

ACC

10000/135/364

10000/135/364

SAVOIA MARCHETTI WORKS
MAY 1945 - JAN. 1947

M. 1.

SSO Reference enclosures: 7A-B-V. I think
 the request is reasonable and suggest that
 S. 1. A. 1. be given permission to test these
 aircraft and complete their sale.

H. Thompson
C.T.O.

10-8-40

OK by me 1/15/40. 1110 MZ
DIRECTOR 9/6
C.T.O.

Ref M. 1. 7A.

MAAC have already agreed to the sale and
 delivery flight to Switzerland of AVIA FL3 aircraft,
 so they should have no objection to this request.
 suggested C.T.O. ask permission from MAAC (Swiss) provider

- (a) Swiss pilots are used to fly aircraft on
 the delivery flight
- (b) Swiss civil aviation markings and not
 Italian are allocated to each aircraft.

Weyman
10-10-40

SIAI-MARCHETTI

SOCIETA PER AZIONI
SEDE IN MILANO - CAPITALE L. 1.000.000.000

DIREZIONE GENERALE ED OFFICINE CENTRALI - SPEDIZIONE
U. P. C. MILANO N. 56157 - U. P. C. VARESE N. 14498

DECTARE NELLA RISPOSTA

3005

UFFICIO DI ROMA
VIA G. PUCCINI N. 10 - TELEF. N. 81306
TELEG. SIAIMARCHETTI - ROMA

Roma li. 5 dicembre 1946

Onorevole
Commissione Alleata
Sottocommissione Aeronautica
R O M A

All'attenzione del W/C Thompson

Questa Società si permette chiedere a codesta onorevole Commissione Alleata l'autorizzazione alla costruzione del velivolo pro totipo del proprio tipo da turismo SM 101.

Si allega una monografia con le caratteristiche previste per l'SM 101.

Analoga domanda questa Società indirizza al Ministero Aeronautica Italiana.

Fiduciosi che codesta on. Commissione vorrà darci il proprio benestare con cortese urgenza, ringraziamo anticipatamente e portiamo l'espressione del ns. ossequio.

SIAI-MARCHETTI
VIA G. PUCCINI N. 10 - MILANO
TELEF. N. 81306 - TELEGR. SIAIMARCHETTI

[Handwritten signature]

293

[Handwritten notes and signatures]
23/11/46
23/11/46

163

S.I.A.I. = MARCHETTI

N° 3005

ROME OFFICE
Via G. Puccini 10 Tel. 81306
Teleg. SIAMARCHETTI-ROMA

Rome, 5th December 1946

To : AIR FORCES SUB COMMISSION = ROME
For the Attention of W/C. THOMPSON.

This Society asks that Allied Commission for the permission to build the aircraft prototype of their own tourisme type S.M. 101.

Herewith enclosed is a monography containing the characteristics provided for the S.M. 101.

This Society presented a similar request to the Italian Air Ministry.

Hoping that the A.C. will grant the requested permission as soon as possible, we remain,

Faithfully Yours
Signed (Illegible)

Translated by M. COMPAGNONI.

292

16c

S.I.A.I. MARCHETTI

MONOPLANE S.M. 101.

The S.M. 101 Monoplane is a dual control "tourist type" A/C for a crew of 2 and 4 passengers.

The experimental aircraft is fitted with a Walter Bora 235 HP engine, but in future developments it may be fitted with at least a 300 HP engine.

With the Walter Bora engine its performance is, in general, moderate, but owing to the high lift conferred to the aircraft by means of the high aspect ratio wing, satisfactory values can be obtained as regards the cruising speed, together with a noticeable economy of fuel, estimated at a consumption of about 0,180 Kg/Km. The Milan - Rome flight would therefore require less than 100 kgs. of petrol.

The performance figures are estimated presuming that a constant speed propeller is fitted.

The airframe is of welded steel tube construction throughout, and is fabric covered.

Translated by M. COMPAGNONI

S.I.A.I. MARCHETTI

MONOPLANE S.M. 101

16D

The Monoplane S.M. 101 is a dual control tourisme A/C for 2 pilots and 4 passengers.

The experimental aircraft is provided for Walter Bora 235 HP Engine, but in case of future developments it may be equipped with at least a 300 HP engine.

With Walter Bora Engine its flight possibilities are in general moderate, but owing to the great output conferred to the aircraft by means of a considerable wing length (the elongation is 9,11) more satisfactory values can be obtained as regards the cruising speed, together with a noticeable economy, being the contemplated Km. consumption of about 0,180 Kg/Km. The raid Milan - Rome will therefore require less than 100 Kgs. of petrol.

The climb characteristics are estimated by taking account of the fixed speed propellers, indispensable for the take off ~~ton~~ with a remarkable load per HP.

The aircraft structures are entirely made of steel tubes and structural steel, connected by means of autogen welding and covered with canvas.

S.I.A.I. MARCHETTI AIRCRAFT - S.M. 101 TOURIST T.O.E.

Walter "Bora R" Engine.

16E

TECHNICAL FIGURES:

Normal power at sea level	HP	235
Wing Span	m	16,5
Length	m	10,20
Height	m	3
Wing Surface	mq	29,91
PASSENGERS' SEATS	Nº	4
Normal capacity of petrol tanks l.	Kgs.	275
Net Weight	"	1320
NORMAL USEFUL LOAD	"	870
Total weight	"	2190
Load per mq.	"	73,2
Load per HP	"	9,32
Specific Power	HP/mq	7,85
UNDERCARRIAGE : retractable		
CONSTANT SPEED PROPELLER		
SPECIAL DEVICES : Split trailing edge flaps		

FLIGHT CHARACTERISTICS:

Top speed at sea level	Km/h	240
Cruising speed at 2750 m. with 70% of max power	"	225
Corresponding Petrol consumption	Kg/Km	0,175
Minimum speed	Km/h	75
Climb at 1000 m.	within	6' 10"
" " 2000 "	"	13 40"
" " 3000 "	"	23' 30"
" " 4000 "	"	38'
Practical Ceiling	m	4800
Take off Run	m	250
Landing Run	m	270

DISTRIBUTION OF THE USEFUL LOAD AND CORRESPONDING RANGES.

PASSENGERS' Number	Nº	4
USEFUL LOAD	Kg	870
CRUISING SPEED AT m. 2750	Km/h	225
RANGE	Km	1250 286
<u>DISTRIBUTION OF LOAD:</u>		
Crew (2 x 75)	Kg	150
Petrol	"	275
Oil	"	25
WEIGHT OF FUEL, CREW AND EQUIPMENT	"	450
Passengers (Kg.75 each)	"	300
Baggage (15 Kgs per passenger)	"	60
Goods	"	60

16 E

- 2 -

TOTAL PAYING LOAD
Total useful load

Kg. 420
" 870

The above performance figures have to be applied with a tolerance of :

3% on the net weight
3% on the speed
5% on the range
10% on the practical ceiling.

Translated by M. COMPAGNONI

154(e)
S.I.A.I. MARCHETTI

Rome, 11th January 1947

Ref. No 3237

TO : ALLIED COMMISSION
AIR FORCES SUB COMMISSION

R O M E

"ANTIFREEZING VARNISH"

According to some information we just received, it appears that it should be possible for us to get, from Allied sources and with your help, a limited amount of "antifreezing" varnish or solution for wind-screens, wings, etc.

We would very much like, in case the above information is correct, to purchase any amount under or about 100 Kgs., of the varnish in question, in order to experiment it on our S.M.95.

We thank you.....

287

0020

*Book me and file in
823/19/Eng.
15A*

SIAI - MARCHETTI

SOCIETA PER AZIONI
SEDE IN MILANO CAPITALE L. 35.221.900

DIREZIONE GENERALE ED OFFICINE CENTRALI - CORSO CAENDE
U.P.C. MILANO N. 56137 - U.P.C. VARESE N. 4404

UFFICIO DI ROMA
VIA S. PUCCHINI N. 10 - TELEF. N. 81306
TELEG. SIAIMARCHETTI - ROMA

DA ELEGGERE NELLA RISERVA

3237

Roma li. II gennaio 1947

On. COMMISSIONE ALLEATA
Sottocommissione Aeronautica
R o m a

Vernice antighiaccio.

Secondo notizie pervenuteci, sarebbe possibile ottenere tramite il cortese interessamento di codesta on. Sottocommissione un limitato quantitativo (alcune decine di chilogrammi) di vernice o soluzione antighiaccio, da applicare ai parabrezza, ali, ecc., a titolo di campione per prove.

Dato che la cosa riveste per noi il massimo interesse, avendo desiderio di effettuare prove con il nostro SM 95, siamo a pregare di volerci cortesemente favorire facendo in modo che la vernice o soluzione possa venir messa a ns/ disposizione, qualora la notizia di cui sopra risponda a verità.

Ringraziamo anticipatamente e porgiamo l'espressione del nostro ossequio :



SIAI-MARCHETTI SPA 203
L. AMMINISTRATORE UNICO
(Ing. A. Jachino)

A. Jachino

According to source information we just

3 2 3 7

Roma, li. 11 gennaio 1947

On. COMMISSIONE ALLIATA
Sottocommissione Aeronautica
R o m a

Vernice antiaghaccio.

Secondo notizie pervenuteci, sarebbe possibile ottenere tramite il cortese interessamento di codesta on. Sottocommissione un limitato quantitativo (alcune decine di chilogrammi) di vernice o soluzione antiaghaccio, da applicare ai parabrezza, ali, ecc., a titolo di campione per prove.

Dato che la cosa riveste per noi il massimo interesse, avendo desiderio di effettuare prove con il nostro SM 95, siamo a pregare di volerci cortesemente favorire facendo in modo che la vernice o soluzione possa venir messa a ns/ disposizione, qualora la notizia di cui sopra risponde a verità.

Ringraziamo anticipatamente e porgiamo l'espressione del nostro ossequio :

SIAM-MARCHETTI SPA 203
L'AMMINISTRATORE UNICO
(dott. A. Juchino)



According to source information we just received it appears that it should be possible for us to get, from allied sources and with your help, a limited amount of "antifreezing" varnish or solution

1 Air Force Sub-Commission, Allied Commissions, U.S.

2 G. J. A. L. MARCHETTI
3 1000, Via G. Fucini,
4 Rome.

DATE 1 04th December 1946

REF. 1 AFSC/ACB/AA/ENG.

Date: 5/16.

RETURN OF 954 and 581 AIRCRAFT TO SWITZERLAND.

Reference is made to your letter 2711, dated 14th October and to this Headquarters letter of even reference dated 5th November 1946 and I am directed to inform you that subject to the provisions set out hereunder there is no objection to the above mentioned aircraft being flown to Switzerland.

2. The aircraft must first of all be flown into Linde Airfield where they are to be given a full briefing and are to be cleared by the airfield customs. They are to be piloted by Swiss pilots.

3. Before final clearance can be granted full details of the flights are required, that is to say date and time of departure, route to be followed, wireless frequencies to be used and pilot's names.

4. On receipt of these details final clearance will be granted and all concerned notified.

Chubb

C. G. A. MARCHETTI
For AIR VICE MARSHAL,
BRISTOL,
AIR FORCE HQ SWITZERLAND.

281

Copies to: Chief Commissioner (through Executive Commissioner)
Italian Air Ministry
AFSC Milan

W. J. F.

11. 11. 46

Reference is made to your letter 2714 dated 14th October and to this Headquarters letter of even reference dated 5th November 1946 and I am directed to inform you that subject to the provisions set out hereunder there is no objection to the above mentioned aircraft being flown to Switzerland.

2. The aircraft must first of all be flown into Lutetia Airfield where they are to be given a full briefing and are to be cleared by the airfield command. They are to be piloted by Swiss pilots.
3. Before final clearance can be granted full details of the flights are required, that is to say date and time of departure, route to be followed, wireless frequencies to be used and pilots named.
4. On receipt of these details final clearance will be granted and all concerned notified.

C. P. Webb

G. M. M. GERRARD M/CMS.
For AIR VICE MARSHAL,
DIRECTOR,
AIR FORCE 303 CND (S) 281

Copies to: Chief Commissioner (through Executive Commissioner)
Italian Air Ministry
AFSC Milan

W. M. J.

3 to 7/11/46

0024

13A

From :- Mediterranean Allied Air Committee Secretariat.
To :- Air Forces Sub-Commission, Allied Commission, Rome
Date :- 25th November 1946
Ref :- MEMS/1215/APAIS

SAVOIA MARCIBATTI S.M.56 AND S.M.80 AIRCRAFT

10A

Reference your AFSC/823/11/15M dated 5th November 1946.

4A on 30/11/AIR

2. Permission is granted for the delivery of the above aircraft to Switzerland under the same conditions as laid down in my MAAC/1215/APAIS dated 3rd September and your AFSC/36/1/AIR dated 8th August 1946.

12A on that file

Hamilton

(S.J.R. HAMILTON)
Wing Commander
Secretary to The

MEDITERRANEAN ALLIED AIR COMMITTEE

*See 7/1/47 (a)
4-11*

*Q 702-29/11
AFSC/823/11/15M*

*Air 1
Please also item
aircraft to Switzerland
enclosure SA (36/11/AIR) with
give you the procedure 28/11
my 5/12*

12A

From : S.A.S.I.S.

To : AIR FORCES SUB COMMISSION - A.C. ROME
For the attention of WO. CDR. THOMPSON.

The undersigned "S.A.S.I.S." Company (American-Sicilian Company for the Industrial Development of Sicily) has its management in Palermo (31 Via Guccia) and a capital of 1.000.000.000. liras.

The Company has been granted by the I.A.M. (letter N. 5518 dated September 26th, 1946) the authorization to operate air lines between the island and the peninsula, between Sicily and Sardinia and some Sicilian internal airways.

This Company wishes to operate the above air lines with an initial fleet of 8 S.M. 95 and, together with the SAVOIA-MARCHETTI Firm, ventures to ask the authority for the construction of these A/C.

Pending the deliveries of the above A/C we intend to ask on loan from the I.A.M. some of the S.M. 95 - 75 and 82 which are actually operated by the Transport Wing. We will also ask the I.A.M. to postpone for a few months the deliveries of some of the 6 S.M. 95 which are now in production for them at Vergiate.

279

This in order to be allowed to purchase the first of them which will come ready and to start, as soon as possible, the operation of the above air lines.

Signed by

Admiral JACHINO for SAVOIA-MARCHETTI

Mr. di BELLO - General Manager
of S.A.S.I.S.

Copied in 39/2/air - And. PESC/823/34/50

14/11

AIR FORCE SUB COMMISSION
ALLIED COMMISSION
R O M E

11A

REF. : AFSC/823/14/ENG.

5th November 1946

Messrs. S.I.A.I. MARCHETTI
Ufficio di Roma
Via G. Ruccini 10 - Rome.

Gentlemen,

Reference your letter 2714 dated 10th
October 1946, concerning the SM 56 and SM 80 air-
craft.

Test flights to a limit of two hours
per aircraft are authorized.

You will be informed by this Office
when authorization for the delivery flights to
Switzerland are received.

Yours Faithfully

H. Thompson

H. THOMPSON, WG. CDR.
for AIR VICE MARSHALL
DIRECTOR
AIR FORCES SUB COMMISSION

2 Copies to Italian Air Ministry.

10A

From : AIR FORCES SUB COMMISSION - A.C. ROME
To : MEDITERRANEAN ALLIED AIR COMMITTEE SECRETARIAT.
Date : 5th November 1946
Ref. : AFSC/823/14/ENG.

SAVZIA MARCHETTI SM 56 AND SM 80 AIRCRAFT

Reference your MAAC/4215/APALS dated 31st October 1946 para. three.

2. The above-mentioned aircraft are not of recent construction.
The SM 56 aircraft was built in 1923 and the SM 80 aircraft was built in 1932.

H. Thompson
H. THOMPSON, WG. ODR.
for AIR VICE MARSHALL
DIRECTOR
AIR FORCES SUB COMMISSION

277

9A

From:- Mediterranean Allied Air Committee Secretariat.
To :- Air Forces Sub-Commission, Allied Commission, Rome.
Date:- 31st October, 1946.
Ref :- MAAC/4215/AFALS.

SAVOIA MARCHETTI S.56 AND S.80 AIRCRAFT

8A

Reference is made to your letter AFSC/823/14/ENG dated 21st October, 1946:

2. Permission is granted for the test-flying of the above two aircraft of not more than two hours each.
3. Before permission is granted for delivery flights, it is requested that information be forwarded as to whether these aircraft are of recent construction.

S. J. B. Hamilton
(S.J.B. HAMILTON)
Wing Commander
Secretary to The
MEDITERRANEAN ALLIED AIR COMMITTEE

276

823/16/ENG

8A

From : AIR FORCES SUB COMMISSION - A.C. - ROME
 To : MEDITERRANEAN ALLIED AIR COMMITTEE AHQ. ITALY, C.M.F.
 Date : 21st October 1946
 Ref. : AFSC/823/14/ENG.

SAVOIA MARCHETTI S. 56 AND S. 80 AIRCRAFT

The Savoia Marchetti (SIAT) firm have the above mentioned amphibian aircraft which they wish to dispose of to private individuals in Switzerland.

2. Permission is requested for test flights to be carried out of not more than two hours duration per aircraft. Also for the delivery flights to Switzerland under the same conditions as quoted in our letter AFSC/36/11/AIR dated 8th August 1946 and your letter MAAC/4215/AFALS dated 3rd September 1946 as applicable to FL3 aircraft.
3. Particulars of the two aircraft are enclosed.

H. Thompson
 H. THOMPSON, W. CDR.
 for AIR VICE MARSHALL
 DIRECTOR
 AIR FORCES SUB COMMISSION

SIAM - MARCHETTI

SOCIETA PER AZIONI
SEDE IN MILANO CAPITALE L. 1.000.000.000

15.221.900

DIREZIONE GENERALE EDIZIONE CENTRALE SEDE CENTRALE
C. P. C. MILANO N. 5817 - U. P. C. VERONA N. 1642

CALCITANE NELLA RISERVA

UFFICIO DI ROMA
VIA G. PUCCINI N. 10 TELEF. N. 81306
TELEG. SIAM - MARCHETTI - ROMA

2714

Roma li, October 10, 1946

ALLIED COMMISSION
Air Forces Sub Commission
R o m e.

Sirs,

We have in our works two old amphibious planes : the SM 56 (built in 1923) and SM 60 (built in 1932). We enclose herewith a photograph of same, together with characteristics and performance data.

In our endeavours to dispose of all materials etc. which are not indispensable to our peace productions, so as to obtain financial means particularly needed by our Company at the present moment, we have found that the two above mentioned old planes could be sold to two private individuals in Switzerland.

We beg therefore ask your kind authorisation to make the flights for the mise au point as well as, later on, the delivery flight from Vergiate to Switzerland.

In consideration of the light as well as obsolete type of the planes, we hope that you will be in a position to grant us the aforesaid authorisation within short and, with our best thanks in advance, we beg to remain, Sirs,

Yours faithfully,

SIAM - MARCHETTI
SOCIETA PER AZIONI
UFFICIO DI ROMA

[Signature]

277

10/10
P. 852
Jkm
11/10

Roma, 6, October 10, 1946

ALLIED COMMISSION
Air Forces Sub Commission
Rome.

Sirs,

We have in our works two old amphibious planes: the SM 56 (built in 1923) and SM 80 (built in 1932). We enclose herewith a photograph of same, together with characteristics and performance data.

In our endeavours to dispose of all materials etc. which are not indispensable to our peace productions, so as to obtain financial means particularly needed by our Company at the present moment, we have found that the two above mentioned old planes could be sold to two private individuals in Switzerland.

We beg therefore ask your kind authorisation to make the flights for the mise en point as well as, later on, the delivery flight from Vergiate to Switzerland.

In consideration of the light as well as obsolete type of the planes, we hope that you will be in a position to grant us the aforesaid authorisation within short and, with our best thanks in advance, we beg to remain, Sirs,

Yours faithfully,

SIA MARCHETTI
SUCPERAZIONE
UFFICIO DI ROMA

Mano
271

10/10
P 852
823/14/28
11/10

Enclos.

0032

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

785017



APPARECCHIO "SAVOIA MARCHETTI"

Tipo S.55

per scuola, turismo e trasporto economico

MOTORE FIAT A.53 - 115 CV.

DIMENSIONI

Apertura alare superiore	10 m.	40
" " inferiore	9 "	17
Lunghezza	7 "	80
Altezza	3 "	
Superficie portante	26 m ²	50

CARATTERISTICHE

Toids à vide	640 Kg.	
Carico utile normale	250 "	
Peso totale normale	890 "	
Carico per mq.	33 "	
" " CV	7, "	7
Velocità massima	143 Km/h.	
Velocità minima	70 "	
Salita a 1000 metri	8' 10"	
" 2000 "	13' 50"	
Profond	3600 m.	
L'apparecchio può decollare con un carico utile di	550 Kg.	
Decollo con carico normale	16"	
" " utile massimo	4c"	
Autonomia massima con serbatoio pieno	ore 12	

DIMENSIONI

Apertura alare superiore	10 m.	40
" " inferiore	9 "	17
Lunghezza	7 "	80
Altezza	3 "	
Superficie portante	25 m ²	50

CARATTERISTICHE

Poids à vide	640 Kg.	
Carico utile normale	250 "	
Peso totale normale	890 "	
Carico per mq.	33 "	
" " CV.	7, " 7	
Velocità massima	143 Km/h.	
Velocità minima	70 "	
Salita a 1000 metri.	8' 10"	
" 2000 "	18' 50"	
Alfand	3600 m.	
L'apparecchio può decollare con un carico utile di	550 Kg.	
Decollo con carico normale	16"	
" " utile massimo	40"	
Autonomia massima con serbatoio pieno	ore 12	

AIRCRAFT "SAVOIA MARCHETTI"

TYPE S.56

for school, tourisme and economical transport

ENGINE FIAT A.53 - 115 CV.

DIMENSIONS

<i>Upper</i> Superior Wing Span.....	10 m.	40
<i>Lower</i> Inferior Wing Span.....	9 "	17
Length.....	7 "	80
Height.....	3 "	
Wing Surface.....	26 mq.	50

CHARACTERISTICS

<i>TYPE AIRCRAFT</i> Poids à vide.....	640 Kg.
Normal useful load.....	250 "
Normal total weight.....	890 "
Load per mq.....	33 "
Load per CV.....	7 " 7
Top Speed.....	143 Km/h
Lowest Speed.....	70 "
Climb to 1000 m.....	within 8' 10"
Climb to 2000 m.....	" 18' 50"
<i>Ceiling</i> Maximum	3600 m.
The Aircraft can take off with a useful load of.....	550 Kg.
Take off with normal load.....	within 16"

Length..... 7 " 80
 Height..... 3 "
 Wing Surface..... 26 sq. 50

CHARACTERISTICS

Large Aircraft

Weights & vide..... 640 kg.

Normal useful load..... 250 "

Normal total weight..... 890 "

Load per sq..... 33 "

Load per CV..... 7 " 7

Top Speed..... 143 Km/h

Lowest Speed..... 70 "

Climb to 1000 m..... within 8' 10"

Climb to 2000 m..... " 18' 50"

~~Altitude~~ *Ceiling*..... 3600 m.

The Aircraft can take off with a useful load of..... 550 kg.

Take off with normal load..... within 16"

Take off with maximum useful load..... " 48"

Maximum Autonomy with full tank..... 12 Hrs.

0037

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



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APPARECCHIO "SAVOIA MARCHETTI"

TIPO S.80

Amfibio da sport

MOTORE "FORJOT"

DATI TECNICI

Apertura alare	m.	11
Lunghezza	"	7,80
Altezza	"	2,90
Superficie portante	mq.	18
Potenza (2 x 75)	HP.	150

PESI

Peso a vuoto	Kg.	780
Carico utile normale	"	300
Carico utile normale massimo	"	400
Peso totale normale	"	1080
Peso totale normale massimo	"	1180
Carico normale per mq.	"	60
Carico normale per HP.	"	7,2

CARATTERISTICHE

Velocità massima	Km/h.	197,5
Velocità di crociera	"	175
Velocità minima con flaps ipersostentatori	"	75
Consumo benzina alla velocità di crociera di 175 Km/h. Kg/Km.		0,190
Salita a metri 1000.	in	4' 31"
" " 2000.	"	10' 46"
" " 3000.	"	19' 8"

264

DATI TECNICI

Apertura alare	m.	11
Lunghezza	"	7,30
Altezza	"	2,90
Superficie portante	m.	18
Potenza (2 x 75)	HP.	150

PESI

Peso a vuoto	kg.	780
Carico utile normale	"	300
Carico utile normale massimo	"	400
Peso totale normale	"	1080
Peso totale normale massimo	"	1180
Carico normale per mq.	"	60
Carico normale per HP.	"	7,2

CARATTERISTICHE

Velocità massima	Km/h.	197,5
Velocità di crociera	"	175
Velocità minima con flaps ipersostentatori	"	75
Consumo benzina alla velocità di crociera di 175 Km/h. Kg/Km.		0,190
Salita a metri 1000.	in	4' 31"
" " 2000.	"	10' 46"
" " 3000.	"	19' 8"
" " 4000.	"	32' 2"
Decollaggio dall'acqua	"	15"
Decollaggio da terra	"	12"

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AIRCRAFT "SAVOIA MARCHETTI"

TYPE S.80

Anfibian for Sport
TWIN ENGINE "FORJOY"

TECHNICAL FIGURES

Wing Span.....m. 11
Length....." 7,80
Height....." 2,90
Wing Surface.....sq. 18
Power (2 x 75).....HP. 150

WEIGHTS

Weight without load.....Kg. 780
Normal useful load....." 300
Maximum normal useful load....." 400
Normal total weight....." 1080
Maximum normal total weight....." 1180
Normal load per sq....." 60
Normal load per HP....." 7,2

CHARACTERISTICS

Top Speed.....Km/h 197,5
Cruising Speed.....268 175
Lowest Speed with hyper-elevators flaps....." 75
Petrol consumption at cruising speed 175 Km/h.....Kg/Km 0,190

0041

Height....." 2,00

Wing Surface.....sq. 18

Power (2 x 75).....HP. 150

WEIGHTS

Weight without load.....Kg. 780

Normal useful load....." 300

Maximum normal useful load....." 400

Normal total weight....." 1080

Maximum normal total weight....." 1180

Normal load per sq....." 60

Normal load per HP....." 7,2

CHARACTERISTICS

Top Speed.....Km/h 197,5

Cruising Speed.....268 175

Lowest Speed with hyper-elevators flaps....." 75

Petrol consumption at cruising speed 175 Km/h.....Kg/Km 0,190

Climb to m. 1000.....within 4; 31"

" " 2000....." 10; 46"

" " 3000....." 19; 8"

" " 4000....." 32; 2"

Take off from water....." 15"

Take off from earth....." 12"

823/14

6A

DITTA S. I. A. I.

Location of the firm: SESTO CALENDE, with branches at VERGIATE, S. ANNA, GROPPINA, LEGNATE, BORGOMANERO, INTRA.

Management:-

Amm.	JACHINO	-	Administrator
Ing.	PAGANINI	-	Chief Admin. Office
Ing.	VALERIANI	-	Chief of Production
Ing.	DE AMBROSIS	-	Chief Technical
Ing.	MINUTI	-	Air Force Section.

Labour: At present 2361 Workers and 320 clerks are employed by the firm.

Present production:

The firm have directed their activity also in the production of fishing-boats, trailers, bicycles and furniture. The construction of SM.73-75-79-81-82-83-84-95 and proto-types of SM.91 - 92 - 93 are also being manufactured.

Programme for the future:-

It is the firm's intention to carry on with same activity.

SIAI. FIRM

823/14/ENC
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(11)
The Directorate, the technical and administrative offices, the motor fishing boats, and the assembling of bicycles, the general stores of this firm are at Sesto Calende. The aeronautical Research section, the construction department, the overhaul and testing of aircraft, the light alloy foundry, the Alfa Romeo electric buses construction section, the Adige trailers construction section, the section for the repair of propellers, are at Vergiate.

At St. Anna there is a section for the assembling and reassembling of seaplanes. The printing section is at Groppina. Some stores are at Quattro Sraide. The saw and carpentry shops are at Legnate. The section for the construction of air-screws, the FF.SS semaphores, and spare parts for bicycles are at Borgomanero.

A foundry with very little activity is at Intra.

During the Fascist period other departments were located at Strana, Oneta, Golasecca, Arona.

The firms can construct the following aircraft :-

S.73, S75, S79, S81, S82, S83, S84, S95 and S91, S92, S93 prototypes.

After the 25th April the Directors of the Firm reserved priority for the construction of aircraft, and in the meantime have continued the construction of motor fishing boats, electric buses lorries trailers, bicycles and furnitures.

Ammiraglio Jachino is the Chairman of the firm. He was elected by the share holders of the SIAI Firm.

The Director of the administrative office is Eng. Paganini.

The Chief of the production is Eng. Valeriani. Director of the technical office Eng. De Ambrosis, Aeronautical Director Eng. Minuti.

The present strength of the firm is as follows :- 2361 workers of whom 600 ~~xx~~ are engaged in the aeronautical production and ~~xxxxx~~ 800 in the bicycle construction, the employees are about 320, the heads of the department are 161. ²⁶⁶

The stocks of the material are as follows :- iron materials, wood, light alloy, varnish. Their value is approx of 150 millions lire.

The labour cost per hour is lire 200 excluding the material. At present the firm is carrying out the overhaul and the

0044

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The stocks of the material are as follows :- iron materials, wood, light alloy, varnish. Their value is approx of 150 millions lire.

The labour cost per hour is lire 200 excluding the material.

At present the firm is carrying out the overhaul and the transformation of military aircraft. They are also constructing 12 motor fishing boats of 50 quintals each, some electric buses and 200 lorry trailers on behalf of the "Adige" Firm semaphores for the FF.SS, and 10,000 bicycles.

The firm obtained an advance of 70 millions lire from the I.A.F. and a subsidy of 200 millions from the Banco di Sicilia, but it is difficult for the firm to obtain further financing. Therefore the firm which has not been damaged by bombs is in a position to carry out the construction of all types of industrial equipment. On the contrary the seaplane-base of St. Anna was destroyed by bombs.

During the German occupation the firm completed the construction of an SM 82 aircraft, and commenced the construction of MI and M2 assault vehicles and parachutist-motocycles.

17/11/41
Eng. Minuti

ciclette, il magazzino generale a Sesto Calende; a Vergiate si trova la Sezione sperimentale dell'Aeronautica, il reparto costruzione, revisione e collaudo velivoli, la fonderia leghe leggere, il reparto costruzione filobus dell'Alfa Romeo, il reparto costruzione rimorchi Adige, il reparto riparazione eliche, il Magazzino M.S.A. con un magazzino della Ditta; a S.Ana si trova un reparto montaggio e rimontaggio idrovolanti; a Groppina si trova un reparto stampaaggio; a quattro Strade si trovano dei magazzini; a Legnate si trova un segheria e la falegnameria; a Borgomanero si trova un reparto per la costruzione eliche, semafori per le FF.SS. e parti per biciclette; a Intra si trova una fonderia che attualmente ha una scarsa attività.

Durante il periodo della R.S.I. e precedentemente altri reparti si trovavano dislocati a Strana, Oneta, Golasecca, Arona.

Nel campo aeronautico la Società provvede alla fabbricazione dei velivoli S.73, S.75, S.79, S.81, S.82, S.83, S.84, S.95 e dei prototipi S.51, S.92, S.93.

Dopo il 25 aprile i dirigenti dell'industria hanno orientato la produzione anche nel campo della costruzione di motopescherecci, filobus, rimorchi per autocarri, biciclette e mobili, pur cercando di ~~riser~~ riservare il posto di preminenza alla produzione aeronautica.

Recentemente la direzione della Ditta è stata assunta dal consiglio di gestione posto sotto il controllo di un Commissario straordinario nominato dagli azionisti nella persona dell'Amiraglio Jachino con le attribuzioni di Amministratore unico. Il Capo Ufficio amministrativo è l'Ing. Teganini; Capo della produzione Ing. Valeriani; Capo Ufficio Tecnico Ing. De Ambrosis; Capo Sezione Aeronautica Ing. Minuti.

Gli operai impiegati sono oggi 2361 di cui 900 adibiti alla produzione aeronautica e 800 alla costruzione di biciclette ed i rimanenti distribuiti negli altri reparti; gli impiegati sono 320; i capi reparti ed i capisquadra 161.

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Le scorte della Ditta di cui si serve per i lavori in corso assommano al valore di 130 milioni in materiali ferrosi, legnami, leghe leggere, vernici ecc.

Il costo medio di un'ora lavorativa, escluso il materiale impiegato, è di L. 200.

Attualmente la Ditta oltre alla revisione e trasformazione in corso dei velivoli militari ha in costruzione 12 motopescherecci di circa 1.50 ognuno, un numero imprecisato di filobus per conto dell'Alfa Romeo, 200 rimorchi da autocarro per conto della Società "Adige" di Verona, un numero imprecisato di semafori per le FF. SS., 10 mila biciclette per conto di terzi.

La Società nel raddo abbia ottenuto un anticipo dall'Aeronautica di 70 milioni ed una sovvenzione di 200 milioni dal Banco di Sicilia, e benchè sia ritenuta solvibile per il suo complesso di impianti e materiali incontra difficoltà da parte dei vari Enti ad avere ulteriori finanziamenti per la forma di gestione che non riscuote la piena fiducia degli interessati.

Pertanto la Ditta per il suo complesso di immobili, macchinari, tecnici e maestranze è in condizione di espletare qualsiasi fornitura industriale, dato anche che la sua struttura tecnico industriale è rimasta indenne dei bombardamenti, ad eccezione dell'Icoscale di ~~Pesente~~ S. Anna distrutto dai bombardamenti.

Durante il periodo d'occupazione tedesca completò le forniture di S. M. 82 in corso e altre ne iniziò; iniziò pure la costruzione dei carri d'assalto M e M2, e di motociclette per paracadutisti.

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Milano li 21/5/1945.

FROM : S.I.A.I. ARCHETTI
TO : ITALIAN AIR MINISTRY
DATE : 18/10/45
REF. : 1202

1. We take the liberty to submit to your attention the particular situation of our firm, a situation which we have already illustrated in our Memos dated the 10th and 26th of last month. The workshops' section working at present on the production of aircraft material has been up to now maintained with a fairly good efficiency condition through serious difficulties and relying upon the very limited orders which have been given to us. These orders consist of the overhauling of 6 S.M. 82 aircraft of some other a/c used by the R.Aeronautica and of the finishing of two S.M. 95 a/c. On our own initiative, we also went on with the construction at a reduced scale of the known batch of 12 S.M. 95s without having the necessary guarantee to engage ourselves with all our possibilities.

2. The order given by the Air Ministry to another firm regarding the construction of 20 three-engine civilian a/c excludes ourselves from a field on which we held a first class position for the last 30 years. This creates a new situation and compels us to submit some comments and fundamental requests to defend both our interests and those of our employees.

3. We wouldn't like to bring now into discussion the S.M. 95s matter whose future is bound to the directives of the Allied Commission, but we cannot avoid to address your Authority in order to let us have the reasons and why our S.M. 75s have not been taken into consideration once it has been decided to give our Air Force new transport a/c. Should we have been asked, we wouldn't definitely have missed the opportunity to point out to you and essentially to the A.C. the following considerations:

(i) The SM 75 a/c has already and with success stood the comparison with the other a/c of Italian construction and belonging to the same class.

(ii) The SM.75 has a load capacity better than that of the 20 a/c which have been ordered, apart from the comfort of its internal installations especially the luggage's. This a/c can be indifferently supplied in the well known "Atlantic version" (long range with 18 passengers) as well as in the other version for the transport of 24 passengers and with a range corresponding to the needs of our internal traffic.

(iii) The production cost of our SM.75 is about 80% of that of the 20 a/c which have been ordered.

(iv) For the construction of 12 SM 75's, we already have ready a number

of parts of the SM.82s can be used) and we are in possession of nearly all the raw materials having the possibility of using those we intended to employ on the SM. 95 a/c.

(v) The above mentioned material put us in a position to start deliveries within 3/4 months and to complete a serie of 12 a/c in time shorter than the one required by the other firms.

4. Considering:

(i) What said in the preceding paragraphs.

(ii) That the few orders we are now carrying out are not sufficient to allow the running of our works even on a reduced scale.

(iii) That the exigencies and the rights of a firm with 10000 employees which have been working for more than 30 years and only in a/c constructions cannot be overlooked or compared with those of other firms of lesser power and which can have the support of important groups.

(iv) That the lacking of an even limited programme would force ourselves to close down within a short date with the consequences which can easily be foreseen. . .

We venture to ask that the orders already given for the production of civil a/c be revised and modified on the basis of a fairer partition either by allocating to our firm a new order or by allocating us part of the order already given to other firm.

Whilst believing that there should be no objection on the part of the A.C. (the SM.75 is an a/c which was built and exported in great number before the war) we think it our duty to call your attention on the fact that should our proposal not be accepted serious repercussions on our personnel are to be expected. Our personnel is already tried hardly by the very limited activity of our firm and would certainly see an unfavourable decision as an underserved and unjustified treatment.

We hope that the above proposals will be considered and also hope that our remarks will not be qualified as unjustified objections to your decisions or an unfair attitude of commercial antagonism but that they are only dictated by the duty we have to defend our, and our employees, vital position.

We thank you in anticipation and please accept our very best regards.

S.I.A.I. MARCHETTI

FROM :- Air Forces Sub-Commission
Allied Commission, Milan.

TO :- C.I.O.
Air Forces Sub Commission,
H.Q. Allied Commission, Rome.

DATE :- 17th October 1945.

REF :- AFSC/M/1/INT.

AIRCRAFT CONSTRUCTION PROJECTS - S.I.A.I. VERGIATE

The enclosed translation of a report by Major Sandon of Ufficio "I" Regia Aeronautica, Milan, regarding aircraft construction projects at the S.I.A.I. Firm at Vergiate, is sent forward for your information.



[Signature]
f/o

for L.E. JARMAN G/O
Commanding
A.F.S.C. MILAN.

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f/ L.E. JARMAN G/O
Commanding
A.F.S.C. MILAN.

H. 929
LAW 12/10
827/Eng

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R.A. COMMAND

"I" Office

Milan Nucleus

Milan 16th October 1945

To A.P.S.C.
attention G/C Jarman

Milan

In accordance with verbal request, the following information is reported regarding projects under consideration at the SIAI Firm at Vergiate on the date of 7th October 1945.

Plans have been drawn up for a single-engined light passenger aircraft having the following characteristics (approximate)

- All metal construction
- Retractable undercarriage
- Engine: Walter Forz R 235 HP
- Weight unloaded 1320 Kg. Pay load 870 kg. Total 2190 Kg.
- Maximum speed 240 Km.
- Cruising speed :- at 1750 m 80x100 pot. 230 Kms an hour
- Consumption :- 0,19 gr/Km.
- Cruising speed :- at 2750 m. 70x100 pot 225 Kms an hour consumption 0,175 gr/Km.
- Minimum speed 75 Kms an hour.
- Length 10,20 height 3 wing span 16.
- Area of wings 30 sq mts. Load per sq.metre 73 Kg.
- Passengers :- 4+2 crew
- Petrol 275 Kg, Oil 25 Kg, Range 1250 kms
- Climb to 3000 m = 23 minutes.

3. The same firm has a project for a 2-engined version of the same type (2 Alfa 115 or similat engines, which are being designed at Alfa Romeo Works with the distinctive Alfa 121).

263

4. On the drawing-boards there is also a project for a two-engined version of the SM 95 with a reduced power in comparison to

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260

4. On the drawing-boards there is also a project for a two-engined version of the SM 95 with a reduced power in comparison to the four-engined type and a range limited to 1250 Km and with a fuselage modified to carry 27 passengers. At the present time the intention would be to mount two Alfa Romeo 135 engines. The all-in weight (with appreciable diminution of the pay-load which could be brought up to 5000 Kg) would be considerably less than that of the four engined type.

Major Sandon
Capo del Nucleo

"SIAI - MARCHETTI" (A)

July 2nd 1945

D.D. for filing

MEMORANDUM FOR SCDR. LDR. DIAMANT

concerning the points on which the Savoia-Marchetti Company requires assistance for carrying out production in the interest of the Allied Air Force Sub-Commission and the Italian Air Ministry.-

Following the contacts we had after April 25th with Officers of the Air Force Sub-commission (Col. Gladstone) and of the Italian Air Ministry and on instructions we had from them, we started the following aviation production in our factories :

- 1) Construction of 14 SM/95 four-engined aeroplanes for airlines (passengers and freight carriers).-
- 2) Conversion of 13 SM/79 bombers available at our Field by dismounting military installations and refitting them as passengers carrying machines.-
- 3) Completion and assembly of 6 SM/82 tri-engined machines, by using spare parts available at our stores.- The number of machines might be increased to 10.-- The machines will be fitted out as freight and passengers carriers.-
- 4) Overhauling of one SM/75 and one SM/84 Ter tri-engined machines.-
- 5) Overhauling and repair of the machines which are being sent to us by the Italian Air Force, i.e. SM/75 - SM/79 - and SM/82 which have been put to hard service during the last few years with only field maintenance, without the materials and means available at a specialized factory.-

We have started working on the above program with much enthusiasm, with a view both of providing work for a portion at least of our men, and of continuing the fundamental activity of our Company, which has been always in the aviation field.-

But unfortunately, whilst able to solve some of the problems depending on our internal means and organization, we have been unable, in spite of our best goodwill and efforts, to solve some of the major problems for which we are forced to request the assistance and intervention of the Allied Commission or A.M.C.-----

The most important problems we are facing are the following :

- 1) Supplies of Raw Materials Absolutely Needed for Continuing the Production

We have in store, at present, a fair quantity of raw materials ^{250,000} half-manufactured articles covering part of our needs; unfortunately, we cannot say the same in some other sectors, particularly where the purchases are usually made in periodical (monthly) lots.-

823/10/F.9

Mission and the Italian Air Ministry.

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We find it difficult at the present moment to get the usual supplies from the manufacturers and sellers which, for various reasons, are hindering the normal goods exchange; they point out particularly to the fact that we are not in possession of an official confirmation stating that our works are engaged in productions entitling us to special allocations of, or priorities on, raw materials etc.--

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"SIAI - MARCHETTI"

2nd

We presume that the difficulty might be overcome should the proper Authorities (Air Forces Sub-Commission or Italian Air Ministry) hand an official letter over to us: this communication, substituting the order proper, should confirm that the work now in progress in our Factories has been approved upon by the aforesaid supervising Authorities and therefore it entitles us to the allocation, or the "de-blocking", of the materials needed.

We are going to send you in the course of a few days a complete list of the materials required for completing the above mentioned orders, specifying the quantity needed for each item and the name & address of the usual suppliers (who, so far as we know, are in a condition to effect delivery at the present moment).

2) Cars, Lorries & Fuel therefor

One of the most difficult problems affecting our production possibilities is the absolute lack of efficient means of transportation; in fact, whilst a sufficient number of cars and lorries is available, they cannot be used in the absence of circulation permits and of the necessary fuel.

May we point out that our Factory, which is located at various miles' distance from the principal industrial centres, must maintain continuous and direct connections with the other works and offices, thus ensuring the regular transportation of the goods and materials by lorry and of our personnel by car.

We enclose herewith a list specifying our minimum needs in this regard.

3) Determination of Dependency of our Firm

We consider it absolutely indispensable that an order be issued, stating clearly and definitely that all the activity of our Works depends - so far as the functional, operating and disciplinary side is concerned - on a superior Authority to be fixed and which might in our opinion be the Air Forces Sub-Commission, through the Italian Air Ministry.

This in order to avoid that many military and civil Bodies might interfere with our production, as it is happening at present, and make requests to which we can hardly object whilst, should our proposal be agreed to, the latter would become executive only after the supervising Authorities have given their approval.

We would add furthermore, that a Technical Supervising Office could possibly be established in our Works, to the great advantage of all concerned.

4) Materials lying in our Works Requisitioned or Taken Away

Some military and civil Bodies are ordering us, under various forms, to deliver materials on which up to the present we have been unable to give our direct rights, with ensuing serious financial losses and, in some cases, directly affecting our production cadence.

We are asking you kindly to fix a clear rule, specifying which

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We are therefore asking you kindly to fix a clear rule, specifying which Authority is entitled to order the requisitions and on the other hand is empowered to effect payment for the services given by us. -
Furthermore, we are often requested to carry out works entailing important outlays on account of the labour involved (to be also moved at special terms to far outside locations) and so far we have been unable to obtain payment for same. -

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• "SIAI - MARCHETTI,"

We feel confident that the foregoing will be taken into due consideration by the interested Authorities, and in this connection may we point out once more that our Factories are fully efficient and could easily and reliably be entrusted with important works and productions, including the repairing and overhauling of civil and service aircraft of any type and model, as our Firm has a great experience also in duralumin construction etc.-

CIRCULATION PERMITS REQUIRED BY SIAI-MARCHETTI

The following permits are those strictly indispensable for connecting our Works (which give complement to abt. 10,000 men and are located at Sesto Calende and surroundings) with the rather distant supplying and industrial centres :

<u>Make</u>	<u>Registration</u> No	<u>Engine</u> No	<u>Frame</u> No
FIAT 1500	VA 16690	038826	038223
LANCIA-LAMBDA	VA 16654	13296	23307
FIAT 500	VA 16439	089307	088584
FIAT 500	VA 16824	067940	067698
FIAT 1100	CO 17836	282832	269202
LANCIA-APRILIA	VA 12381	3173	383369
LANCIA-AREDEA	VA 15780	2687	2502577

July 2nd, 1945

MINIMUM MONTHLY QUANTITIES OF FUEL REQUIRED BY SIAI-MARCHETTI FOR OPERATING
ITS INDISPENSABLE LORRIES & CARS

The following quantities are those strictly indispensable, taking into account the necessity of connecting our Works (which give employment to abt. 10.000 men) with the industrial centres supplying us with all the raw materials, semi-manufactured and manufactured goods and articles, all to be carried by our lorries no other means being at present available :

- Gasoline (benzina).....	litres	1.500	per month
- Gasoil (nafta).....	"	2.000	"
- Lubrificating oil.....	Kgs.	150	"

MEMORANDUM FOR AIR VICE MARSHAL I.E. BRODIE.

1. The S.I.I. (Seaplane Works "società italiana aeroplani idrovolanti") is one of the oldest Italian Constructing Firms. The firm started in a small plant at St. Anna on the extreme South end of Lake Maggiore. It expanded progressively and in 1940 managed to become an organisation of notable importance. It had three plants:-

- a. St. Anna, construction of seaplanes, and wooden wings for land planes.
- b. Sesto Calende - Mechanics and metalic construction.
- c. Vergiate - Construction, assembling and testing. Light alloys foundry.

In 1943 the firm employed about 10,000 workers and produced approx. 30 A/C a month.

2. After the beginning of the war the firm set up small shadow plants in various localities but kept the above three places as the principal centres of the organisation. Thus the following workshops were established: Borgomanero, precision work - 1,200 workers. Intra - Cast iron foundry 600 workers. And other less important at: Oneda - Legnate - Gropina - Luettro Strade, etc.

3. The end of hostilities found these organisations almost intact. In fact, apart from the St. Anna Plant at least 75% of which has been destroyed by bombing, (the bombing being probably due to the fact that this plant was situated very near to a motor-bout flotilla), the other shops have suffered very little damage. At Sesto Calende two Depots in the works were destroyed by a fire, probably due to sabotage. The electric power is available. There is a sufficient amount of spares to finish the work in hand and for a brief period of activity.

4. Between the 8th September 1943 and the complete liberation of Italian territory, the Company carried on its work on a reduced scale, according to instructions received on 19.3.44 in letter Ref. 1954/C from Military Zone Command of Valsesia, which was in charge of the Partisans. The instructions were not to manufacture arms but to work according to the rules of occupation so as not to create unemployment.

The Company handed over to Germany a total number of 299

On the 25th September

- a. St. Anna, construction of aeroplanes, land planes.
- b. Sesto Calende - Mechanics and metallic construction.
- c. Vergiate - Construction, assembling and testing. Light alloys foundry.

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4. Between the 8th September 1943 and the complete liberation of Italian territory, the Company carried on its work on a reduced scale, according to instructions received on 15.3.44 in letter Ref. 1154/O from Military Zone Command of Valsesia, which was in charge of the Partisans. The instructions were not to manufacture arms but to work according to the rules of occupation so as not to create unemployment.

The Company handed over to Germany a total number of 290 S.M. 82 A/C including pre-armistice orders. On the 25th September 1944, Germany gave instructions to suspend the production of S.M. 82 A/C, and at that moment a series of 35 A/C were being assembled.

The completed A/C were dismantled and the material was sent to Germany. As mentioned above and explained hereunder, part of the material was retained.

Recently the Firm was manufacturing:-

- a. Jigs (details not known) manufactured in accordance with German blue-prints.
- b. Bridge components
- c. motor-boats with explosive bows - single seater with Alfa 2500 cm engine (The firm has approx. 100 of these).
- d. One torpedo carrying motor-boats with two Alfa 2500

- 2 -

and engines (the Company has a number of these in various state of constructions as above).

e. Picayoles.

The Company at present employs about 3,000 workers. The remainder of the personnel is at home. We must do our utmost to find work for these, otherwise it is feared that grave discontent and consequent disorder will arise.

5. The firm has at present in the Assembly Workshop at Vergiate:
 - a. 13 S.M. 79 A/C of which: 7 are ready and have been tested - 3 ready awaiting testing - 1 ready for engine test - 2 which can be completed in 15 days.
 - b. 6 S.M. 82 A/C which can be completed in 2 months
 - c. 1 S.M. 75 A/C which can be completed in 2 months
 - d. 1 S.M. 84 ter. A/C with Piaggio A1X F engines which can be modified for civilian use, although this might not be very advisable in view of the fact that very little experience has been attained on this type of engine.
 - e. 1 S.M. 91 A/C description of which is attached
 - f. 1 S.M. 92 A/C description of which is attached and which was badly damaged by machine-gun fire.
 - g. 1 S.M. 93 A/C description of which is attached and which was also badly damaged by strafing.
 - h. 1 S.M. 95 A/C description of which is attached, and which is ready after having been modified. This is the second A/C of this type which has been constructed. The first one was flown to Germany.

- i. 1 S.M. 95 (civil version) description of which is attached herewith and which can be completed within 2 months time. I strongly recommend that this A/C be immediately completed. I think that it might be of interest even to British Civil Aviation, which appears as far as I know not to be at present in possession of modern civil A/C of this description. When and if requested the firm could supply the first A/C in mass production, in a period less than six months.

It must be noted that the S.M. 95 A/C is fitted with Alfa 128 engines which derive from the Alfa 126 engine, this being a replica of the British Legatus engine. These engines (Alfa 128) have a rated altitude (1600 metres). If we fit the S.M. 95 A/C with modern Bristol engines. (two stages supercharged) its performance which are already remarkable could be greatly improved. The S.M. 95 A/C can carry a very high load. Its military version which, as already explained was flown to Germany, had been designed to carry

3 ready awaiting testing - 1 ready for engine test - 2 which can be completed in 15 days.

- b. 1 S.M. 92 A/C which can be completed in 2 months
- c. 1 S.M. 93 A/C which can be completed in 2 months
- d. 1 S.M. 94 ter. A/C with Pieglio Alfa engines which can be modified for civilian use, although this might not be very advisable in view of the fact that very little experience has been attained on this type of engine.
- e. 1 S.M. 91 A/C description of which is attached
- f. 1 S.M. 92 A/C description of which is attached and which was badly damaged by machine-gun fire.
- g. 1 S.M. 93 A/C description of which is attached and which was also badly damaged by strafing.
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It must be noted that the S.M. 95 A/C is fitted with Alfa 128 engines which derive from the Alfa 125 engine, this being a replica of the British Regulus engine. These engines (Alfa 128) have a low rated altitude (1600 metres). If we fit the S.M. 95 A/C with modern Bristol engines. (two stages supercharged) its performances which are already remarkable could be greatly improved. The S.M. 95 A/C can carry a very high load. Its military version which, as already explained was flown to Germany, had been designed to carry out demonstrative operations over the U.S.A. It could only have carried a very limited load of bombs to have been able to carry out the return journey.

- 6. The S.I.A.I. firm, as every other firm, must be reactivated, otherwise no one could possibly avoid serious social repercussions due to the resulting unemployment. It is impossible to expect tens of thousands of unemployed workers to keep quiet, when only by working they earn enough for their very meagre existence.

It will take sometime before the transformation from war to peace time production is organized; before the unavoidable reduction of the personnel employed on war time basis is effected; before the reopening of international trade takes place; and before the first imports of raw material which we most urgently need can be expected.

In order to relieve the situation during this period it is suggested that the Air Ministry be immediately authorized to:-

- a. withdraw the A/C already completed and pay for them immediately-
LY
- b. authorize to complete the A/C already mentioned and which are partly constructed
- c. modify to passenger A/C all the war planes at present being used with provisional and rudimentary accommodations
- d. have complete overhaul made of the above mentioned A/C, which since the Armistice have been not too well maintained.

7. The management of the Firm is in the hands of the following:-

General Manager	-	Eng. MARCHETTI
Technical "	"	DE ANDREOTTI
Commercial "	"	SCHIATTI
Assist. Comm "		Dr. CANISVALI

It is likely that some changes will take place in the management? In fact, just before I left Milan, I was told that Mr. Marchetti, who had been so far unopposed by partisans and by the people court's, will be asked by the latter to justify himself and to give explanations of his conduct during the war. And it must be noted that according to what he told me, Marchetti gave the partisans considerable financial help.

COL. A.A.R.N. G. BENTON.

11th May 1945

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