA AIRFIELD AND AERO CLUB

by C. Ferandini

The airfield is located in the outskirt of the South-eastern side of the town, and it is parallel to the State road N°62, that is called Strada della Cisa and leads from Verona to Modena.

Mantova is a very ancient town, founded by the Etrurians, and lies in the middle of the Padan plain; it is an agriculture-trade town, with some important factories in its neighbourhood; the airfield is called Migliaretto and its history dates back to 1910, when two French Blériots flew taking off and landing on it, after a long aerostatical traditions. The strip is a grass-one, 900 m. (1000 yards) long and 200 mtrs (70 ft.) large, with a very strong sandy bed. On the western side of the runway there are two hangars, the control tower, the bar and the Aero Club offices.

As well as an active flight school, at Mantova there is also a parachute center and an aeromodellers group.

MANTOVA AIRPORT DATA: geog.pos. 45° 08' N - 10° 47' 05" E

alt. 15 m.slm (46 ft. QNH)

QFU 03/21 - 1,8 Km.s from the town (1 Nm)

Activity = day light - control tower HJ

Radio frequencies 123,5 - 122,6

Phone 0376 + 21457

Fuel 80 and 100 oct.

Keeper Aero Club Mantova

(fleet list page 10)

Mantova Aero Club fleet list

I-SORD Partenavia P-66B Oscar I50
 I-NUVE " " " "
 I-MIGL Robin Dr-325 Petit Prince
 I-ALJA Cessna I75 Skylark c/n 56889 (was N8I89T)

stored:

I-AELF Macchi 4I6 c/n I057 MM53760
 I-AENK Macchi 4I6 c/n 5997 MM5344I
 I-AEGT Stinson L-5 MM52862

ITALIAN REGISTER by Giovanni Boccheni

(from the emendment N°6 to the RAI register)

NEW REGISTRATIONS

Reg.	Type	C/n	Owner	Base
I-ACMN	Piper Pa-28-I80	28-7205I06	Ae.C.Milano	Milano Bresso
I-ARIM	Part. P-66B-I50	36	Ae.C.Arezzo	Arezzo
I-BNAA	Hughes 369 HS	6I033I5	Soc. Nardi	Milano Linate
I-DEMB	Boeing 747-234B	20520	Alitalia	Roma Fiumicino
I-ERID	P-64B Oscar B-II55	60	Ae.C.Brescia	Brescia Ghedi
I-ETPA	Piper Pa-34-200	34-7250II7	Elios Tours	Lecce
I-FFSL	Reims FRA-I50L	0I32	Ae.C.Forlì	Forlì
I-FFSP	Reims FR-I72H	0304	Ae.C.Valle Aosta	Aosta
I-GEAV	General Avia F-20	00I	Italair	Milano Bresso
I-GIOY	Part. P-70 Alpha	0I	Partenavia	Napoli
I-IMEC	Reims FR-I72H	03II	Ali-Co	Milano Linate
I-JAKI	Yak+40 EC	9I4I5I8	Aertirrena	Firenze
I-LUIG	P-64B Oscar B-II55	59	Ae.C.Treviso	Treviso
I-RABA	P-66B Oscar I50	34	Ae.C.Casale	Casale Monf.
I-SJAN	SIAI S-205/I8R	4-203	SIAI	Vergiate
I-SUDF	MS 880B	I859	Ae.C.Rieti	Rieti
I-SYAK	SIAI S-205/20R	4-272	Ae.C.Genova	Genova Sestri
glider				
I-NTWO	Caproni A-2I	204	Sig. Cattaneo	Rieti

See photo 9 about Cessna-Reims FR-I72H I-FFSP of Ae.C. Aosta.

INCIDENTS: as a supplement to our "Register" feature we add some news about incidents. Fokker F-27 I-ATIZ (c/n I0420) lost a propeller while taking off at Roma, on I5/I0/72; I-ATIR (c/n I030I) crashed near Bari on 30/I0,27 killed.

PHOTO 1: F-84F 50-19, MM366I9 taken at Piacenza by Roberto Reggianini.
 PHOTO 2: ASA stand at the last Torino Air Show; taken by L. Bertolo
 PHOTO 3: SM-79 Sparviero L-II2; Torino Museum, taken by Gianni Siccardi
 PHOTO 4: G-82 MM53886; Torino Museum of Flight; 22/7/72 by G. Siccardi
 PHOTO 5: C-I4I Starlifter 6020I USAF; Malpensa I/I0/72 by Gianpi Siccadi
 PHOTO 6: Viscount I-LIRM Alitalia; Caselle on 23/6/64 by Luigi Perinetti.
 PHOTO 7: 727/200 Tunis Air TS-JHN; Caselle on 6/II/72, Luciano Bertolo.
 PHOTO 8: HS-I25 Mc Alpine G-AWWL; Caselle 5/I0/72 by Gianni Siccadi.
 PHOTO 9: I-FFSP Ce-I72H; taken at Aosta on 5/II/72 by L. Bertolo.
 PHOTO I0: 5N-AGS Ce-3I0Q; taken at Caselle on 22/I0/72 by L. Bertolo.



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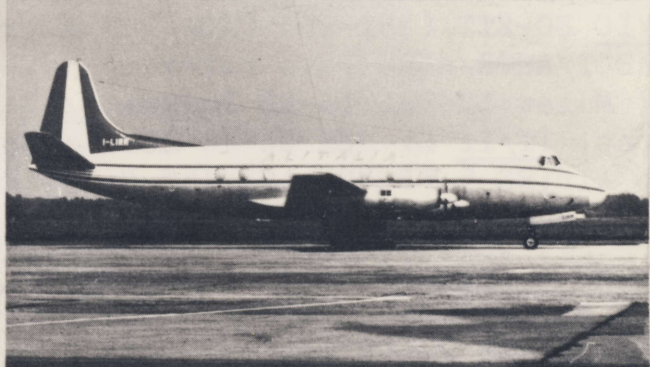
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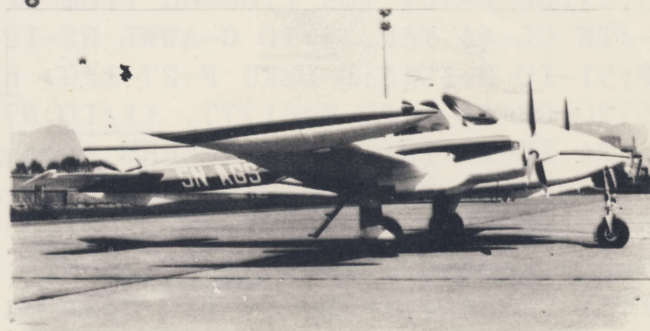
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Code 50-06 Serial 36623 from 5-623	Code 50-07 Serial 36740 from 8-40
50-09 20524 8-3I/205I3	50-IO 26637
50-IA 20525	50-II 36805 8-4I
50-IS 3672I 8-4I	50-I6 369IO 5-9IO
50-I8 36873	50-I9 (photo I) 366I9 8-34
50-20 36669 8-37	50-2I 368IO 8-42
50-22 36880 8-3I	50-23 36972
50-24 3680I	50-26 36705 5-705
50-28 36733	50-30 36646

Plus (unknown codes): 20527 from 8-32; 36639; 36645; 2682I from 5-82I; 36-825 from 5-33; 36965.

F-I04S Starfighter

Code 50-09 679I	Code 50-II 6794	Code 50-I2 6795
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AIRPORT MOVEMENTS

GENOVA - Cristoforo Colombo (Gianni Siccardi)

IO/9 SSSR-7426I IL-I8 Aeroflot; I-VFEZ AB-205 A-I Vigili del Fuoco; OE-PFL Aztec E Zell am See Flug; I-CGAI Navajo CGA; I-EFCT Cherokee.

MILANO - Malpensa (Franco Bellelli, ASA Piemonte)

I/IO 024 Transall Turk Hava Kuvvetleri (leased from Luftwaffe); 70I64 C-I4I Starlifter USAF 62nd MAW; 6020I C-I4I Starlifter USAF 63th MAW (see photo 5) 90009 C-5A Galaxy USAF MAC; OY-SAG Caravelle I2 Sterling. II/IO LN-MTC 737 Mey-Air. I4/IO I-TAAA AM-3C (for South Africa); G-AWFE Jodel D-I40E. I5/IO D-CFCF HS-I25 Condor; N7I6RD Jetstar. I9/IO CN-AMM/AMN C-II9 Moroccan A.F. 2I/IO EC-ZTT (35I-20) CASA 207 Azor Spanish AF; I-PARJ P-68 Victor. 26/IO G-AROI/ARFZ/AZPG Dove Fairflight; SE-CNK Viscount Skyline. I/II HA-LBE TU-I34 Malev; LZ-BEL IL-I8 Balkan. 6/II I5-2 HU-I6A AMI; F-BTOS Twin Otter Air-Alpes. II/II LV-JZR CL-44 Aerotrasportes entre Rios. I3/II TS-JHN B-727 Tu nis Air; RS-5 PD-808 AMI; 455 C-I30 R.Saudi AF; N7096 B-707 TMA. I5/II N8783R DC-8F Seaboard; 37890 (CN-AMI) C-II9 Morocco AF; HB-XDN Sa-3I5B Eliticino.

TORINO - Caselle (ASA Piemonte)

I8/8 46-05 C-I30H AMI. 24/8 46-06 C-I30H AMI; 8-I4 G-9IY AMI; HB-LDK Ce-340. 27/8 HB-EPM P-66B Oscar; F-BPZP Wa-4I; MM6I950 PD-808M. 3/9 N560I CV-990 Mo dern. 6/9 5I-I4 F-I04S; I-ALII Ce-402 ITAVIA. 8/9 D-AFBE 737 Lufthansa, I-DA BM Carav. Az, I-ATIW DC-9 ATI (all grounded for a suspect bomb aboard). 9/9 N77JN Lear Jet 24 JVN Enterprises, Phoenix; N304K Gulfstream I. II/9 I-JAKI Yak-40 Aertirrena (Olympic livery); CR-34 C-45 AMI MM6I728; MM6793 F-I04S. I2/9 53-27 T-33A MM5I-I7489; D-EDZA Ce-205; D-ECOW Ce-I72; F-BRSH Ce-42I Eu-ralair; I-ATAQ Ce-2IO. 2I/9 53-I4 F-I04S; HB-LBL P-68 Victor Luganair. 28/9 00-FAN Dornier 27 (camouflaged); EC-BJD CV-990 Spantax. 29/9 I-MACR AL-60 Aerfoto. 30/9 I-SATB Twin Comanche (ex SATT); N777SW Gulfstream 2; SSSR-III 08 An-I2B. I/IO I-LIOS Ce-4OI. 2/IO G-AXLX HS-I25 Turbo Union; G-ATWH HS-I25; N7IOO B-707 TMA (leased from Braniff). 3/IO 00-GDA Ce-40IA Publi-Air; LV-JTN CL-44 TAR. 5/IO G-AWWL HS-I25 Mc Alpine (see photo 8); XS6OI Andover RAF; 5I-IO F-I04S; D-BE KU F-27 IFG. 6/IO HB-VCX Ce-500 Citation; 6-03 F-I04S MM6720; CR-43 C-47 MM6I777. II/IO N7OINC Sabreliner; NI36W Gulfstream 2. I7/IO DM-STA IL-I8 Interflug; G-APRM Argosy RR-Snecma. 2I/IO HB-0ZO Cherokee; F-BR VE Dr-380; SA-80/38 G-9IT. 22/IO 5N-AGS Ce-3IOQ (see photo IO). 23/IO RM-72 P-I66M MM6I883; F-BMSF Aztec. 28/IO N803WA DC-8/63 World A/w. 29/IO F-BTVD S.Guppy Aéromaritime. 3I/IO OY-KYA Lear Jet 24; OY-SBY Caravelle Sterling; D-ICEH Ce-340; EC-BZO CV-990 Spantax. I/II N4IOPA 707 Pan Am; 00-LFA Lear J. 24. 4/II D-ILVW Lear Jet 24D Volkswagen. 5/II D-ANUE I-II/500 Bavaria; D-II TO King Air. 6/II TS-JHN B-727 Tunis Air (see photo 7); D-AMIE B-I-II.