

ACC

10000/135/89

S.M. 95, AIR
JULY 1945 -

10000/135/89

S.M. 95, AIRCRAFT, AIR STAFF CORRESPONDENCE
JULY 1945 - JAN. 1947

ORG IIm6

Enclosure 15 A is confirmation of the I.A.M.'s telephone request to fly the S.M.95. to Greece.

Please chase M.A.A.E. for a quick answer as the Italian has given the 1st November as the date to do the trip.

Hopman
29/10

m7

C.T.O ^{first file} 20/12 see enclosure 24 A. and note below.

Ref 23 A. Please phone MAAC. (w/c Hamilton Freedom 416) and enquire progress of the request.

Hopman
19/12/46

m8S.S.O

Ref m 7 S/L Walsley suggests that the I.A.M. should get all particulars ready of the crew & passengers who are going with the SM 82, he says photographs may also be required similar to those required for the SM 95 flight to UK.

53/20/12
20/12.

NOTE:- 24th of this file placed on file 6/air. Request from MAAC. for Italian aircraft to fly to U.K. - (addressed to British Air Ministry).

min 3

C.T.O. thru S.S.O.

Ref 9A, please coordinate with Colonel Bruner
and make necessary reply to MACC document.

J. E. Brunk, H. Col.
9 July 46.

m 4C.T.O.

When taking action on M.3. let W. Reich
select authority for him to try to UK in the SM 82
in not get through.

W. Reich
10. 7. 46.

Adj. and
A. I. R. II

M.S.Ref 11A

Dean find no trace of Signal U 224 and
have asked MAAC for a copy.

As far as Dean find out it is a signal
asking for a written explanation why
W. Reich flew to UK without authority
5017

Please check manifests with the latter
AFSC 36/11/air dated 30 April (Enclosure
100 A in 36/11/air) and list the names
of any other personnel. Also check

about authority for him to pay to VIK in the sum of
in not get through.

W. J. J. J. J.
10-7-46.

A. J. J. J. J.
A. J. J. J. J.

M. S.

Ref. 11A.

Dean find no trace of Signal U 224 and
have asked MAAC for a copy.

As far as Dean find out it is a request
asking for a written explanation why
the River flows to VIK without authority
5317.

Please check manifests with the letter
AFSC 36/11/11/air dated 30 April (Enclosure
100 A in 36/11/11/air) and list the names
of any other personnel. Also share
MAAC for the copy of Signal U 224

W. J. J. J. J.
8/8/46

M1

ADOC.
CFO. ^{10/15/66}
28/6

Ref 6 A and attachments.

These reports are studying and they should help the

1. A.M. and the Savaya Marchetti firm.
2. Most of the maintenance troubles except the extending failure seem to be due to poor and old material.
3. The poor backward view is a criticism but not a serious one as I feel that the Squadron has been making the report was thinking more of military type aircraft than of civilian commercial type.
4. Agree with all the recommendations in Para 7 of 6 C but it will probably require a major modification of design to improve the longitudinal stability and to make the airframe more efficient when the flaps are lowered.

W. J. J. J. J.
25. 6. 46 J. J. J.

C.F.O. ^{10/15/66}
28/6

NOTE

These reports cover both flying characteristics and maintenance difficulties. Have filed them in an air staff file and suggest you have them copied

old material.

3. The poor backward view is a criticism that not a criticism as I feel that the Squadron leader making the report was thinking more of military type aircraft than of peacetime commercial types.
4. Agree with all the recommendations in para 7 of 6 C and it will probably require a major modification of design to improve the longitudinal stability and to make the airframe more effective when the flaps are lowered.

W. J. Jamman
25.6.46

C.F.O. NOTE

28/6

These reports cover both flying characteristics and maintenance difficulties. Have filed them in an air staff file and suggest you have them copied to your engineering file.

W. J. Jamman
25.6.46

C.F.O. 28/6

Have covering letters on 824/4 Eng.

Ref above and 2 copies of reports on SD 95 to I.A.P. & copy to Form 100. Emphasize main faults in covering letter to I.A.P. & ask them to let us know whether & how they propose to overcome these defects. Don't await the Works' return before sending. RM

27/6

Col. Branta will be interested.

RM

SIGNAL SERIAL NO 7874

ROUTINE

78-151200A.

FROM: MEDITERRANEAN ALLIED AIR COMMITTEE SECRETARIAT RAF LIAISON
SECTION WITH SAC MED AFHQ BASERTA CMF.

ACTION: AIR MINISTRY LONDON (R) HQ RAF MEDME (R) AHQ RAF ITALY CMF (R)

AFSC ALCOM ROME

UX 525. SECRET.

MY UX 510 DECEMBER REFERS. FOLLOWING HAS BEEN RECEIVED FROM LAST
ADDRESSEE. QUOTE. AIRCRAFT NUMBER 60825 CALL SIGN IDBQL (IABQL?). CREW.
LIEUT COL PILOT SARI ERCO E MAJOR PILOT BEELIN VIA CARMELO CAPTAIN PILOT
VODRET PRITRO WARRANT OFFICER WIRELESS OPERATOR ROSI PIETRO (GOSI PIETRO?)
SGT MAJOR X ENGINEER VINCENZOTTO ANTONIO SGT FLIGHT RIGGER GARRITANO
GEE SAVERION. AIRCRAFT WILL PICK UP TWO ENGINES, RETURN TO ROME AND THEN
RETURN TO HURN FOR THE REMAINING TWO ENGINES. UNQUOTE. REQUEST YOUR
APPROVAL FOR THIS FLIGHT OR COMMENTS SOONEST.

CIPHER NOTE: A CHECK WILL BE
OBTAINED ON THIS MESSAGE IF
REQUIRED.



5315

16A
27B

AIR FORCES SUB COMMISSION. ALLIED COMM. ROME. 131100 A.

M.A.A.C. SECRETARIAT.

SECRET.

ABLE ONE EIGHT THREE PD CLEARANCE REQUESTED ONE SUGAR MIKE EIGHT TWO MILITARY
AIRCRAFT TO ENGLAND ONE SIX JANUARY ONE NINE FOUR SEVEN TO COLLECT FOUR PEGASUS
FOUR EIGHT ENGINES FROM BRISTOL COMPANY PD ROUTE ROME TO HURN NON STOP PD
AIRCRAFT NUMBER SIX ZERO EIGHT TWO FIVE CMA CALL SIGN ITEM ABLE BAKER QUEEN LOVE
PD CREW PD LIEUTENANT COLONEL PILOT SAVI ERGOLE PD MAJOR PILOT
BELLINVIA CARMELO PD CAPTAIN PILOT VODRET PIETRO PD WARRANT OFFICER
WILLIAM OBOE PETER ROSI PIETRO PD SERGEANT MAJOR ENGINEER VINCENZO
ANTONIO PD SERGEANT RIGGER GARBITANO SAVERIO PD AIRCRAFT WILL PICK UP
TWO ENGINES CMA RETURN TO ROME AND THEN RETURN TO HURN FOR THE REMAINING TWO
ENGINES PD

5314

AFSC/36/3/Air.

IMPORTANT.

ORGANISATION.

479.

A.G. SALTER. S/LDR.

A.C. MERRIEN. F.O.

R.A.F. Form 683.

SECRET.
CYPHER MESSAGE.H/8777
26/12/46
W.L. 18787/2442. 600w. 13/41. L.P. (Ldn) Ltd. 51-1004
SECRET

To— MEDITERRANEAN ALLIED AIR COMMITTEE SECRETARIAT AFHQ REPEATED + HQ MED/ME COMMAND + AHQ ITALY AFSC ROME.	Date 27.12.46				
From— AIR MINISTRY LONDON	<table border="1"> <tr> <td data-bbox="1419 1213 1670 1270">Receipt Time of 270900A</td> <td data-bbox="1670 1213 1908 1270">Despatch 271200A</td> </tr> <tr> <td data-bbox="1419 1270 1670 1390">System</td> <td data-bbox="1670 1270 1908 1390"></td> </tr> </table>	Receipt Time of 270900A	Despatch 271200A	System	
Receipt Time of 270900A	Despatch 271200A				
System					

Serial No. 677

APX 2358 23 DEC SECRET

FOLLOWING IS ENCRYPTED VERSION MY ~~XXX~~ TIME OF ORIGIN 231722Z.
REFERENCE YOUR UX259/19 DEC METHOD APPROVED. REQUEST FULL DETAILS
AS SOON AS POSSIBLE INCLUDING AIRFIELD WHERE ENGINES ARE BEING
COLLECTED.

ROUTINE.

DECYPHERED BY W/O McEWEN

DISTRIBUTION AFSC ROME

UNPARAPHRASED LITERAL TEXT
OF CYPHER MESSAGE

Have requested 1.4.47 for information
23/12/46 and again 4/1/47 *Reactive/c*

Transferred to this
file and

0557

SECRET

H/8654
25A
24A

SIGS SERIAL 6873.

ROUTINE DTG 191215A.

FROM; ME ALLIED AIR COMMITTEE SECRETARIAT AFHQ

ACTION; AIR MINISTRY LONDON (R) RAF MEDME (R) AHQ ITALY (R) AFSC
ALCOM ROME.

UX510. SECRET.

SIAI MARCHETTI FIRM HAS REQUESTED THROUGH ITALIAN AIR MINISTRY
PERMISSION TO FLY ONE SM 82 MILITARY AIRCRAFT TO ENGLAND TO COLLECT
FOUR PEGASUS 48 ENGINES FROM BRISTOL COMPANY.

PARA TWO. ENGINES HAVE BEEN PURCHASED BY ~~AL~~ BRITISH-ITALIAN
AIR LINE COMPANY FOR SM95 AIRCRAFT.

PARA THREE. IF APPROVAL GIVEN DETAILS OF CREW PASSENGERS ROUTE
AND LENGTH OF STAY WILL BE FORWARDED.

PARA FOUR. FOR YOUR INFORMATION ITALIANS HAVE TWICE FLOWN TO
ENGLAND IN CONNECTION WITH SM 95 AIRCRAFT.

PARA FIVE. REQUEST APPROVAL FOR THIS FLIGHT.

SECRET

20/12

Original at AFHQ
Extracted from file 36/3/100

21/5312
Transmitted to File 26/1/100

IMMEDIATE.

24A

From : Air Ministry. Minister's Cabinet.
To : A.F.S.C., A.C., Rome.
Date : 8th January 1947.
Ref : 533/48 Coll.

Collection of engines in London.

To fulfill the request made by the S.I.A.I. Company, this Ministry has in mind to send an S 32 aircraft to England to collect 4 engines bought by the aforesaid Company.

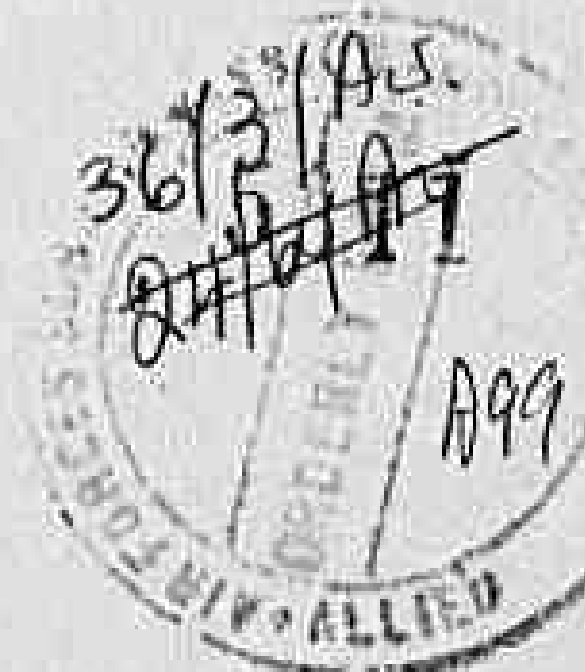
2. The flight would have to be made without stop from Rome to Basingbourne leaving the 16th January 1947.
3. The aircraft would have to make 2 flights with 2 engines on each trip.
4. The aircraft would be the S 32 No 60325 international call sign I-ABOL.
5. The crew would be made up of :-

It. Col. Pilot SANI Arcadio - Major Pilot BELLINIA Carmelo
Capt. Pilot VOREL Pietro - W/O WOF ROSI Pietro
Sgt. Major Engineer VINCENZO Antonio - Sgt. Rigger GARRITANO Saverio.

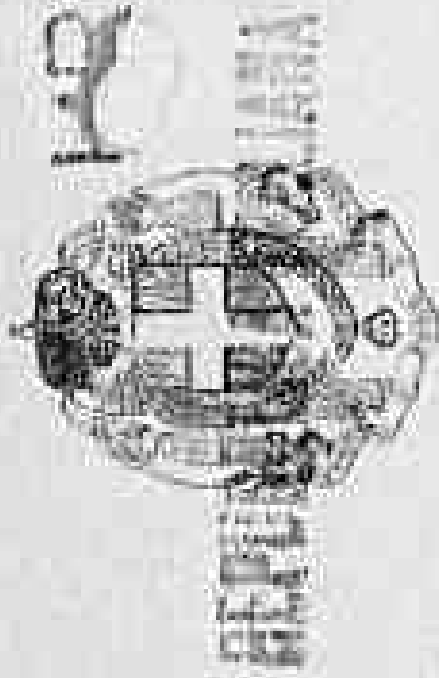
6. It is requested that you may let us know if the AFSC sees any objection to this flight.

FOR THE CHIEF OF CABINET

TRANSMITTED BY Mr. P.W. BURTON.



ARGENTISSIMO



Ministero dell' Istruzione.

GABINETTO DEL MINISTRO

Division / 48 Coll.
Sub. V. 2 383 Allegati

Oggetto

Resposta al p.^o V. ^o del

R. O. V. A.

AL. SOTTOFONDI ALBANI
A.C. (bianche inf. Collarento)

A.C. (Granite var. Collozanto)

Mod 115

243
JAN 8 1947
Hennepin
1947

Per aderire alla richiesta della Ditta S.T.A.I., questo Mini-
stero avrebbe in inviare un velivolo S.62 in Inghil-
terra per effettuare il trasporto di 4 motori colà acquistati
dalla predetta Ditta.

22. Il volo verrebbe effettuato in una sala tappa da Roma a Bassingbourne con partenza il 21 o il 23 gennaio 1947.

3. Il prodotto relativo dovrebbe essere il triplo di quello che si ripete 2 volte.

4. Il valivolo in questione sarebbe un S. 83 M.M. 60825 noni
nativo internazionale T-1311.

5. L'equazione avrà le così chiamate:

TEN. COL. PVL. SIVT Nacole - Magg. PVL. BELLINIA. Carmelo - Cap.
 PVL. VORREY Piero - Marec. Marc. ROST Pietro - Serg. Magg. Met.
 VINCENZO ANTONIO - Serg. Kent. CARBONINO Saverio.

6. Si prega di voler concedere il necessario nulla osta a
ci resta in attesa di cortese comunicazione al riguardo. 419

100

OLYMPIA TO GO

Ed. Mansel & Son

0560

23A

From : Air Forces Sub Commission, A.C., Rome.
To : Mediterranean Allied Air Committee Secretariat.
Date : 10th December, 1946.
Ref : AFSC/36/3/Air.

COLLECTION OF PEGASUS AIRCRAFT ENGINES
FROM U.K.

The S.I.A.I. Marchetti Firm has requested through the Italian Air Ministry that permission is given to fly an SM 88 aircraft to the United Kingdom to collect four Pegasus 48 engines from the Bristol Company.

2. These engines are required for SM 95 aircraft purchased by the A.I.I.I. (British-Italian) air line company.

3. This Headquarters recommends the application and will notify you later of names of crew, proposed date of departure and route.

L. E. Jarman

L.E. JARMAN, G/C,
Air Vice-Marshal,
Director,
Air Forces Sub Commission. 5309

*File 119
11/12*

[Copy to Milan Detachment]

NOTE
(See 119 on 5/12/46)

22A
E/

FROM: AIR FORCE STATO MAGGIORE
3RD SERVICE UNIT TECHNICAL SECTION

TO: AIR FORCES SUB-COMMISSION, A.C., ROME

DATE: DECEMBER 5TH 1946

REF: 371777/ST3/15/3936COLL.

PEGASUS MOTORS FOR AIRCRAFT S.M. 95

The S.I.A.I. Marchetti Firm has asked this Stato Maggiore that an aircraft S.82 be made available for the transport of 4 Pegasus 48 motors from England, Bristol to Vergiate. These motors have been purchased by the A.I.I.I. Firm for a S.M. 95 aircraft also purchased from the above mentioned Firm.

As this Stato Maggiore has complied with the request, we kindly ask your Sub-Commission to grant flying authorisation. The names of the crew will be communicated with further letter.

THE DEPUTY CHIEF OF STAFF
COL. A.A.r.n. PILOT,
ALDO REMONDINO

Translated by Eva Rosati

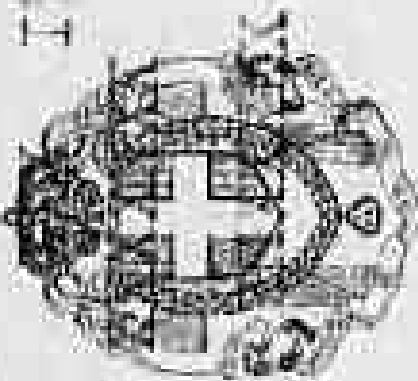
[Handwritten signature]

5308

[Circular stamp: AIR FORCE SUB-COMMISSION, 12/5/46, 36/3/1946]

REPUBBLICA

ITALIA



Mod. 172*

5016 BAC

Roma.

19 1

Stato Maggiore Aeronautica

3° REPARTO SERV. Sezione Tecnica.

A.L.A.C. / A.F.S.C.

tramite Ufficio di Collegamento

S E D E

Prot. N. 371777/173/15 3936 calp

Proposta al P.S.A.

del

OCCETTO Motori Pegasus da montarsi su velivolo S.M.95.-

La Ditta S.I.A.I. Marchetti ha chiesto a questo Stato Maggiore la messa a disposizione di un velivolo S.82 per trasporto dall'Inghilterra, Bristol, a Vergiate, di 4 motori Pegasus 48, acquistati dalla Società A.L.I.I. che desidera farli montare su un velivolo S.M.95 commissionato alla sopracitata Ditta.

Questo Stato Maggiore avendo aderito alla richiesta prega codesta Commissione a voler concedere l'autorizzazione del volo.- Si fa riserva di inviare successivamente i nominativi dell'equipaggio.-



PRODOTTORE DI STATO MAGGIORE

Colonello A.A.C. e Pilota

(Aldo Benvenuto)

5307

Il primo ufficio per ogni lettera in cui si esprime un'opinione sulla proposta

ISTITUTO POLIGRAFICO DELLO STATO

0563

21A

MINISTERO DELL'AERONAUTICA
GABINETTO DEL MINISTRO

Roma, 3 Nov 1946

Segreteria

Prot. N. 30126

ALL'AIR FORCES SUB COMMISSION
tramite Ufficio Collegamento

Ufficio Coll.

ROMA

URG.

OGGETTO: Volo Roma- Atene.

Sg. Ldr. Salzer

In risposta al foglio n°AFSC/36/3/Org in data 12/11/1946, si comunica che il velivolo S.M.95 M.H. 240/1 nominativo internazionale LABQD partirà il giorno 15 novembre alle ore 9= dall'Aeroporto di Centocelle.

2. L'Aereo effettuerà rotta diretta Centocelle -Atene ed atterrerà sull'aeroporto di Kalamati.

3. L'equipaggio è così composto:
T.Col.Pilota PIVA Adriano
Ten.Pilota NOTARIANNI Adriano
Mar.Mot. ROSSI Michele
" Marc. MARTINELLI Federico
Serg.Mont. REGINELLI Fernando
Magg.Pil.-Primo Navigatore BERNARDINI Orazio
Ten. Pil. Secondo Navigatore GARFAGNINI Emilio

d'ordine
IL CAPO DI GABINETTO

Confirmità telecon.
Luigi Nairi Tom

Has been sent to Cecina.

4/11
stam.

16/11
5306
36/3/47

(By hand) 20A

URGENT

From : Air Forces Sub-Commission, A.C. ROME.
To : Italian Air Ministry -
Military Air Courier Service - ROME.
Date : 12th November, 1946.
Ref. : AFSC/36/3/ORG.

file

ROME ATHENS FLIGHT

Reference is made to your request, Subject as above, dated 4th November, 1946.

The flight of the S.M.95 from Rome to Athens to transport from Athens 39 Italian civilians has been approved.

It is requested that this Sub-Commission be given the following details pertaining the flight : Date and Time of take off, Airports to be used, Route to be followed and Date of Departure from Athens.

H. H. Hagan
H. H. HAGAN, LT.A.C.
FOR AIR VICE MARSHAL,
DIRECTOR,
A.F.S.C.

5305

19A

From : Air Forces Sub-Commission, A.C. ROME.
 To : Greek Legation - ROME,
 Attn: Mr. GOTTEN.
 Date : 14th November, 1946.
 Ref. : AFSC/36/3/AIR.

ROME ATHENS FLIGHT

Further reference is made to our telegram on 12 Nov. 1946.

Approval has been given by Allied Authorities for an Italian Military Aircraft SM-95, Number 240/1, Markings IABQD to proceed to Athens, Greece, to transport from Athens 39 Italian civilians.

The ^{plane} ~~plane~~ will arrive Athens on the 15 Nov. 1946, and depart 19 Nov. 1946 with the following crew: -

1st Pilot	Lt. Col. PIVA Adriano,
2nd Pilot	Lt. NOTARIANINI Adriano,
Navigator	Lt. GARFAGNINI Erminio,
Wireless Op.	Lt. BENVENUTO Luigi,
Mechanic	W/O ROSSI Michele,
Rigger	Sgt. REGINELLI Fernando.

HAN. 5302
 H. H. HAGAN, LT.A.C.
 FOR AIR VICE MARSHAL,
 DIRECTOR,
 A.F.S.C.

STATO UNICO
Servizio Corriere Aerea Militare

From: Italian Air Ministry
Military Air Courier Service

R o m e

To : Air Force Sub Commission, A.C.

R o m e

Date: November 12th 1946

Ref: 4304/256/L.S.B.M.

ROME ATHENS FLIGHT

Reference is made to your letter, subject as above, dated November 12th 1946.

Details pertaining the flight in argument are the following:

Date of departure: November 15th / 1946

Time of take off : 0900

Take airport : Centocelle

Airports to be used: Centocelle, Lecce, Athens.

Route to be followed: Centocelle, Lecce, Athens.

Date of departure from Athens: November 19th / 1946.

5302



12/11/46

CAPO DEL SERVIZIO
Ten. Col. A.A.R.n.-G. Gussoni

STATO MAGGIORE R. A.

Prot n 4304/256/L.S.B.M.

To : Air Force Sub Commission, A.C.

R o m e

Date: November 12th 1946

Ref: 4304/XS/10/10.5.8.M.

ROME ATHENS FLIGHT

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Details pertaining the flight in argument are the following:

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Take airport : Centocelle

Airports to be used: Centocelle, Lecce, Athens.

Route to be followed: Centocelle, Lecce, Athens.

Date of departure from Athens: November 19th / 1946.

5302



STATO MAGGIORE R. A.
Prot n 4304/75/0/PCAT
Data 12/11/46

17A

AIR FORCES SUB COMMISSION, A.C. ROME

MEDITERRANEAN ALLIED AIR COMMITTEE AIR HEADQUARTERS (REAR) CASERTA
ITALY.

UNCLASSIFIED

QDOE FOUR SIX PD FURTHER REFERENCE OUR CABLE REGARDING SUGAR MINE NINE FIVE
 NUMBER TWO FOUR ZERO STROKE ONE MARCHES ITEM ADLN BAKER QUEEN DOG PD WILL DEPART
 ROME ON ONE FIVE NOVEMBER ONE NINE FOUR SIX AT ZERO NINE ZERO ZERO PD ROUTE CLN
 ROME LECCE ATHENS AND DEPARTING ATHENS ONE NINE NOVEMBER ONE NINE FOUR SIX WITH THE
 FOLLOWING CREW CLN FIRST PILOT LIEUTENANT COLONEL PINA CMA SECOND PILOT LIEUTENANT
 NOTARIANI CMA NAVIGATOR ~~CARPAGNINI~~ LIEUTENANT CARPAGNINI CMA WIRELESS LIEUTENANT
 DEVENUTO CMA MECHANIC WARRANT OFFICER BOSSI CMA RIGTER SERGEANT REGGINELLI

5301

AFSC/36/3AIR

IMMEDIATE

ORGANISATION

479

H. H. HAGAN, LT.

A. C. MERRIEN, P/O.

FROM : I.A.F. "STARS MAGGIORE", Military Air Courier Service, Rome.
 TO : A.F.S.C., AC HQ, ROME. (Attn. S/LDR SALTER).
 DATE : 4th November, 1946.
 REF. :

16 B.

ROME-ATHENS Flight.

Org Clear by telephone with
 17.A.A.C. (urgently) & give
 I.A.F. h- O.K. by phone & confirm
 in writing. Take normal warning
 action? Also inform Greek Embassy.
 12/11

The Italian Ministry of Foreign Affairs has requested for an Italian a/c to be sent to Athens to pick up 39 Italian citizens living in that city, who have been expelled from Greece.

The I.A.M. has no objections to this request, considering the situation of the persons concerned. The passage of these persons cannot be effected by sea transport due to the fact that a Turkish ship bound for Italy departs from Turkey only on the first day of each month; and also because a 3rd class reservation costs \$ 142.53 per person payable in dollars.

The total amount of \$ 5897.67 has been found extremely difficult to be obtained, and this is the reason why the Ministry of F.A. has requested that these expelled persons be flown to Italy by M. A/C.

The Greek Embassy in Rome has agreed to the a/m request. We would very much appreciate if the A.F./S.C. could grant authority for the flight in question.

URGENTE

di cui vogliono desiderare sapere che non quasi 34 milioni?
 5300
 Come sono andati gli altri esiliati?
 Il viaggio è effettuato una tantum o è a prima
 di una volta?

Approved
 12/11 TUSCC

Chief Commissioner

For information

8/11

for P. Bordin
APSC

Sir, I contacted the Greek Delegation (Mr. Cohen) here in Rome, and he gave me the following information about the persons concerned in air travel from Greece.

After the liberation of Greece, a screening Commission was set up by the Greek Government for purpose of expelling any Italians who entered Greece after 1 Jan. 1938 and were anti-Greek during the war. Many of these people have all ready been returned to Italy by the Greek Government and at present only twenty (20) remain. Since it will take from 4 to 6 months to return the remaining in the normal manner, the Italian Ministry of Foreign Affairs thru the Air Ministry have requested that these persons be flown out by Italian Military aircraft. The persons concerned are at present in concentration camps. The Greeks will return them in time.

5299
N. H. H. 1st Lt.

16A (E)

FROM : I.A.F. "LATO MAGGIORE", Military Air Co r Service, Rome.
 TO : A.F.S.C., AC HQ, ROME. (Attn. S/LDR SALTER).
 DATE : 4th November, 1946.
 REF. :

ROME-ATHENS Flight.

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The Greek Embassy in Rome has agreed to the a/c request. We would very much appreciate if the A.F./S.C. could grant authority for the flight in question.

List of persons concerned on attached sheet.

5298

*W. J. { (Letter to Greek Delegation on the advisory
 Attn Mr. Cohen. Council to Italy
 153 Via Dardenia
 Rome.)*

167 A.

ALL RIGHTS RESERVED

10 46 1

Stato Maggiore. No. 4

Stato Maggiore. No. 4

SERVIZIO COZZIERI AERRE MILITARE

Al A. S. C. A/C

As a testament to

Bq. Leacier SALTER

REPORT

Post. No. Allegre

Resposta al p.^o 4.º

OGGETTO: VOLO ROMA - ATENE

E' pervenuta a questo Servizio una richiesta da parte del Ministero Italiano degli Affari Esteri, relativa all'invio ad Atene di un aereo italiano per l'interco di 39 connazionali facenti parte della comunità italiana di Atene ed espulsi dal Regno di Grecia.

Il Ministero dell'Aeronautica non ha nulla in contrario alla effettuazione del volo e ritiene opportuno aderire alla richiesta del Ministero degli Affari Esteri in considerazione delle condizioni di detti connazionali e del fatto che il viaggio non può essere effettuato via mare poiché le comunicazioni con la Grecia per l'Italia sono effettuate unicamente per mezzo di un piroscafo di razionalità turca, con partenza dal Pireo ed arrivissimi in ogni mese.

Su detto piroscalo il posto di un singolo biglietto di III^a Classe è di \$ 112,53 da pagarsi in dollari valuta.

È pertanto di estrema difficoltà procurare la somma globale di £ 3897,67 in dollari valuta da pagarsi all'atto dell'imbarco dei 39 esposti al Pireo. È questo il motivo per cui il Ministero degli Affari Esteri, vista la impossibilità di procurare tale somma in valute, la Grecia, ha richiesto il trasporto aereo di cui anche questo Servizio riconosce l'opportunità.

Anche l'Ambasciata di Grecia in Roma ha espresso parere favorevole al volo in oggetto.

Si sarebbe perciò veramente grati se Codesta A. I. S. C. volesse esprimere parere favorevole e concedere il relativo nulla-osta.

Qui di seguito si danno i dati relativi al volo in
argomento:

Stato Maggiore dell'Aeronautica
SERVIZIO COLLABORATORI AEREE MILITARI

Atto A.F.S.C. 470
All'attenzione
Sg. Leader SALTER

= R O M A =

Proposta al P.N. 2

Allegato

OGGETTO VOLO ROMA - ATENE

E' pervenuta a questo Servizio una richiesta da parte del Ministero Italiano degli Affari Esteri, relativa all'invio ad Atene di un aereo italiano per l'imbarco di 39 connazionali facenti parte della comunità italiana di Atene ed espulsi dal Regno di Grecia.

Il Ministero dell'Aeronautica non ha nulla in contrario alla effettuazione del volo a ritorno oppure ad aderire alla richiesta del Ministero degli Affari Esteri in considerazione delle condizioni di detti connazionali e del fatto che il viaggio non può essere effettuato via mare poiché le comunicazioni con la Grecia per l'Italia sono effettuate unicamente per mezzo di un piroscafo di nazionalità turca, con partenza dal Pireo ai primissimi di ogni mese.

Su detto piroscafo il posto di un singolo biglietto di 1^{ra} Classe è di \$ 142,53 da pagarsi in dollari valuta.

E' pertanto di estrema difficoltà procurare la somma globale di \$ 5897,67 in dollari valuta da pagarsi al Pireo per l'imbarco dei 39 espulsi al Pireo. E' questo il motivo per cui il Ministero degli Affari Esteri, vista la impossibilità di procurare tale somma in valuta, ha richiesto il trasporto aereo di cui anche questo Servizio riconosce l'opportunità.

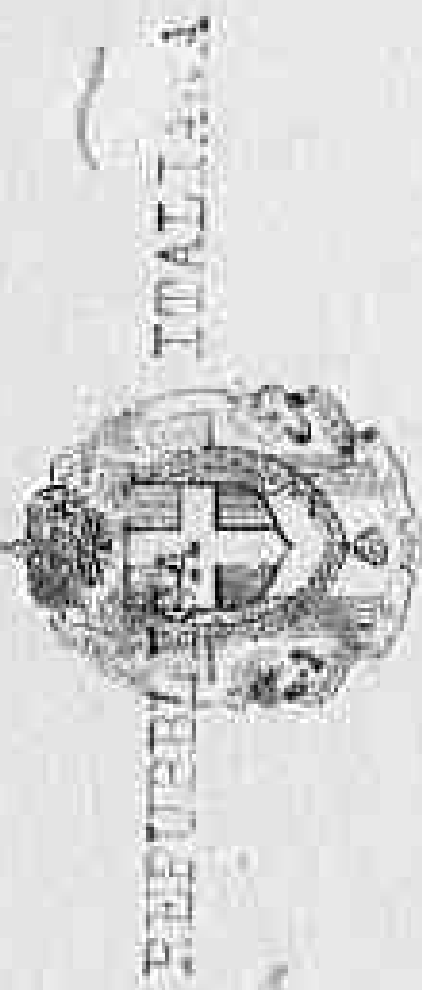
Anche l'Ambasciata di Grecia in Roma ha espresso parere favorevole al volo in oggetto.

Si sarebbe perciò veramente grati se Codesta A.F.S.C. volesse esprimere parere favorevole e concedere il relativo nulla-osta.

Qui di seguito si danno i dati relativi al volo in argomento:

Il primo ufficio per il quale si è presentata nella capitale
il V.le. Indietro la Direzione in cui si è presentata

STATO MILITARE DI STATO



REPUBBLICA ITALIANA

Stato Maggiore Aeronautica

SERVIZIO CORRIERI AEREI MILITARI

- 2 -

SEGRE

Roma

Al

Int. 212

Allegato

Risposta al f. 212

OGGETTO

APPARECCHIO S.M. 95 - Nominativo Radio I - AAFB
Aeroporto di partenza: ROMA - (Centocelle)
Aeroporto di Arrivo : ATENE - (Ellinikon)

EQUIPAGGIO:

1° Pil. T. Col. PIVA Adriano
2° Pil. Ten. NOTARIANNI Adriano
Navigat. Ten. CARPAGNINI EMMANO
Marcon. Ten. BENVENUTO LUIGI
Motor. M. llo ROSSI Michele
Montat. Ser. REGGINELLI Fernando

LISTA DEGLI ESPULSI che devono essere rilevati ad Atene
e trasportati in Italia: (Comunicata dal Ministero degli
Affari Esteri)

1- BONPANTI Elisabetta	20 - SORBO Assunta
2- CARAVELLA Ezio	21 - SORBO Lidia
3- CARAVELLA Elia	22 - SCIASCIA Maddalena
4- DI BELLO Domenico	23 - URBANO Francesco
5- DI BELLO Giuseppina	24 - ZAMBONI Maria
6- DI BELLO Anna	25 - ZAMBONI Demetrio
7- DI BELLO Rosa	26 - ZARRO Pietro
8- DE LUCI Valerio	27 - ZECCHINO Atanasio
9- DEL SERRA Giovanni	28 - ZECCHINO Emanuele
10- GIUSTOZZI Francesco	29 - ALMANZA Giorgio
11- GIUSTOZZI Maria	30 - ALMANZA Maria
12- MASSORIDI Demetrio	31 - ALMANZA Anna
13- PERUZZI Renato	32 - CONCADORO Jolanda
14- PERUZZI Giovanni	33 - PERRONE Emanuele
15- PERUZZI Pierlorenzo	34 - PERRONE Elena
16- QUARANTA Pasquale	35 - SCHIANO Alfredo
17- STERNINI Angela	36 - SANGUINETTI Emanuele
18- SORBO Angelo	37 - SANGUINETTI Giorgio
19- SORBO Iveta	38 - SORBO Iveta

5298

Il Segretario Generale per gli Affari Aerei, in esecuzione delle disposizioni indicate nella presente

ISTITUTO AERONAUTICO DELLO STATO

Post. 242

Allegati

Risposta al P.N. 11

OGGETTO

APPARECCHIO S.M.95 - Nominativo Radio I - AAFB
 Aeroporto di partenza: ROMA - (Centocelle)
 Aeroporto di Arrivo : ATENE - (Ellinikon)

EQUIPAGGIO:

1° PIL. M. Col. PIVA Adriano
 2° PIL. Ten. NOTARIANI Adriano
 Navigat. Ten. CARPAGNINI Dario
 Marcon. Ten. BENVENUTO Luigi
 Motor. M. Llo. ROSSI Michele
 Montat. Serg. REGGINELLI Fernando

LISTA DEGLI ESPULSI che devono essere rilevati ad Atene
 e trasportati in Italia: (Comunicata dal Ministero degli
 Affari Esteri)

1- BONFANTI Elisabetta	20 - SORBO Assunta
2- CARAVELLA Ezio	21 - CORBO Lidia
3- CARAVELLA Elia	22 - SCIASCIA Maddalena
4- DI BELLO Domenico	23 - URBANO Francesco
5- DI BELLO Giuseppina	24 - ZAMBONI Maria
6- DI BELLO Anna	25 - ZAMBONI Demetrio
7- DI BELLO Rosa	26 - ZAPPO Pietro
8- DE LUCCI Valerio	27 - ZECCHINO Attanasio
9- DEL SERRA Giovanni	28 - ZECCHINO Emanuele
10- GIUSTOZZI Francesco	29 - ALMANZA Giorgio
11- GIUSTOZZI Maria	30 - ALMANZA Maria
12- MASSORIDI Demetrio	31 - ALMANZA Anna
13- PERUZZI Renato	32 - CONCADORO Jolanda
14- PERUZZI Giovanni	33 - PERRONE Emanuele
15- PERUZZI Pierlorenzo	34 - PERRONE Elena
16- QUARANTA Pasquale	35 - SCHIANO Alfredo
17- STERVINI Angela	36 - SANGUINETTI Emanuele
18- SORBO Angelo	37 - SANGUINETTI Giorgio
19- SORBO Lucia	38 - QUARANTA Isabella
	39 - QUARANTA Rosa

5298



IL CAPO DEL SERVIZIO

Ten. Col. A. S. P. S. G. G. G.

Opuscolo

15A
(4)
VERY URGENT

From : ITALIAN AIR MINISTRY
Minister's Cabinet, Rome

To : A.F.S.C. A.C. Rome

Date : 24th October 1946

Ref. : 27951/3584 Coll.

WITHDRAWAL OF ITALIANS EXILED FROM GREECE.

Will you kindly authorise an S.M.95 aircraft No. M.M.240/1 international call-sign I-ABQD, which is to fly from ROME to ATHENS and return on the 1st November 1946 in order to withdraw 25 Italian Citizens exiled from Greece.

The crew will be:-

Pilot Lt. Col.	PIVA ADRIANO
" Lt.	NOTARIANNI ADRIANO
W/Oprt. Lt.	BENVENUTO LUIGI
Fitter W/O	ROSSI MICHELE
Rigger Sgt.	REGINELLI FERNANDO

Will you kindly furnish us with a reply as soon as possible.

Cancelled 26th October 1946.

Autante s/c

CHIEF OF CABINET

Translated by Sgt. CUMBO

wf 29/10



5295

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15A

Msd (b)

240TT, 1946

URGENTISSIMO

Ministero dell'Interno

GABINETTO DEL MINISTRO

3586 coll.

Allegato

AIR FORCES SUB COMMISSION
trante Ufficio Collegamento

ROMA

OGGETTO Ritiro italiani espulsi dalla Grecia.

Si prega di voler autorizzare il viaggio aereo Roma -Atene e ritorno per il velivolo S.M. 95 M.M. 240/1 nominativo internazionale I-ABQD, che il giorno 1° Novembre dovrà colà recarsi per il ritiro di 25 sudditi italiani espulsi dalla Grecia.

L'equipaggio del velivolo sarà così composto:
Ten.Col.Pilota PIVA Adriano , Tenente Pilota NOTARIANI Acriano
Tenente R.T. BENVENUTO Luigi, Maresciallo Motorista ROSSI Michele,
Sergente Montatore REGINELLI Fernando.

Si resta in attesa di cortese e sollecito riscontro.

d'ordine

IL CAPO DI GABINETTO

Luigi Maristoni 5291

Il Capo Ufficio per ogni altro atto amministrativo e giudiziario nella materia

File
14A

AIR FORCES SUB COMMISSION A.C. ROME

MEDITERRANEAN ALLIED AIR COMMITTEE SECRETARIAT
AIR HEADQUARTERS (REAR) CASERTA - ITALY

UNCLASSIFIED

~~REQUEST PERMISSION~~ ~~ON~~ GRANTED FOR AN SUGAR MIKE NINE FIVE NUMBER TWO FOUR ZERO
STROKE ONE MARKINGS ITEM ABLE BAKER QUEEN DOG TO DEPART CENTOCELLE FOR FIREO
GREECE TO TRANSPORT TWO FIVE DEPORTERS FROM GREECE PD CREW CLW LIEUTENANT
COLONEL FIRE ADRINIE CMA LIEUTENANT NOTARIANHI CMA PILOT LIEUTENANT
BENVENUTO CMA WIRELESS OPERATOR ROSSI MICHELE MARESCIALLO AND SERGEANT
FOX REGINELLI PD CONFIRMED THAT APPROVAL GREEK GOVERNMENT HAS BEEN GRANTED PD
THIS AIRCRAFT WILL REQUIRE REFUELLING AND MAINTENANCE

AFSC/36/3/AIR

5293

IMMEDIATE

ORGANISATION

UAA

H.H. HAGANLT

GOTT, FLT/C

0579

13A

From : Air Forces Sub Commission, A.C., Rome.
 To : Mediterranean Allied Air Committee,
 A.H.Q. ITALY, C.M.P.
 Date : 12th August, 1946.
 Ref : AFSC/36/3/Air.

COLLECTION OF S.M.82 AIRCRAFT FROM EASTERN EUROPE

With reference to your signals U. 257 dated 17th July and U. 261 dated 6th August 1946 a check on the flight manifest with the original list of crew and passengers enumerated in our AFSC/36/1/1/Air dated 30th April shows that Wing Commander Reid and Sergeant Scullion were additional passengers.

2. Sergeant Scullion was given authority to proceed to U.K. with the S.M.82 in A.H.Q. Italy postgram AFSC/36/2/3/P3 dated 14th July 1946 and HQ/MAIR signal A 1525 dated 21st June 1946 stated that the Director A.P.S.C. should be sole criteria whether Wing Commander Reid should go as a liaison officer.

3. The Director considered it necessary for service as well as personal reasons that Wing Commander Reid should fly with the S.M.82 aircraft.

4. It is regretted that the names of these two R.A.F. personnel were not added as an amendment to our original list.

L. E. Jarman

L. E. JARMAN, C/O,
 for Air Vice-Marshal,
 Director,
 Air Forces Sub Commission.

5292

AFSC/36/3

0580

35 LROF V LANE NR R 451/3 ROUTINE
QVR.

TO AIR FORCES SUB-COMMISSION, ALLIED COMMISSION, ROME.
FROM MEDITERRANEAN ALLIED AIR COMMITTEE SECRETARIAT 081215B
UNCLASSIFIED . U269 AUGUST 1945.

HEREWITH COPY OF MY U224 JULY 17TH QUOTE
UNDERSTAND W/CDR REID HAS PROCEEDED TO UK IN CONNECTION
WITH COLLECTION OF ITALIAN AIRCRAFT FROM FARNBOROUGH.
REQUEST WRITTEN REPORT AS TO WHY OFFICER THUS PROCEEDED
AFTER YOU HAD BEEN INFORMED AIR MINISTRY AUTHORITY HAS
NOT BEEN RECEIVED . MY U223 JULY 3TH REFERS UNQUOTE
BT

SENT NR 35 E.F. DBHB

AIR

H/5482

3011

12A



~~MC~~

16/9

9A

8/9/46 - 10.30

FBIA

5291

0581

Declassified E.O. 12356 Section 3.3/NND No.

785017

11A-2538
AIR
H/5400

2 LROF V LDIL NR T71/8 5/8

FROM MEDITERRANEAN ALLIED AIR COMMITTEE SECRETARIAT
TO AIR FORCES SUB COMMISSION, ALCON, ROME.

E

U.261 UNCLASSIFIED 6TH AUGUST, 1946.

SUBJECT COLLECTION OF S.M. 95 AIRCRAFT FROM RA// FARNBOROUGH (.)

SE/ SECURITY AUTHORITIES FARNBOROUGH INFORM XXXXXXXXX

UNAUTHORISED PASSENGERS WERE TRAVELLING ON

S.M.32 AIRCRAFT WHICH PROCEEDED TO U.K. AS

PERSONNEL DEPLANING DID NOT CONFORM TO LISTS SENT TO AIR

MINISTRY AND MINISTRY OF SUPPLY (.) WOULD BE GRATEFUL FOR

DETAILS OF ANY PERSONNEL OTHER THAN THOSE ENUMERATED IN YOU R

AFSC/36/1/1/AIR DATED 30TH APRIL WHO YZZZZZ//1111111111

PROCEEDED ON THIS FLIGHT WITHOUT AUTHORITY (.)

SIGNAL U.224 JULY 17 MAY REFER (.)

BT

SENT JNRB K

RCD 2832

JTS

D

IN LINE THREE IMI FIRST WORK

WA FARNBOROUGH (.) PLSE K

SECURITY (RPT) SECURITY WA FARNBOROUGH INFORM

////////// WA FARNBOROUGH INFORM (RPT) INFORM

// INFORM

OK TER K

where
the letter and
signature?



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ME 10/7 8/7/46-1030

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Declassified E.O. 12356 Section 3.3/NND No.

785017

10A

A.F.S.C. ROME

11.00 11/7/46.

M.A.A.C. SECRETARIAT

CONFIDENTIAL

9A.

ABLE 708 PD REFERENCE YOUR UNCLE KRAY 203 SUGAR MIKE 82
LEAVING GUIDONIA 0800 HOURS MONDAY JULY 15TH 1946 ALL PERSONNEL
PROCEEDING WILL BE THOSE ORIGINALLY ARRANGED FOR PD

5289

AFSC/36/3/AIR

IMPORTANT

CHIEF TECHNICAL OFFICER

N. Thompson

Figure 1



AR

9A

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MC 14/19 $\frac{3}{4}$ m R.D. 18
9/7 P.B. 18
wv

Record Copy to Replace Unstable Original
Property of the National Archives



Air

9A

1500 V LADD MR 43
T AD

FROM: M A A C SECRETARIAT.

TO: M A F S C, ALCOH RALE

UX-255 CONFIDENTIAL IMPROVANT 8 TH JULY 1947

SUBJECT COLLECTION OF S. H. 955 AIRCRAFT FROM U.K.

AUTHORITY NOW RECEIVED FOR S. H. 955 WITH CIVIL AND TECHNICAL PERSONNEL

TO PROCEED IMMEDIATELY TO TURNBROUGH, REQUEST DETAILS OF FLIGHT
BE NOTIFIED SOONEST AND CONFIRMATION THAT ALL PERSONNEL PROCEEDING
WILL BE THOSE ORIGINALLY ARRANGED FOR. AIR MINISTRY AUTHORITY
FOR INCLUSION OF WING COMMANDER THIS NOW (HRS) NOT YET DETERMINED AND
HAS BEEN EXPEDITED.

BT
SENT SSU D K

MC 14/19 JkM R P B 18
9/17 20-20

5288

8A

AIR FORCES COMMISSION, A.C. ROME.

25 1630 JUNE 1946

M.A.B.C. (H.Q. MEDME.

file

CONFIDENTIAL

ABLE SIX SEVEN EIGHT PD REFERENCE MEDME ABLE ONE FIVE SIX TWO JUNE TWO ONE PD
 FROM AIR VICE MARSHAL BRODIE PD REQUEST COVERING AUTHORITY WING COMMANDER REID
 TO GO IN SUGAR MIKE NIGHT TWO TO FARNBOROUGH AS LIAISON OFFICER TO ENSURE CREW
 PROPERLY RECEIVED WHICH WAS UNSATISFACTORY ON PREVIOUS OCCASION PD WING COMMANDER
 REID SELECTED FOR CERTAIN PERSONAL REASONS WHICH HAVE BEEN RAISED OFFICIALLY AND
 WHICH I WISH HIM TO CLEAR UP IN ENGLAND PD

5287

AFSC/36/3/AIR

ROUTINE

SENIOR STAFF OFFICER

L.E. JARMAN, G/CAPT.

J.E. MOSEY, F/LT.

L. E. Jarmen

FROM:- Air Forces Sub-Commission, Allied Commission, ROME.
TO:- Mediterranean Allied Air Committee Secretariat.
DATE:- June 29, 1946
REF:- AFSC/36/3/Air

7A

S.M. 95 (ITALIAN AIRCRAFT)

Attached two copies of reports on above mentioned aircraft are forwarded in accordance with telephonic conversation between the undersigned and S/L De Yeunt of your headquarters.

75m
FRANK E. MAREK,
Lt. Col. , Air Corps,
Deputy Director

5286

0587

Declassified E.O. 12356 Section 3.3/MND No.

785017

6A

From:- Mediterranean Allied Air Committee Secretariat.

To:- Air Forces Sub-Commission, Allied Commission, Rome.

Date:- 21st June, 1946.

Ref:- MDMC/4215/APALS.

S.M. 95 (Italian Aircraft).

1A.

Further to this Secretariat's letter of even number dated 15th June, 1946, reports on this aircraft have now been received from Ministry of Supply and are forwarded accordingly:-

Data Sheet.
Loading Particulars and Maintenance Notes.
Handling Report.

Maxwell Fisher
(MAXWELL FISHER)
Wing Commander,
Secretary to the,
MEDITERRANEAN ALLIED AIR COMMISSION.

*Just File
28/6.*



5265

Leading Particulars, Maintenance Notes, and Defects experienced on the Savoia Marchetti S.M.95 at the R.A.E. Farnborough from 1st Sept. 1945 to 31st Jan. 1946, when the aircraft completed 32 hrs 35 mins. flying (excluding ferry flight of 5 hrs. 10 mins. from Italy) representing 20 flights.

1. Leading Particulars

Name.
Type.
Duty.
Weight (empty)
Total Weight (Loaded)

Savoia Marchetti S.M.95
Four Engine low wing monoplane.
Transport Aeroplane.
28,600 lbs.
46,200 lbs.

(a) Alighting Gear.

Undercarriage.

Type.

Two double wheels with double brake drums on each wheel.

Shock Absorber fluid used.

Lockheed No.5 (Stores Ref. 34A/77.)

(b) Hydraulic System.

Fluid used.

Lockheed No.5 (Stores Ref. 34A/77.)

(c) Pneumatic System.

Pressures.

4 - 4½ atmos.
(59 - 66 lbs/sq.in. approx.)

(d) Electrical System.

24 Volt. System.

(e) Fuel System.

16 Tanks in the wings, and a feeding tank, total capacity 13,500. (Approx. 2,970 galls.)

Fuel Specification used. 100 Octane.

(f) Oil System.

One tank per engine capacity 160 litres. Total 640 litres. (140 galls. approx.)

Oil Specification used. D.E.D. 2472/B/O (Stores Ref. 34A/32.)

(g) Engines:

Name.
Number.
Type.
Fuel used.
Oil used.

Alfa Romeo.
Four.
Series 131. (Similar to Pegasus XX).
100 Octane.
D.E.D. 2472/B/O (Stores Ref. 34A/32.)
160 litres per engine (35 galls. approx.)

5284

Undercarriage.Type.

Two double wheels with double brake drums on each wheel.

Shock Absorber fluid used.

Lockheed No.5 (Stores Ref. 34A/77.)

(b) Hydraulic System.

Fluid used.

Lockheed No.5 (Stores Ref. 34A/77.)

(c) Pneumatic System.

Pressures.

4 - 4½ atmos.
(59 - 66 lbs/sq.in. approx.)

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(g) Engines:

Name.

Alfa Romeo.

Number.

Four.

Type.

Series 131. (Similar to Pegasus XX).

Fuel used.

100 Octane.

Oil used.

D.E.D. 2472/B/O (Stores Ref. 34A/32.)

160 litres per engine (35 Galls. approx.)

(h) Propellers.

Type.

Metal, three blade, Siai Marchetti propellers. Constant speed, fully feathering, hydraulically operated. "Indrovaria" model.

2. Maintenance Notes.

- (i) This aircraft suffered from considerable unserviceability due to exhaust manifold and exhaust stub failures, mainly

/due to the weight

5264

2.

due to the weight of the exhaust ring being taken on the stubs.

- (ii) The "Televel" full contents gauges were never reliable and needed frequent attention.
- (iii) Considerable trouble was experienced with the sparking plugs until British plugs were fitted.
- (iv) Apart from the above items the aircraft was very easy to maintain and gave no extensive trouble until the port outer engine caught fire prior to the return ferry trip.

3. Defects Experienced.

(1) Airframe.

(a) Dope.

Poor quality dope had been used and it had a tendency to peel off, especially round aerial masts and trailing aerial tube. Once the dope had peeled off the trailing aerial tube, the material itself, due to its fibrous nature, began to peel off.

(b) Tyres.

The tyres were found in a poor condition and renovated tyres had to be fitted, (no new tyres being available at the time.) Later a presumed new tyre, (obtained as a spare from Italy), which was fitted, had to be removed again after one month, due to its perished condition.

(c) Hydraulics.

The flexible hydraulic pipe from the pump on the Port inner engine failed and had to be changed.

(d) Fuel System.

- (i) A leak was discovered in the pipe line from the fuselage filling point on the starboard side which only showed when the tanks were full. The pipe had been penetrated by the end of a wood screw used to secure the flooring. The pipe was repaired, wood screw shortened and pipe refitted.

- (ii) The N.R.V. fitted in the refuelling attachment beneath the fuselage was found to be damaged and leaking when the filler cap was removed. The N.R.V. was leaking due to damage probably sustained on initial fitment.

- (iii) The "Televel" fuel contents gauges have given considerable trouble and frequent greasing was found to be essential.

(1) Airframe.

(a) Dope.

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(b) Tyres.

The tyres were found in a poor condition and renovated tyres had to be fitted, (no new tyres being available at the time.) Later a presumed new tyre, (obtained as a spare from Italy), which was fitted, had to be removed again after one month, due to its perished condition.

(c) Hydraulics.

The flexible hydraulic pipe from the pump on the Port Inner engine failed and had to be changed.

(d) Fuel System.

(i) A leak was discovered in the pipe line from the fuselage filling point on the starboard side which only showed when the tanks were full. The pipe had been penetrated by the end of a wood screw used to secure the flooring. The pipe was repaired, wood screw shortened and pipe refitted.

(ii) The N.R.V. fitted in the refuelling attachment beneath the fuselage was found to be damaged and leaking when the filler cap was removed. The N.R.V. was leaking due to damage probably sustained on initial fitment.

(iii) The "Televel" fuel contents gauges have given considerable trouble and frequent greasing was found to be essential.

(ii) Engines (Nos. 1 - 4, reading Port to Starboard).

(a) Exhaust Manifold.

Frequent unserviceability was experienced due to the cracking of the exhaust stubs.

Note. These cracks were often in the rear of the stub beneath the attachment flange and were not visible in situ.

It is considered that further supports are required for the exhaust manifold and cowl ring to relieve

/the strain

3.

the strain on the stubs. It was also found that no C. and A. washers were fitted at the joint between the stubs and cylinders; after washers had been fitted this defect did not recur in the few subsequent flights.

(b) Valves and Valve Springs.

Several cases of sticking valves were discovered, and one valve spring on No. 7 cylinder, Port Inner engine failed, and was replaced.

(c) Valve Gear

Grease nipples were found to be missing from the tappet end of the rocker arms on Nos. 2 and 3 engines. One locknut was found to be cracked on No. 1 cylinder No. 3 engine. On the first check tappet clearances were found to be excessive.

(d) General

(i) The bracket for the pipe line from the oil pump to the top of the crankcase was found to be fractured on Nos. 2, 3 and 4 engines. Stronger brackets were fitted.

(ii) The flexible rubber pipe line for the propeller feathering system on No. 4 engine was found to be perished where it passes over the engine mounting ring. A similar defect was found on No. 1 Engine later. These pipes were replaced.

(iii) The actuating lever for the gill-ring was found to be faulty on No. 2 engine causing the gills to close on run up. A new lever was fitted.

(iv) The drain plug to the air intake was found to be fractured on No. 4 engine, wear was also apparent on the drain pipe at the point where it passes through the lower cowl gill. A new pipe line and attachment were fitted and the hole in the cowl was enlarged to prevent further wear.

(v) The priming pipe to No. 1 cylinder on No. 1 engine was found to be leaking and appeared to have corroded half way down its length. The pipe was repaired and refitted.

(vi) The hot and cold air shutter to the air intake had fractured at the welding to the actuating spindle. This was re-welded and refitted, and the positioning of the flap was re-adjusted. (No. 3 engine).

(vii) Five exhaust ring cowl brackets fractured at the weld on No. 4 engine. These were re-welded and refitted.

Grease nipples were found to be missing from the tappet end of the rocker arms on Nos. 2 and 3 engines. One locknut was found to be cracked on No. 1 cylinder No. 3 engine. On the first check tappet clearances were found to be excessive.

(d) General

- (i) The bracket for the pipe line from the oil pump to the top of the crankcase was found to be fractured on Nos. 2, 3 and 4 engines. Stronger brackets were fitted.
- (ii) The flexible rubber pipe line for the propeller feathering system on No. 4 engine was found to be perished where it passes over the engine mounting ring. A similar defect was found on No. 1 Engine later. These pipes were replaced.
- (iii) The actuating lever for the gill-ring was found to be faulty on No. 2 engine causing the gills to close on run up. A new lever was fitted.
- (iv) The drain plug to the air intake was found to be fractured on No. 4 engine, wear was also apparent on the drain pipe at the point where it passes through the lower cowl gill. A new pipe line and attachment were fitted and the hole in the cowl gill was enlarged to prevent further wear.
- (v) The priming pipe to No. 1 cylinder on No. 1 engine was found to be leaking and appeared to have corroded half way down its length. The pipe was repaired and refitted.
- (vi) The hot and cold air shutter to the air intake had fractured at the welding to the actuating spindle. This was re-welded and refitted, and the positioning of the flap was re-adjusted. (No. 3 engine).
- (vii) Five exhaust ring cowl gill brackets fractured at the weld on No. 4 engine. These were re-welded and refitted.
- (viii) No. 2 engine magneto distributor was found to be choked with ice, (discovered during the cold spell) and the insulators were fractured. The distributor was dried and new insulators fitted where necessary.
- (ix) The link chamber cover on No. 3 engine to the carburettor was found to be fractured and a new cover was made from 16 gauge aluminium and fitted.

/(iii)....

4.

(iii) Instruments.(a) Fuel Contents Gauges.

The fuel contents gauges were found faulty on several occasions, but were rectified by cleaning and greasing the cables frequently.

(b) Oil Temperature Gauge.

The oil temperature gauge on No.4 engine failed, no spare of suitable length was available and an oil temp. gauge with a shorter capillary (for No.1 engine) was fitted with the gauge installed on the starboard side above the W/Ops. position.

(c) Fuel Pressure Gauge.

The fuel pressure gauge for No.3 engine was found to be leaking at the Bourdon tube in the instrument. A new instrument was fitted.

(d) Oil Pressure Gauge.

The oil pressure gauge for No.1 engine failed and was replaced.

(e) R.P.M. Indicator.

The R.P.M. indicator for No.4 engine failed to register correctly; the transmitter was found to be faulty and was changed.

(f) A.S.I.

The A.S.I. on the co-pilots panel was found to be unserviceable and a new A.S.I. was fitted.

(iv) Electrical Equipment.

No failures of any description.

(v) Radio Equipment.

On three occasions the W/T receiver was u/s and a serviceable receiver of the same type was fitted.

(vi) Additional Note.

When starting up prior to returning to Italy on 31st Jan. 1946, the Port Outer engine caught fire. Since this incident the aircraft has been awaiting a power plant and an Italian servicing crew. Considerable damage was sustained during this fire as it was not visible until it had reached serious proportions. It was established that the fire started by the ignition of the fuel which had collected in the non-fire proofed fabric sleeve joining the two halves

5281

(c) Fuel Pressure Gauge.

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(d) Oil Pressure Gauge.

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(vii)

Following this fire all engines were inhibited, and weekly maintenance inspections have been carried out, in accordance with normal outdoor storage procedure.

(Sgd.) R.M. CRACKNELL, S/L.
Engineer Officer,
Officer Commanding,
Flight Maintenance Wing.

COPY/73.

From: S/L M. Sparks. Transport Flight.
To: C.O.E.F.
C.T.P.
Date: 21st January, 1946.
Ref: CTP/K/7/53.

HANDLING REPORT ON SAVOIA MARCHETTI S.M.95

1. General Description

The Savoia Marchetti S.M.95 is an airliner powered by four Alfa 131 (Pegasus XX Pat.) motors. It is a low wing monoplane with a single rudder and fin. The two undercarriage units each have two wheels which retract into the inner engine nacelles.

The cockpit is fitted with dual controls. Behind there is space for the wireless operator on the starboard, and the engineer's on the port. The main cabin contains eighteen passenger seats. At the rear there is space for a Steward and a lavatory with wash bowl and W.C. Further aft there is a compartment containing a two stroke engine that supplies the air pressure for brakes and starting. Under the main cabin there is storage space for luggage and freight.

2. Layout of Cockpit

The cockpit is well laid out with plenty of room and a good view forward. The view backwards is very poor and in a turn the side and rear view is blanked. There is a blind flying panel for each pilot and centrally are situated the petrol pressure gauges, the boost pressure gauges and the engine speed indicators. The flap indicator, undercarriage position indicator, air pressure gauge, brake pressure gauge, outside air temperature gauge, are conveniently situated on the instrument panel.

The engineers position contains two panels containing all gauges, indicators, cocks and controls for the control of temperatures, fuel, starting, and the auxiliary engine.

3. Controls

The pitch and throttle levers have a sluggish action owing to linkage to the engines, and have no tightening device. The mixture control has two positions NORMAL (Take-off) and WEAK. All these three controls work backwards.

The air pressure brake system is operated by a lever on the control column wheel and the brakes work differentially with the rudder pedals. There is no parking device but it would be simple to fit a catch to the brake lever.

Elevator and rudder trim are altered by two wheels above the front windscreen, the neutral positions being clearly indicated.

The Savoia Marchetti S.55 is a biplane powered by four Alfa 131 (Pegasus XX Pat.) motors. It is a low wing monoplane with a single rudder and fin. The two undercarriage units each have two wheels which retract into the inner engine nacelles.

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Elevator and rudder trim are altered by two wheels above the front windscreen, the neutral positions being clearly indicated.

The undercarriage lever is on the dashboard in front of the port seat and has a safety device to prevent the lever being inadvertently raised on the ground. The undercarriage visual warning does not light up until the flaps are about $1/5$ down.

The flap lever is towards the rear on the port side of the throttle block, having three positions - UP, NEUTRAL and DOWN.

The tail wheel has a lock which is operated by a lever towards the rear on the starboard side of the throttle block.

The engine cut-outs and fire extinguishers are at the rear of the throttle block.

/Feathering

2.

Feathering is operated by oil hydraulically worked by a hand pump behind the second pilot's seat, the cocks and gauge being in front of the starboard pilot's seat.

4. Taxying and Take-Off.

The aircraft is easy to taxi with the tail wheel unlocked. Brakes must be used as little as possible or the auxiliary engine must be run to maintain sufficient air pressure. The brakes should be made more positive in their action.

Static engine run 1.32 kg/cm² 2250 r.p.m. up to gate.

Take-off:-

1. Straighten up on runway.
2. Hold on brake.
3. Lock tail wheel.
4. Open up to 2,000 r.p.m.
5. Release brakes.
6. When raising tail open up to gate 2450 r.p.m.

The aircraft is easy to keep straight with rudder alone. Small change in trim when undercarriage is retracted.

5. Flying Characteristics

Climbing speed: 190-200 k.p.h. 1.1 kg/cm² 2250 r.p.m.
Cruising speed: 250 k.p.h. 1.0 kg/cm² 1900 r.p.m. (with 14 passengers, 600 lb. freight and 5,000 litres petrol).

Directional stability is good but there is hunting in the looping plane which makes the aircraft tedious to fly on long trips.

The aircraft unladen will fly with any two engines feathered at cruising boost and revs. at 220 k.p.h. There is insufficient rudder trim with two engines feathered on starboard side, the port wing having to be held down.

Stalling - Flaps and undercarriage up 145 k.p.h.
Flaps and undercarriage down 130 k.p.h.

There is a warning judder about 10 k.p.h. before the stall which is very gentle with no tendency for a wing to drop.

6. Landing

Descent - Lower undercarriage below 200 k.p.h. and flaps below 180 k.p.h. The flaps are very slow to work and will not go down more than half way if the speed is over 160 k.p.h. When flattening out and the speed drops below 160 k.p.h. the flaps gradually come down and cause the aircraft to be excessively left wing low. So much so that great strength is required on the rudder and ailerons to hold the aircraft laterally level. It is unsafe to use more than half flap.

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The aircraft lands in a three point position with 1/3 flap very easily, and can be pulled up in 500 yards. There is a tendency to swing to the starboard after touchdown.

7. Recommendations

1. Parking device required.
2. Half flap maximum.
3. Side and rear vision to be improved.
4. Throttle and pitch tightening device required.
5. Fore and aft stability to be improved.

3.

Recommendations (Contd.)

6. Indicator lights to light immediately undercarriage is locked down.
7. Air pressure bottle volume needs increasing.

(Sgd.) E.M. SPARKS, S/L.

5278

COPY/73.

Pilot:-

ing Commander C. McClure,
Chief Test Pilot.

Aircraft:-

Savoia Marchetti S.M.95.

Date:-

12th December, 1945.

Ref:-

CTP/K/7/53.

HANDLING REPORT ON SAVOIA MARCHETTI S.M.95

A short flight was made on this aircraft but no attempt was made to cover any comprehensive handling programme.

1. Taxying

The fact that the throttles work in the reverse direction from English ones made it difficult to form any direct comparison with comparable English aircraft. The view on the ground is adequate but not remarkably good over the nose or to starboard. The engines respond well to throttle opening. The brakes which are pneumatic are very smooth in operation but are not adequately powerful and there is no parking device. Taxying across wind sometimes requires full brake if the tail wheel lock is not used.

2. Take-Off

Take-off was made with the flaps up. The take-off is normal and easy with no marked swinging tendency. The engines over-rev. somewhat just after take-off because of the sluggish operation of the air-screws, and there is a subsequent hunting before they start to constant-speed. There is a slight change of trim on raising undercarriage.

3. Level

Cruising speed at 2,000 revs. and .9 Kgs sq.cm. manifold pressure is about 250 k.p.h. Medium turns are easily executed and all controls appear to be reasonably light and effective for this size of aircraft. Longitudinal stability however seems to be inadequate for a transport aircraft; on increasing air speed by 15 k.p.h. and releasing the stick the speed continued to increase. I took over control at 300 k.p.h. with the aircraft's attitude still steadily changing. I noticed that although the aircraft was pleasant to fly at cruising speed in calm air, a good deal fore and aft work on the stick was required in bumps (the elevators have no nose or horn balance).

4. Glide

The slotted flaps are arranged to droop the ailerons as they come down. It was found impossible to get more than $\frac{1}{4}$ flap at 160 k.p.h. With wheels and flaps down the ailerons are exceedingly heavy and ineffective and are totally inadequate for approaching in bumpy conditions.

5. Stall

0 6 0 2

Declassified E.O. 12356 Section 3.3/NND No. 785017

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5. Stall

(i) All Up. The stall occurs at 155 k.p.h. and is not very positive, the nose dropping only slightly. For 15 k.p.h. above the stall there is a considerable amount of fore and aft pitching and gentle buffeting.

(ii) All Down. The aircraft stalls completely level and very gently. At 130 k.p.h. there is slight buffeting 10 k.p.h. above the stall but no pitching.

6. Landing

Landing is quite straightforward but there is some longitudinal /instability

2.

instability during the hold-off.

7. Miscellaneous

(i) The cockpit is well laid out and neat, all engine instruments and accessories except the rev. counter boost and oil pressure gauges being on the engineer's panel.

(ii) The feathering system appears to be inadequate for emergency since it involves the use of hydraulic cocks and the hand pump.

(iii) I sat in several of the passengers' seats in the cabin which appears to be very comfortable and quiet.

(Sgd.) C.G.B. McCLURE,
Wing Commander,
Chief Test Pilot.

Copies to: C.O.E.F.
C.T.F.

5276

SAVOIA MARCHETTI AIRCRAFT SM.95 (FOUR ENGINE) FOR PASSENGERS AND MAIL TRANSPORT SERVICE - 4 ALFA 128 R.C. 18 ENGINES.

SM.95 Aircraft

In 1943, four examples were put in the Aircraft building yard by the Savoia Marchetti. Aircraft No.1 was completed in December of the same year; No.2 in March 1944. Both these aircraft were taken away to Germany by the German forces.

Aircraft No.3 and 4 have been completed in the past few days. No.4 has been flight tested at Vergiate on the 31/7/1945.

Flight Test has been carried out on aircraft No.4 instead of aircraft No.3 as the latter had the Alfa 128 replaced by Alfa 131 engines, which appear to be more efficient due to the installation of a new supercharger.

The data given hereunder is for aircraft tested with Alfa 128 engines. The new data (with 131 Alfa engines) will be forwarded as soon as tests are carried out. In any case, the advantages of Alfa 131 appear to give better efficiency when aircraft is at 5,000 metres height.

Technical Data.

Normal power on ground	(4x790)	HP 3160
Max. power in take-off	(4x930)	HP 3720
Normal power at 1800 metres	(4x850)	HP 3400
Wing span		Mts 34.28
Length of Aircraft		Mts 22.24
Height of Aircraft		Mts 5.70
Ground space		Sq.Mts 128.50
Number of passengers		Nos. 18
Normal petrol tanks capacity (litres 13,500)		Kgs. 9700
Weight of aircraft (empty)		" 13000
Normal useful load		" 8000
Load per sq. metre		" 163.7
Total weight		" 2100
Load per H.P.		" 6.18
Specific power		Per sq.met. HP.26.5
Landing undercarriage:	retractable	
Propellers	: Constant revolutions.	
Special mechanism	: Crevice flap on the wing trailing edge	5275
<u>Flying characteristics</u>		
- Maximum speed at 300 metres	..	Kms.360
- Cruising speed at 4100 metres using 70% of max. power	..	" 300
- Corresponding petrol consumption per Kms. Kgs.	..	1.47
<u>Cruising speed at 4100 metres height</u>		
using 60% of max. power		K.p.h. 285
Corresponding petrol consumption		1.44
<u>Cruising speed at 4100 metres height</u>		
using 50% of max. power		Ks. ph. 270
Corresponding petrol consumption		Kes.p. Km. 1.4

The data given hereunder is for aircraft tested with Alfa 128 engines. The new data (with 131 Alfa engines) will be forwarded as soon as tests are carried out. In any case, the advantages of Alfa 131 appear to give better efficiency when aircraft is at 5,000 metres height.

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Normal power at 1800 metres	(4x850)	HP 3400
Wing span		Mts 34.28
Length of Aircraft		Mts 22.24
Height of Aircraft		Mts 5.70
Ground space		Sq. Mts 128.30
Number of passengers		Nos. 18
Normal petrol tanks capacity (litres 13,500)		Kgs. 9700
Weight of aircraft (empty)		" 13000
Normal useful load		" 8000
Load per sq. metre		" 163.7
Total weight		" 2100
Load per H.P.		" 6.18
Specific power		Per sq.met. HP.26.5

Landing undercarriage: retractable
 Propellers : Constant revolutions.
 Special mechanism : Crevice flap on the wing trailing edge.

Flying characteristics

- Maximum speed at 300 metres .. Kms. 360
 - Cruising speed at 4100 metres using 70% of max. power .. " 300
 - Corresponding petrol consumption per Kms. Kgs. .. 1.47

Cruising speed at 4100 metres height
 using 60% of max. power K.p.h. 285
 Corresponding petrol consumption 1.44

Cruising speed at 4100 metres height
 using 50% of max. power Ks. ph. 270
 Corresponding petrol consumption Kgs.p. Km. 1.4

Minimum speed (with 1/4 petrol)
 Climbing to 1000 K.p.h. 130
 Climbing to 2000 in 3' 51"
 Climbing to 3000 " 8' 30"
 Climbing to 4000 " 13' 2"
 " 13' 47"

Practical tangent height Mts. 6550
 Take-off run " 460
 Landing run " 480

With 3 engines running only

Practical tangent height Mts. 3660
 /Distribution

2.

Distribution of useful load and corresponding range.

Number of passengers	Nos. 18
Useful load	Kgs. 8000
Cruising speed at 4100 height (metres)	KPH. 270
Range	Kms. 3400
Range with 3000 Kgs extra-load of petrol total weight 24000 kgs.	" 5500

Distribution of load.

Crew of 5 (average 85 Kgs per person).

Kgs. 425

" 130

W/T & R.G. Installation

" 40

Automatic pilot installation

" 150

Oxygen installation

" 4700

Petrol

400

Oil

" 100

Water and Food

Weight of fuel, crew and equipment

" 6000

Luggage (15 kgs per person)

Kgs 270

Passengers (18 per 75 kgs)

" 1350

Mail and Goods

380

Total load on payment

" 2000

" 8000

Total useful load

The following tolerances apply to the above-said characteristics.

3% on the aircraft weight (empty)

3% on the speed

5% on the range

10% on the climbing at tangent height.

DEFECTS FOUND

SAVOIA MARCHETTI S.M.

No. 1. Engine installation. (Result of fire.)

Item.	Description & Remarks.	No. Of.	Remedy	Spares Held.
Flex Pipe line	Bulkhead to fuel pump inlet.	1	Renew	Nil
"	Bulkhead to fuel pump Outlet	1	"	Nil
"	" " Carburettor Inlet	1	"	Nil
"	" " Fire Extinguisher	1	"	Nil
"	Oil from carburettor to sump	1	"	Nil
"	Oil from rear cover to sump	1	"	Nil
"	Carb. jacket to bulkhead	1	"	Nil
"	Main oil inlet pipe - filter (scavenge)	1	"	Nil
"	to rear cover.	1	"	Nil
"	Oil pump to sump (scavenge)	1	"	Nil
"	Fuel Drain pipe. S/changer to carburettor	1	"	Nil
"	Constant speed unit to oil pump complete.	1	"	Nil
"	Bulkhead to constant speed unit	1	"	Nil
"	Bulkhead to Gas starter distributor. (Braided)	1	"	Nil
"	Initial high pressure oil pipe. Rear cover to crankcase	1	"	Nil
"	Rear Cover (Union) to bulkhead.	1	"	Nil
"	Priming Banjo to bulkhead	1	"	Nil
"	Boost pressure pipe. Blower casing to bulkhead.	1	"	Nil
"	Oil Pumps to Bulkhead. (Pressure to oil press gauge)	1	"	Nil
Copper Pipe line	Fuel pump drain. Air intake (Plus insertion)	1	"	Nil
Cable	Fire extinguisher operating cable (Plus insertion)	1	"	Nil
"	Air temperature lead and thermo coupling	1	"	Nil
"	Booster coil leads complete (including hand starter magneto lead - one to each magneto.)	2	"	527 Nil
Ignition Harness	Solder has run on harness Possibly insulation on leads damaged. (stbd. mag)	1	" if necessary Renew	Nil.
Magnetoes	stbd. Mag. subject to high	1	"	2
Booster coil	Subject to high temp. insulation may be damaged.	1	"	Nil
Fuel Pump	Subjected to high temp.	1	Overhaul	1
Carb.	"	"	"	"

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LRK V LAEE NR 20 ROUTINE
QVR
FROM HQ MEDME
TO MAAC SECRETARIA T CASERTA ITALY
INFO AIR SUB COMMISSION ROME N

BT
A 1562 21 JUNE UNCLASS . FOR SIGHER FROM WOOLLEY . YOUR
U155 19TH JUNE . WHILST I SEE NEED FOC INCLUSION IN CREW OF
SM SM32 OF BRITISH W/T OPERATOR AND POSSIBLY NAVIGATOR I
DO NOT CONSIDER THE PRESENCE OF A LIAISON OFFICER IN ADDITION
NECESSARY

UNLESS HE IS AN ITALIAN INTERPRETER AND ITALIAN CREW SPEAK NO
ENGLISH . AM// AVM BRODIE SHOULD BE SOLE ARBITER IN THIS MATTER
BT 21932B

SENT MEH AR TKS K
IMI LAST WORD IN 5 LINE KK
I MEAN 4 LINE HUN KK
NAVUG// NAG// NAVIGATOR I DO NOT
NO NO

ELO LRKB U STILL THERE ?
YES DEAR TIC LIAISON OFFICER IN WHAT KK
LI LIAISON OFFVCEC IN ADITION
OK TKS HUN TB
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FROM MARC SECRETARIAT

TO AFSC AC NOME

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1606

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U.156 . JUNE 19 . UNCLASSIFIED . YOUR P.557 JUNE REFERS .

(1) AUTHORITY BEING SOON FROM AIR MINISTRY FOR WING COMMANDER

H.E. REID TO TRAVEL WITH SMO2 AS LIAISON OFFICER WITH ITALIAN CREW .

(2) INTERVIEW WHEN AUTHORITY IS GIVEN FOR ITALIAN A/C TO FLY OUT

OF ITALY THAT NO (C) NO-PASSENGERS BE PERMITTED TO EMPLOYE WHOSE NAMES

HAVE NOT BEEN SUBMITTED IN YOUR ORIGINAL REQUEST TO US . THIS INCLUDES

RAF AND USAF PERSONNEL .

(3) FOR YOUR INFORMATION IF UNAUTHORISED PERSONNEL ARE FOUND ABOARD

ITALIAN A/C WHICH HAVE PERMISSION TO LEAVE ITALY THIS WILL SERIOUSLY

PREJUDICE ANY CHANCES OF FUTURE APPROVAL BEING GIVEN FOR SUCH FLIGHTS

DUE TO POSSIBILITY OF ESCAPE FOR EXAMPLE OF WAR CRIMINAL OR WANTED

ANOTHER MURDER .

5272

SENT NR 72 DU ED

At. N 17/20. R.D. 18. 2015

3 A.

AIR FORCES SUB COMMISSION, A.C. ROME.

17 1120 JUNE 1946

M.A.A.C. CASERTA.

UNCLASSIFIED

PETER SIX FIVE SEVEN PD WING COMMANDER M.E. REID PAINTY THREE SEVEN SIX THREE
RIGHT REID IS TRAVELLING TO U.K. WITH SM RIGHT TWO AS LIAISON OFFICER WITH ITALIAN
CREW ON OR ABOUT JULY FIRST PD

5271

AFM/202/2/P.2

ROUTINE

SENIOR INTELLIGENCE OFFICER

M.E. REID, W/CDR.

J.E. HOSTER, F/LT.

ARSC Rome

35 2A

151215

TO: ARSC ROME

FROM: ARSC ROME

SUBJECT: ARSC ROME

REFERENCE: ARSC ROME

ACTION: ARSC ROME

STATUS: ARSC ROME

REMARKS: ARSC ROME

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From : Mediterranean Allied Air Committee Secretariat.
 To : Air Forces Sub-Commission, Allied Commission, Rome.
 Date : 15th June, 1946.
 Ref : MAC/4215/AFAB3.

E.M.95 Aircraft - Interim Report. 82A

Reference is made to your letter AFSC/36/1/1/Air on that dated 5th February 1946. file

2. After three expedited to Air Ministry on this matter, we have now been informed that arrangements are being made with HQ/AF to forward the reports, as originally requested.

3. On receipt, they will be passed on to you.



B. E. de Togh
 F/Lr.

for (MAXWELL FISHER)
 Wing Commander,
 Secretary to The,
 MEDITERRANEAN ALLIED AIR COMMITTEE.

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