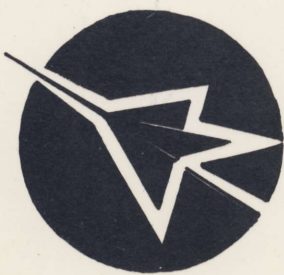


ASA

AIR SPOTTER ASSOCIATION

BOLLETTINO 4 Maggio-Giugno 1972
BULLETIN 4 May-June 1972

Giornale a circolazione privata
For private circulation only



5° SALONE INTERNAZIONALE DELL' AERONAUTICA

E DELLO SPAZIO - TORINO

BOLLETTINO N. 4 BULLETIN N. 4
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Publicazione a circolazione privata
Publication for private circulation only

REDAZIONE : Paolo Gino, Gianni Siccardi, Luciano Bertolo & Gianni Gambarini.

ASA Air Spotter Association : Via Caldano 4, I-10072 Caselle Torinese

ASA - Piemonte : Via Caldano 4, I-10072 Caselle Torinese

ASA - Toscana : Via Machiavelli 47, I-56100 Pisa

Quota annuale di partecipazione £ It. 2.500 per l'Italia.

Annual subscription fee is It. £ 2,000 for Europe, It. £ 2,500 out of Europe.

Cari amici,

numero speciale, numero del Salone preparato in tempo record dalla redazione sotto torchio. Certo anche per questo motivo i nomi degli articolisti rimangono monotonamente quelli di sempre. E' evidente la difficoltà, del resto prevista, di molti membri ad entrare nell'ordine di idee di un bollettino fatto da tutti. Mentre è decisamente traboccante la collaborazione dall'estero, dall'Italia manca ancora quell'apporto sotto forma di segnalazioni e notizie pur apparentemente insignificanti che tuttavia nell'insieme renderanno più vasto, completo ed aggiornato il panorama aviatorio italiano. E' tempo d'estate, di gite e visite ad aeroporti e manifestazioni un pò dappertutto; il prossimo numero (la cui uscita è prevista dopo le ferie estive) raccoglierà tutto il nostro lavoro e le nuove esperienze in un numero che, sono certo, sarà opera di un numero molto maggiore di amici italiani.

Il Grande Spotter

As you can see, we have prepared this number of the ASA-Bulletin in a very short time for the 5th Salone Internazionale dell'Aeronautica e dello Spazio (held in Torino from June 1 to 11); as you know this is the most important exhibition in our country, so we should be glad if you could be here. In every case we'll give you a complete report in the next number. As you can notice, our bulletin is becoming more and more complete about the Italian scene (since this issue we begin to treat airfields and Aeroclubs); now we wait for your collaboration regarding your own country's aviation.

The Great Spotter

FRONT COVER : an impressive picture of Kaman UH-2 SeaSprite (serial 150182) of the carrier CVA-67 "J.F. Kennedy" taken at Genova/ C. Colombo on 30/4/72. Author is Gianni Siccardi.

REPORT FROM HANNOVER

from MICHEL DEPAEPE.

The ninth German Aviation Show has been held at Hannover/ Langenhagen airport, from April 21st to May 1; the display was organized by the B.D.L.I.-Federal Association of the German Aerospace Industry and covered a total area of 1,000,000 s.m. over which the most advanced technological developments were presented by the world's leading firms in the aerospace industry.

Our friend Michel Depaepe, that visited for us the show on April 28, has sent in the following list of all the aircraft displayed there. Very interesting sights were: Fokker/VFW-H 3 helicopter and the X-113 AM; the russian transports as Antonov AN-26, TU-144 and TU-154; the second prototype of the IAI Arava (4X-IAB) and the agricultural a/c IRMA IAR-822 (YR-MCD) among the light utility machines; the prototype Enstrom F-28A helicopter and Cessna Citation N508CC.

MILITARY: fighters and strike:

BR+361 G-91R XV-274 Harrier GR.1 29+01 TF-I04 G

35+84 RF-4E Phantom II

light strike and trainers:

XS-712 Dominie no reg. MFI-17 SE-DCX Saab 105

I-SYAX SF-260 M

helicopters and utility:

76+21 Alouette II 84+04 CH-53 G D-9544 Fokker/VFW-H 3

72+00 and 72+95 UH-1D .6003 Bell AH-1G 80+71 H-34

56+54 Do-27 D-9568 VFW/Fokker X-113 D-9546 Bronco

41+20 Do-28 D XV704 Sea King

CIVIL: biz jets:

N802GA Gulfstream 2 LV-JXA Lear Jet 25 D-CCAT Lear Jet

D-ICAR Lear Jet 24A HB-VCK Lear Jet 25 N508CC Ce.Citation

F-WTSM Aero Com.680 (Astafan conversion) F-BRPK Mystère 20

D-CORE Hansa Jet D-COSA Hansa Jet 4X-CJD Commodore Jet

airliners; feeders; utility and agricultural

SSSR-27705 AN-26 SSSR-87597 Yak-40 G-AYYG HS-748 Srs.2A

SSSR-68001 TU-144 PH-JHC F-28-2000 D-ANNO BAC-1-11

SSSR-85012 TU-154 G-AXPT Skyvan 3M G-ASZJ Skyliner

SSSR-86665 IL-62 M D-IDWM Do-28 D D-IOLG BN-2

PH-KLF Do-28 D 4X-IAB IAI Arava CF-DHA DHC-6

HB-FGA Porter (armed version) YR-MCD IRMA IAR-822

helicopters:

F-WIEP SA-341 D-HDAF & D-HMBB MBB-105 N9091F Hughes 500

SSSR-27208 Mil MI-8 SSSR-26184 Kamov KA-26 D-HISW Helicp.tecknik Sky

D-HHST Enstrom F-28A F-OCNS SA-330; F-OCRZ Alouette 3 Trac

G-ARIA Bell 47G D-HAVO Agusta Bell 206

light and sailplanes:

D-IATA Do-28 F-BSHC Cessna FA-337 D-IBMG Merlin II; D-IBMH Merlin IV

N5090Q Ce.340 D-IOSS Aero Comm. D-EAMI; D-EAMU & D-EOCI Fuji 200

SE-FGG MU-2 G D-EOBY SIAI S-208 D-EARD and F-BTIY MS. Rallye

D-EHRF SF-260 F-WSQO Dr-400 D-EOCU amer.Aviat.AA1; D-EBOU AA5

SE-XCB MFI-15 D-EAVE ESS 641 D-ENAX ST-10 Diplomate

D-ELOK Burda Piper D-EDCL MBB 223 D-EFJF and D-EBOU MBB-209 Monsun

D-KAFB Sirius II D-KAOG Motorfalke D-KCIF RF-5B and D-KACS Blanik L43-2M

PHOTOS: No. 11 of 72+95 UH-1D and No. 12 of D-HHST Enstrom F-28A

ABOARD THE USS "J.F.KENNEDY"

by L.Bertolo

On May 30 a group of about 30 ASA members had visited the CVA-67 "J.F. Kennedy" carrier in the harbour of Genova.

It was an exciting adventure to walk on the flight deck of this authentic giant of the sea. We could see aboard:

Phantom F-4B

VF-14	serial	152246	code	102	serial	151433	code	111
		152208		100		151434		103
		159464		107		151435		000
		152293		112		152225		101
		151430		104		150450		105
		149469		106		149460		
VF-32		150479		207		150627		203
		150640		210		149459		214
		149479		211		151519		202
		152290		204		149468		
		149474				152226		

LTV- A7 B Corsair II

VA-46		154552		410		154493		402
		154488		404		154438		407
		154386		406		154407		
VA-72		154371		411		154491		413
		154437				154395		
		154375						

RA-5C Vigilante

RVAH-4		147852		602		147857		603
		151722		604		147859		
		150540						

A-6A Intruder

VA-34		149955		511		147000		500
		152482				149944		
		159952		533				

E-2B Hawkeye

VAV-125		151722		752				
				750				
				753				
		(152482)		751				

EB-6 Skywarrior

VAQ-135 (Det.4)		147666		612				
VAQ-64		147663		611				

UH-2 SeaSprite

HC-2		151325				151326		
------	--	--------	--	--	--	--------	--	--

This list is not complete of course and there is the possibility of some wrongs. It's welcomed every further detail about the planes based on CVA - 67.

A NOTE OF THE GREAT SPOTTER :

"The next time it will be possible to take photos"

The biggest private airline now operating in Italy, Aerolinee Itavia, was founded in April 1958 as Società di Navigazione Aerea Itavia with a 40 It.L. millions shareholding.

The main purpose, still maintained to-day, was to operate from minor centres, often drop out from the main connections. This is an highly appreciable enterprise-also if not much rentable at the beginning-in fact poor resorts were allowed to break geographical and also economical separation and take advantages from the development of air transport.

The company moved the first steps among the clouds upon the wings of a glorious De Havilland Dove, I-AKET, on July 15 1959 flying between Roma/Urbe and Rimini; during the following two years the fleet increased to five and the Dove was replaced by the four-engined Herons and charter flights were started.

In '61 services were suspended and restarted in May 1962 after a reorganization period in which the airline's maintenance base was transferred to Ciampino; in fact the smaller runway of the former field didn't allow to operate the newly purchased machines: the DC-3. Four "three"s were purchased and flown on the routes Roma to Forlì, Bari, Foggia, later Treviso, Milano, Pescara, Ancona and Bologna.

The Herons (Itavia also leased for some times several aircraft officially belonging to ALIS-Aliservizi Italiani, a sicilian company which never operated any official service) were sold to England and Danmark except I-AOMU that had been lost in a crash in the late '58.

In November '62 the name Aerolinee Itavia was adopted and painted together with the red symbol upon the fuselages of the DC-3 which carried them until 1964, when the first two H.P. Herald turboprops (I-TIVA & I-TIVE) arrived to Roma. The airline had another impulse with these more rentable aircraft; international charter flights were started and new routes were opened increasing the national network, the new connections reached Crotona and Torino.

1965 was of fundamental importance for the financial management of Itavia, in fact services were suspended from January to August while the present managing director acquired a majority shareholding and arranged refinancing of the company.

The new situation brought the airline to become the second Italian carrier, with a fleet of four heralds (two more, I-TIVI and I-TIVU, had been purchased). Another capital aim was reached when the RAI (Air Registration Board) authorized to get "Check 4" works; the direct execution of overhauls, maintenance and control of any aircraft in exercise.

It's important to note that Itavia leased the Herald G-AVPN (which was to become I-TIVB) from H.P. since 1968 and two others, G-APWJ and G-ATHE, from BUA during '69 the first was painted in full Itavia livery while the others bore the company's name near the proprietor's inscription.

Itavia's "jet age" began in the Spring of 1969, when a leased F-28 Fellowship, (PH-MOL) was introduced into the first international scheduled service: Bologna - Torino-Genève and later Milano-Basel. In the mean time an order for 3 aircraft of this type was placed plus an option for several more; the first of them, I-TIDA, arrived to Roma at the end of the year and immediately took the place of PH-MOL, returned to the manufacturer in November.

Two more F-28 were delivered the following year while the option was cancelled (the first of this batch, PH-EXE -to become I-TIDO- was never taken up; it's seen in the photo 4 taken at Schiphol in August 1971); in fact the company needs are now for larger planes allowing to carry up to 90 passengers and to use them not

only on high-density routes but also to start new services. The DC-9/10 was chosen and 4 were ordered to Mc Donnell/Douglas which had bought back them from Hawaiian A/1 and Air West and refurbished.

The network has been increased with the following connections: Bergamo- Catania
Bergamo- Cagliari, Roma- Bergamo

Plans for the near future include buying long-haul machines and starting transatlantic services; for this the CAB approval to exercise the Palermo-New York, and may be Venezia-New York, has been requested.

AEROLINEE ITAVIA FLEET LIST

De Havilland DH.104 Dove

I-AKET c/n 04056 ex G-AKET; in service until 1959; sold as G-AKET

De Havilland DH.114 Heron 2

I-AOBI c/n 14086 ex VR-NCC; sold as G-ARVX

I-AOGO 14077 (Mk 2D) built 1955, VR-NAW of Nigeria A/w; I-AOGO "Città di Roma"; to G-AROS Executive Air Eng.; lsd to Sudflug as D-CASA from 8/3/63 to 6/63; to Arkia as 4X-ARJ.

I-AOLO 14076 ex VR-NAV of Nigeria A/w; sold as OY-BAO.

I-AOMU 14090 ex VR-NCD of Nigeria A/W; crashed at Monte Capanne (Isola d' Elba) on 14/10/1958.

I-AOVE 14125 ex G-APEV; sold as OY-AFN to Cimber Air; to Prinair N563PR.

I-AOVI 14083 ex VR-NCB of Nigeria A/W; sold as OY-BAM.

I-AOZM 14002 ex LN-PSG; ex G-AOZM; sold and re/reg. G-AOZM to Channel A/w.

Douglas DC-3

I-TAVA (C-47A-25-DK) c/n 13652 ex 42-93710 USAAF; F-BFGI C. ie Autrex/Aigle Azur, SE-BWF Transair Sweden on 22/4/55, to Airtaco on 2/3/57, to Linjeflyg on 14/4/57, then Aerotransport; EP-ABC Iranair on 23/1/58 and LN-LMR of E.Riis on 29/11/61, lsd to Transair Sweden 12/61 till 12/5/62, then to Widerøe; d/d to Itavia on 10/9/62 as I-TAVA re-sold to E.Riis in 5/64 as I-TAVA and later LN-LMI but N.t.u; engineless at Oslo.

I-TAVE (C-47A-1+DK) c/n 12083 ex 42-92298 USAAF; FZ549 RAF; PH-TDV KLM d/d 20/9/50; PH-UEV of Rijksluchtvaartdienst on 27/9/50; to KLM PH-TDV on 30/6/53; r/reg. PH-DAV on 5/5/54; to Itavia as I-TAVE on 13/6/62 via E.Riis, Oslo (c. of A. issued on 7/7/62); sold to Pluna and d/d. on 28/8/64 as CX-BDA.

I-TAVI (C-47B-35-DK) c/n 16477/33225 ex 44-76893 USAAF; KN590 RAF; G-AMSJ Hunting Clan/Iraq Petroleum Transp.; to I-TAVI on 23/11/61; crashed at Valle Monte Rotondo (70 Km.S.E. of Roma) on 30/3/63.

I-TAVO (C-47B-35-DK) c/n 16644/33392 ex 44-77060 USAAF; KN682 RAF; G-ANML Hunting Clan/Iraq Petroleum Transp., Bardock Aviat. Services; to Itavia as I-TAVO on 2/62; traded for exchange part for an Herald & sold to Handley Page in '64; painted as G-ANML but never officially r/reg.; delivered to Pluna as CX-BDB in June '64.

Handley Page H.R.P. 7 Herald

I-TIVA c/n 163 (Srs.203) f/flight as G-ASBP on 13/11/62, used by H.P. for tropical trials; d/d to Itavia as I-TIVA on 12/4/63.

I-TIVB 176 (Srs.213) ex HB-AAT Globe Air(n.t.u.); D-BIBI Bavaria; back to HP. in '67 and lsd. to Itavia as G-AVPN since '68; r/reg I-TIVB 2/71

(Itavia fleet list; continued).

I-TIVE c/n 168 (Srs.203) f/f 4/4/63; d/d to Itavia on 4/5/63; suffered an accident at Ciampino on 4/11/70 and still lies there unrepaired.
I-TIVI 196 (Srs.203) d/d in June '68.
I-TIVU 184 (Srs.203) f/f 14/5/64; d/d to Itavia on 29/5/64.
G-ATHE 165 (Srs.207) ex IO9, Royal Arab AF; to ALIA JY-ACR; to H.P. G-ATHE, and lsd to BMA and then to Itavia in February '69; later Bavaria as D-BOBO.
G-APWJ 158 (Srs.201) BUA (C.I.); lsd to Itavia during March/April 1969.

VFW/Fokker F-28 Fellowship

I-TIDA c/n 11014 ex PH-ZAI; d/d to Itavia on 5/11/69.
I-TIDE 11015 ex PH-ZAK. reg. in March '70
I-TIDI 1199I ex PH-ZAR. reg. in May '70
I-TIDO 11037 ex PH-EXE never taken up and never registered as I-TIDO.
PH-MOL 1103 on lease to Itavia from 15/4/69 till 19/11/69; then to Fokker.

Mc Donnell/Douglas DC-9

I-TIGA c/n 45728 (Srs.11) d/d to Bonanza on 19/12/65 as N945L; resold to Douglas; arrived in Italy on 9/10/71; f/service on 29/10/71; nose wheel damaged during taxiing at Ciampino on 4/1/72; repaired.
I-TIGE 45717 srs.15 d/d to Hawaiian A/1 on 12/3/66 as N90IH; d.red to Itavia in 11/71 and reg. on 15/1/72
I-TIGI 45730 srs.11 d/d to Bonanza on 1/7/66; resold to Douglas.
I-TIGO - - ordered

PHOTOS: see photo no. 4 about PH-EXE; no.3 about I-TAVA and no.5 about I-TIVB; a picture of I-TIGA was published in the previous issue.

SPOTT - NEWS
=====

AN F-104 Starfighter had an incident during a test flight and sank into the sea off Pratica Di Mare base on 22/5/72; the pilot, Magg. Tonini, ejected safely and was rescued by an helicopter.

The aircraft was MM6658; one of the two F-104G that had been sent to the USA and converted to the "-s" standard by Lockheed, the other is MM6660. The accident took place while the pilot was testing a "schnaider" as a part of the aerobatic exhibition which intended to perform at next Turin Air Show.

We also report another accident suffered by a G-91, which crashed on 20/5/72 off Brindisi base.

THE G-91Y PRODUCTION LINE has reached 36; in fact G-91Y c/n 2036, MM6474, made the maiden flight on May 16.

Piper Pa-18/150 I-VALV of ALA AGRICOLA is crashed on a mountain near Buddurò (Sardinia) during her spraying work, the pilot was killed. May 29.

At the airfield of Casale (Alessandria) on 28 this month, another bad accident, Falco I-RALA being crashed with her pilot near the runway.

The moment of the reequipment is arriving for the Pattuglia Acrobatica Nazionale. G-91Y and G-91T are the candidates, and this last appears to be favoured by the pilots for her better performances (mostly due to the power plant) while flying at low speed and level.

ITALIAN REGISTER

This section contains the registrations issued during January 1972 and the aircraft withdrawn after the publication of the '72 edition of the R.A.I.

Reg.	Type	c/n	Owner	Base
I-ACRT	P 66B 0.150	30	Ae.C. Roma	Roma/Urbe
I-ACRW	P 66B 0.150	31	Ae.C. Roma	Roma/Urbe
I-GAUS	P 68	02	Partenavia	Na./Capodichino
I-SUDC	MS 880B	1854	Ae.C. Trento	Trento/Gardolo
I-TIGE	DC-9/15	45717	Itavia	Roma/Ciampino
(restored to flying conditions)				
I-AVMI	EC.38/56B Urendo B	006	A.Volov.Milanese	Mi./Bresso

I-AEFT	L-5	MM52852	M.D.A.	Cagliari
I-AELP	M-416	MM53463	M.D.A.	Parma
I-AENF	M-416	1025/53227	M.D.A.	Firenze
I-AENI	M-416	MM53163	M.D.A.	Bergamo/Orio al S.
I-AEPO	M-416	MM53475	M.D.A.	Parma
I-BIRT	P 66B Oscar 150	18	Ae.C. Bologna	Bologna
I-FULX	Meteor FL 53	1110	Meteor	Ronchi dei Legion.
I-PEBI	Sw. SA-26 AT Merlin	T-26-167E	Aertirrena	Firenze
I-SASS	M-416	38	M.D.A.	Cagliari
I-AEMJ	M-416	1001/53203	M.D.A.	Casale Monferrato
I-ELLI	Piper PA-24 250	24-1907	Ae.C. Torino	To./Aeritalia Nord
I-SAGI	P 66 Oscar 100	74	Ae.C. Catania	Catania
I-SJAO	S 205/18 R	4-207	Ae.C. Vergiate	Vergiate
I-AVML	EC 38/56C Urendo C	007	As.Volov.Sport.AVM	Mi./Bresso
I-MUSI	Avionautica RIO CVV8	013	Ae.C. Lucca	Lucca

THE YAK- 40 IN ITALY

The Yak-40, whose designation for all the aircraft sold in the West will be Yak-40EC (Export- Collins), has been certificated in Italy and now expects to obtain the West German one shortly. The Italian certification is in accordance with FAA requirements and follows a visit of experts to production plants in the USSR. The most important changes include a bigger oil tank; installation of stainless pipes in engine bays, and improved radio equipments (Collins-built) and a stall revealer. The MTOW is 14 tons. and can be operated from unpaved strips 990 mt. long; operating altitude is 6,000 mts. (20,000 ft.)

Now two Yak-40 are flown in Italy (I-JAKA & I-JAKE) and Aertirrena/Air Business have announced orders for about 17 aircraft to be sold in the Western Europe and two to Somalia.

I-JAKE (c/n 9141418) has been leased to Air-70 (a Catania-based company which also operates several P-66 and Ce-337) that will use it in the new routes from Roma URBE to Torino (whose inauguration is scheduled for June 6.) and Milano to Foggia. Last minute news report that the third Yak-40, I-JAKI, has arrived in Italy in the late May, c/n is 9141518, and will be leased to Olympic Airways.

CUNEO AIRFIELD

by GIANNI SICCARDI

With this report about the Aeroclub "Provincia Granda" we begin to treat the less known Italian aeroclubs and the smallest airfields which generally aren't appreciated and supported as much as their social and economical importance would require.

Cuneo airfield lies near Levaldigi, about twenty kms. north of the small but active town from which takes its name, along no. 20 Torino-Cuneo national road and is practically in the centre of the large Cuneo district (Provincia Granda).

Levaldigi's is the only existing airfield in the South-West of Piedmont and is surrounded by a both industrially and agriculturally active territory; so, as soon as the single runway will be lengthened to 2,000 mt. commercial operations are scheduled to start. For this purpose a simple but modern building has been edified in the northern corner of the field and is almost completely finished; in front of it a parking area to house a pair of medium-size airliners and 2 hangars are under completion, together with a large car parking.

The actual buildings, where the local aeroclub is housed, are in the Southern corner of the field and consist in a pair of old military-owned hangars the control tower and the administrative office.

The fleet is mostly formed by Italian types plus a pair of Piper Cubs and a Jodel and includes 2 M-416s that, after having served many years in the Aeronautica Militare have been passed to the civil service and have now been withdrawn from use (I-AEMM is seen in the photo 10); another M-416 lies dismantled between the two hangars since 6 years after having suffered a flight incident.

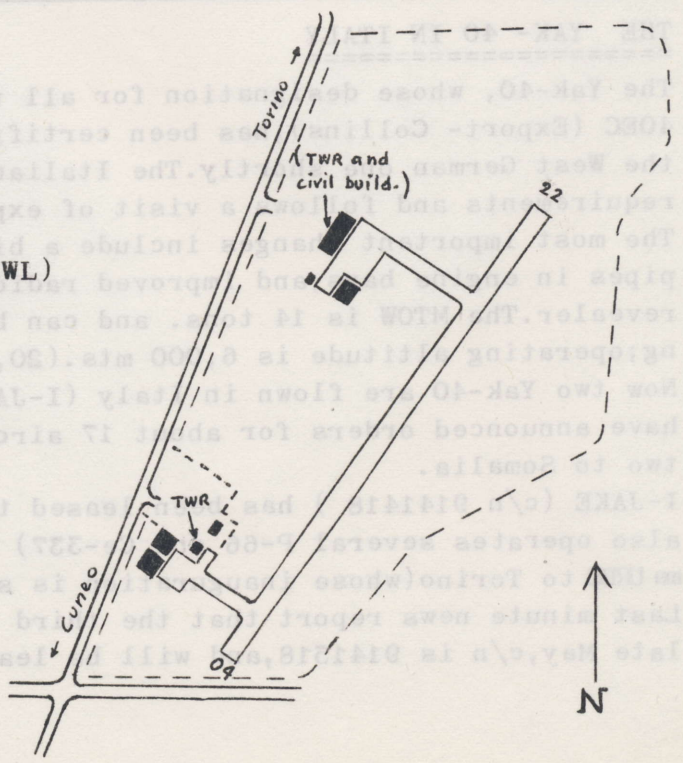
Recently two P-66 Oscar have reached the two other (I-RAGA & I-LARI) in service since three years; one of the new come (I-TEND) appears in the picture 9.

It's possible to obtain permissions to enter the apron and visit the hangars, - except during the day immediately following a festive day, when the Aeroclub is out of work- but is sometimes forbidden to take photos, being a ...military area!!

(fleet list in the following page)

CUNEO/LEVALDIGI Airport data:

- Geogr. position: 44°32'44"N - 07°37'15"E
- Altitude: m. 380 slm. (1242 ft.)
- 8 Kms. for 270° from Fossano and 20 from Cuneo by No.20 national road.
- Activity: day light
- Phone : 2110 (Savigliano)
- Runway : 1,050 x 30 mt. (20,000 kgs/SIWL)
concrete runway;
angled: 040° - 220°
- Radio Call : LIMZ
- Radio band : 123.5 Mc/s (touristic band)
- Owner : Cuneo Aeroclub



I-AAAW	Piper J-3C-65	c/n 12874	(ex 44-80578;HB-OSH) owned by Ae.C.Cuneo; damaged at Spinetta (near Cuneo) on 4/9/65
I-AEPJ	Aerfer M-416	1004/53206	(ex MM53206 AMI) damaged on 2/4/66;Wfu
I-AEPB	" "	1039/53241	(ex MM53241 AMI);wfu
I-AEMM	" "	/53194	(ex MM53194 AMI);wfu
I-BISI	Piper J-3C-65 (L4H)	13121	(ex 44-80825;'-BCPG); owner Ae.C. Cuneo
I-DARE	F-8L Falco	115	
I-DIGI	P-57 Fachiro IIF	12	owner:Ae.C. Cuneo
I-LARI	P-66B Oscar 100		"
I-NAVA	P-66B Oscar		"
I-OGAR	P-19 Scricciolo	311	"
I-PAPA	Macchi AL-60-B2	17/6162	Ferruccio Biraghi
I-RAGA	P-66B Oscar 100		Ae.C. Cuneo
I-RODA	Jodel DR-1050	362	"
I-TEND	P-66B Oscar		"

AN AMERICAN ADVENTURE

by PG (PART 1)

(La Guardia airport)

La Guardia airport has a great and interesting traffic in all hours of the day; the two short runways usually impose take off and landings alternatively effected at a very quick rhythm.

In spite of this, aircraft are generally on time and the passenger movements are orderly and quiet for the best organization of the services.

Interesting remarks are:-One building with 4 main terminals mostly used by American A/1 (gates 1-10), United A/1 (gates 11-21), TWA (22-29), Eastern (30-36); other airlines using these terminals are New York A/w, Ozark, Southern, National, Braniff, Mohawk, Allegheny, Delta, Northeast, North Central, Piedmont, Northwest Orient.

- The gates generally have the useful passenger bridges.
- On the top of the building there is an observation deck (use centre escalator near TWA terminal) with a panoramic sight of the runways and possibility to take good films.

On April 22 I have seen: N1057T & N1058T DC-9 TWA; N378NE FH-27 Northeast; N7833U B-727 United; N743N B-737 Piedmont; N8154G B-727 & N8987E DC-9 Eastern; N4746NA B-727/200 National; N62NA DC-10 "Frances" National; N1975 B-727 American A/1; N619PA S-61N New York Airways

On April 25 interesting sight were: N5522 Electra Eastern; N112AA DC-10 American; N1051T & N1060T DC-9 TWA; N1264L & N3333L DC-9 Delta; N7647U & N7634U B-727/200 United; N986VJ DC-9 Allegheny; N735N & N743N B-737 Piedmont; N7806M & N7822M FH-27 Mohawk; N9342 DC-9 Air West (new livery) chartered by Allegheny; N4618 B-727/200 National "Rita"; N96S & N91S DC-9 Southern (smiling face painted on the nose); N61NA DC-10 National "Dorothy"; N54334 B-737/200 & N7832/N842TW B-727 TWA.

Italian light aircraft exhibited at the Cannes salon May 28:

- I-GEAV Italtair F-20 Pegaso (prototype); I-SJAW S-210 (2nd prototype); F-BTAN S-205; I-SJAT S-208; I-SJAJ SF-260M; OO-HID SF-260.

EMENDMENTS & CORRECTIONS:

Piaggio P-136 (No. 2) the prototype (first to be delivered to the AMI) was MM56702 and the following from 8000 to 80013 (MM56703 to 56705 were SAI Ambrosini S. 1001 Grifo, MM56706 to 56707 Proctor V; MM56708 to 56710 F.L. 3). (from M. Caso) RVSM (306° Gr.Trasporto) (No. 2) SM-11; SM-29 and SM-31 are C-53 instead of C-47. Spott-News (No. 3) the F-27 of ATI that crashed on April 16 near Amaseno was I-ATIP instead of I-ATIB as previously reported. Photo-page (No. 3) photo No. 1 was taken by Domenico Binda and not by A. Storti.

ASA PHOTO SALES SERVICE

We have introduced a change in our photo selling and so we regret to be unable to send you the list. This time only the photos appearing on the following page may be ordered at the usual conditions; since next issue we'll publish IN THE BULLETIN a list of top quality pictures.

PROJECT CORNER

- A) we are actually working at the G-91 (FIAT & West Germany built) product. list; supply information about C/n, delivery dates, registrations, crashes, squadron life and any other detail. Send in photos covering all the air forces and types.
- B) another work is about the Alitalia Viscounts; their life before coming in Italy and after sale including delivery dates, and noticeable events (send in photos, especially about the present operating aircraft)
- C) the Italian Biz-jets; from the first "Paris" to the last Lear Jets.
- D) send in report about the italian aeroclubs; their story and fleet list.
-

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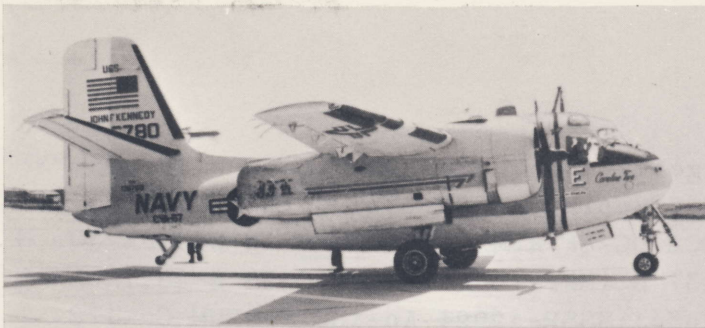
The NEW EDITION of the book contains 8000 registrations of aircraft covering all the world airlines and clubs operating airliners plus several pages of pictures.

Price for ASA- members: Italy It.£ 2,000 abroad It.£ 2,200 (postal fee inclusive)

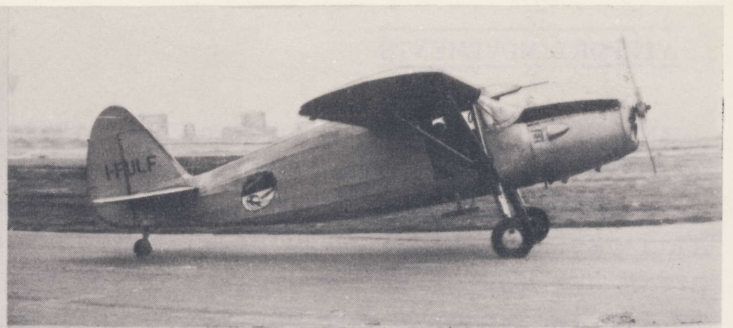
Price for others : Italy It.£ 2,900 (comprese le spese postali)

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

- PHOTO 1: C-1A 136780 ; taken at Genova/C.Colombo by Gianni Siccardi on 30/4/72
- PHOTO 2: Fairchild 24 I-FULF ; taken at Torino/Aeritalia by Luciano Bertolo
- PHOTO 3: DC-3 I-TAVA ; taken in 3/64 at Linate by S.E.A.
- PHOTO 4: F-28 PH-EXE ; taken at Schiphol by Gianni Siccardi on 16/8/72
- PHOTO 5: Herald I-TIVB ; taken at Bologna by Marco Comandini on 7/1/72
- PHOTO 6: Lear Jet I-TAKY ; taken at Genova/C.Colombo by Gianni Siccardi on 30/4/72
- PHOTO 7: F-104S 4-5 ; taken at Caselle by Gianni Siccardi (see Airp.Movements)
- PHOTO 8: Caravelle PH-TRU; taken at Caselle by Gianni Siccardi on 11/5/72
- PHOTO 9: P-66 Oscar I-TEND; taken at Cuneo by Paolo Gino on 7/5/72
- PHOTO 10: Ma-416 I-AEPB; taken at Cuneo by Claudio Ventura on 7/5/72
- PHOTO 11: Bell UH-1D 72+95; taken at Hannover by Michel Depaepe on 28/4/72
- PHOTO 12: Enstrom F-28 A D-HHST; taken at Hannover by Michel Depaepe on 28/4/72



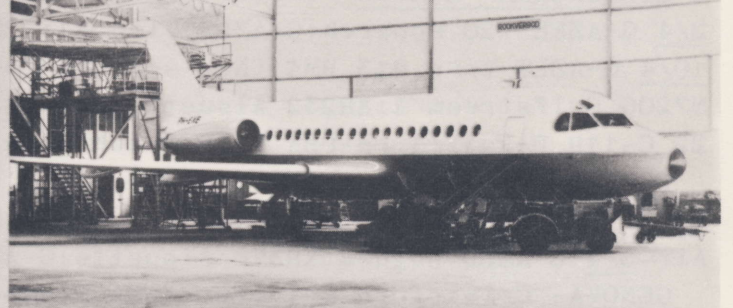
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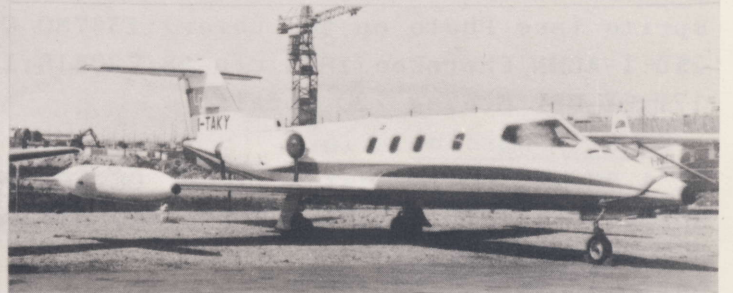
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