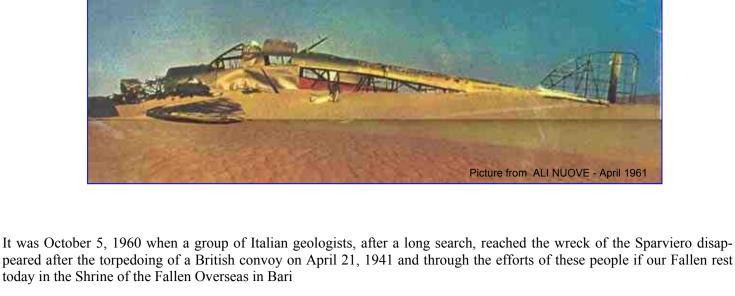
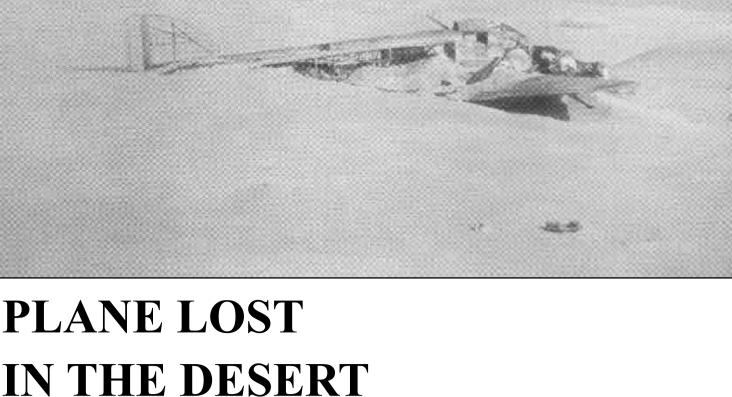
NOT TO BE FORGOTTEN... Stories of Men and planes found

We of ARIDO this time have not faced the heat and discomforts of the desert, but we were in Italy by browsing in the computer images and reports of our missions feeling the emotion of reading of the work and the passion of the other people, whom we like to elect as an example in our adventure.

The recent discovery of the P40 Kittyhawk and probable traces of his pilot, Sergeant Dennis Copping, widely documented from research and from reports of the missions conducted by the team of ARIDO, leave this first space to a pair of stories all Italian, the first that we leave to tell Claudio Sommaruga, head of geological exploration, at the time, in Libya on behalf of AGIP and coordinator of the mission, in the beautiful article which we quote in full, while the second we discover by visiting the website of pianadelleorme.com. We speak always of missions and work self-funded by people who, like us, try to prevent the time could forever cancel men and evidences of an important past.



The article by Claudio Sommaruga:



ing, after twenty years, of the wreck and of the remains of the crew, erroneously attributed to the helicopter of AGIP. At the time I was in charge for oil exploration "the CORI (AGIP), I managed from Benghazi the search for the wreck and the recovery of the remains. My testimony documents these operations and investigations conducted by us to identify the aircraft and its crew and rebuild the tragedy of their end I was told by an English Geologist (Holl Royd, BP) in February 1960 that there was the wreckage of a plane, maybe Italian, covered by the sand in the oil concession of CORI n° 82, I had learned, who had flown at high altitude with the "Silver City" a contractor airline which

concession we found the remains of a British twin-engine, perhaps pushed by the wind into the desert, as well to the south, a four engine American airplane which became well known because of the adventurous travel of 10 km of a crew member, looking for help. On July 21, 1960, our geologist Gianluca Desio, son of the famous explorer Ardito Desio, with the surveyor Eugenio Vacirca and the desert guide Rahil Ahmed, by cars, did find in the sands on the northern edge of the erg and 8 km from the trigonometric point of Garet Khud, along the caravan Gialo - Giarabub, the remains of an Italian airman. The body, reduced to the skeleton at the top, out of the sand, was mummified on the part bur-

ied by the sand, with what remained of the suit, lying on his back, without papers, with binoculars, two watches, a flare gun "Very" (with a shell exploded) an empty pint, a compass of a plane, a helmet, a screwdriver, parts of Italian and German newspapers, a bunch of keys, one with a label "S 79 MM 23881, cert. 263, MM23381, date of last test ... ". It was the confirmation of the wreckage we were looking for! The suit without insignia and the fact he had no documents was assumed as the pilot had thrown them in the fear of being captured by the enemy. The body we found was wearing pieces of black cloth. That area of dunes, in fact, was the scene of raids by the "Long Range Desert Group", which from the oasis of Siwa in

served by DC 3 the oil fields around in the Libyan desert. Advised our geologists, geophysicists and demining team, a total of 10 teams with hundreds of Libyans and expatriates. In our

In the issue of "Military History" in July 1994, Achille Vigna reconstructed the history of the

torpedo S79 lost in the Libyan desert in 1941, concluding with a mention to the casual find-

Egypt, roamed Giarabub, from the south, through the sands, then swooped suddenly to the north, intercepting the caravan track Gialo - Giarabub, to fade swallowed by the dunes! We found (and even took from them) their abundant deposits: hundreds of barrels of water and The body we found was wearing pieces of black cloth. The area of discovery and the presumed path of Sergeant Romanini in the desert of sand (ergs), who probably passed at a short distance from a water tank of the **Long Range Desert Group.** F4816 01(6)[10

A testimony of the

discovery the wreck

of the S 79 torpedo

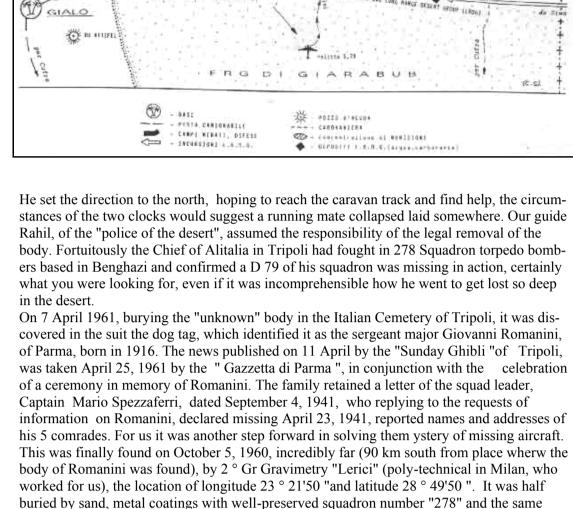
lost in the Libyan

CLAUDIO SOMMARUGA

desert in 1941

Above the title: the S 79 M.M.23881 when was found in October 1950

(Foto A. Franchino)



We informed the Italian Embassy and the President of ENI, Enrico Mattei. Finally, transported from the site, by air and off-road, a public prosecutor Libyan the coroner (dr. Gino Ortega, Italian) and a police officer and the wooden boxes to collect the remains of the fallen. The small Italian community in Benghazi, mostly employees of "Cori" and "Lerici", families, priests and doctors, welcomed, at the airport of Berka, the corpses of the fallen which were blessed by a Franciscan priest. There were no Italian consular authorities because it was Sunday. Then, with the collaboration of our helicopter pilots, former military pilots, ex fighters, and in par-particular the chief pilot of AGIP, Pasquale Bartolucci (who did everything with great

abnegation and carried out the survey of the wreck), we tried to solve the riddle of the

Were also mobilized journalists and our geologists (Especially Aristide Franchino and Angelo Pesce, who took the photographic evidences). From our Ministries of Defense and of the Air

torpedo landed, somehow, in the "great sand sea."

Force, also contacted the ENI, we had all the confirmations.

serial number of the key of Romanini. The coating by canvas was already torn into pieces. Three bodies were found with the wreck. One in the cabin, in place of pilot and two outside, one leaning on a chair to the side and the other under the wing. We mobilized our staff and the Libyan authorities to proceed with a quick recovery of remains and preserve them.

S 79M.M. 23881 (Foto A. Franchino)

Another image of the

preserved by

Franco Pagliano, L'equipaggio

Alessandro Mossotti, Chi sve-

lerà l'enigma del bombardie-

re perso nel deserto ?, "Domenica del corriere", may

Franco Pagliano, In cielo e in

Francesco Guidi, Un incontro

Longanesi, Milano,

nel 1941.

"Rotosei", april 30,

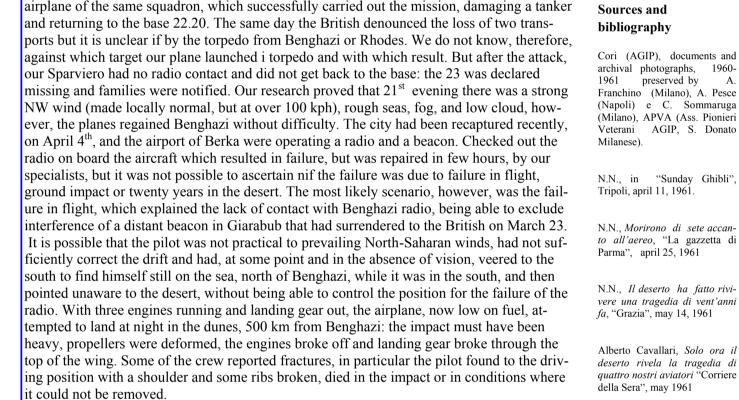
disperso,

27, 1962

terrra,

AGIP, S. Donato

"Sunday Ghibli",



Romanini survived to the impact because of his strong body and the position on the queue of

the plane, so he tried the long way to north in search of assistance, in which he grazed with-

A desperate march of more than 90 km seeking relief, which represents a dramatic primacy and drove him, to fall exhausted at 8 km from the possible salvation, the caravan track Gialo-

Maybe he thought he saw something and taken in despair: shot a signal flare and fell back,

exhausted, no more water and food, and after losing a fellow inmate, as we do believe be-

We recovered only four of the six crew members, the body of Romanini, the only one identi-

fied, delivered to the family. The other three bodies, of "unknown" on 5 well-known names,

were buried in the Italian Shrine of Tripoli until 1972 and then transferred to the Shrine of Fallen Overseas in Bari: the one found in the cabin, probably was the master Cimolini Oscar

I have seen no further discoveries of corpses and therefore there are two missing: the

The wreck of the aircraft remained over there silted up and robbed, occasionally reached by

probable fellow inmate of Romanini and another one, buried somewhere in the dunes.

out seeing, a water deposit of the Long Range Desert Group.

Giarabub out from the sand.

occasional visitors.

cause of the second watch he was wearing.

and the two bodies found outside the aircraft.

Here's what we could rebuild. On April 20, 1941, the torpedo had come from Catania airport to Benghazi. The next day, at 17.25, took off to attack the British convoy reported in the area 5881 offshore Crete. 35 minutes before it another aircraft took off from Benghazi, another

C. Sommaruga At that time was not possible to take to Italy also the remains of the Sparviero and unfortunately today in the Libyan desert remains little of the S 79 MM 23881 of the Captain Oscar Cimolini, we of ARIDO were there in 2010 and here's what we found:

con la storia, Il dramma di un aereo italiano disperso nel deserto libico"NIA", AGIP, may 1994 Achille Vigna, La fine di uno Sparviero, in "Storia Militare"

n. 10, july 10, 1994

From the desert to the sea! surfing the net with pleasure meet members of the Association Archeo Sub of Latina who the discovered and recovered this wonderful Curtiss P40 Warhawk, the protagonist of a water emergency landing, for an engine failure, in the waters of Capoportiere Latina, January 31, 1944. The plane is now at the historical museum of Piana delle

Orme, in these images the stages of recovery:

But ... we can still relive the moment of discovery by visiting the park museum Volandia where, entering the pavilion specially created, we can admire a breathtaking scene of the dramatic reconstruction of the landing in the desert:

In this article we told of important works, dreams that may seem impossible for a single, though animated by this passion, well ... we thought maybe the same thing before we meet ...!Just today, on this hot August ARIDO celebrates its first birthday, a year of intense work, we proudly leave behind results that are important for us as the realization, at the Shrine of El

ended tragically, unfortunately, only 8 km from salvation and in the vicinity of a deposit of the LRDG for our pilot Roman-

"el tajara el inglisi" The place of discovery of the possible remains

El Alamein - Italian Military Memorial The monument to Rasoul



1° Airman engineer QUINTILIO BOZZELLI

1° Airman gunner GIOVANNI ROMANINI

D.T., August 2012

Piana delle Orme Piana delle Orme Alamein, the monument to Rasoul, the laying of the memorial plaque in Karet El Kadim, mapping and restoration of 18 cemeteries scattered in the desert, the discovery of the pit of Santo Pelliccia and the construction of a memorial and much more already well documented on the web site. Returning to the theme of this article, we still want to conclude by spending a few words about the discovery, by ARIDO, the P40 Kittyhawk ... After the discovery of the plane the team of ARIDO was involved in two missions at site, where tracing the hypothetical route of the pilot to an improbable salvation, about 8 km from the aircraft we found some metal objects, dated 1939, along with human remains. We have informed both the Egyptian and the British authorities, there are no proof that they are the remains of the pilot, Sgt. Dennis Copping, but we regret that identification of those poor bones do not seem to interest anyone. These remarks may wish to emphasize that the stories of the findings, of the P40 Kitty-Hawk and of the S-79, are perfectly identical: both tragedies have originated from a mistake in routing, men with the only help of the compass, dismantled from the plane, engage in a hallucinating journey through the desert toward an improbable salvation, a march that

ini, maybe it's just a case but the team of ARIDO has found human remains near the deposit of LRDG of Ain Dalla, taking its cue from the modus operandi that made possible the recovery of our crew. In February 1960, AGIP technicians were able to listen to the stories of Bedouins who spoke of an Italian plane bogged down in the desert ... the same voices, whispering in Arabic "el tajara inglisi", have led us of ARIDO to the site of this wonderful airplane and guide us today on the trail of Sergeant Copping....



Gebel Kalak

Recovery and mapping of the cemetery

Karet EL Kadim

A memory of ARIDO

Traslation by Andrea Mariotti

Deir El Munassib The memorial at Santo Pelliccia trench Today, sure that some other stories could end as those we have reported, we dedicate our work the crew of the Sparviero SM 79 M.M. 23881 Pilot Captain OSCAR CIMOLINI Lieutenant Oss. FRANCO FRANCHI Marshall Pilot CESARE BARRO Seargent radio operator AMORINO DE LUCA