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CEO
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What is your vision for Manta Group as the new CEO of the company?

We created Manta Group from two companies: SCS was founded by my father in 1986 and TMC was acquired in 1996. SCS focused on industrial maintenance, assembly and trimming, while TMC specialized in composite materials production and painting. Both companies worked on fixed and rotor wing and diversified into the automotive industry in 2008. As Manta Group, we offer a verticalized process in the aerostructures field that extends from product inception, including R&D, design, structural analysis and prototyping, to product industrialization and production.

Could you highlight a few of your service offerings and clients?

Manta Group is strongly focused on the production of composites as well as the assembly of assys and sub-assys. Our work on composites includes both laminate and sandwich panels. We are equipped with 550 square-meter clean rooms and we have advanced machines for composites fabrication. Our products range from radomes, pilots and passenger doors, liners, fillers, strips, ribs and panels. The main programs we produce composites parts for are AW109, AW119, AW139, AW169 and AW189; NH90 in the rotor wing industry; and Boeing 787, 767, KC-46 Tanker, ATR 42 and ATR 72 in the fixed wing industry. With respect to assembly we work on structural and non structural assys. We assemble a wide range of parts, from radomes, pilot and passenger doors of helicopters to elevators, ailerons and rudder of wide bodies programs. Today, Manta Group is the only company in the world that assembles mobile parts for the Boeing 767 and KC-46 programs, such as inboard ailerons, inboard and outboard elevators and the rudder.

Could you tell us more about your anti-corrosion paint techniques?

Manta Group offers specialized painting in both aerospace and automotive. We designed and built an *ad hoc* automated painting system for engines to serve one of our main clients that produces engines in Italy and ships them to Japan. Their engines spend 60 days in transit and are subjected to corrosion due to humidity and external agents that they are exposed to during the trip. We treat them with a special paint that prevents the creation of rust.

What are the goals for Manta Group in the upcoming years?

Going global is the only way to be competitive. Our ultimate ambition is to become a manufacturing 4.0 company in both of our business areas: automotive and aerospace. We aim to increase our client portfolio, with each client representing no more than 10% of our revenue. As a family business we want to be part of Manta Group's transition to the next generation. We value our tradition and embrace our roots, but the question I always ask myself is: "What will my kids think of this company 20 years from now?"

What are the prospects for the Italian aerospace industry?

Historically the Italian aerospace industry has been developed by one big player with a supply chain comprised of many SMEs. This has made it harder for Italian companies to diversify, at least within the same industry, and has forced them to look outside the national boundaries. This passage requires a mindset change, and that is not easy, especially for small businesses. Overall, I see an industry that will restructure itself with less competitors but with stronger capabilities. The future is abroad and we need to be a part of it. —