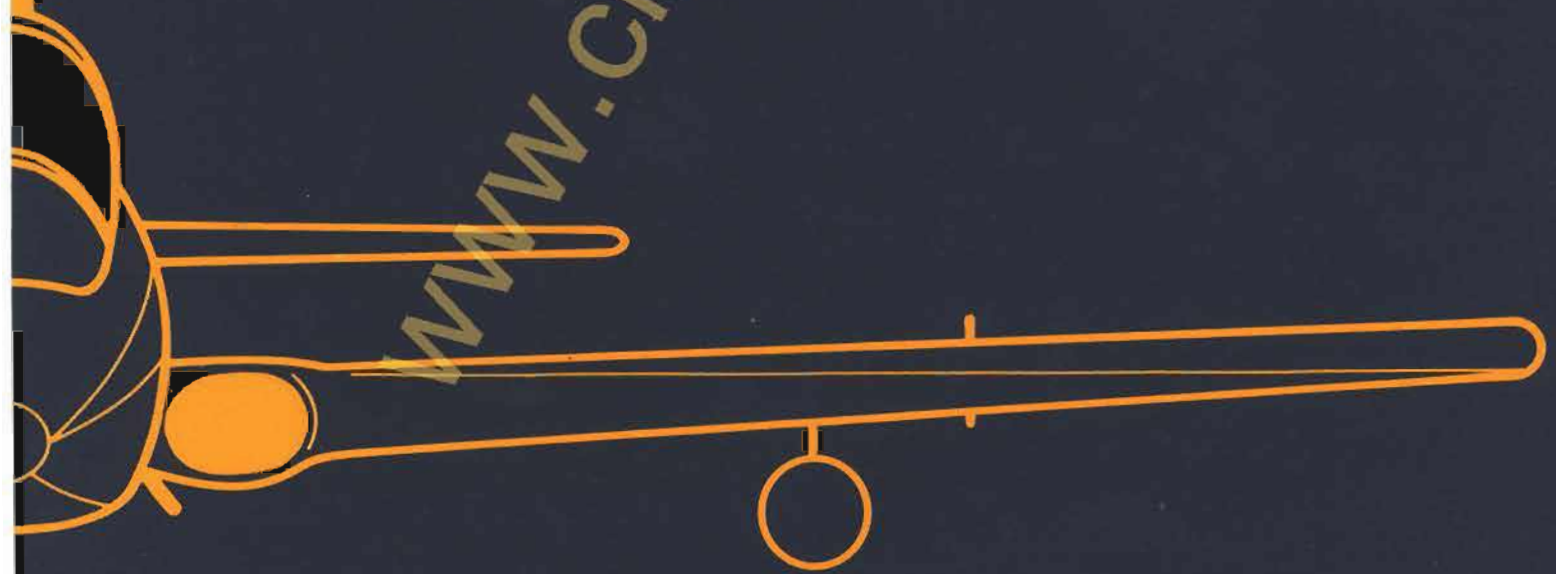


www.circolodellapan.org

frecce
tricolori 1986

www.circolodellapan.it





www.circolodellapan.org

Aeronautica Militare Italiana
313° Gruppo
addestramento
acrobatico

Rivolto del Friuli



1986

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Ten. Col. Giuseppe Bernardis

Comandante.
3360 ore di volo.
Nato a Porcia (PN)
il 5 gennaio 1948

Commander.
3360 hours.
Born in Porcia (PN),
January 5, 1948.



PONY
0



Magg. Mario Naldini

Capoformazione.
3900 ore di volo.
Nato a Firenze
il 12 maggio 1947.

Leader.
3900 hours.
Born in Florence,
May 12, 1947.



PONY
1



Magg. Ivo Nutarelli

1° gregario di sinistra (n. 2).
3800 ore di volo
Nato a Palermo
il 23 marzo 1950.

1st left wingman (nr. 2).
3800 hours.
Born in Palermo,
March 23, 1950.



PONY
2



Magg. Alberto Moretti

2° gregario di destra (n. 3).
1850 ore di volo
Nato a Casagiove (CE)
l'8 aprile 1953.

2nd right wingman (nr. 3).
1850 hours.
Born in Casagiove (CE),
April 8, 1953.



PONY
3



Cap. Gianluigi Zanovello

2° gregario di sinistra (n. 4).
1560 ore di volo.
Nato a La Spezia
il 24 giugno 1956.

2nd left wingman (nr. 4).
1560 hours.
Born in La Spezia,
June 24, 1956.



PONY
4



Cap. Piergiorgio Accorsi

1° gregario di destra (n. 5).
3500 ore di volo.
Nato a Verona
il 23 agosto 1950.

1st right wingman (nr. 5).
3500 hours.
Born in Verona,
August 23, 1950.



PONY
5



Magg. Gianfranco Da Forno

Ufficiale addetto
alle pubbliche relazioni
speaker della PAN.
Nato a Riofreddo (Roma)
il 5 agosto 1941.

Public Affair Officer
and team Narrator.
Born in Riofreddo
(Rome),
August 5, 1941.



Magg. Ignazio Vania

Capo Servizio
Efficienza Velivoli.
Nato ad Andria (BA)
il 24 luglio 1944.

Chief of Maintenance.
Born in Andria (BA),
July 24, 1944.



Magg. Carlo Baron

Ufficiale Tecnico.
Nato a Pozzuolo (UD)
il 31 ottobre 1946.

Technical Officer.
Born in Pozzuolo (UD),
October 31, 1946.

frecce tricolori 1986



Ten. Col. Diego Raineri

2900 ore di volo.
Nato a Novara
il 25 maggio 1949.

2900 hours
Born in Novara,
may 25, 1949.



Cap. Fabio Brovedani

1° fanalino (n. 6).
3500 ore di volo.
Nato a Trieste
il 30 luglio 1948.

1st slot (nr. 6).
3500 hours.
Born in Trieste,
july 30, 1948.



PONY

6



Ten. Giorgio Alessio

3° gregano di sinistra (n. 7).
1600 ore di volo.
Nato a Alessandria
il 17 aprile 1957

3rd left wingman (nr. 7).
1600 hours.
Born in Alessandria,
april 17, 1957



PONY

7



Cap. Augusto Petrini

3° gregario di destra (n. 8).
1500 ore di volo.
Nato a Roma
il 29 luglio 1954

3rd right wingman (nr. 8).
1500 hours.
Born in Rome,
july 29, 1954.



PONY

8



Cap. Giampietro Gropplero di Troppenbunq

2° fanalino (n. 9)
3300 ore di volo.
Nato a Genova
il 15 marzo 1948

2nd slot (nr. 9).
3300 hours.
Born in Genova,
march 15, 1948.



PONY

9



Cap. Gianbattista Molinaro

Solista (n. 10).
3150 ore di volo.
Nato a Varese
il 28 maggio 1949.

Solo (nr. 10).
3150 hours.
Born in Varese,
may 28, 1949.



PONY

10



Ten. Maurizio Guzzetti

Gregario sinistro.
1000 ore di volo.
Nato a Venegono Inf. (VA)
il 14 dicembre 1958.

Left wingman.
1000 hours.
Born in Venegono Inf. (VA),
december 14, 1958.



Ten. Antonino Vivona

Gregario destro
1000 ore di volo.
Nato a Roma
il 26 ottobre 1959.

Right wingman.
1000 hours.
Born in Rome,
october 26, 1959.





3

frecece tricolori

www.coloban.org

AER

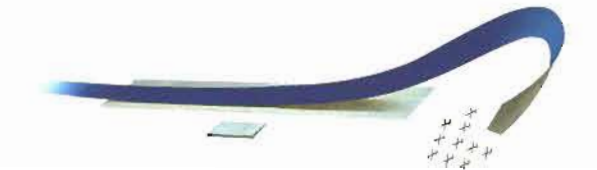


13

frece tricolori

www.freccolori.org

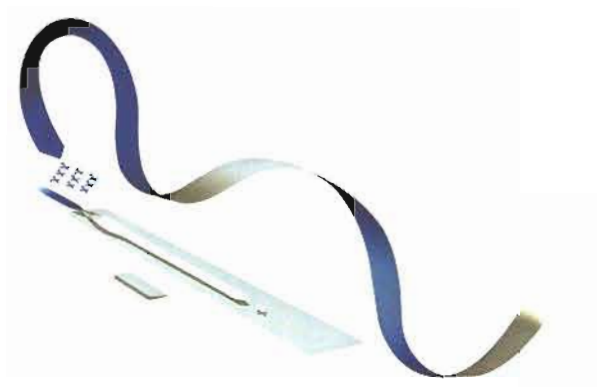
PROGRAMMA DI VOLO FLYING PROGRAM



Decollo in 5 + 5 con riunione a doppio cuneo
Take-off in two sections (5 + 5) and join-up in double wedge.



Ingresso a triangolo con fumi tricolori e looping.
Entry in triangle with colored smokes (flag) and loop.



Tonneau sinistro a diamante. Passaggio in volo rovescio del solista.
Left roll in diamond. Solo upside down pass.



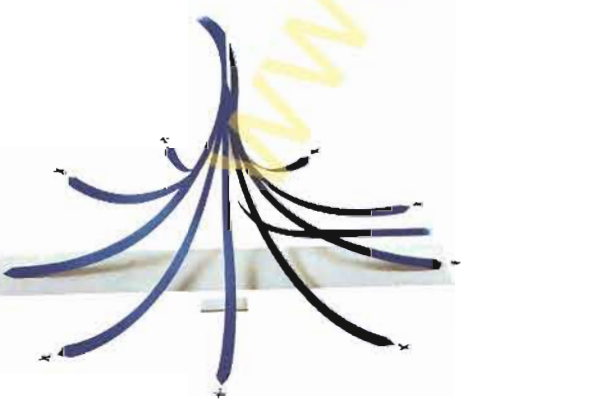
Apollo 313 (ventaglio della 1ª sezione e looping della 2ª).
Tonneau in 4 tempi del solista.
Apollo 313th (snap roll of the 1st section aircraft and loop of the 2nd section). Solo 4 points roll.



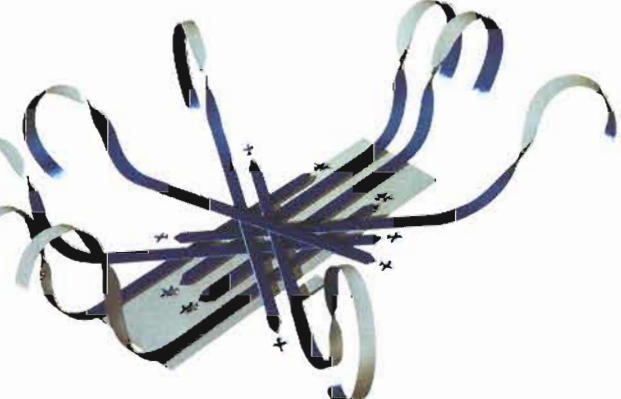
Looping in triangolo rovescio con fumi tricolori, trasformazione a rombo e apertura dell'Arizona; inserimento del velivolo solista con scampanata.
Loop in triangle with colored smokes (flag), change on top to diamond and Arizona break with solo entry in the break point and whip stall.



Incroccio delle due sezioni. Tonneau lento del solista.
The two sections cross-over in diving turn. Solo slow roll.



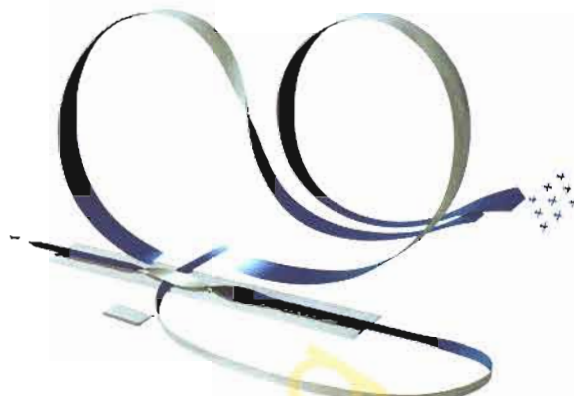
Apertura della bomba con inserimento del solista.
Downward bomb burst with solo entry in the break point.



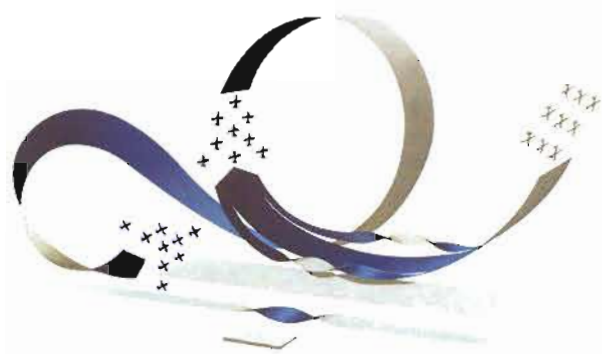
Incroccio della bomba.
Simultaneous re-entry of all aircraft to cross over.



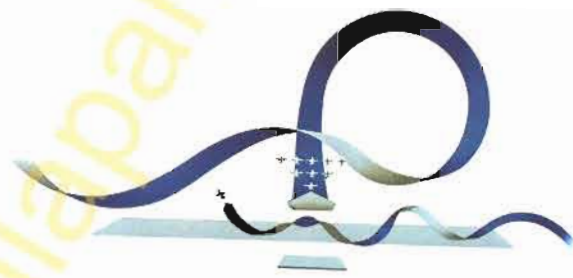
Ingresso a rombo di 9 + 1, apertura del cardiode, separazione del solista
«Cardioid» break; solo separation.



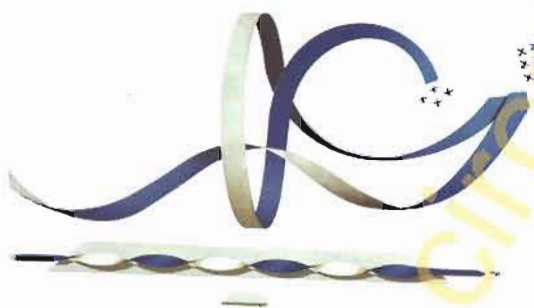
Incrocio del cardiode e looping delle due sezioni in fila indiana, riunione a rombo; incrocio del solista e rientro per tonneau sinistro
Cross-over of the two sections and solo. Loop in line aster and join-up in diamond. Solo snap roll.



Trasformazione da rombo a calice, looping, trasformazione a cigno; tonneau da rovescio a rovescio del solista.
Change over to wineglass, loop, change over to swan. Solo roll from back to back.



Tonneau destro a cigno, trasformazione a rombo e triangolo rovescio. Volo folle del solista
Right roll in swan, change over to diamond and inverted triangle. Solo crazy flight



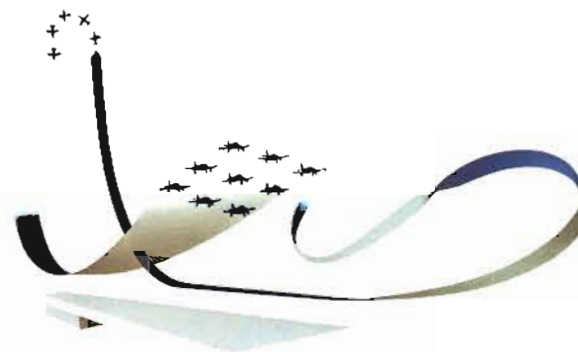
Bull's eye (Tonneau della prima sezione in fila indiana all'interno del looping della 2ª sezione in fila indiana, riunione a rombo). Tonneaux veloci del solista
Bull's eye (1st section, in line aster, rolls inside the 2nd section line aster loop). Join-up in diamond. Solo snap rolls.



Presentazione in linea di fronte – triplo tonneau – trasformazione a piramide
Triple roll and change over into pyramid while climbing for a loop.



Looping del solista con estrazione del carrello in cima e tonneau Schneider della formazione a rombo. Lomçovak del solista.
Solo loop with undercarriage and slow roll in landing configuration. Formation Schneider in diamond. Solo steep climb and Lomçovak.



Passaggio in volo lento, in configurazione di atterraggio, fumi tricolor e inserimento del solista sotto la formazione
Slow speed pass in landing configuration, colored smokes with solo pass under the formation and steep climb.





الدورية البهلوانية من عام ١٩٥٠ الى عام ١٩٦٠



١٩٣٩ / ١٩٣٠

سنوات السرب المجنون

مدرسة البهلوانيات الجوية الاولى انشأت في عام ١٩٣٠ بمدينة كامبو فريميدو، وترتبط باسم العقيد **فلور رينو كورسو** فوجي الرائد والاب الروحي للطياران البهلوانيان .
 وفي ذلك الوقت فوجي اقنع الاركان العامة بأن الطيار الكامل المعنى الرياضي، ينطبع حينئذ كحسكيت استخدم بكفاية عظمى، الطائفة في الاعراض الحربية . ثم الطياران البهلوانيان اصبح نتيجته تدريب بوس صادم ومستمر ، قادر على القتال الجوي والتصدي وناة على ذلك بدأ تدريب نسكل ٥ طائرات مع برنامج بهلوانى جوى كامل .

البلانينات كانت الاعوام التي رأيت لاقسام الانفص و اكبر شهرة لتشكيلاتنا البهلوانية الجوية في الخارج ترجع الى هذه الاعوام اللطائف في اوروبا الشرقية و العربية ، القارات و المباريات الدولية و المطابقات في المحيط الاملاسي . كان هناك في كل مكان حماس و اعجاب لهوى لاد الطيارين و طائراتهم الايطالية .
 عند بداية الحرب العالمية الثانية و ابتداء التواني الجوية عادت ايضا البهلوانية الجوية الجماعية .
 كما عهد تلك التشكيل الجوى و ذلك التي هو الاحراز المعترف به دولياً في تدريب طيار المطاردة على القتال الجوي ضد طائرة العدو .
 في الخمسينات ، ايطاليا كانت مختلفة و مختلف المحلات المحلية و الدولية من دوريات التي كانت تشكل سنوياً عند مختلف اقسام المطاردات .
 في عام ١٩٥٦ مع ائتداء المشاركة للدورية البهلوانية الجوية و الاستعراضات المحلية و الدولية ، قرص القيادة العامة للقوات الجوية التشكيلات السنوية الالية :
 (١) دورية تمثيل ايطالية نوع و اسم المشاركة في جميع الاستعراضات الخاصة بالعام الجارى
 (٢) دورية احتياطية معينة لتعمل كمنقلة للعام المقبل
 التعهد في جميع تركبة الامجاد الاسلان كانت من نصيب الاقسام المشار اليه في هذا الخلفات .
 في نهاية عام ١٩٦٠ قررت القيادة العامة للقوات الجوية تكوين دورية وطنية للبهلوانية الجوية و مقرها الدائم هو مطار ريفولتوديل فريولى . هكذا عادت الدورية البهلوانية الجوية الى تلك المقعة العزيزة و التي شاهقت في الماضى مولد البهلوانية الجوية الايطالية .





النشاط العملي للسرب ٣١٣

السرب ٣١٣ له نشاط هام في الاعمال التدريبية و اسناد الحركة
الحربية الجوية و ضد الطائرات العامودية، جميع الطيارين مدربون على
الاعمال الانجازية والاستعداد السريع على القتال .
كل طائرة مخصصة للسرب ٣١٣ قابلة التحويل الى القتال الحربي في بدعة
ساعات .



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. الدور على شكل متوازي ١٦٩ .
 . فيه المصحح المسطح على هيئة قلب
 . اوصول الطيار المنفرد



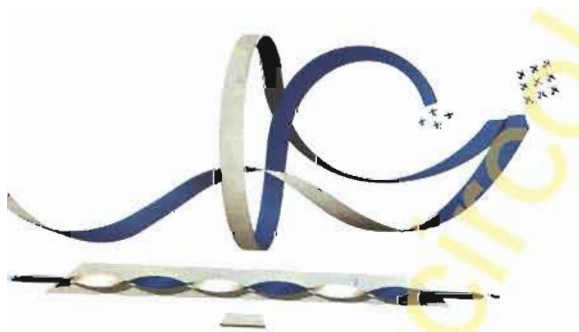
. تقاطع القسمة و الطيار المنفرد
 . الخلف على خط حلي و الاطراف على شكل مسطح متساوي
 . تقاطع قوس القسمة و الطيار المنفرد بحركة متعاضدة اسطوانية
 و الرجوع بواسطة المتعد اللغز



. تغير الى شكل كائس ، خلف ، تغير الى شكل نجح منفرد
 اسطوانى رأياً على عقب



. ملف اسطوانى اجمي على شكل البيج ، تجر الى شكل متوازي
 و مثلث متكسب (مقلوب)
 . صلبان التماسح للطيّار المنفرد



. نقطة الهدى (النجم الاول) في خط مؤخر ملف اسطوانى دخل
 خط القسم الثاني و الاطراف على شكل مسطح متساوي
 . حركة متعاضدة اسطوانية للطيّار المنفرد



. ملف اسطوانى ثلاثى و تغير على شكل هرمي بينما يصعد ليقلب

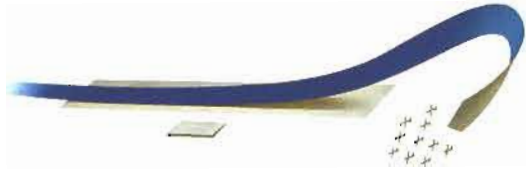


. خلف الطيار المنفرد مع استواء جهاز الهبوط الرئيسى و ملف
 اسطوانى « ثنائيدور » من التشكيل السطحي المتساوي
 « لرمكوناك » المنفرد



. سرعة رطيفية و ساهم الهبوط ، « فان ملوون ثلاثى
 على سرور انفرادى تحت التشكيل صعود مرتفع ، توقف المبرك فحاض

برنامج الطيران



. انقلاص و ه ه مع التجميع في دند مزدوج



. دخول على شكل مثلث متع دغان ثلاثي اللون و الانقلاب



. ملف اسطوانى امير على شكل مسطح متساوى ، المورد
انقاص الطيران رأساً على عقب للطيار المفرد



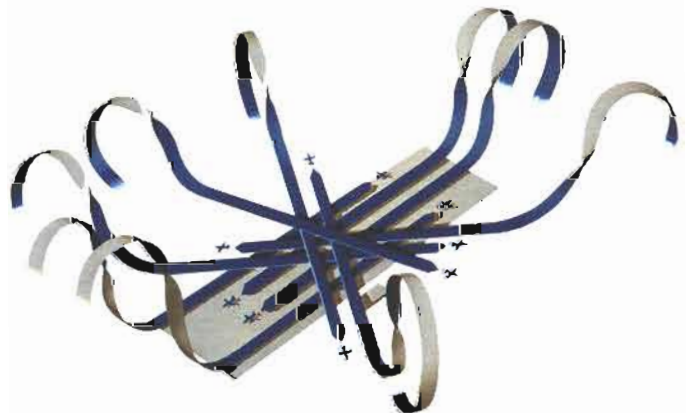
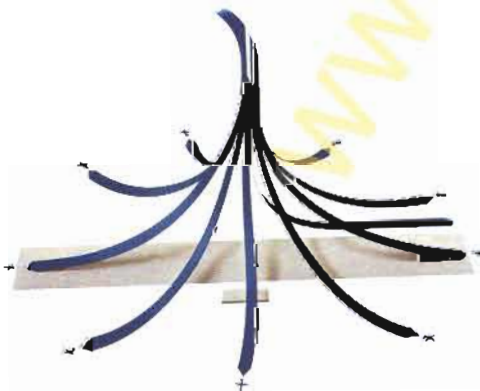
. ابولو ٣١٢ (مروحة القسم الدول و انقلاب القسم الثاني)
الطيار المفرد على ٤ ادقات اسطوانيه



. الانقلاب على شكل مثلث مقلد (مقلد) مع دغان ثلاثي اللون ،
تغير في القيمة على شكل متوازن و الارزود ، مع دخول المفرد في
نقطة الادماع و التوقف المفرد للبرك



. تقاطع القسامين في هبوط دائري مفرد ، الطيار المفرد
اسطوانى طي



. تقاطع الانقلاب المزدوج . العودة المتواضعة لجميع الطارات



AER MACCHI MB 339A/PAN

. ابرماكي

(PAN ترمز الى « الدورية الوطنية للبهلوانة الجوية » وهي طائرة تدريب نفاثة ذات المقعدين وتستخدم للطياره البهلوانى الجوى وتقدم

العمليات الحربية ضد الدبابات والطائرات العمودية

. مواصفات رئيسية :

الطول	١٠,٩٧٢	متراً
الارتفاع	٢,٥٨	متراً
فتحة الجناح	١٠,٢٥٠	متراً
الوزن الأقصى عند الاقلاع	٥,٩٠٠	كيلو جرام
الوزن عند الاقلاع (*)	٤,٣١٥	كيلو جرام
الارتفاع العملى الأقصى	١٤,٦٤٠	متراً
المحمل العامل الأقصى	٤ ج - ٨ ج	
مدة الصعود حتى ٣٠٠٠ قدم	١٥ بوصة	قدم
سرعة الاقلاع	١٠٥ KIAS (كيلومتر/ساعة ١٩٥)	
المسافة قبل الاقلاع	٤٦٠	متراً
سرعة الهبوط	٩٨ KTS (كيلومتر/ساعة ١٨١)	
المسافة قبل الهبوط	٤٦٠	متراً
الذائبة القصوى (خط العبور) (*)	٦٧٥	MM
الذائبة القصوى (خط العبور)	١١٤٠	MM



GLI SPECIALISTI DELLA PAN

Il volo è divenuto un'attività complessa e diversificata che esige la partecipazione di uno stuolo di tecnici, la cui opera deve affiancare costantemente il pilota. Questi tecnici sono gli « Specialisti ». Oggi l'aeronautica è simboleggiata dal trionomio: Pilota-Velivolo-Specialista. Gli Specialisti del 313° Gruppo Addestramento Acrobatico provengono, come i piloti, dai diversi reparti di volo dell'Aeronautica Militare e sono scelti dopo una severa selezione, perché il lavoro loro affidato richiede una preparazione tecnico-professionale accuratissima, vasta e profonda. Nel 1962 la Sezione tecnica del Gruppo ha migliorato, sui velivoli F-86E, gli impianti fumogeni allora esistenti, consentendo così al pilota di poter erogare, a comando, scie di fumo bianco o colorato.

TECHNICAL PERSONNEL

The complexity of flying requires the participation of a large number of technicians who must constantly assist the pilot in the fulfillment of his task. These technicians are the « Specialists ». The tri-nomial: « Pilot-Aircraft-Specialist » epitomizes today's Air Force more than ever before. The Technicians of the 313th Acrobatic Training Squadron, like the pilots, are recruited from the various flying units of the Italian Air Force. They are chosen after a tight screening, since their work has a high degree of responsibility level and requires the broadest technical-professional background. In 1962 the squadron technical section modified and improved the smokeplant on the F-86E aircraft so that the pilots could control the laying of white and colored smoke trails.

M1S: Albanesi, Calligaro, Cargnelutti, Cedermaz, Chiavon, Comini, Corrente, Iordan, Locci, Loreface, Masutti, Passoni, Pinzano, Procaccioli, Sello, Zanin.

M1: Andrighttoni, Bauco.

M2: Altavilla, Caraccio, Chirianni, Comodin, Cuschiè, Damiani, Dell'Ovo, Di Bernardo, Fabello, Germano, Grattoni, Ippolito, Lodolo, Maestra, Maraglino, Miconi, Paschini, Plaitano, Rumiz, Russo, Ruzzante, Savorgnano, Sicolo, Zuliani.

M3: Bernardi, Borzi, Contessi, Del Fabbro, Dose, Micelli, Mirino, Nodale, Quassi, Risveglia, Rossi, Tognarini, Valle, Vergendo.

SM: Bulfone, Perrotti, Plos, Soravito, Zacchino, Zonta.

SG: Balasco, Buffa, Caggiula, Furlanetto, Gori, Guerriero, Papa, Riccardi.



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Lo MB-339A/PAN, ove PAN sta per Pattuglia Acrobatica Nazionale, è un aviogetto biposto da addestramento e viene impiegato oltre che per il volo acrobatico anche in missioni operative di supporto tattico ravvicinato ed in funzione anticarro ed anti-elicottero.

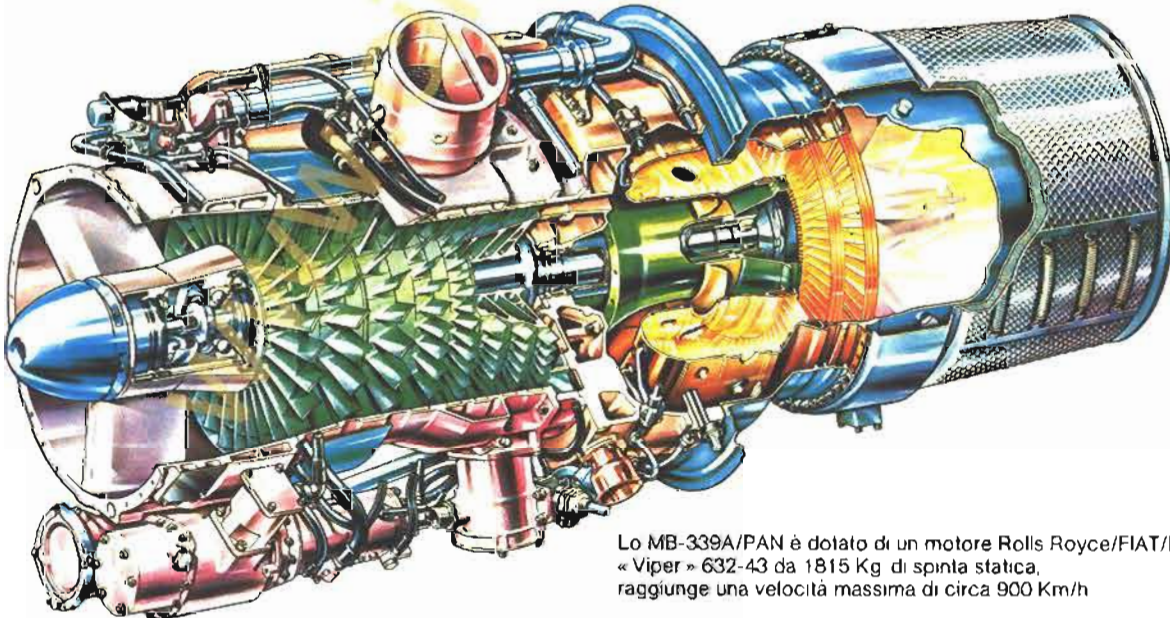
The Aermacchi MB-339A/PAN (where PAN stands for Pattuglia Acrobatica Nazionale - National Acrobatic Team) is a two seat jet trainer and it is employed for acrobatic flying and operational close air support missions against tanks and helicopters.

Queste le caratteristiche principali:

Main characteristics:

lunghezza	10,972 m
altezza	3,58 m
apertura alare	10,250 m
peso al decollo (massimo)	5,900 kg
peso al decollo (*)	4,315 kg
tangenza massima operativa	14,630 m
fattori di carico limite	+ 8g, - 4g
tempo di salita a 30.000 piedi	7' 15"
velocità di decollo	105 KIAS (195 Km/h)
corsa di decollo	460 m (1510 feet)
velocità di atterraggio	98 Kts (181 Km/h)
corsa di atterraggio	460 m (1510 Feet)
autonomia massima (*)	850 NM
autonomia massima	1140 NM

length	10.972 m
height	3.58 m
wing span	10.250 m
maximum take-off weight	5.900 kg
take-off weight (*)	4.315 kg
service ceiling	14.630 m
maximum load factor	+ 8g, - 4g
time to 30.000 feet	7' 15"
take-off speed	105 KIAS (195 Km/h)
take-off run	460 m (1510 feet)
landing speed	98 Kts (181 Km/h)
landing run	460 m (1510 feet)
ferry range (*)	850 NM
ferry range	1140 NM



Lo MB-339A/PAN è dotato di un motore Rolls Royce/FIAT/Piaggio/R.R. «Viper» 632-43 da 1815 Kg di spinta statica, raggiunge una velocità massima di circa 900 Km/h

The MB-339A/PAN is powered by a Rolls-Royce/FIAT/Piaggio/R.R. «Viper» 632-43 jet capable of 4000 lbs static thrust, the aircraft reaches a maximum speed of 485 Kts.

(*) valori riferiti alla versione MB339A/PAN
values relative to MB339A/PAN

5 5 5





freccce tricolori



Il Col. Rino Corso Fougier, fondatore della prima scuola di acrobazia a Campoformido.

1930/1939 GLI ANNI DELLA SQUADRIGLIA FOLLE

1930. È l'anno in cui nasce a Campoformido la prima scuola di acrobazia collettiva legata al nome del Col. pilota Rino Corso Fougier, pio-

niere e padre spirituale del volo acrobatico.

Fougier convinse lo Stato Maggiore che il perfetto pilota in senso sportivo, poteva poi, come militare, utilizzare con la massima efficienza l'aeroplano nel suo impiego bellico; quindi il volo acrobatico diveniva il risultato dell'addestramento quotidiano, severo e costante, al combattimento aereo e all'intercettazione. Iniziò perciò l'allenamento d'una formazione di 5 velivoli con un programma acrobatico completo.



LA PATTUGLIA ACROBATICA DAL 1950 AL 1960

Gli anni « Trenta » furono gli anni che videro la massima espansione e la più grande notorietà delle nostre formazioni acrobatiche all'estero. Sono di questi anni le crociere in Europa orientale e occidentale, meetings e gare internazionali, le crociere atlantiche. Ovunque entusiasmo e ammirazione per questi piloti e per le loro macchine italiane. Con la fine della 2ª guerra mondiale e la rinascita dell'A.M. riprese anche l'acrobazia collettiva. Lo scopo di questa forma di volo era ormai acquisito ed universalmente riconosciuto: addestrare il pilota da caccia a risolvere in proprio favore il combattimento aereo contro un velivolo avversario.

Negli anni « Cinquanta » l'Italia veniva rappresentata nelle varie manifestazioni nazionali e internazionali da pattuglie che si formavano annualmente presso i vari Reparti da Caccia. Nel 1956, per l'intensificarsi della partecipazione della pattuglia acrobatica a manifestazioni di carattere nazionale e internazionale, lo Stato Maggiore dell'A.M. determinò di designare ogni anno:

- a) una « pattuglia rappresentativa italiana » con il compito di partecipare a tutte le manifestazioni dell'anno considerato;
- b) una « pattuglia di riserva » destinata ad agire come « rappresentativa » per l'anno successivo.

L'incarico di raccogliere l'eredità dei gloriosi predecessori toccò ai Reparti illustrati in queste colonne. Alla fine del 1960 lo Stato Maggiore dell'A.M. decise di costituire una Pattuglia Acrobatica Nazionale con sede stabile sull'aeroporto di Rivolto del Friuli.

Così la Pattuglia Acrobatica è ritornata in quel lembo di terra che ha visto i natali dell'acrobazia aerea italiana.



1950-1952
CAVALLINO RAMPANTE (rampling horse)
4ª Aerobrigata (4th wing)
De Havilland DH-100 « vampire »



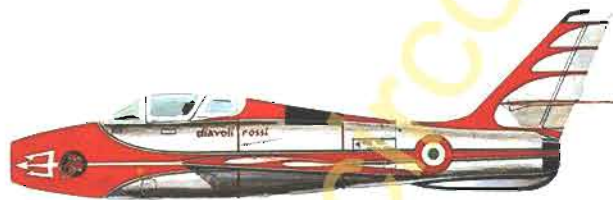
1953-1955
GETTI TONANTI (thunderjets)
5ª Aerobrigata (5th wing)
Republic F-84G « thunderjet »



1955-1956
TIGRI BIANCHE (white tigers)
51ª Aerobrigata (51st wing)
Republic F-84G « thunderjet »



1956-1957
CAVALLINO RAMPANTE (rampling horse)
4ª Aerobrigata (4th wing)
North American F-86E « sabre »



1957-1959
DIAVOLI ROSSI (red devils)
6ª Aerobrigata (6th wing)
Republic F-84F « thunderstreak »



1958-1959
LANCERI NERI (black lancers)
2ª Aerobrigata (2nd wing)
North American F-86E « sabre »



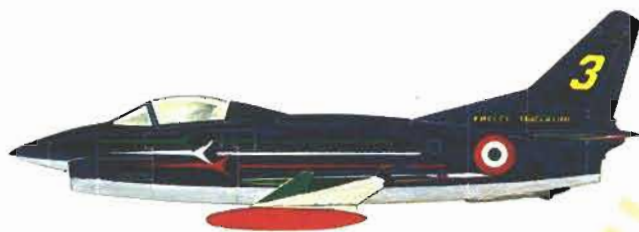
1959-1960
GETTI TONANTI (thunderjets)
5ª Aerobrigata (5th wing)
Republic F-84F « thunderstreak »



1961-1963
313° Gruppo Addestramento Acrobatico
« FRECCE TRICOLORI » (tri-color arrows)
North American F-86E « sabre »



1961-1963
313° Gruppo Addestramento Acrobatico
« FRECCE TRICOLORI » (tri-color arrows)
North American F-86E « sabre »



1964-1981
313° Gruppo Addestramento Acrobatico
« FRECCE TRICOLORI » (tri-color arrows)
AERITALIA/FIAT G-91 PAN

FRECCE TRICOLORI DAL 1961 AL 1985



I Comandanti del 313°

M. Squarcina	dal 1961 al 1963	V. Zardo	dal 1972 al 1974
R. di Lollo	dal 1963 al 1967	D. Franzoi	dal 1974 al 1976
V. Cumin	dal 1967 al 1969	P. Barberis	dal 1976 al 1979
G. Sburlati	dal 1969 al 1972	C. Salvi	dal 1979 al 1982

I Capi Pattuglia

V. Cumin, D. Franzoi, A. Gallus, F. Pisano, V. Posca, M. Scala, M. Squarcina, V. Zardo.

I Piloti

E. Anticoli, P. Barberis, F. Barbini, G. Bernardis, G. Bonollo, A. Boscolo, G. Carrer, C. Caruso, E. Colucci, V. Cumin, R. D'Andretta, G. De Podestà, A. Di Pauli, R. Ferrazzutti, A. Ferrì, D. Franzoi, A. Gaddoni, A. Gallus, A. Gays, G. Giardini, R. Goldoni, P. Gorga, S. Imparato, V. Jansa, L. Linguini, G. Liva, G. Liverani, F. Meacci, J. Miglio, M. Montanari, E. Palanca, F. Panario, P. Petri, A. Pettarin, G. Pinato, F. Pisano, I. Poffe, V. Posca, P. Purpura, D. Raineri, N. Ruggiero, C. Sabbatini, S. Santilli, G. Schievano, G. Senesi, V. Soddu, E. Turra, S. Valori, M. Venturini, B. Vianello, G. Zanazzo, V. Zardo.



1930/1939 THE VINTAGE TEAMS YEARS

The first school of aerobatic formation flight was opened at Campofornido in 1930. Its establishment is linked to the name of Col. Rino Corso Fougier, an air pioneer and the spiritual father of aerobatic flight in Italy.

Fougier convinced the Air Staff that a military pilot had first to be a real sportsman if he were to man his aircraft in war assignments with maximum efficiency and full control. Aerobatic flight was consequently the result of strict and constant daily training in air fighting and interception. Fougier therefore began a program of training a formation of 5 planes devoted to aerobatic flying alone.



THE AEROBATIC TEAM FROM 1950 TO 1960

During the thirties the Italian Air Force aerobatic Teams achieved maximum fame at home and abroad. They travelled to Eastern Europe, to Western Europe, to the Countries of South America, participated in international meetings and international competitions. Everywhere they met with enthusiasm and deep admiration for the pilots and their Italian built aircraft. At the end of the 2nd World War and during the re-organization phase of the Italian Air Force, aerobatic flying started again. Such a way of flying had already been used by all Air Forces for training pilots in aerial combat maneuvering. In the fifties, Italy was represented in several national and international airshows, each «representing» aerobatic team being formed every year by different fighter Squadrons. In 1956, on account of the increasing participation of the aerobatic team in national and international air shows, the Air Force Staff decided to appoint each year:

- a) one « Italian Representative Team » to participate in all the airshows during the year;
- b) one « Reserve Team » to be the « Representative Team » during the subsequent year.

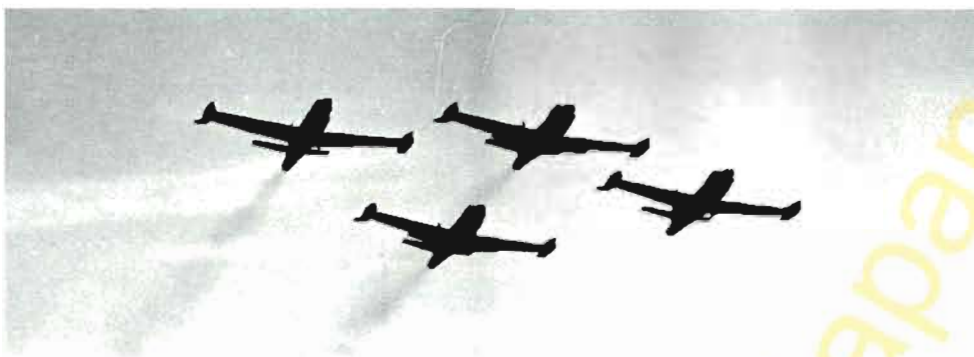
The honour and the duty of inheriting the fame of so many great predecessors was bestowed upon the units listed in these columns.

At the end of 1960 the Italian Air Staff decided to form a National Aerobatic Team with permanent headquarters at Rivolto del Friuli airport.

The Aerobatic Team came thus back to the spot which saw the birth of Italian aerobatics.



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De Havilland DH-100 « vampire »



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AERITALIA/FIAT G-91 PAN



ATTIVITÀ OPERATIVA DEL 313° GRUPPO

Una significativa parte dell'attività del 313° gruppo è dedicata all'addestramento operativo – come stabilito dallo Stato Maggiore dell'Aeronautica Militare – nei ruoli anti-elicottero e Supporto tattico.

In particolare tutto il personale viene addestrato al conseguimento ed al mantenimento della prontezza al combattimento.

Tutti i velivoli in carico al Gruppo possono essere convertiti a configurazione di guerra nel giro di poche ore.

OPERATIONAL ACTIVITY OF THE 313th SQUADRON

A significant portion of the 313th Squadron activity is reserved for the operational training in the Close Air Support and anti-helicopter roles – as established by Italian Air Force Staff.

In particular all personnel is trained to achieve and maintain the combat readiness. Each aircraft assigned to 313th Squadron is convertible into a war configuration within hours.



