Hispano Suiza in Aeronautics

Men, Companies, Engines and Aircraft

List of Chapters:

Chapter 1  1913–1920: La Hispano Suiza V-8 Engines and World War I

The Birth of an Aviation Engine
- The Visit by the Infante
First Designs—Initial Development of the V-8
- Initial Tests
Famous Visitors, First Flight, and the Visit of the French Commission Ministérielle
Introduction in Paris—Controversy and Success
Technical Description—Construction Characteristics
First Construction Licenses, and the Big Contract with the French Government
The V-8 and the First Steps by the Spanish Aviation Industry
- CECA and the First Transatlantic Dream
- The First Transatlantic Dream
- Captain Barrón and His Airplanes
- Other Spanish Hispano Suiza V-8-Engined Aircraft
- Other Spanish Engines—Elizalde and Abadal, 1915–1918
French and Allied Aircraft Fitted with the New Engine—Synchronized Gun-Propeller Shooting System
- Synchronized Gun-Propeller Shooting System
Evolution of the V-8
- Initial Development
- The New 180-CV “Surcomprimé”
- The 200-CV Engine with Reduction Gear
- The 220-CV Engine and the Moteur-Canon
Production of the New Versions in Barcelona

Chapter 2  1919–1927: Establishment of La Hispano Aircraft and the Société Française Hispano Suiza

The Post-War Period at La Hispano Suiza of Bois-Colombes
- The New H-6 Automobile
- The V-8—a Badge Creator
Birkigt’s Disagreements with the Company
The Financial Results of La Hispano Suiza, and Establishment of La Société Française Hispano Suiza
The 1919 Concurso Militar, and Establishment of La Hispano Aircraft
- Barrón Leaves La Hispano Aircraft
- Other Aircraft of the 1919 Concurso
The First Guadalajara Series: The DH-6 and the DH-9
The 1923 Concurso Militar, and Dissolution of La Hispano Aircraft
- Dissolement of La Hispano Aircraft
Other Spanish Aircraft with the 300-HP V-8
- The AME VI B, the Bristol F-2B, and the Breguet XIV
The Flying Boats
The Pescara Helicopter
The New 12-Cylinder Engines: Type 50 (12-G), Type 51 (12-H), and Type 52 (12-J)
New Versions of the 12-Cylinder Engines
The Final Versions of the V-8
New Engines and New Records—The First Transatlantic Flight by a Hispano Suiza Engine
1926—The La Hispano Potez 25 and the Loring R-III
    The Loring R-III
    A.E.T. Roa’s Aircraft
1927—The Escuela de Transformación at Guadalajara
The 1927 New Concurso of the Aviación Militar, and the Hispano-Nieuport 52
12-Cylinder Engines Built in Barcelona, and Spanish Aircraft Powered by the New W-12 and V-12 Engines
    The Breguet XIX Aircraft
    The Dornier Wal
    The Savoia S-62
    The Vickers Vildebeest
The Great Record Flights with the New 600-HP 12-Lb Engine
    The Jesús del Gran Poder
    The Flight of the Oiseau Canari
    The Numancia Odyssey

Chapter 3 1928–1932: New Engine Ranges, and Fiat Buys La Hispano of Guadalajara

The New 1928 Engines—The 12-M, 12-N, 6-M, and 6-P—and the Gas Nitrided Cylinders
    The New Automobile Engines
    The New Aviation Engines
    Further Developments in the 12-N Engines
The 18-Cylinder Engine for the Schneider Trophy, and Barrón’s Hexamotor
    Commercial Derivatives: The 12-Mc and the 18-S
    Barrón’s Hexamotor
The Great Paris–New York Flight
    The Three World Records of Spanish Aviation
The Silver Jubilee of La Hispano Suiza of Barcelona

Chapter 4 1932–1935: New Military Developments, Engines Fitted with Compressors, and Cannons

The 12-X and 12-Y Engines with Compressors
    Engines Derived from Aviation Engines for Other Purposes
    The 12-X and 12-Y Engines in Moteur-Canon Version
The Supercharged Hispano-Wright Engines
    The Twin-Radial 14-Cylinder Engines
    The Variable-Pitch Hispano-Hamilton Propellers
La Hispano Suiza and the Concursos of the Spanish Aviación Militar—The HS-34 Light Plane
    The 1935 Air Show, and the Hawker Fury and Osprey
        The Hawker Fury
        The Hawker Osprey
The Hispano Suiza HS-404 Cannon
    The 12-X and 12-Y Engines in Barcelona
    The Death of Damián Mateu, Founder of La Hispano Suiza

The Black Legend of the Hispano Suiza Engines, and Absorption of the Établissements Ballot
The Automobile and Railway V-12’s, and the Last Automobile Engines
The Air-Cooled Hispano-Wright Engines
The Hispano E-30 Aircraft
La Hispano Suiza, Fiat, and the End of La Hispano of Guadalajara
The Radial Engines Made in Barcelona, and Spanish Aircraft Powered with Hispano-Wright Engines
The “Arturo Elizalde” Prize for Spanish Engines
The Hispano-Clerget Experiences with Diesel Engines

Hispano Suiza in Aeronautics
Men, Companies, Engines and Aircraft
Chapter 5  1936–1939: The Spanish Civil War—La Hispano Suiza in Republican-Held Territory, and La Hispano Suiza in Nationalist Territory

La Hispano Suiza in Republican Spain
La Hispano Suiza Projects in 1935–1936: The C-36 and RBL-36 Aircraft
The Factories at Guadalajara in 1936, and the Move to Alicante
Repairs and Transformations
The Vultee V-1A Surgery
The Second Move
Production of the Polikarpov I-16 Mosca
The Factory in Barcelona from 1936 to 1939

La Hispano Suiza in Nationalist Spain
Agreement Between La Hispano Suiza and Fiat, and the New Factory in Seville
Recovery of the Factory in Barcelona
The End of the War at SAF-15 at Alicante

Chapter 6  1936–1945: The Société Française Hispano Suiza in World War II

The Société Française Hispano Suiza Before 1936
The Establishment of the Société d’Exploitation des Matériels Hispano Suiza
The Société Brevets Aéro-Mécaniques and the New Hispano Suiza Companies in Switzerland and Great Britain
Hispano Suiza in Great Britain
German Interest in the HS-404 Cannon
The HS-404 Cannon in the United States
The American HS-404 and the British HS-404
American Development of the HS-404
The HS-404 in American Aircraft
The V-12 Built in the U.S.S.R. and Its Klimov Derivatives
Other 12-X and 12-Y Licenses
The Last Engine Projects for Civilian Applications
The Inverted-V Engines
The V-12 Engine for the Deutsch Coupe

The 1936 Railway Engines
New Factories and Test Centers in France, and the 12-Y Reaches 1000 CV
The 12-Y Reaches 1000 CV
The Zydylowski-Planioil Compressors
The Final Development of the 12-Y Engines
The New Pre-War Developments, and the 24-H and the 12-Z
The New Motor 12-Z
New Military Projects During the War

Chapter 7  1939–1949: Spanish Factories After the Civil War, Establishment of La Hispano Aviación, and the End of La Hispano Suiza in Barcelona

The Factory in Seville After the War, and the HS-132 L (Fiat CR-32)
The Dual-Control Fiat CR-32
The New Prototypes Policy of the Ministerio del Aire, the Renewed HS-34 Light Plane (HS-41), and the HS-40
The Renewed HS-34 (HS-41) Light Plane, and the HS-40
The HS-42/HS-43 Aircraft
The HA-43 Variant
The Hispano Suiza HS-50 Fighter Aircraft Project, and the Argentinian Dossier
The Argentinian Dossier
The Project for the HS-60 Training and Light Bombing Aircraft
Establishment of La Hispano Aviación, and the Impossible Return to Guadalajara
Productive Restructuring of the Factory in Barcelona, and the Contract with the French Government
Machine-Tool Construction, and Birkigt and His Team in Barcelona
The 7-Cylinder Motor 93 Project
The Motor 89 12-Z in Barcelona, the End of La Hispano Suiza, and the Establishment of the Empresa Nacional de Autocamiones, S.A. (ENASA)
Fuel Injection in the 12-Z
The HS-404 Cannons in Spain, and Construction in Barcelona
The Messerschmitt Bf 109 Built by La Hispano Aviación
Production Problems
Operation Pepinos
Comparison Between the Merlin 500/45 and the HS-89 Engines

Chapter 8  1945–1967: Recovery of the French Hispano Suiza, Industrial Restructuring, and the End of the Other Hispano Suiza Companies

The French Factories in World War II
Continuation of Previous Developments: The 12-Z and Its 24- and 48-Cylinder Derivatives
The Motor 89 12-Z at Bois-Colombes
The 24- and 48-Cylinder Projects
New Projects: The Y-36 Engine, and the Study of a Ramjet
Study of a Ramjet
The Motor 100 (12-B) Project for Combined Propulsion
A New Industrial Orientation, and Construction of Diesel Engines
The V-8 HS-103 Diesel Engine
The Motor Diesel HS-110
The Motor Diesel HS-115
The Constant Pressure Automatic Chamber (CAPC, Chambre Automatique a Pression Constante)
The Nene, Tay, Verdon, and Hispanic Suiza R-800 Turbojets
The Nene Turbojet Engine
The Tay Turbojet Engine
The Verdon Turbojet Engine
The New Hispanic Suiza R-800 Turbojet Engine
Industrial Turbines, Turbocompressors, and Nuclear Equipment
Turbocompressors
The Tyne Turboprop
Nuclear Equipment
Other Activities
Integration of SEM Hispanic Suiza into SNECMA, and the End of Société Française Hispano Suiza
The Hispano Suiza Companies in Holland and the United Kingdom
The British MARC After the War
The End of Hispanic Suiza (Suisse) and Brevets Aéro-Mécaniques
The HS-30 Armored Personnel Carrier
The End of Brevets Aéro-Mécaniques


The Agreements with Professor Messerschmitt
The End of the Wooden Aircraft
The HA-100 Training Aircraft
The First Spanish Jet Aircraft: The HA-200 Saeta
The Impossible Sale to Germany
Al Kahira, the Egyptian Saeta, and the Spanish Saeta Series
The Spanish Saeta Series
The HA-210 Project, and the HA-200 Prototype
The Saeta Attack: The HA-200 C, the HA-57, and the HA-60 Super Saeta Tactical Combat Aircraft
The HA-200 C
The Ground Attack HA-57 Single-Seater
The HA-60 Super Saeta Tactical Combat Aircraft
Saetas Transformed into Single-Seaters: The HA-200 F and the HA-220
HASA Armament Division
Multi-Seat Aircraft Derived from the Saeta: The HA-56, HA-230, and HA-231 Projects
The HA-300 Supersonic Fighter
The HA-300 in Egypt
The Jet Engines in Spain: The INI-Aries and ENMASA Marboré
The Me 400 and HA-500 Projects
The HA-500 Alacrán Project
1972: Absorption of La Hispano Aviación by Construcciones Aeronáuticas
The MBB-223 Flamingo Built by HASA
The C-101—The Last HASA Project

Bibliography

Acknowledgments

Appendix I  Evolution of the Hispano Suiza Companies in the World

Appendix II  Complete Hispano Suiza Engine List, from Type 31 Aviation Engine

Appendix III  Hispano Suiza Aviation Engines Produced in Barcelona

About the Author