

ACC

10000/135/388

10000/135/388

SM, 95
DEC. 1945 - MAR. 1947

PAGES MISSING OR
PAGINATION INCORRECT -
FILMED AS FOUND

D.D.

Ref 14^A and in anticipation of our being able
to approve Reasonable construction of non combat
types for use within Italy, I propose to agree
to the manufacture of 22 SD95's (including all those
already approved and/or delivered). without going to DAPC.
2. We must bear in mind that the allies have already
approved the construction of 20 G12's (15 now
completed & monthly delivered)

3. Also we know that there is a number of D.P. 8 in the
hands of the US from OLC - how many?

4. Do you agree that by taking action as at para 1
above, the number of modern 4th APC + D.P. 3 is within
"Reasonable" limits: I think it is.

5. It is not our affair as to disposal of
this new production amongst the
various civil US Commands.

5/12.

463

A.O.C. [Signature]

- 2 -

Ref para 1 and 14^A. I agree that the additional
construction of four new (or SD95's) are within reasonably limits.

already approved and/or delivered). without going to DAAO.
2. We must bear in mind that the latter has already approved the construction of 20 G12, (15 now completed & mostly delivered)

3. Also we know that there is a number of D.C. 3 in the hands of the Pils from OLC - how many?

4. Do you agree that by taking action as at para 1 above, the number of modern Pils + D.C. 3 is within "reasonable" limits: I think it is.

5. It is not our affair as to disposal of Pils
After this resolution amongst the Div
Various Civil Av. Commands.

463

- 2 -

14.01.52. [Signature]

Ref 2001 and 1404, I agree that the additional construction of functions (14) 5000's are rather reasonably limited.
2. Mr. Conch is out of town temporarily. however, the General has been instructed to check with OLC on para 3, min 1, and incorporate the information on a separate minute hereon.

J. L. March, MCA
D.O.

7 Dec 46

M3

D.R. [Signature]
D/D - 32M 14/12

Ref Para 2, Min 2, Mr. Conch of OLC has informed that a total of 32, DC 3's have been sold to the Italians and 6, DC 3's have been turned over to ARAR for disposition.
12 DEC '46

Lt. Favard
Air III

19A

Air Forces Sub Section
Italian Military Affairs Section
A.F.H.Q. R.E.S.O.

Ref: DMAS/PSA/1/P.1/AF.

1st March 1947.

I am directed to inform you that the ban on flying all Savoia Marchetti 95 aircraft imposed by this Headquarters letter of even reference dated 17th February 1947 has now been lifted to the extent that official test flights and trials by the Company and by the I.A.F. may now take place.

2. The ban on passenger carrying by these aircraft is to remain until further notice.

C. M. H. B.

C. M. H. B. W/Odr.
for Air Vice Marshall,
Director,
Air Forces Sub Section.

Seen off 3-III

TO : Chief of the State Maggiore
Italian Air Ministry.

TO : C.T.O. (Through Italian Technical Adviser)

*Registered
file*

Herewith copy of letter 754/1/P.1/AF. for information and
filing on your 824/4/ENG/AF.

3/3/1947.

Chubb

C.M.M. GRECE
Wing Commander
Air I.

J. B. ...

461

0329

185
824/1/ENG

REPORT ON THE WORKS ON S.M.95 A/C

- Aircraft N.6 = In about ten days time it will be possible to test the engines and make test flights. The works on this a/c have been carried out for about the 8/10.
- Aircraft N.7 = The fitting of the fuselage is being carried out. All installations are being prepared and the works on this aircraft are completed for 5/10.
- Aircraft N. 8 = The works at the fuselage are for 9/10 completed. The wing will be ready in about ten days time. Other works are being carried out and they are completed for about 3/10 - 4/10.
- Aircraft N. 9 = The fuselage is for 3/10 completed. The works on this aircraft have only been completed for 1/10 2/10 owing to the fittings not being ready yet.
- Aircraft N. 10=11. The wing and fuselage works not yet started. As only the accessories of these aircraft are ready we can say that the works of these aircraft are completed for 1/10.

28/12

Signed: L'Ufficiale di
Sorveglianza tecnica
Maggiore Bujatti.

VERBALE CONSTATAZIONE STATO AVANZAMENTO LAVORI -VENEZIO LI SM. 95

VELIVOLO N° 6

- Tra una decina di giorni si presume possa essere trasportato in linea di volo per la prova motori ed il collaudo.

Si può considerare che lo stato di avanzamento dei lavori per tale velivolo sia tra i 7/10 e gli 8/10.-

VELIVOLC N° 7

= E' in corso l'allestimento della fusoliera. Essendo la costruzione dell'ala, delle alette e degli alettoni già ultimata, si presume che tra una diecina di giorni si potrà procedere allo accoppiamento ala fusoliera. Gli impennaggi sono a 6/10 di lavorazione. Tutti i particolari metallici, carrello, castelli motori, eliche e ferramenta varia sono già pronti. Si può considerare che lo stato di avanzamento lavori per tale velivolo sia a 5/10.

VELINOLC N° 8 = Fusoliera a 9/10 di lavorazione.
= Ala : verrà ultimata tra una quindicina di giorni.

Alette freno e alettoni ultimati
Impermeabili di coda a 5/10 di lavorazione.
Ferramenta varia ultimata.

Lo stato di avanzamento lavori per tale velivolo si può valutare a 3/10 - 4/10. =

VELIVOLO N°9

- Fusoliera a 3/10 di lavorazione.

Ala : è in corso l'incollaggio delle mazette dei lungheroni.

Sono in corso di costruzione particolari di ferramenta varie collettori ecc. Dati i pochi particolari costruiti ed in costruzione, lo stato di lavorazione di tale velivolo si può considerare a $1/10 = 2/10$.

VELIVOLI N° 10=11:

La costruzione dell'ala e della fusoliere sono ancora da iniziare. ^{Per la scocca} ~~Per eccezione~~ di pochi particolari metallici che la Ditta assicura di avere pronti nei magazzini, nonché del collettori e dei carrelli che sono in costruzione, si può valutare lo stato di lavorazione di tali velivoli a circa 1/10. =

VELIVOLO N° 6

- Tra una decina di giorni si presume possa essere trasportato in linea di volo per la prova motori ed il collaudo. Si può considerare che lo stato di avanzamento dei lavori per tale velivolo sia tra i 7/10 e gli 8/10.

VELIVOLO N° 7

- E' in corso l'allicamento della fusoliera. Essendo la costruzione dell'ala, delle alette e degli alettoni già ultimata, si presume che tra una decina di giorni si potrà procedere allo accoppiamento ala fusoliera. Gli impennaggi sono a 6/10 di lavorazione. Tutti i particolari metallici, carrello, castelli motori, eliche e ferramenta varia sono già pronti. Si può considerare che lo stato di avanzamento lavori per tale velivolo sia a 5/10.

VELIVOLO N° 8

- Fusoliera a 9/10 di lavorazione. Ala : verrà ultimata tra una quindicina di giorni. Alette freno e alettoni ultimati. Impennaggi di coda a 5/10 di lavorazione. Ferramenta varia ultimata. Lo stato di avanzamento lavori per tale velivolo si può valutare a 3/10 - 4/10.

VELIVOLO N° 9

- Fusoliera a 3/10 di lavorazione. Ala : è in corso l'incollaggio delle mazette dei lungheroni. Sono in corso di costruzione particolari di ferramenta varie collettori ecc. Dati i pochi particolari costruiti ed in costruzione, lo stato di lavorazione di tale velivolo si può considerare a 1/10 - 2/10.

VELIVOLI N° 10-11

- La costruzione dell'ala e delle fusoliere sono ancora da iniziare. ^{tratta con} Per eccezione dei pochi particolari metallici che la Ditta assicura di avere pronti nei magazzini, nonché dei collettori e dei carrelli che sono in costruzione, si può valutare lo stato di lavorazione di tali velivoli a circa 1/10.

459

My Vanda

17A

From : AIR FORCES SUE COMMISSION - A.C. 2003

To : ITALIAN AIR MINISTRY
Directorate General for Construction & Supplies.

Date : 28~~th~~ December 1946

Ref. : AFSC/204/4/ENS.

CONSTRUCTION OF S.M. 95 AIRCRAFT.

Reference is made to your letter 2/2300/Coast/2928 Coll. dated 2nd inst. and also your previous letter 2/2172/Coast/2928 Coll. dated the 1st/11/46 relative for permission to build 6 and 2 S.M. 95 aircraft respectively.

Authority is hereby given for the construction of these aircraft subject to their being used solely on internal air lines within Italy.

It is further pointed out that this now brings the total of authorised construction of S.M. 95 aircraft up to 22, this number includes the 2 prototypes already flying.

W.L. F.
S.W. TURNER, S. M.
For AIR VICE MARSHALL
DIRECTOR
AIR FORCES SUE COMMISSION.

16A

From : Air Forces Sub Commission, A.C., Rome
To : Mediterranean Allied Air Committee Secretariat.
Date : 10th December 1946
Ref. : AFSC/36/3/Air. (Copy for AFSC/824/4/ENG.). ✓

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 92 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, G/C,
Air Vice Marshal,
Director,
Air Forces Sub Commission.

John

From : General Staff of the Italian Air Force
3rd Service Dept. - Technical Section

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

Date : 4th December 1946

Ref. : 371764/ST3/15/3940 Coll.

Subject: THE CONSTRUCTION OF 6 S.M.95 AIRCRAFT
FOR THE A.L.I.I. COMPANY

Considering that the A.L.I.I. Company has ordered 6 S.M.95 aircraft from the S.I.A.I. Marchetti firm, it is requested that this Commission may grant the authorisation for the construction of the above aircraft.

UNDERCHIEF OF GENERAL STAFF
(Col. A.A.R.N. PILOT A. BENCARDINO)

Translated by I.A.C. MANINI

Enclosure transferred from 824/Eng 10/12/46.

MS



REPUBBLICA ITALIANA

Ministero dell'Aeronautica

DIREZIONE SERVIZI - Sez. Tecnica

Prot. N. 1164 ST 3/5. 1946

OGGETTO Costruzione n° 6 apparecchi SM 95 destinati alla

Soc. A.L.I.I.

Roma - 4 DIC 1946

A.L.A.O. / A.P.S.C.

tramite Ufficio Collegamenti

SEDE

Avendo la Società A.L.I.I. commissionati n° 6 apparecchi S.M. 95 alla Ditta S.I.A.I.-Marchetti, si prega codesta commissione voler concedere l'autorizzazione alla costruzione del suddetto numero di velivoli.-

IL SOTTOCAPO DI STATO MAGGIORE

Colonnello A. V. ...

...
...
...

Il capo bollo per ogni bollo un solo appunto e indicazione sulla risposta

...
...
...

30. REPLYING SERVICE - SEX. TECHNICAL

Therapsilus alpinus 1842

500. A. L. I. I. I.

IL SOGGERNO DI STATO MINISTERS L.

Background

454

10/2/2011
long pick
transformed
culture

[illegible][illegible]

From : AIR MINISTRY
Technical Department

To : AIR FORCES SUP COMMISSION - A.C. ROME

CONSTRUCTION OF 6 S.M.95 A/C BY S.I.A.I. SESTO CALENDE.

The S.I.A.I. Firm have requested the authorization to manufacture 6 S.M.95 for which the order has been placed by A.I.I.I. (the Anglo-Italian Company).

This Ministry agrees to the request made by the Firm in question and suggests that authorization be granted.

We have already requested the authorization to manufacture the 6 S.M.95 which are required by S.A.S.I.S. (see our letter 2/8/72/Cost. dated 21/11/inst.), and in order to avoid any misunderstanding we point out:

- that our requests are made according to the instructions given by you.
- that the construction of the A/C in question must be considered as a Firm's private venture.

We also wish to make it clear that the two last requests are independent from the first one concerning the 8 S.M.95 for which the order has been placed by us, and which we intend to operate ourselves for our own requirements.

GENERAL DIRECTOR

Signed Col. G.A.R.I. & U. TOINO

In addition to 8 already authorized, 6 will be sent to S.M.95
Essentially, 1984 will have 8 for the Transport Service, which will
probably be the last of the 82 to be delivered. The last agreement
will be given for it.

in question and suggests that authorization be granted.

We have already requested the authorization to manufacture the S.M. 95 which are required by S.A.S.I.S. (see our letter 2, 8472/Coast, dated 21/11/inst.), and in order to avoid any misunderstanding we point out:

- that our requests are made according to the instructions given by you.
- that the construction of the A/C in question must be considered as a firm's private venture.

We also wish to make it clear that the two last requests are independent from the first one concerning the S.M. 95 for which the order has been placed by us, and which we intend to operate ourselves for our own requirements.

GENERAL DIRECTOR

Signed COL. G.A.R.I. & U. TOLLINO

(1) In addition to the already authorized 24/12 with first 8 to 94/11
 (2) Eventually 1945 will have 8 for this Transport Service, which will
 probably be the last of its 22 to be delivered in such an important
 will be given priority.

452

(Order for 12 - 18 completed)





Ministero dell'Industria

DIREZIONE GENERALE
DELLE COSTRUZIONI E DEGLI APPROVVIGIONAMENTI
Div. Aeromobili.

Prot. N. 21/8209/cost. Aff. Leg. 1

OGGETTO: Costruzione n° 5 velivoli M. 95 Ditta SIAI

Sesto Calende.

ALLA COMMISSIONE ALLEATA
SOTTOCOMMISSIONE AERONAUTICA

Tramite Ufficio di Collegamento
S. D. E.

Reparto di P. N. 1

La Ditta SIAI ha presentato a questo Ministero un richiesta intesa ad ottenere l'autorizzazione a costruire n° 5 velivoli M. 95 per conto della Società Aerolinee Italiane Internazionali "A.I.I.I.".

Questa Direzione Generale, mentre esprime parere favorevole per la concessione alla Ditta SIAI dell'autorizzazione richiesta, prega codesta Commissione di voler dare il proprio benestare.

Precedentemente la scrivente ha rivolto a codesta A. S. C. analoghi richieste, relative alla costruzione di 8 M. 95 per conto della S. A. S. I. S. (Foglio 2/8172/Cont del 24/11/34 c. a.).

Allo scopo di evitare eventuali conflitti si precisa che sia la presente richiesta come la precedente relativa alla S. A. S. I. S. vengono inoltrate da questo Ministero in quanto tale la procedura prescritta da codesto A. S. C., ma che la costruzione dei suddetti aeroplani s'intende per conto ed a esclusivo carico della SIAI. Beninteso tali richieste sono del tutto indipendenti dalla costruzione M. 95 da tempo autorizzata da codesto A. S. C. di 6 aeroplani M. 95 per conto di questo Ministero, il quale utilizzerà gli stessi per il proprio fabbisogno.

IL DIRETTORE GENERALE
(COL. S. A. I. S. - U. TOLINO)

13A

(t)

From : AIR MINISTRY TECHNICAL DEPARTMENT

To : AIR FORCES SUB COMMISSION - A.C. ROME

REQUEST FOR AUTHORITY TO BUILD 8 S.M. 95

The S.I.A.I. Firm has requested the authorization to build 8 S.M.95 (Civil Version) for which an order has been placed by the S.A.S.I.S. Company (American Sicilian Co; for the Industrial Development of Sicily).

The manufacturing of the A/C in question will be undertaken by S.I.A.I. as a private venture.

We agree on the Firm request and ask you that authority be granted.

THE GENERAL DIRECTOR
(Col.G.A.R.I. U. TOLINO)

May 1977



Roma, 21 NOV. 1944 13A

Ministro dell'Aviazione

DIREZIONE GENERALE
DELLE COSTRUZIONI E DEGLI APPROVVIGIONAMENTI

LA COMMISSIONE AERATA
(Sottocommissione Aeronautica)
Tramite Ufficio Sollecitamento

Divis. 2^a Aeronautica

Prot. N. 21812/Contr.

5 E D E

Proposta al p. 21

OGGETTO

Autorizzazione costruzione N°8 velivoli S.M.95.

Ditta S.I.A.I. Sesto Calende.-

Il primo ufficio per la costruzione di velivoli e velivoli in costruzione

La Ditta SIAI ha presentato a questo Ministero una richiesta intesa ad ottenere l'accreditazione a costruire n° 8 aeroplani S.M.95 - Versione civile - per conto della Ditta S.I.A.I.S. (Società Anonima Sviluppo Industriale Siciliana) di Palermo.-

La costruzione dei suddetti aeroplani verrebbe ovviamente intrapresa dalla SIAI a suo esclusivo on-rico.-

La scrivente, mentre esprime parere favorevole per la concessione alla Ditta SIAI dell'autorizzazione in richiesta, prega codesta Commissione di voler dare il proprio ben stare.-

IL DIRETTORE GENERALE
(COL. G. A. E. I. - G. FODINO)

449

P C C

UFFICIO DIVISIONE AEROMOBILI

~~Tramite Ufficio Collegamento)~~

THESE

Respectfully,
J. H. N.

Automazione costruita: N°8 volumi S. 1995.

Ditto S. J. / I. Boston Cal 438. -

La Ditta SIAL ha presentato a questo Ministero una richiesta intesa ad ottenere l'ack. organizzazione di costruire n° 2 aeroplani M.95 - Versione civile - per conto della Ditta S.A.L.I.S. (Sicula Aeriana Sviluppo Industriale Sicula) di Palermo.

La costruzione del suddetto senopiano verrebbe
ovviamente interrotta dalla Sili e suo esclusivo on-
tico. -

la scrivente, e, non saprei, parere favorevole per la concessione alla Ditta Stai dell'autorizzazione richiesta, prega modesta Commissione di voler dare il proprio benedetto. =

P
C
C

IL CAPO DIVISIONE AERONAUTICA
(Col. G.A.S.A. - V. Antoniozzi)

(Col. G.A.R. - V. Attorney-Gen.)

9.11.5

STEVENS PHOTOGRAPHY (ORIGIN. B. I. S. A. 100)

449

12A
(t)

From : Italian Air Ministry
General Direction of Aeronautical Constructions

To : Air Forces Sub-Commission, A.C. Rome
(through Liaison Office)

Subject: Aircraft S.M.95- Firm SIAI

Date : 22nd August, 1946

Ref. : No.2/6964/Costr./2446 Coll.

11A

Reference your letter AFSC/824/4/ENG. dated 27th July 1946, we have duly noted your intimation to the effect that probably the restrictions concerning the use of Aircrafts SM 95 will be lifted and that this type of Aircraft may be used in the Military or Civil Air Services.

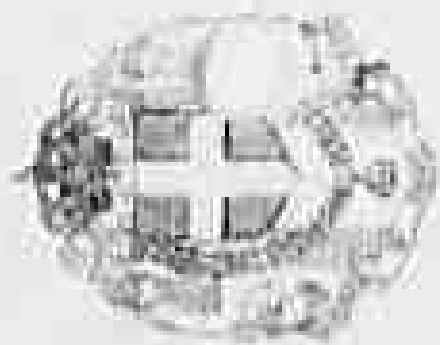
In view of the above the undersigned will immediately take action in connection with the ordering of six aircrafts S.M.95.

Sgd. Eng. Umberto Tolino, Col.,
General Director

n/c

448





Ministro dell'Industria
DIREZ. GENER. COSTRUZIONI AERONAUTICHE

Divisione Aeromobili

Prot. N. 216964 / Cost. 22.9.46 coll.

Ricevuto 22 AGO. 1948

LA COMMISSIONE ALBERATA
SOTTOCOMMISSIONE AERONAUTICA

Tramite Uff. Collegamento)
= R O M A =

Disposto al. Foglio del

Gen.

OCCETTO APPARECCHI S.M.95-Ditta SIAI.=

e, per conoscenza:

ALLO STATO MAGGIORE A.M.

= S E D E =

In riferimento al foglio A.F.S.C./824/4/ENG. in data 27 Luglio 1946, si prende atto di quanto comunicato delle probabilità che le restrizioni circa l'impiego dei velivoli S.M.95 vengano tolte e che il velivolo suddetto possa venire impiegato nella Aeronautica Militare o in quella Civile.

In considerazione di quanto sopra la scrivente inizierà subito le pratiche relative all'ordinazione di 6 velivoli S.M.95.=

IL DIRETTORE GENERALE

(Col.G.A.r.i.- TORINO Ing. Umberto -)

Umberto

446

(11A)

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

To: Italian Air Ministry.

Date: 27th July, 1946.

Ref: AFSC/524/4/Exy.

SAVOIA MARCONETTI (S.M.) S.M. 95 AIRCRAFT 317

Reference is made to our letter AFSC/36/3/Air dated 12th June, 1946.

2. It is understood that no order has yet been placed with the Savoia Marconetti firm for the six S.M. 95 aircraft authorized in the above quoted letter. It is believed that the reason why the order has not been given by the Italian Air Ministry is because in paragraph 2 of the above quoted letter it was stated that authority for these aircraft to be assembled could only be given on the condition that they would be used exclusively by the Italian Military Courier Services (as distinct from Italian Civil Air Lines).

3. This matter has been taken up with higher authorities who regret that the proviso quoted in paragraph 2 above cannot at present be deleted. It has, however, been suggested by the same authorities that by the time the six S.M. 95 aircraft are assembled it will be possible for them to give authority for the aircraft to be used for either military or civil aviation.

4. In view of the hardship being suffered through unemployment in the firm of Savoia Marconetti it is suggested that you would order a contract for the six S.M. 95 aircraft to be constructed on the assurance that you will have the option of employing the aircraft on civil aviation in the comparatively near future. The decision as to whether or not you give the firm the order must, however, remain your final responsibility. *OA*

5. Your attention is invited to our letter AFSC/524/4/Exy., dated 26th June, 1946 with the attached British reports as to the handling qualities of the S.M. 95 which is at present in England and which would seem to confirm that this type of aircraft would be suitable for Italian civil aviation as an interim type.

445

D.D. 38711 29/7
SSO. mfg 20/7
C.T.O. 29-10-46
S.I.O. Ench

[Signature]

L.E. BRIDGES,
CHIEF OF STAFF,
IN CHARGE

probably

1946.

2. It is understood that no order has yet been placed with the Savoia Marchetti firm for the six S.M. 95 aircraft authorized in the above quoted letter. It is believed that the reason why the order has not been given by the Italian Air Ministry is because in paragraph 2 of the above quoted letter it was stated that authority for these aircraft to be assembled could only be given on the condition that they would be used exclusively by the Italian Military Courier Services (as distinct from Italian Civil Air Lines).

3. This matter has been taken up with higher authorities who regret that the proviso quoted in paragraph 2 above cannot at present be deleted. It has, however, been suggested by the same authorities that by the time the six S.M. 95 aircraft are assembled it will be possible for them to give authority for the aircraft to be used for either military or civil aviation.

4. In view of the hardship being suffered through unemployment in the firm of Savoia Marchetti it is suggested that you would order a contract for the six S.M. 95 aircraft to be constructed on the assurance that you will ^{work} have the option of employing the aircraft on civil aviation in the comparatively near future. The decision as to whether or not you give the firm the order must, however, remain your final responsibility. *67*

5. Your attention is invited to our letter AFAC/824/4/Eng., dated 26th June, 1946 with the attached British reports as to the handling qualities of the S.M. 95 which is at present in England and which would seem to confirm that this type of aircraft would be suitable for Italian civil aviation as an interim type.

445

D.D. 28m 29/7

S.S.O. msg 20/7

C.T.O. 29-10-46

S.I.O. Ench

RMS

L.E. BROTHIE,
AIR VICE MARSHAL,
DEPUTY,
AIR FORCES COMMISSION.

Copy to NAAC - ref NAAC/4214/AFALS 22 July. *10A* *107*

10A

From:- Mediterranean Allied Air Committee Secretariat.

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

Date:- 23rd July, 1946.

Ref:- MAAC/4214/APALS.

AIRCRAFT CONSTRUCTION - 34.95.

9A

Please refer to your letter AFSC/824/4/ENS. dated 18th July, 1946.

8A. 2. It has always been understood that until a firm policy regarding civil aviation in Italy is received from the Combined Chiefs of Staff, that the construction of aircraft for civil purposes will not be permitted. It is therefore regretted paragraph 3 of this Secretariat's letter of even reference dated 6th June, 1946, cannot at the present time be deleted. However it is suggested that, by the time that six 34.95 aircraft are assembled, that the revised Armistice agreement or a firm policy from the Combined Chiefs of Staff will be known, in which event these aircraft could be used for either military or civil aviation.

3. It is further suggested that since the Italian Air Ministry has for so long been pressing to construct these aircraft; that since the employees of the Savoia Marchetti are suffering hardships through unemployment; and the immense amount of work involved in finally getting authority for this project, that the Italian Air Ministry be asked to consider for a moment before it decides not to tender for these aircraft.



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

444

See 11A

9A

FROM: FORCES SUB-COMMISSION,
 LIND COMMISSION, ROME.

TO: MEDITERA HAV ALLIED AIR COMMITTEE SECRETARIAT,
 C/O AIR HEADQUARTERS, R.A.F. ITALY.

DATE: 18TH JUNE, 1946.

REF: AFSC/321/1/123.

AIRCRAFT CONSTRUCTION - SM.95.

87A

Reference your MAAC/421/AFAS dated 6th June, it is understood from the Italian Air Ministry that a contract with Savoia Marchetti has not yet been placed for the 6 SM.95s, construction of which you approved. Should, however, the words "on the condition that when assembled these aircraft will be used exclusively by the Italian Air Force Military Center Service" be deleted, it is believed that the Italian Air Ministry would tender for these aircraft. Meantime employees of the firm Savoia Marchetti are suffering hardships through unemployment.

2. In anticipation of Internal Civil Airlines being permitted, it is requested that we may inform the Italian Air Ministry that the SM.95s may, if they so desire, be used in their Military ~~or~~ their Civil Aviation.

BF D.D. 23/7 3:27m 22/7

SSO-19/7 wj

ETO 19-7m

S/O

encl 19/7.

L. P. Andri

L.R. BRIDGE,
 AIR VICE-MARSHAL,
 DIRECTOR,
 AIR FORCES SUB-COMMISSION.

From : Mediterranean Allied Air Committee Secretariat.
 To : Air Forces Sub-Commission, Allied Commission, Rome.
 Date : 6th June, 1946.
 Ref : MAAC/4214/AFALS.

Savoia Marchetti (S.I.A.I.) S.M.95 Aircraft.

Please refer to your letter AFSC/36/1/1/AFB dated 21st May, 1946, and previous correspondence on this matter.

2. Authority is given for the S.I.A.I. firm of Sesto Calende to assemble six S.M.95 Aircraft.

3. It is to be understood that this authority is only given on the condition that when assembled these aircraft will be used exclusively by the Italian Air Force Military Courier Service.

4. This authority is also given without prejudice to any future clauses that might appear in the Peace Treaty with Italy, concerning general aviation in this country.

Maxwell Fisher.

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

Form I.A.P. 10715 C.C.
 & pass to SSO & SIO &
 SEO for inf.

11/6.
 19/7

See 3A for action with I.A.P. 441

36/1/1/AFB
 11/6. 11/6. 11/6.

From: Air Forces Sub-Commission, A.C., Rome.

To: Italian Air Ministry.

Date: 28th June 1948.

Ref: AFSC/824/4/Eng.

HANDLING AND MAINTENANCE NOTES ON THE CIVIL TYPE S.M.95

The attached notes by the O/C, Transport Flight, the Chief Test Pilot, and the Officer O/C, Maintenance Wing at the Royal Aircraft Establishment, Farnborough, are forwarded for your information and necessary action; it will be noted that apart from handling no other tests have been carried out.

2. In view of the fact that the military version is now in service, the following points enumerated below, should be noted and those applicable should be brought to the notice of all pilots likely to fly this aircraft. The question of withdrawing this A/C from service until modification action has been taken up with Savoia Marchetti should be considered by the appropriate department of your Ministry.

Enclosure 1A. Para 6 Landing
" 7 Recommendations

Enclosure 2A. Para 3 Level Flight
" 4 Glide
" 7(ii) Feathering of Propeller

Enclosure 3A. Para 3(vi) Defects Experienced (Add. Note)

3. There are several other suggestions and recommendations in the notes which may be considered helpful but the ones mentioned above are those which appear to require immediate action, and it is requested that you will inform this HQ of any decision taken to rectify these faults.

J. W. Turner
for, J. W. TURNER F/LT.
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB-COMMISSION.

PF

Seen off w/c

440

From: S/L. E.H. Sparks. Transport Flight.

To: C.O.E.F.
C.T.P.

Date: 1st January 1946.

Ref: GTP/K/7/53/

HANDLING REPORT ON SAVOIA MARCHETTI S.M.951. 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 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 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 V.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 control column. The neutral positions being clearly indicated.

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The cockpit is fitted with dual controls. Behind there is space for the wireless operator on the starboard, and the engineer 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.

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The pitch and throttle levers have a slungish 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 undercarriage lever is on the dashboard in front on 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 engines cut-outs and fire extinguishers are at the rear of the throttle block.

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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 on 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 2350 r.p.m. 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 come 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 cease 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.

3. Lock tail wheel.
4. Open up to 2,000 r.p.m.
5. Release brakes.
6. When retaining tail open go to Gate 2450 r.p.m.

The aircraft is easy to keep straight with rudder alone. Small change in trim when under engine is noticed.

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, 500 lb. freight and 5,000 litres petrol).

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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 150 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.

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.

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Recommendation is (Contd.)

6. Indicator lights to light immediately undercarriage is locked down.

7. Air pressure bottle volume needs increasing.

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

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Pilot:- Wing Commander C. McClure,
Chief Test Pilot.

Aircraft:- Savoia Marchetti S.M.95.

Date:- 12th December, 1945.

Ref:- CTF/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 programme.

1. Taxiing

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. Taxiing 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 Xgs 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 3/4 flap at 100 k.p.h. With wheels and flaps down the ailerons are exceedingly heavy and ineffective and are totally inadequate for approaching in bumpy conditions.

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4. Glides

The slotted flaps are arranged to droop the ailerons as they come down. It was found impossible to get more than 3/4 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

(i) All Up. The stall occurs at 125 k.p.h. and is not very positive, the nose dropping only slightly. For 15 k.p.h. above the stall there is 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

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inability 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 passenger seats in the cabin which appears to be very comfortable and quiet.

(sgd.) C.O.B. MCCLURE,
Wing Commander,
Chief Test Pilot.

Copies to:

C.O.E.F.
C.T.P.

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Leading Particulars, Maintenance Notes, and Defects experienced on the Savoia Marchetti S.M. 75 at the R.A.E. Aeroborough from 1st Sept. 1943 to 31st J. 1948, when the aircraft completed 32 hours 55 mins. flying (excluding ferry flight of 5 hrs. 10 mins. from Italy) representing 20 flights.

1. Leading Particulars

Name. Savoia Marchetti S.M. 75
Type. Four engine low wing monoplane.
Duty. Transport Aeroplane.
Weight. (empty) 28,500 lbs.
Total Weight (Loaded) 46,200 lbs.

(2) Allowing Gear.

Undercarriage.

Type.

Shock Absorber Fluid used.

Two double wheels with double brake drums on each wheel.
Lockheed No. 5 (Stores Ref. 34A/77.)

(b) Hydraulic System.

Fluid used.

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

(c) Pneumatic System.

Pressures.

4 - 4 1/2 atmos.
(59 - 66 lbs/sq. in. Approx.)

(d) Electrical System.

24 Volt system.

16 tanks in the wings, and a feeding tank, total capacity 13,500 L. (Approx. 2,970 gals.)

(e) Fuel System.

Fuel Specification used. 100 Octane.

(f) Oil System.

One tank per engine capacity 100 litres. Total 640 litres.
(140 gals. approx.)

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

(g) Engines:

Name. Alfa Romeo.
Number. Four.
Type. Series 121. (Similar to Pegasus XX).
Fuel Used. 100 Octane.

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

Type.

Shock Absorber fluid used.

Two double wheels with double brake drums on each wheel.
Lockheed No. 6 (Stores Ref. 34A/77.)

(b) Hydraulic System.

Fluid used.

Lockheed No. 6 (Stores Ref. 34A/77.)

(c) Pneumatic System.

Pressures.

4 - 4 1/2 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 13,500.5 (Approx. 2,970 gals.)

Fuel Specification used. 100 Octane.

(f) Oil System.

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

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

(g) Engines:

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

Alfa Romeo.
Four.
Series 121. (Similar to Pegasus XX).
100 Octane.
D.E.O. 2472/B/O (Stores Ref. 34A/32.)
160 litres per engine (35 Gals. approx)

(h) Propellers.

Type.

Metal, three blades, Sini Marchetti propellers. Constant speed, fully feathering, hydraulically operated. "Indrovaria" model.

2. Maintenance Notes.

- (1) This aircraft suffered from considerable unserviceability due to exhaust manifold and exhaust stub failures, mainly due to the weight of the exhaust ring being taken on the stubs.

Revised to 34A/77. The exhaust stubs were replaced with a 34A/77. The exhaust stubs were replaced with a 34A/77.

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- (iii) The "Telovel" fuel 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 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 types were found in a poor condition and renovated types had to be fitted, (no new types being available at the time.) Later a presumed new type, (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 "Telovel" fuel contents gauges have given considerable trouble and frequent greasing was found to be essential.

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

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 types had to be fitted, (no new types 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.

(1) 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.

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

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

(11) 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 site.

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

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the strain on the studs. It was also found that no C and A washers were fitted at the joint between the studs 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 cowling gill. A new pipe line and attachment were fitted and the hole in the cowling 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. 437

(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 cowling brackets fractured at the

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

- (1) 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 cowling gill. A new pipe line and attachment were fitted and the hole in the cowling 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. 639
- (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 cowling 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 carburetor was found to be fractured and a new cover was made from 16 gauge aluminium and fitted.

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(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 temperature 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 instruments. A new instrument was fitted.

(d) Oil Pressure Gauge.

The oil pressure gauge for No. 3 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-pilot's 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 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

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(c) Fuel Pressure Gauge.

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

(d) Oil Pressure Gauge.

The oil pressure gauge for No. 3 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.

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The A.S.I. on the co-pilot's 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 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 of the air intake, by a blowback. It is suggested that suitable modifications be made to this fabric sleeve to prevent any recurrence of this nature.

(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.

0367

179A-44

FROM: AIR FORCES SUB COMMISSION, A. C., ROME
TO : CHIEF COMMISSIONER, ALLIED COMMISSION, ROME
DATE: 12TH JUNE, 1946
REF : AFSC/36/3/AIR.

SAVOIA MARCHETTI (SIAI) S.M.95 AIRCRAFT.

Herewith a copy of a letter sent to the Italian Air Ministry
authorising the assembly of six S.M.95 aircraft.

H. Thompson

H. THOMPSON WG/CDR.

AIR VICE MARSHAL,
DIRECTOR,

AIR FORCES SUB COMMISSION.

FROM: AIR FORCES SUB COMMISSION, A.C., ME
TO : ITALIAN AIR MINISTRY, ROME

For info: CHIEF COMMISSIONER, ALLIED COMMISSION, ROME

DATE: 12TH JUNE, 1946

REF : APSC/36/3/AIR.

SAVOIA MARCHETTI (SIAI) S.M.95 AIRCRAFT.

Authority is given for the S.I.A.I. firm of SESTO CALENDE to assemble six S.M.95 aircraft.

2. It is to be understood that this authority is only given on the condition that when assembled these aircraft will be used exclusively by the I.A.F. Military Courier Service.

3. This authority is also given without prejudice to any future clauses that might appear in the Peace Treaty with ITALY concerning general aviation in this country.

H. Thompson

H. THOMPSON WG/CDR.
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB COMMISSION.

pass file to 550.

From: Air Forces Sub Commission, A. C. ome
To : Mediterranean Allied Air Committee Secretariat
Date: 21st May, 1946
Ref : AFSC/36/1/1/AIR.

SAVOIA MARCHETTI (S.I.A.I.) SM. 95 AIRCRAFT.

Permission is again requested for the S.I.A.I. firm of SESTO CALENDE to assemble six SM.95 aircraft. Previous correspondence on this subject your MAAC/4214/ALS dated 10/12/45, 8/10/45 and my AFSC/36/1/1/AIR dated 3/12/45, 19/9/45.

2. The above-mentioned firm have the parts available at their VERGIATE factory, but the parts are frozen by order of the Allies.

Engines (Alfa Romeo 128) are available from storage both at I.A.F. depôt NOVARA, and ALFA ROMEO, MILAN.

3. Two of these aircraft are at the moment in service: one a civil type and the other a military transport version which has been converted to civil passenger use.

The former is at the RAE FARNBOROUGH ENGLAND, unserviceable waiting for a new engine which is being dispatched from ITALY.

The latter has for some weeks been regularly employed on the I.A.F. Military courier service, and has proved satisfactory.

4. Subject to Allied permission, it is the future policy of the Italian Air Ministry to retain the S.I.A.I. firm as one of the limited number of aircraft manufacturers in the country.

5. At the present time, this firm is keeping its aircraft manufacturing organisation in working order by carrying out major inspections and repairs to aircraft of their own manufacture used on the Military courier service (SM.75+79+82-84).

They are also doing similar work on CZ.506 seaplanes used on the A.S.R. service.

6. This work as it may readily be appreciated is not of a profitable nature to an organisation that has been planned for production, but is being carried out for the purpose of retaining their specialist skilled employees in the hope that assembly may be restarted in the near future.

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7. It is essential that further work should be found if this firm is to retain its position in the aircraft industry.

This firm has not marked-time as many others have; in that it has embraced peace-time production of fishing vessels, railcoaches, auto-buses, motor-cycles, cycles etc.

8. In the near future more passenger-carrying aircraft will be required for internal civil aviation as the present Military courier service activities are being taken over by civil organisation resulting in the division of the present available passenger-carrying aircraft under two separate organisations; i.e. civil passenger services and Military transport services (the interim policy allows for two transport Squadrons with reserves).

9. At present the only two firms that have transport aircraft of their manufacture in service are S.I.A.I. and F.I.A.T.

The latter firm manufacture the G.12 aircraft, the production of which is very slow. (Approximately one every six weeks)

10. It is obvious that more aircraft will be needed in the near future, and the obvious solution is the assembly of parts already available for the six S.M.95.

H. Thompson by letter

H. THOMPSON WG/CDR.
AIR VICE MARSHAL,
DIRECTOR,
AIR FORCES SUB COMMISSION.

From : Air Forces Sub Commission
ARMED COMMISSION, ROME.

To : Italian Air Ministry

Date : 4.4.46

Ref. : AFSC 36/1/1/AIR

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S.M.95 CIVIL VERSION IN U.K.

Further to this unit's letter AFSC/36/1/1/AIR dated the 27th ult. for your information the S.M.95 civil version at Farnborough has now been inspected by a member of this Sub Commission to ascertain the damage caused by a fire in the port outer engine.

And apart from damage to fuel pipe lines and various ancillaries between the rear of the engine and fire proof bulkhead the A/C sustained no further damage.

But it is recommended by the C.T.O. R.A.F. and civil C.T.O. Farnborough and confirmed by the C.T.O. of this unit that the complete power unit forward of the fire-proof bulkhead should be changed to eliminate the doubt as to the serviceability of any parts which have been subjected to heat. With this object in view a visit was made to S.M. at Vergiate on the 2nd. of this month who are now preparing the unit for transhipment by air and expect to be ready in 8 working days.

W.H. 24/3

J. W. H. TURNER F/LT.
Air Vice Marshal
Director
AIR FORCES SUB COMMISSION

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