

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

785017

ACC

10000/135/101

10000/135/101

SANNITA
OCT. - DEC. 1944

From : Air Forces Sub Commission,
Allied Commission, NAPLES.

To : Air Forces Sub Commission,
Allied Commission, COMZ.

Date : 16th December, 1944.

Ref : ASD/45.

SIEMENS WORKS.

Reference ASD/45.023/45, dated 3th December addressed to Home Office by the C.I.C., ASD/45.023/45, under above caption, from experience gained in this area this Section could not be more completely in agreement with the arguments and conclusions put forward by the C.I.C.

2. When conditions were normal in Italy and each aircraft factory was complete in itself, the S.A.I. merely handled very small repairs and minor adjustments on the spot. There was then therefore no necessity for the Construction Department to mix itself up in such relatively small matters.

3. Now, however, the S.A.I. have become as important as the few civilian firms working for the Regia Aeronautica and it would seem to be obvious that all should be put under one central control.

4. There is another point too and that is that previously there was relatively no scarcity of materials, whereas now just the reverse is the case. It is suggested therefore that it would also be beneficial if all available materials were pooled and controlled from one source.

5. It is felt that all the time the S.A.I. and the Construction Department of the Regia Aeronautica work in watertight compartments, the available facilities will never really be utilized to the best advantage of the Regia Aeronautica as a whole.

6550

W.H.

(W.H. Winter)
Chief Commander,

Date : 16th December, 1944.

Ref : A03/43.

SECRETARY'S REPORT.

Reference WAC/S.227/43, dated 17th December addressed to Home Office by the C.I.B., A.P. 1.3., Bari, under above caption, from experience gained in this area this section could not be more completely in agreement with the arguments and conclusions put forward by the C.I.B.

When conditions were normal in Italy and each Aircraft Factory was complete in itself, the S.P. merely handled very small repairs and minor adjustments on the spot. There was then therefore no necessity for the Construction Department to mix itself up in such relatively small matters.

Now, however, the C.I.B. have become as important as the few civilian firms working for the Regia Aeronautica and it would seem to be obvious that all should be put under one central control.

There is another point too and that is that previously there was relatively no security of materials, whereas now just the reverse is the case. It is suggested therefore that it would also be beneficial if all available materials were pooled and controlled from one source.

It is felt that all the time the C.I.B. and the Construction Department of the Regia Aeronautica work in watertight compartments, the available facilities will never really be utilized to the best advantage of the Regia Aeronautica as a whole.

6U50

W.S.

(S.L. Winter)
King Commander,
for Air Vice Marshal,
AIR ENGINEER COMMANDING.

Copy to :
Chief Technical Officer,
Air Forces Sub Commission,
R.A.F.

5

FROM : AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, ROME

TO : ITALIAN AIR MINISTRY
f.attention of His Ex.the MINISTER

: ITALIAN AIR MINISTRY
TECHNICAL DEPARTMENT

DATE : 14th DECEMBER 1944

REF. : AFSC/R/834/S/ENG

SANNITA WORKS.

The attached letter stresses various inconveniences which could surely be eliminated after a careful and thorough study.

2. We would also like to draw your attention to para. 7 of the attached letter and will be very grateful if his Excellency the Minister would inform us of any eventual opposition or difficulties which may be encountered in the carrying out of the said suggestion.

W.A.B. BOWEN BUSCARLET
AIR VICE MARSHAL
AIR OFFICER COMMANDING.

Copy to : A.P.S.C. BARI

A.P.S.C. MAPLES ✓

Encl.: Translation of above mentioned letter AFSC/S.823/ENG.
dated 9th December 1944/.

6049

From:- Air Forces Sub-Commission,
Allied Commission, Bari.

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

Date:- 9th. December, 1944.

Ref:- AFSC/S.823/WHG.

SAMITA WORKS.

In reply to your letter AFSC/R/S.834/6/WHG, dated 4th. December, 1944, it is confirmed that arrangements have already been made for 4. Manchi fuselages to be sent to the Samita Works and these will be despatched directly transport is available.

2. It would appear that other sections apart from the airframe section are also short of work, and it is suggested that particulars of the work that can be undertaken should be submitted to, Unita Aerea, Technical Office, as it is felt that it should be an easy matter to fill them up with some really useful work.

3. There does not seem to be the least doubt that the Italian Air Force is not making use to the full, of its existing manufacturing facilities. This probably is due largely to bad liaison between the Technical Office of the Unita Aerea and the Department of Reconstruction.

4. As one instance, the Managhi Factory have completed 5 complete sets of Petrol Tanks for Cent.1007. These tanks are not required and were probably not required when the order was placed, as the spares position for Cent.1007 is very good. Carrying out work of this nature involves a considerable waste of man hours and material, and it is almost certain that if there had been good liaison, the Managhi Co. could have been given some work that was really needed.

5. There is also considerable lack of knowledge in the Technical Office of the Unita Aerea as to the extent of the work-shop facilities available. Some time ago, we were informed that no plant was available to grind the ends of the caps on Alfa 128 valves and yet a short time afterwards suitable plant was seen in the Managhi Factory, and directly the job was mentioned the management said that they could undertake it.

6. Under the present lay-out the work in the S.R.A.M.S. and service named O.R.Ms. comes under the control of the Wing Technical Officer and, of course, the Wing Commanding Officer. The civilian firms are controlled by the Department of Reconstruction, and it is obvious that if liaison between the Unita Aerea and the Department of Reconstruction is bad, chaos is bound to result.

7. It is considered that far better results would be obtained if the S.R.A.M.S. and O.R.Ms. were taken away from the control of the Wing and placed with the civilian firms under the equivalent of what we should call the C.M. & S.O.

1504

In reply to your letter ANSP/R/S.834/6/MME, dated 4th, December, 1944, it is confirmed that arrangements have already been made for 4 Macchi fuselages to be sent to the Samite Works and these will be despatched directly transport is available.

2. It would appear that other sections apart from the airframe section are also short of work, and it is suggested that particulars of the work that can be undertaken should be submitted to, Unita Aerea, Technical Office, as it is felt that it should be an easy matter to fill them up with some really useful work.

3. There does not seem to be the least doubt that the Italian Air Force is not making use to the full, of its existing manufacturing facilities. This probably is due largely to bad liaison between the Technical Office of the Unita Aerea and the Department of Reconstruction.

4. As one instance, the Managhi Factory have completed 5 complete sets of Petrol Tanks for Cant.1007. These tanks are not required and were probably not required when the order was placed, as the spares position for Cant.1007 is very good. Carrying out work of this nature involves a considerable waste of man hours and material, and it is almost certain that if there had been good liaison, the Managhi Co. could have been given some work that was really needed.

5. There is also considerable lack of knowledge in the Technical Office of the Unita Aerea as to the extent of the work-shop facilities available. Some time ago, we were informed that no plant was available to grind the ends of the caps on Alfa 128 valves and yet a short time afterwards suitable plant was seen in the Managhi Factory, and directly the job was mentioned the management said that they could undertake it.

6. Under the present lay-out the work in the S.R.A.M.S. and service named O.R.M.s. comes under the control of the Wing Technical Officer and, of course, the Wing Commanding Officer. The civilian firms are controlled by the Department of Reconstruction, and it is obvious that if liaison between the Unita Aerea and the Department of Reconstruction is bad, chaos is bound to result.

7. It is considered that far better results would be obtained if the S.R.A.M.S. and O.R.M.s. were taken away from the control of the Wings and placed with the civilian firms under the equivalent of what we should call the C.M. & S.O., who would be responsible for all 4th. Echelon maintenance. This suggestion has already been discussed with the Technical Officers of the Unita Aerea, who agree with it but naturally the Commanding Officers of the two Wings would offer considerable opposition.

Blackstone
J.H. GLADSTONE, W/CDR.
CHIEF TECHNICAL OFFICER.

Copy to:-
Air Forces Sub-Commission,
Allied Commission, Naples.



**DIREZIONE DELLE
COSTRUZIONI AERONAUTICHE
DI NAPOLI**

Napoli, li

194
ANNO XX

3

Al MINISTERO DELL'AERONAUTICA

DIREZ. DELLE COSTRUZIONI AERONAUTICHE

UFFICIO Industria

SEZIONE SM/2

R O M A

Prot. N. 8/04/25/5 All.

Risp. foglio N.

OGGETTO: Stato lavori Ditta Aeronautica Sannita. =

E per conoscenza:

ALLA COMMISSIONE ALLEATA

N A P O L I

Si prega trattare per ogni lettera un solo argomento e indicare nella risposta il N. di protocollo.

Con riferimento al foglio 1226 del 26.10.44 dell'U.S.T. Sannita, si comunica a codesto Ministero che la Sannita ha ormai quasi ultimato il lavoro sugli appa-
recchi che ha recuperato nei suoi locali. =

A parte piccola commessa di parti ricambio che non possono comunque essere in grado di mantenere un organismo come la Sannita, il lavoro nei prossimi mesi cesserà; quindi dovremo chiudere o ridurre una Ditta per cui tanto si è fatto.

Di conseguenza, mentre si pregava di dare da riparare alla Ditta i materiali rinvenuti di cui all'elenco n° 5 del citato foglio dell'U.S.T., si propone che sin da ora si provveda a far venire dagli Enti di Impiego i velivoli da riparare con il ritiro di due al mese, perchè tanti sono i velivoli che la Sannita, nelle attuali condizioni è in grado di riparare.

E se non si vuole che la Ditta subisca una sosta nella sua produzione, occorre che i velivoli da riparare giungano al più presto. =

IL DIRETTORE

(Magg. G.A.R.I. CUI 80477)

1507

SEMMITA

MINISTERO DELL'AERONAUTICA
DIREZIONE DELLE COSTRUZIONI
AERONAUTICHE

NUM. 11, 3-11-44

SEMMITA COSTRUZIONI
AERONAUTICHE

ALIA SEMMITA SEMMITA

Sezione
2/834/229 C.R.

Allegato al foglio N.

1 2 3 4 5 6 7 8 9 10 11 12

Velivoli No. 200 in riparazione presso la Ditta Semmita.

PER CONOSCENZA:

ALIA COMMISSIONE AERONAUTICA - DIREZIONE AERONAUTICA - 2 A R I
ALIA COMMISSIONE AERONAUTICA - Ufficio Sott/na Aeronautica - 2 A R I
ALIA COMMISSIONE AERONAUTICA - Segreteria Tecnica - 2 A R I
ALIA COMMISSIONE AERONAUTICA - Ufficio Tecnico - 2 A R I

A seguito del telegramma 2/825 del 21/10/44 si precisa re-
lativamente ai velivoli in oggetto, per i quali l'Ufficio dell'U.C.O.
di Napoli ha chiesto la sospensione dei lavori, quanto segue:
In data 21/10/44, dopo un esame della situazione dei ve-
livoli No. 200 in deposito alla sede di lavoro, d'accordo con la Com-
missione Alleata, tenuto presente la esigenza della Scuola - di desi-
dero di tenere "in uso" soltanto le velivoli No. 200, disponendo la ces-
sione dei lavori in corso sugli altri 19 velivoli, che verdivano conside-
rati come velivoli di riserva.

Ciò allo scopo di consentire la mano d'opera ed i materiali
della S.A.A. su pochi velivoli, migliorando così il grado di efficien-
za.

I due velivoli No. 200 in riparazione presso la Ditta Semmita,
in cui lavorazione del resto era già abbastanza avanzata quando fu pre-
sa la decisione di essi sopra, non sono specificatamente contemplati in
tale disposizione; inoltre, a parte gli inconvenienti che sarebbero po-
tuti derivare dalla sospensione di lavori già iniziati alla Ditta Sem-
mita, la scrivente ha ritenuto che il raggiungimento dei risultati a
cui tale disposizione mirava non sarebbe stato né ostacolato né ritar-
dato dalla consegna di due velivoli efficienti alla Scuola di lavoro.

Pertanto i due velivoli No. 200 saranno ultimati dalla Ditta
Semmita e consegnati, come precedentemente stabilito, alla Scuola di
lavoro dove entrano a sostituire quelli, tra i 19 attualmente in
uso, che si trovano in pessime condizioni.

IL DIRETTORE

Vellivoli 14.200 in ripartizione presso la Ditta Sennita.

e per conoscenza:

ALTA COMMISSIONE ALLIATA NOTIFICANDO I NOME ALLEGATI
ALLA UOM I GIUNE MILITARI - U. Fido sott/ve Arrondissement
ALTA GIUNTO - ALTA GI. A. - Segreteria Tecnica
AL C. UNDA MILITARI - ALTA GI. A. - Ufficio Tecnico

A seguito del telegramma del 10/10/44 si precisa re-
lativamente ai vellivoli in oggetto, per i quali l'Ufficio dell'U. A. D.

di Napoli ha chiesto la consegna dei lavori, quanto segue:
In data 11 agosto 1944, dopo un esame della situazione dei ve-
livoli 14.200 in consegna ai lavori, si è constatato che non
esistono all'estero, tenuto presente il numero della Sennita - di de-
stino di questi in una "zona" di lavoro, che la consegna dei lavori
non può essere fatta in tutto, ma solo in parte, e che la consegna
dei lavori in tutto, ma solo in parte, e che la consegna dei lavori
non può essere fatta in tutto, ma solo in parte, e che la consegna dei lavori

non può essere fatta in tutto, ma solo in parte, e che la consegna dei lavori
non può essere fatta in tutto, ma solo in parte, e che la consegna dei lavori
non può essere fatta in tutto, ma solo in parte, e che la consegna dei lavori
non può essere fatta in tutto, ma solo in parte, e che la consegna dei lavori

I due vellivoli 14.200 in ripartizione presso la Ditta Sennita,
la cui lavorazione del vestito era già abbastanza avanzata quando fu pre-
sa la decisione di cui sopra, non sono sufficientemente completati in
tale disposizione; inoltre, a parte gli inconvenienti che sarebbero vo-
luti derivare dalla sospensione dei lavori già ordinati alla Ditta Sen-
nita, la scrivente ha ritenuto che il raggiungimento dei risultati a
cui tale disposizione mirava non sarebbe stato né ottenuto né riter-
dato dalla consegna di due vellivoli efficienti alla Sennita di lavora-
re.

Pertanto i due vellivoli 14.200 saranno ultimati dalla Ditta
Sennita e consegnati, come precedentemente stabilito, alla Sennita di
lavorare dove andranno a sostituire quelli, tra i quali attualmente in
uso, che si trovano in pessime condizioni.

IL DIRIGENTE
(Colonnello G. A. R. I. - TULLIO ING. Umberto 045)

[Signature]

9

From :- Air Forces Sub-Commission,
Allied Control Commission, NAPLES.
To :- Air Forces Sub-Commission,
Allied Control Commission, BARI.
Date :- 17/10/44
Ref :- ASC/40

TESTING OF BRAKE COMPRESSORS
SANNITA.

The Sannita Aircraft Factory, Benevento, require 80 kilos of non-solidifying ("liquido incongelabile") for brakes.

This liquid is needed by the Sannita to test the brake compressors of the Macchi 202's.

It will be appreciated if this matter may be treated as urgent.

for

W.L. Minter
(W.L. Minter)
Wing Commander,
Air Vice-Marshal,
AIR OFFICER COMMANDING.

6045

