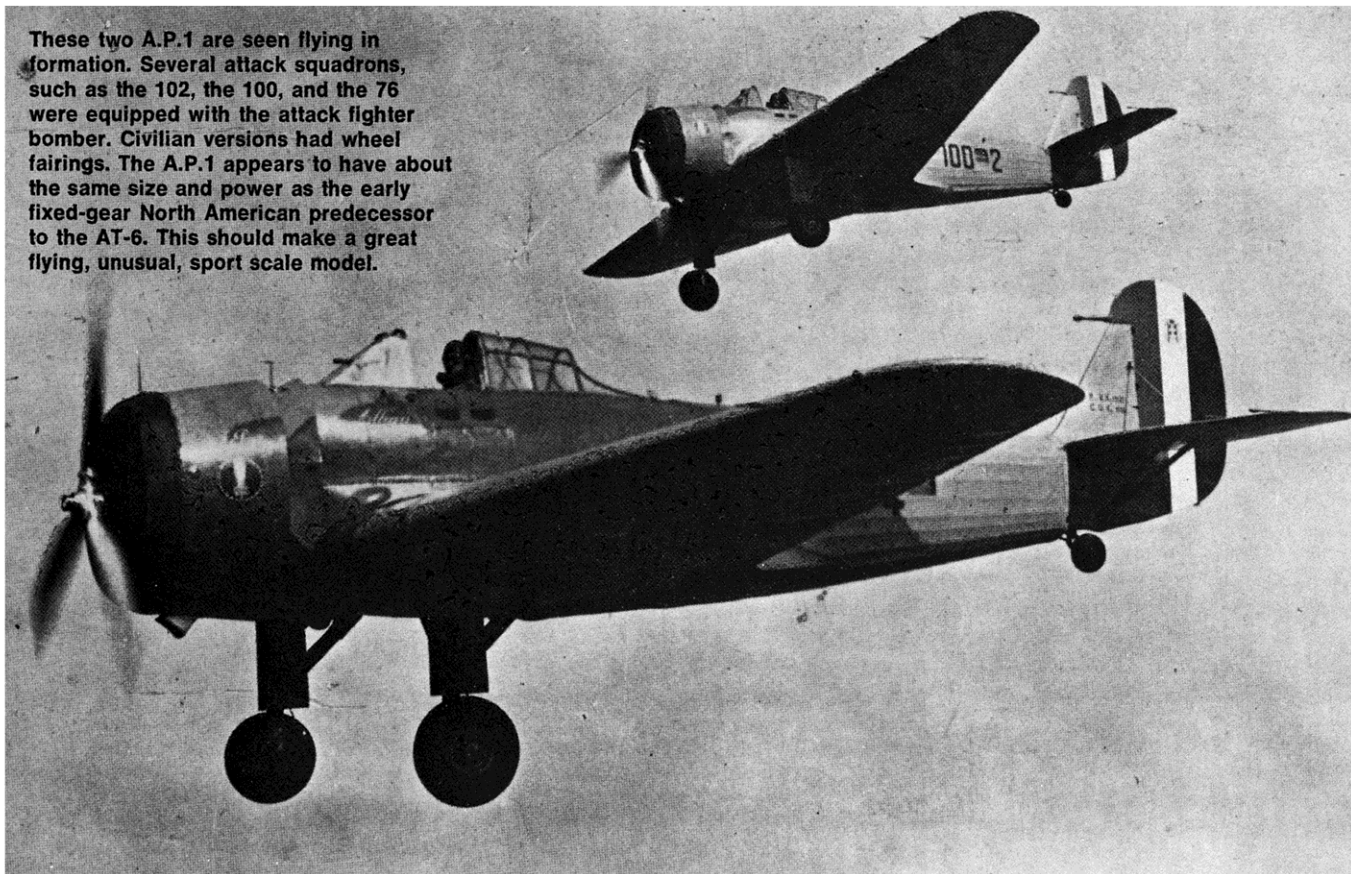


These two A.P.1 are seen flying in formation. Several attack squadrons, such as the 102, the 100, and the 76 were equipped with the attack fighter bomber. Civilian versions had wheel fairings. The A.P.1 appears to have about the same size and power as the early fixed-gear North American predecessor to the AT-6. This should make a great flying, unusual, sport scale model.



A LETTER FROM ITALY

Dear Mr. Goyer,
Thank you for publishing my two stand-off designs in your June 1986 issue of *Scale R/C Modeler Magazine*. Your magazine is very popular in Italy and all of Europe. I thought you would like to see my latest sport scale model which is very rare among aviation historians. We chose the A.P.1 for one of our series of easy-to-build, and easy-to-fly sport scale models.

This Italian aircraft dates back to the '30s, and was manufactured by Caproni Bergamasca. It was almost forgotten, and was known only by experts. It was designated in the Stand-Off Sport Scale Class, only to give the larger number of modelers the possibility of realization of this project. The method of construction,

even if it seems complicated, follows the same operations as the "Modulo" which served as the first experience for lovers of this beautiful type of aircraft.

A.P.1—HISTORY AND FEATURES

The A.P.1 was not only the first aircraft produced by Caproni Aeronautica Bergamasca of Eng. Pallavicino, it was also the first attack aircraft designed and manufactured in Italy according to the aviation principles formulated and put forth by Col. Amedeo Mecozzi.

The A.P.1 fighter plane was planned, designed and manufactured according to the precise demands of the Italian Air Ministry with the follow-

ing aims: It was to be an air-to-air fighter aircraft; it must also be effective against enemy bombers; it would be employed in light, low-altitude bombing and machine gunning against surface troops; it should be utilized in medium and heavy high-altitude bombing against industrial centers and other important targets of supply.

The first test flight was made on April 27, 1934 by Mr. Marazzani, of Caproni, Taliedo. When all of the contract test flights had been completed, the aircraft was taken by the Royal Italian Air Force and sent to the proper flight formations.

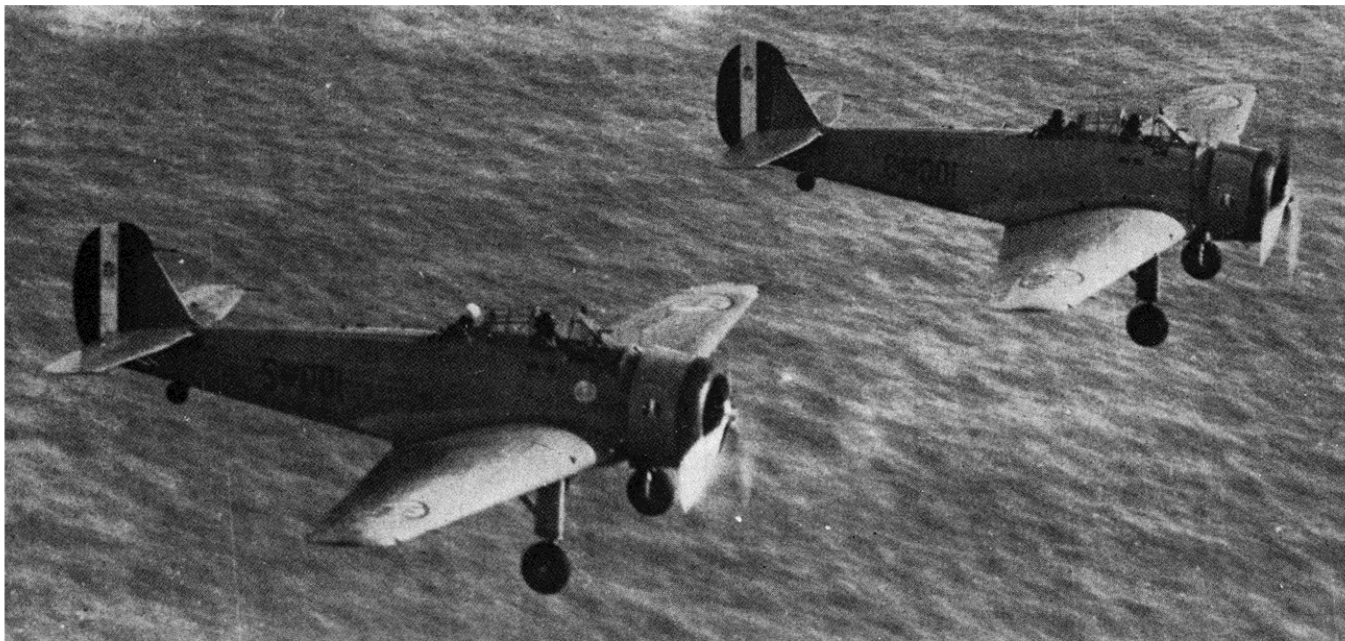
The single-engine, two-seater attack fighter had an Alfa Romeo 125, 700-horsepower engine, a wingspan of 13.01 m., was 9.12 long, had an empty weight of 1900 kg., an overall weight of 2800 kg., maximum speed of 270 km/h, maximum operative altitude of 6000 m. Range: 1500 km; fitting-out: Three machine guns; dropping fitting-out: Bombs 500 kb.

THE MODEL

Scale 1/7; wingspan 73 inches; fuselage length 51 inches; total wing

Scale Modeler, Massimo Zuffi's, Latest Sport Scale Model Is This Very Rare Mid-Thirties Caproni Aeronautica Bergamasca A.P.1 Attack Fighter

By Massimo Zuffi, Italy



LETTER FROM ITALY

(Continued from page 55)

area 821.5 square inches; weight ready-to-fly 123 ounces; engine 60 or four stroke 90; receives number of channels, four.

Basic materials used in construction: Fuselage, balsa, ply; wing, polystyrene covered obechi; empennage, balsa.

The realization we suggest, is the commercial representation with civic serial number, but with solid color livery color (amaranth) very common for prototypes in the '30s (see picture No. 1 enclosed).

In general: Scheme color for A.P.1: Second series . . . see color picture (No. 6) prototype located in Ciampino (Rome) 5th stock flight formation spring 1936, camouflage in three-color: Olive drab, brown, clear hazel.

Second series . . . color base amaranth; color letter ivory white.

In order to obtain further characteristics (A.P.1 features are fitted to model version) we infringed some rules by removing the wind-braces of the undercarriage, so as to obtain cleaner surfaces (see scale drawings).

Massimo Zuffi
Gaddo Ciro Versolato

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