

ACC

10000/135/109

10000/135/109

COMMERCIAL FLYING  
APR. 1946 - JAN. 1947





4.

CJL  
9/10.

Ref 9A, I'm sorry to see that Commerce S/C were not informed of the procedure involved in beginning (i) scheduled arrivals and (ii) special services. In both cases, we have to be told of the detailed proposals.

2. Would you please have 9A checked by an amplifying letter stating what details are required by us. You can save 'face' by saying what the new procedure is.

R.H. 49

3.

Director Reference your letter 4. I have written an amplifying letter to the Commerce Sub Commission at Sad 11A.

Chickabunga  
Air.I.

6.

10 Sept 1966.

NOTERef M3

Engrs Ballerio informed that no permission can be given for test flights until the overall permission for civil aviation is given.

of the stated purposes.

2. Would you please have 9th chased by an amplifying letter stating what details are required by us. You can save your '1' by saying what the new procedure is.

RR 49

3.

Director Please your letter 4. I have written an amplifying letter to the Comman Lb Commission at Sd 11A.

Chickabunga  
Air.I.

10/25/46

6.

NOTE

Ref M3

Sgt. Balleris informed that no permission can be given for test flights until the overall permission for Civil Aviation is given.

Informant  
17/9

7.

D.D.  
Mrs SSO

Answer to 14A. I suggest they be told (copy to 14A) with copy of 14A that we don't know when private flying will be permitted but we are hoping to know soon and that in any event Flying Clubs will probably not be permitted either by the Air Force or by the Home Dept. and that flying for private pleasure purposes is doubtful.

MS 19/9

- Min 10 -

S.S.O. through A.O.C.

- agreed. my 2/10

L14A

Ref 110, I believe it is mandatory to gain M.A.A.C.'s approval to the project referred to in 12A inasmuch as it is necessary for all foreign aircraft entering Italy to be cleared by the M.A.A.C.

21 Oct 46.

J. E. Marek

F. E. MAREK, Lt. Col., A.C.,  
D.S.Air 2 thro DD: jkm  
24/10

11

Ref 110, I see no reason why we should not send a letter similar to 11A in reply to 17A. The precedent is similar to the Halifax (British) which went into Bergamo for fruit (with no one's permission, originally).

2. Is it still necessary for us to refer to M.A.A.C. for permits for Br, American or French a/c to fly into Italy - I thought they had furnished that out to us? I would like to refresh my memory on current policy direction (if there is one).

22/10.

M. 12

J. E. Marek

A.C.C. Rg. 411 + 17A, 18A

1. B. Br. If a Br. a/c is used, it will be cleared automatically with only notification to M.A.A.C. by Air Ministry London before each flight, but if Fr. a/c is used, approval from M.A.A.C. will have to be granted.

Cly III #Hagane. 26/10.

Org 3.

13. Ref 17A 18A, I think you should write to Bradshaw & inform him of his position - otherwise he may think we are stalling. JEB 28/10.

8.

Directed  
through DTD <sup>7.30m</sup> 21/10

Ref. 15A.

Suggest that we refer 'Il Cingolo' to the Italian Air Ministry for details of the Italian Government's Plans for Civil Aviation and add that we can give no guarantee that they will be approved by the Combined Chiefs of Staff although we hope that they will be.

L. J. J. J. J. J.  
8/10/46

9.

Directed through DTD <sup>7.30m</sup> 21/10

Ref 14A. 1/14A I can see no objection to an Italian company chartering British or French aircraft to transport commodities out of Italy to the U.K.

A chartered aircraft will have national markings (British or French) and will be flown and maintained by their own nationals.

Shall I reply accordingly?

L. J. J. J. J. J.  
18/10

M 124

Division

may show your views on Enclomur 35A.  
It is not a "scheduled" flight but could  
be authorized under the provisions for  
"non scheduled" civil ~~aviation~~ aviation.  
It would not be necessary to refer to  
MAA.S. for authority.

14/11/43

15.

S.S.O. Ref 14. Provided the service requested at 35-AAB  
is considered & is run as a <sup>temporary</sup> non scheduled 'Charter' service  
there is no objection as authority has already been given (in 39/40)  
for such contingencies. Please to inform I.A.P. and  
ask them to let us know for record purposes - when  
this service actually begins & also when it ends.

2. Orgiv should ~~not~~ now keep a summary of  
the permits given for non scheduled services; please

initiate

14/1

Did would need the necessary to info

MAA.S. for authority.

14/11/47  
L. S. J. M. A. S.

15.

S.S.O. Ref 14. Provided the service requested at 35-40B  
is considered it is run as a <sup>temporary</sup> non scheduled 'Charter' service  
there is no objection as authority has already been given (i.e. 39/40B)  
for such contingencies. Please to inform I.A.D. and  
ask them to let us know - for record purposes - when  
this service actually begins & also when it ends.

2. Org IV should not now keep a summary of  
the points given for non scheduled services; please

initial  
J. S. J.

J. S. J.

14/1

M16

Org IV

Ref M 14.

Please read enclosure 35A & 36A and  
take action on Para 2 of M14

14/11/47  
L. S. J. M. A. S.

36A

From : Air Forces Sub Commission, A.C., Rome.  
To : Italian Air Ministry  
Date : 15th January, 1947.  
Ref : AFSC/44/Air.

REQUEST BY S.A.S.I.S. COMPANY

With reference to your letter 90/41/Col. dated 7th January 1947, authorization is given to your request provided that the service is considered and run as a temporary non scheduled charter service.

2. Please inform this Headquarters, for record purposes, when the service begins and when it ends.

*L. E. JANVAN*

L. E. JANVAN, C/O,  
for Air Vice-Marshal,  
Director,  
Air Forces Sub Commission,

6874

35A  
(E)

From : General Directorate of Civil Aviation I.T.A.  
Transport Division

To : A.I.S.C. A.C. Rome

Date : 7th January 1947

Ref. : SO/41 Dell.

Subject: FORWARDING OF REQUEST BY "S.A.S.I.S."  
Company

Appended is a copy of the letter received from the S.A.S.I.S. Company requesting authorisation to carry out daily flights between Catania-Palermo-Milan and return for transport of passengers and cargo on the occasion of the exhibition "Giolly and its products" in Milan during the period 30th January 10th March 1947.

The above mentioned request is approved by this Ministry due to the spur to trade which it may give.

It is requested that the A.I.S.C. may favour the matter.

for the MINISTER  
G. GACCIARDO

Translated by Mr. P.M. BURTON

6872



Subject: TRANSMITTAL OF REQUEST BY "S.A.S.I.S." Company

Appended is a copy of the letter received from the S.A.S.I.S. Company requesting authorization to carry out daily flights between Catania-Palermo-Milan and return for transport of passengers and cargo on the occasion of the exhibition "Sicily and its products" in Milan during the period 30th January 10th March 1947.

The above mentioned request is approved by this Ministry due to the spur to trade which it may give.

It is requested that the S.A.S.I.S. may favour the matter.

For the MINISTER  
S. CASCIAGRO

6872

Translated by Mr. P.M. HUTTON



See Note 14x15

358

(10)

From : Anelco-Sicilian Company for the industrial  
development of Sicily.

To : Air Ministry  
General Directorate of Civil Aviation and I.A.  
ROME

Date : 26th December 1946

Ref. : 0032/II

Subject: AIRCRAFT FOR THE EXHIBITION  
"SICILY AND ITS PRODUCTS"

The S.A.S.I.S. has been asked to make aircraft available on the occasion of the "Sicily and its products" exhibition which is to be held in Milan at the Sgarato Gallery - Piazza del Duomo - from the 30th January to the 10th March 1947.

The S.A.S.I.S. Company has already agreed with the S.I.S.A. of Trieste, which latter company would make available for use its own aircraft Douglas C 17.

On the occasion of the exhibition it is imperative to join Sicily and Milan by a direct route so as to make it possible for the members of the exhibition to get daily arrivals of vegetables and fruits and Sicilian specialities.

This matter is considered to be of the greatest importance by the members of the exhibition.

The S.A.S.I.S. would be grateful to this Ministry if **6871** could see it's way to authorising daily flights between Palermo-Milan and return with passengers and cargo for the duration of the exhibition.

Thanking you for your kind attention to this matter we beg you to accept our kindest regards.

The President  
Sgd. ANTONIO RATTI

Subject: AIRCRAFT FOR THE EXHIBITION  
"SICILY AND ITS PRODUCTS"

The S.A.S.I.S. has been asked to make aircraft available on the occasion of the "Sicily and its products" exhibition which is to be held in Milan at the Serrato Gallery - Piazza del Duomo - from the 30th January to the 10th March 1947.

The S.A.S.I.S. Government has already agreed with the S.I.S.A. of Trieste, which latter company would make available for use its own aircraft Douglas C 47.

On the occasion of the exhibition it is imperative to join Sicily and Milan by a direct route so as to make it possible for the members of the exhibition to get daily arrivals of vegetables and fruits and Sicilian Specialities.

This matter is considered to be of the greatest importance by the members of the exhibition.

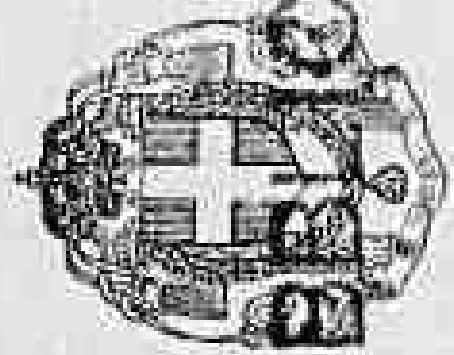
The S.A.S.I.S. would be grateful to this Ministry if **6871** it could see it's way to authorising daily flights between Palermo-Milan and return with passengers and cargo for the duration of the exhibition.

Thanking you for your kind attention to this matter we beg you to accept our kindest regards.

The President  
Sgd. ANTONIO RUFINO

Division of Air Transport  
The head of the Third Section  
Sgd. Illegible

Transmitted by Mr. P.W. BURTEN



REPUBBLICA ITALIANA

Ministero dell'Aeronautica

AVIAZIONE CIVILE E I. A.

Direzione Tecnica

Prot. N. 90 / in C. Allegato 1

Roma, 7 GEN 1947

359

Mod. 1008

Anno

AIR MERCE SUB-COMMISSION  
A.C. - Trasmissione l'Ufficio di Col-  
legamento - Ministero del Ministro-

Proposta di F. del

42

OGGETTO: Trasmissione richiesta della società "E.S.I.S."

Si trasmette a questa C. U. la sotto-commissione copia della lettera della Società "E.S.I.S.", intesa ad ottenere la autorizzazione ad effettuare corse aeree fra Catania Palermo e Milano e viceversa per il trasporto passeggeri e merci in occasione della mostra "La Sicilia e i suoi pro- dotti", che si terrà a Milano per il periodo - 30 gennaio 10 marzo 1947 -.

La predetta richiesta è ben vista da questo Ministero per i benefici che possono derivarne al commercio. Si prega questa Sotto-commissione di volerla accogliere favorevol- mente. =

6870

P. IL MINISTRO

P. Cacopardo

Le sopra descritte copie sono state trasmesse in data 10/1/47 al Ministero dell'Aeronautica per la sua competenza.

ISTITUTO POLIGRAFICO DELLO STATO

SICULA SICANA SVILUPPO INDUSTRIALE SICILIA

S.A.S.I.S.

Sede di Palermo

-----

prot.n. 0262/LA

Palermo, 26 dicembre 1946

On.le MINISTERO DELL'AERONAUTICA

Direzione Generale Aviaz. Civ. e I.A.

ROMA  
Esce

Oggetto: Aerei per la Mostra "LA SICILIA ED I SUOI PRODOTTI"

La SASIS è stata sollecitata mettere a disposizione aerei in occasione della Mostra "LA SICILIA ED I SUOI PRODOTTI" che si terrà a Milano dal 30 gennaio al 10 marzo 1947 nei locali della Galleria del SAGRATO - Piazza Duomo Milano -

La SASIS ha già presi accordi con la SISA di Trieste, la quale ha aderito mettendo a disposizione i propri velivoli DOUGLAS D.C.47.-

In occasione della MOSTRA è necessario collegare direttamente la Sicilia con Milano in modo da dare la possibilità agli espositori di far giungere giornalmente, così come è loro vivo desiderio, i prodotti artigianali e le specialità siciliane.

La SASIS sarebbe grata a questo Ministero se volesse autorizzarla, per la durata della Mostra stessa, ad effettuare come giorno fissa l'ora Catania Palermo e Milano e viceversa per il trasporto di passeggeri e merci.

Grati per il benevolo e sollecito intervento da parte di questo On.le Ministero, distintamente salutiamo.-

IL PRESIDENTE 6889  
P.to: Antonio Ramello

p. e. e.

Cn/le MINISTERO DELL'AMMINISTRAZIONE

Direzione Generale Aviaz. Civ. e U.A.

ROMA

2402

Capitolo: Aerei per la Mostra "VIA SICILIA ED I SUOI PRODOTTI"

La SASIS è stata sollecitata mettere a disposizione aerei in occasione della Mostra "VIA SICILIA ED I SUOI PRODOTTI" che si terrà a Milano dal 30 gennaio al 10 marzo 1947 nei locali della Galleria del SACRATO - Piazza Duomo Milano -

La SASIS ha già presi accordi con la SISA di Trieste, la quale ha aderito mettendo a disposizione i propri velivoli DOUGLAS D.C.47.-

In occasione della MOSTRA è necessario collegare direttamente la Sicilia con Milano in modo da dare la possibilità agli espositori di far giungere giornalmente, così come è loro vivo desiderio, i prodotti artigianali e le specialità siciliane.

La SASIS sarebbe grata a questo Ministero se volesse autorizzarla, per la durata della Mostra stessa, ad effettuare corse giornaliere fra Catania Palermo e Milano e viceversa per il trasporto di passeggeri e merci.

Grati per il benevolo e sollecito interessamento da parte di questo On.le Ministero, distintamente salutiamo.-

IL PRINCIPAL  
P/to: ANTONINO RENDI 6869

p. e. e.

*Squintari*

34A

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

To : Italian Air Ministry.

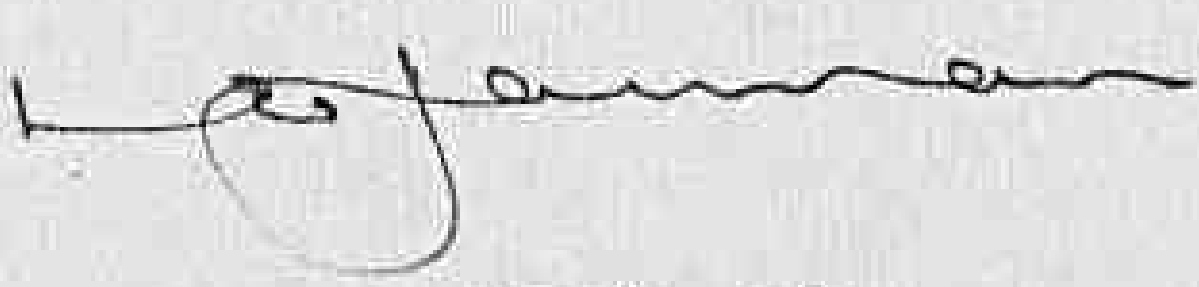
Date : 9th January, 1947.

Ref : AFSC/44/Air.

AUTHORISATION FOR TEST FLIGHT

Reference is made to your letter 35678/3/Col. dated 30th December 1946 and it is regretted that permission to fly this aircraft cannot be granted.

2. In our letter AFSC/39/Air dated 9th December, 1946 this Headquarters has outlined the limits of Italian Civil Aviation other than Scheduled Air Lines, and the authority given does not cover flying by Aero Clubs.



L. E. JARMAN, C/O,  
for Air, Vice-Marshal,  
Director,  
Air Forces Sub Commission.

6867

33A

From : Italian Air Ministry  
Minister's Cabinet

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

Date : 30th December 1946

Ref. : 35627/3 Coll.

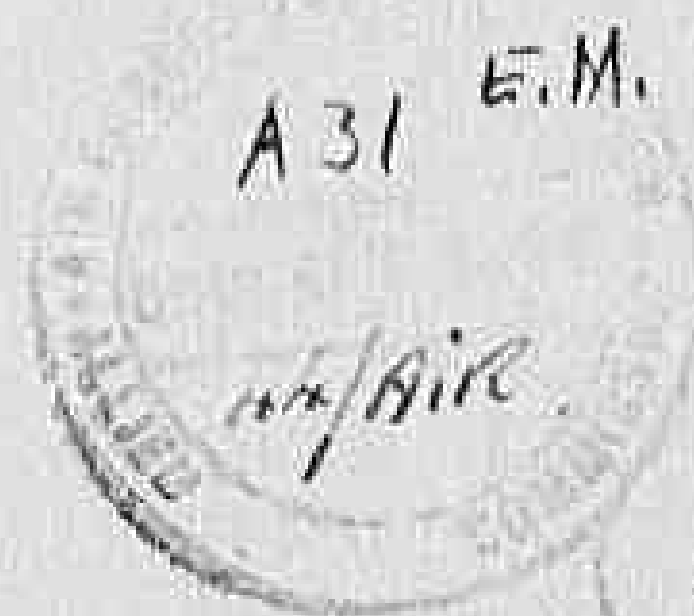
AUTHORISATION FOR TEST FLIGHT

So as to be in position to refit and service the aircraft FI 3 number 127 international call sign I-BUEM, the proprietor of the Florence Aero Club requests to be allowed to carry out three test flights. The aircraft would be flown by a civilian pilot in whom they have complete faith.

It is requested that you examine the matter with a view to giving your approval and authorisation.

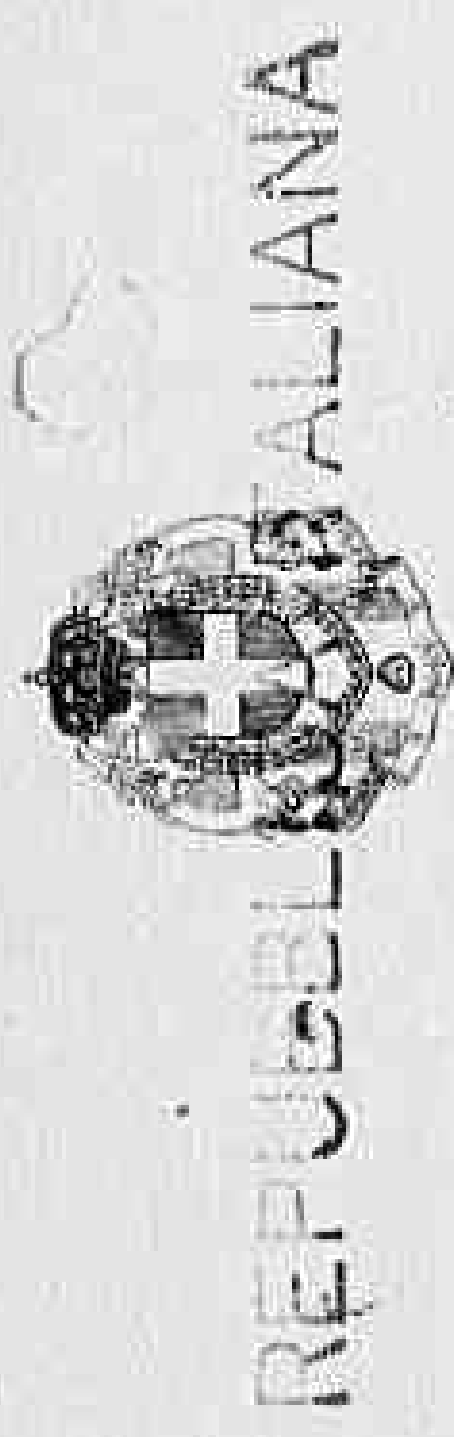
By order  
The chief of cabinet

Translated by Mr. P.W. BURTON



6865

53-5 (AIR)



REPUBBLICA ITALIANA

Ministero dell'Aeronautica

GABINETTO DEL MINISTRO

*Procedimento 3 Colle.  
Ind. N. 35687 Allegati*

33B  
Roma, 30 DIC. 1945 19 A

ALLA SOTTOCOMMISSIONE ALIATA  
A.D. - Tranite V.P. Collegen -  
ROMA

*Deposita al P.N.P. del*  
OGGETTO Autorizzazione per volo prova.

L'Aero Club di Firenze, allo scopo di poter rimettere in efficienza il velivolo F.L. 3 Matricola 107 nominativo internazionale I-BUEM, di sua proprietà, chiede di poter effettuare no tre voli di prova con un pilota civile di sua fiducia.

2. Si prega di voler esaminare la possibilità di concedere il nulla osta, perché i voli richiesti vengano effettuati.

d'ordine  
IL CAPO DI CANTIERE  
*Calhoun*

6863

*Il capo d'ufficio per ogni altro caso di competenza è indicato nella risposta*

32A

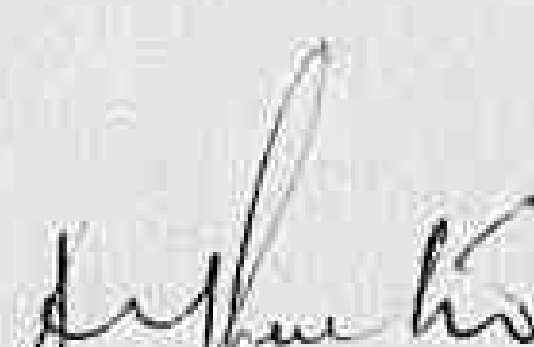
FROM :- AIR FORCES SUB COMMISSION, A.C. ROME.  
TO :- ITALIAN AIR MINISTRY, MINISTER'S CABINET.  
DATE :- 30th DECEMBER, 1946.  
REF. :- AFSC/44/AIR.

LEAFLET DROPPING.

Reference your 35669/4111/Coll dated 28th December 1946.

2. Approval is given for leaflets to be dropped over Florence on 29th December 1946 and January 1st 1947.
3. There is no objection to an PL 3 being used providing the Pilot is in the Italian Air Force.

for

  
A.G. SALTER, S/LDR.,  
AIR VICE MARSHAL  
DIRECTOR  
AIR FORCES SUB COMMISSION.

6861

31A  
(K)

FROM : AIR MINISTRY.  
MINISTER'S CABINET.

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

Date : 28th December, 1946.

Ref. : 35669/4,111 Coll.

PROPAGANDA FOR THE RECONSTRUCTION LOAN.

1. The Florence banking institutes, in order to help the Reconstruction loan, have asked for the intervention of an aircraft to drop propaganda leaflets bearing the words "Subscribe to the Reconstruction Loan".
2. The aircraft -an FL3- would be supplied by the Florence Aeroclub.
3. For the occasion, the I.A.F. would lend one of its pilots on the 29th December 1946 and on the 1st January 1947.
4. Area to be covered: Florence & Province.
5. Considering the aims of this flight we would appreciate your granting the necessary authorisation.



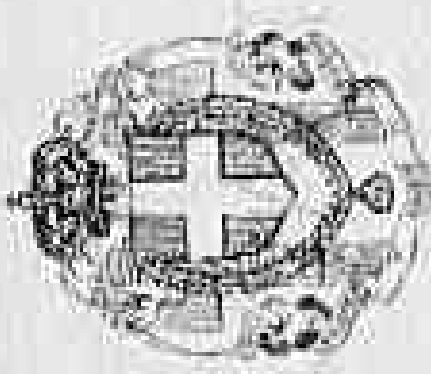
by order  
Chief of Cabinet

TRANSLATED BY SGT. KIAN.

not 10/1

affirmed  
by phone 28th  
December 1946  
xlls/ks

Passed by  
to duty officer  
1445 H.R.S. 106  
28th Dec  
6.53 L.A.C.



REPUBBLICA ITALIANA

Ministro dell'Aeronautica

GABINETTO DEL MINISTRO

Divisione  
Prot. N. 35669 / Allegati

4111 Cella.

31A  
Roma. 9 DEC 1947

AIR FORCE SUB COMMS-

ROMA  
(tramite UFF. Collegamento)

Risposta al p. N. 2

Oggetto: Propaganda prestito della Ricostruzione. =

Per la propaganda a favore del Prestito della Ricostruzione gli Istituti Bancari di Firenze richiedono l'intervento di un aereo che dovrebbe eseguire voli di propaganda lanciando manifestini con la dicitura "Sottoscrivete al Prestito per la Ricostruzione."

2. L'apparecchio in questione - un M.L.3 - verrebbe fornito dall'Aeroclub di Firenze.

3. Per la circostanza l'A.L. metterebbe a disposizione un proprio pilota per il periodo di tempo richiesto dalla propaganda, cioè il giorno 29 dicembre 1946 e 1° gennaio 1947.

4. Località da sorvolare: FIRENZE e Provincia.

5. Data la finalità del volo si prega voler concedere la relativa autorizzazione.

6859

d'ordine

IL CAPO DI CABINETTO

*Ch. Cantoni*

Il Capo Ufficio persegue l'efficienza ed il risparmio e si impegna a ridurre al minimo le spese.

3017

FROM :- AIR FORCES SUB COMMISSION, A.C. ROME.  
TO :- SOCIETA' TRASPORTI  
Via D'Annunzio 2/86 - GENOA.  
DATE :- 23rd DECEMBER, 1946  
REF. :- AFSC/44/AIR.

COMMERCIAL FLYING.

Reference your letter dated 18th December 1946.

2. The competent Authorities refer to Air Force Sub Commission and Italian Civil Aviation representative Allied Commission.

for

*A.C. Salter*  
A.C. SALTER, S/LDR.,  
AIR VICE MARSHAL,  
DIRECTOR,  
AIR FORCES SUB COMMISSION.

6857

From:- SOCIETA TRASPORTI AEREI.  
Via D'Annunzio 2/86  
GENOA.

To:- Air Forces Sub-Commission  
ROME.

Date:- 18th December 1946

COMMERCIAL FLYING.

We thank you for your letter, reference AFSC/44/Air dated the 5th inst, which arrived to-day.

2. We note that our application has been approved, but are not quite clear as to whom constitutes the "competent authorities" who should be advised, apart from the Air Ministry.
3. We would suggest that advice to yourselves, and the OC airport concerned would suffice, but perhaps you would be good enough to advise us regarding this in due course.

*F.L. Bradshaw*  
F.L. Bradshaw  
S. T. A.



*Copy 1  
Please take action  
on Para 2.*

*very 20/12*

From : Italian Air Ministry  
Minister's Cabinet

Secretary

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

Date : 6th December 1946

Ref. : 33377/3965 Coll.

Subject: DROPPING OF PAMPHLETS

It is requested that you may authorise the dropping of pamphlets as propaganda for the "Reconstruction Loan". These should be dropped by an aircraft of the I.A.F. operating from the airport of Centocelle.

The pamphlets should be dropped in the morning of the 8th December 1946.

We await your answer at your own convenience.

THE CHIEF OF CABINET

(In pencil)

Already verbally authorised by the A.V.M.

Translated by Mr. P.W. BURTON

Drop was carried out  
successfully. Not confirmed  
in writing

msg 11/12

094  
11/12  
6853

Hh/Hik

MINISTERO DELL'AERONAUTICA  
GABINETTO DEL MINISTRO

Roma, 6 Dic 1946

Ca/ro

Segreteria

Alla A.F.S.C.

Prot. N.

33377

3365 Coll.

tramite Ufficio Collegamento)

= S E D E =

OGGETTO: Lancio di manifestini.-

Si prega di voler autorizzare il lancio di manifestini per la propaganda del "Prestito della Ricostruzione" che dovrebbe essere effettuato con un aereo dell'Aeronautica Militare della base aerea di Centocelle.

Il lancio dovrebbe avvenire nella mattinata del giorno 8 dicembre 1946.-

Si resta in attesa di sollecita comunicazione al riguardo.-

d'ordine  
IL CAPO DI GABINETTO

*M. Mancini*

*già autorizzato verbalmente dal Maresciallo*

6852

TELEPHONE: MILANO 80-881  
CABLE ADDRESS: GIRARDON - MILA

**E. R. GIRARDON**

EXPORT - IMPORT  
PIAZZA P. CRISPI, 5  
MILANO, ITALY



ASSOCIATED WITH

**"IL CINGOLO" S.A. - MILANO**

FOREIGN TRADE CORPORATION  
WHOLESALEERS, DISTRIBUTORS,  
MANUFACTURERS REPRESENTATIVES

December 5, 1946

To: Air Vice-Marshal I.E. BRODIE, O.B.E.  
Air Force Sub Commission,  
Allied Commission,  
ROME

Your ref: AFSC/44/Air dated; 14th October 1946 and 18th November 1946.

Dear Sir:

Through the courtesy of Capt. JARMAN, I have received your kind letter dated 14th October in copy form as the original was never received by me probably having gone astray in the post.

It is surprising that usually the most important, and especially the official letters go astray in the Italian post. I am going to complain at the post about it anyway.

I must now thank you very very much for your kindness in replying to my "tricky" questions. Due to this kindness of yours it will be much easier for me to plan out our Private Planes Sales policy, which up to this date was more or less a matter of hope and guessing.

Presently the situation does not seem to be very bright for any plane import business, and if final decisions are resting with the Italian Air Ministry it will be a long time before they arrive to any decision at all. I suppose you know them better than I do.

I will be very pleased if, in the occasion of a visit of yours here in Milano, you will come and see us at our office or pass one evening at our home in Via Locatelli 1, 14th floor. On the 13th floor lives the British Consul, Mr. Vaughan, with his wife and child, and we spend occasionally some nice evenings together, so if you happen to come up here we will have a little party all of us.

If I have the opportunity of coming to Rome I will call on you and thank you personally for your extreme kindness, and have a little chat with you on the situation.

Please extend my grateful thanks also to Capt. Jarman and accept my best regards.

Yours very truly,  
"IL CINGOLO" S.A.

*Silla M. H. Girardon*  
Manager

Silla M. H. GIRARDON  
9P/

3.30  
9/12  
64/Air.  
10/9/46  
to see a return pt. 2 Do we need to take any further action on this letter?  
3. to Girardon, English, Italian, and Dutch  
(British Subject by birth)

I have never met Mr. Girardon. I will ask H/6 to make enquiries.  
10/9/46

26A

FROM :- AIR FORCES SUB COMMISSION, A.C. ROME.  
TO :- SOCIETA' TRASPORTI AEREI  
Via D'Amunzio 2/86 -- GENOVA. (Attn. Mr. BRATSHAW.)  
DATE :- 5th DECEMBER, 1946.  
REF. :- AFSO/44/ATR.

COMMERCIAL FLYING.

Reference your letter dated 11th October 1946 concerning chartering aircraft to fly fruit from Italy to U.K.

2. Your application has been approved; it will be necessary however to send warning signals to the competent authorities in the case of British Aircraft, and individual clearances in the advent of French aircraft being used.

3. Best regards.

*A.C. Salter*  
A.C. SALTER, S/LDR.,  
for AIR VICE MARSHAL  
DIRECTOR  
AIR FORCES SUB COMMISSION.

6848

25a

From : Air Forces Sub Commission, A.C., Rome.  
To : Italian Air Ministry.  
Date : 3rd December, 1946.  
Ref : AFSC/44/Air.

PROPAGANDA FOR RECONSTRUCTION LOAN

Permissive authority is given to the requests for flights made in your letter 32062/3882/Call dated 28th November, 1946.

2. It is suggested that to minimise any risk of damage to property or injury to people the aircraft and apparatus is well tested over open country before flights are made over towns.

3. No responsibility for any accident will be attached to the Allies.

*L. E. Jannan*

for L. E. JANNAN, G/C,  
Air Vice-Marshal,  
Director,  
Air Forces Sub Commission.

6846

Copy to O.C. Detachment Milan

24A  
(t)

From : Italian Air Ministry,  
Cabinet of the Minister.

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

Date : 28th November, 1946.

Ref : 32062/3882/Coll.

PROPAGANDA FOR THE RECONSTRUCTION LOAN

The Presidency of Council requests an aircraft in order to carry out some flights of propaganda for the Reconstruction Loan. The aircraft should have a target towing with the writing "Underwrite to the Reconstruction Loan".

The aircraft in question - an Ca 100 - should be supplied by Mr. B allerio, as that is the only type of aircraft equipped for this purpose.

In this circumstance the I.A.M. would employ one of their pilots for the length of time required for the propaganda, from the 1st to the 16th December 1946.

The aircraft should fly over all the territory along the route Milan-Bologna-Ancona-Rome.

In view of the purpose of this flight your authority is requested.

The Minister.

6844

translated by J. Bevacqua.





Ministero dell' *U. S. S. R.*  
Cabinetto del Ministro

*AA'* AIR FORCE SURF COMMISSION

Uabimetto del Ministro

## ROMA

Quincy  
 Post. N. 2 25032  
 2882 coll. Allegate

Address to (Mr. J. A. M. M.)  
 Proposed f. del. N. D.

OGGETTO - Propaganda prestito della Ricostruzione.

[illegible]

Per la propaganda a favore del Prestito della Ricostruzione la Presidenza del Consiglio richiede l'intervento di un aereo che dovrebbe eseguire voli di propaganda trascinando una manica a vento sulla quale è apposta la dicitura: " Sottoscrivete al Prestito per la Ricostruzione".=

L'apparecchio in questione - un Ca.100 - verrebbe fornito dal Gr.Uff. aallerio in quanto risulta essere l'unico tipo di aereo attrezzato allo scopo.

Per la circostanza L'A.M. metterebbe a disposizione un proprio pilota per il periodo di tempo richiesto dalla propaganda, e cioè dal 1° al 15 dicembre p.v. =

Località da sorvegliare: quelle site lungo la rotta  
Milano-Bologna-Ancona-Roma.

Data la finalità del volo si prega voler concedere la relativa autorizzazione. =

~~689~~



Dirigere 3882 Cella  
 Prot. 212 21032 Allegati

Collezione 6/1 (p. 1-100) 21032  
 Proposta di legge

OGGETTO: Propaganda prestito della Ricostruzione.

*La legge sulla propaganda per il prestito della Ricostruzione è stata approvata dal Parlamento il 15 dicembre 1945.*

Per la propaganda a favore del Prestito della Ricostruzione la Presidenza del Consiglio richiede l'intervento di un aereo che dovrebbe eseguire voli di propaganda trascinando una bandiera a vento sulla quale è apposta la dicitura: "Sottoscrivete al Prestito per la Ricostruzione".

L'apparecchio in questione - un Ca.100 - verrebbe fornito dal Gr.Uff. aereo in quanto risulta essere l'unico tipo di aereo attrezzato allo scopo.

Per la circostanza l'A.M. metterebbe a disposizione un proprio pilota per il periodo di tempo richiesto dalla propaganda, e cioè dal 1° al 15 dicembre p.v.

Località da sorvolare: quelle site lungo la rotta Milano-Venezia-Ancona-Roma.

Data la finalità del volo si prega voler concedere la relativa autorizzazione.

IL MINISTRO 6842

*[Signature]*

23A

From :- Mediterranean Allied Air Committee Secretariat.  
To :- Air Forces Sub-Commission, Allied Commission, ROME.  
Date : 25th November 1946.  
Ref :- MEDAIR/1215/AFACS

COMMERCIAL FLYING

18A

Reference is made to your letter AFSC/41/AIR dated 26th October 1946.

2. It is now understood that Societa' Transporti Aerei intend to charter aircraft from either a British or French firm for this service. In that event it will be necessary for warning signals to be sent in case of British aircraft and individual clearances for French aircraft.

*S.J.B. Hamilton*  
( S.J.B. HAMILTON )  
Wing Commander  
Secretary to The

MEDITERRANEAN ALLIED AIR COMMITTEE

30  
Catt  
9201-29/11  
44/10/46

6841

22H

AIR FORCES SUB-COMMISSION, ALCOM, ROME

MEDITERRANEAN ALLIED AIR COMMITTEE SECRETARIAT  
AIR HEADQUARTERS, (REAR), CASERTA, ITALY

UNCLASSIFIED

18

ABLE SEVEN FOUR PD REFERENCE AIR FORCES SUB COMMISSION LETTER  
AIR FORCES SUB COMMISSION FOUR FOUR AIR DATED TWO SIX OCTOBER PD  
REQUEST APPROVAL IN WRITING BE GIVEN

6840

ROUTINE

E.S.O. A.F.S.C., ALCOM, ROME

L.E. JARMAN, G/C

A.C. MERRIN, F/O

21A

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

To : Silla M.H. Girardon,  
Piazza P. Crispi, 5, Milan.

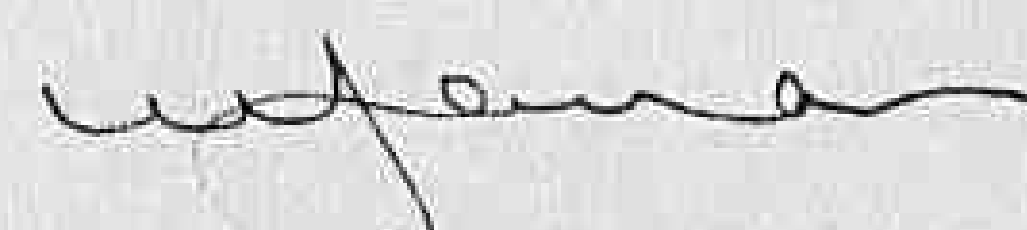
Date : 18th November, 1946.

Ref : AFSC/44/Air.

Dear Signor Girardon,

I have received your letter dated 12th November which indicates that you have not received our reply (AFSC/44/Air dated 14th October) to your previous request.

I attach a copy of this letter which should give you the information you require.

  
for L.E. JARMAN, C/O,  
Air Vice-Marshal,  
Director,  
Air Forces Sub Commission,

6838

TELEPHONE: MILANO 88-881  
CABLE ADDRESS: GIRARDON-MILANO

**E. R. GIRARDON**

EXPORT-IMPORT  
PIAZZA F. CRISPI, 5  
MILANO, ITALY



ASSOCIATED WITH

**"IL CINGOLO" S. A. - MILANO**

FOREIGN TRADE CORPORATION  
WHOLESALE, DISTRIBUTORS,  
MANUFACTURERS REPRESENTATIVES

November 12, 1946

Your ref: AFSC/44/Air

To: Capt. L. E. Jarman,  
Air Force Sub Commission, A. C. Rome.

Dear Sir:

I beg to refer to my letter of October 5, 1946, in reply to yours of September 23, 1946, and which I fear may have gone astray in the post.

I therefore, take the liberty of enclosing a copy of my letter and would be most grateful if you could supply me with the information I require.

Thanking you in anticipation,

Yours very truly,  
"IL CINGOLO" S. A.

*Silla M. H. Girardon*  
Manager

Silla M. H. Girardon  
pp/



IL CINGOLO, Soc. An.

COPIA

October 5, 1946

Your ref: AFSC/44/Air

To: Capt. L. E. Jarman  
Air Forces Sub Commission, A. C. Rome.

Dear Sir:

I thank you for your letter dated September 23, 1946 in which you give us information about private flying in Italy.

I am a British Subject by birth, holder of Passport No. C.257748 renewed by H. M. Consul General in Milan on the 24th of January 1946, and Manager on my fathers firm "IL CINGOLO" S.A.

"IL CINGOLO" S.A. is in contact with many important American Manufacturers for distributorship in Italy of a complete line of manufactured goods as Household implements, Agricultural Machinery, Automotive Products, Private Aircrafts, etc.

I am fully aware of the present restrictions, in this country, of all Private flying, but I also understand that it is not to be a permanent situation, and therefore, I would be greatly obliged to you if you could, in the limit of your possibilities, give me an idea of what the situation in this connection will be in the near future, and after the peace treaties are signed.

I mean by this:

- 1 - Will commercial and industrial firms be allowed to own private planes ? When ?
- 2 - Will Aero-taxi companies be permitted to run a flying service ? When ?
- 3 - Will private pleasure flying be permitted ? When ?
- 4 - Private planes if permitted, up to what HP ?
- 5 - Will flying schools be handled exclusively through the Aero-Club d'Italia or will private schools be allowed to operate and lease planes ?
- 6 - Will there be a permission to operate flying Clubs on private basis, extra the official Aero Club d'Italia.

6834

You can easily understand, dear Captain, that a certain knowledge of what is probable to take place in this country before and after the peace treaties are signed, is of capital importance to our firm, as this will enable us to lay down our Import Policy on a sound basis. You must also be aware of the fact that such a distributorship implies a widespread advertising program, and the importation of some demonstrator planes at the earliest possible date. A complete knowledge of the future situation is apt to save us a good deal of useless expenditures and work.

Apologising for the trouble which I may be causing you, and thanking you in anticipation, believe me

Yours very truly,  
"IL CINGOLO" S.A.

Silla M.P. Girardon  
op/

Manager

18A

From : Air Forces Sub-Commission, A.C. ROSS.  
 To : Mediterranean Allied Air Committee Secretariat,  
 Air Headquarters, (Rear), Caserta - ITALY.  
 Date : 26th October, 1946.  
 Ref. : AFSC/44/AF.

COMMERCIAL FLIGHT

With reference to the above subject, the "Societa' Trasporti Aerei, Via D'Amunzio 2/86, Genoa" have expressed their desire to commence occasional runs from various points in Italy and Sicily to London, via Marseilles with cargo of fruits for consumption in U.K.

The "Societa' Trasporti Aerei" is a member of the newly formed Italo-English group (A.I.E.I.). The type of aircraft to be used has not yet been decided, but in order to expedite this service, aircraft belonging to either a French or British firm will be used. *Chartered*

In the event that a French aircraft is *chartered* used for this service, permission in principle is requested. Further details will be given at a later date.

For word 'used' read

Chartered - NAAC informed

Verbally JEPB s/n.

Copy to:

A.H., C.H.F.

*Ryd.*  
 H. R. HAGAN, IE.A.C.  
 FOR AIR VICE MARSHAL,  
 DIRECTOR,  
 A.F.S.C.

6832

wf s/n

SOCIETÀ TRASPORTI AEREI

s.r.l.

SEDE MILANO

VIA S. NICOLAIO, 10 - TEL. 19.147-88.889

11th October 1946.

Via D'Annunzio 2/36

GENOVA.

AIR FORCES SUR COMMISSION,  
AIR FORCE COMMISSION  
ROME.

PERMISSION FOR AIR SERVICE. ITALY - UK.

1. The above firm of Soc. Trasporti Aerei desire to commence occasional runs from various points in Italy and Sicily to London via Marseilles and return, with cargoes of fruit of various kinds for consumption in UK.
2. The type of aircraft to be used has not yet been decided, but in order to commence this service without too much delay, they will be chartered aircraft belonging to either a French or a British firm.
3. All necessary particulars can be given at a later date, but your permission to operate is hereby requested in principle.
4. The Soc. Trasporti Aerei is a member of the newly-formed Italo-English group (A.I.I.I.), and the above permission is requested in order that operations as described, might be planned.

*Er. Bradshaw.* 6830  
Er. Bradshaw.

Vice-President.

SOCIETÀ TRASPORTI AEREI.

7892

12/10

12/10

Via D'Annunzio 2/86

GENOVA.

AIRWAYS AIR COMMISSION,  
AIRWAYS COMMISSION  
ROME.

PERMISSION FOR AIR SERVICE. ITALY - UK.

1. The above firm of Soc. Trasporti Aerei desire to commence occasional runs from various points in Italy and Sicily to London via Marseilles and return, with cargo of fruit of various kinds for consumption in UK.
2. The type of aircraft to be used has not yet been decided, but in order to commence this service without too much delay, they will be chartered aircraft belonging to either a French or a British firm.
3. All necessary particulars can be given at a later date, but your permission to operate is hereby requested in principle.
4. The Soc. Trasporti Aerei is a member of the newly-formed Italo-English group (A.I.I.I.), and the above permission is requested in order that operations as described, might be planned.

E. Bradshaw. 6830  
W. Bradshaw.

Vice-President.  
SOCIETA' TRASPORTI AEREI.

7877  
12/10/49

D.D. - 36m 11/10  
SSO I saw M. Bradshaw whilst he was in Rome a few days ago & suggested that he should contact us officially concerning his proposed work flight. <sup>checkbook</sup> H.M.

17A  
HAXXXXXX  
XXXXXXXXXXXXXXXXXXXX

11th October 1946.

Via D'Annunzio 2/86  
GENOVA.AIR FORCES SUB COMMISSION,  
ALLIED COMMISSION  
ROME.PERMISSION FOR AIR SERVICE. ITALY - UK.

1. The above firm of Soc. Trasporti Aerei desire to commence occasional runs from various points in Italy and Sicily to London via Marseilles and return with cargoes of fruit of various kinds for consumption in UK.
2. The type of aircraft to be used has not yet been decided, but in order to commence this service without too much delay, they will be chartered aircraft belonging to either a French or a British firm.
3. All necessary particulars can be given at a later date, but your permission to operate is hereby requested in principle.
4. The Soc. Trasporti Aerei is a member of the newly-formed Italo-English group (A.L.I.I.), and the above permission is requested in order that operations as described, might be planned.

F.L. Bradshaw,  
F.L. Bradshaw,

6829

Vice-President.  
SOCIETA TRASPORTI AEREI.

FROM: AIR VICE MARSHAL J.E. BODIE, O.B.E.

AIR FORCES SUB-COMMISSION,

ALLIED COMMISSION,

E O M E .

24th October, 1946.

AMC/21/AMU.

I am answering your letter of October 5th myself because you have asked certain rather tricky leading questions concerning private flying. <sup>15A</sup> <sub>1417</sub>

Officially I have nothing to add to our letter AMC/21/AMU, dated 21st September, 1946, because no directive concerning this type of civilian flying has yet been received from higher authorities, who are themselves, I presume, uncertain as to what exactly will and will not be permitted, at least until the final draft of the Peace Treaty with Italy has been agreed by the 'Big Four'. As to when this will occur I am in no better than myself to prophesy. Nor can I express any opinion as to what type of Civil flying (other than Internal Airlines) will be permitted after the Peace Treaty with Italy has been signed; the only information I have is that which is reported in the newspapers whose authority for statements are sometimes dubious.

Unofficially, however, I can give you some help on the questions which you have asked under the headings "Interim Policy" and "After the Peace Treaty".

| <u>Interim Policy.</u>       | <u>After the Peace Treaty.</u> | <u>Remarks.</u>                                                                                                                                                              |
|------------------------------|--------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| (i) Probably Yes.            | (i) Probably Yes.              |                                                                                                                                                                              |
| (ii) Probably Yes.           | (ii) Probably Yes.             | (ii) Final decision resting with the Italian Air Ministry.                                                                                                                   |
| (iii) Doubtful.              | (iii) Doubtful.                | (iii) Not yet permitted in U.K. and Italian Govt. will not be advised by us to allow private pleasure flying in view of the shortage of foreign exchange required for P.O.L. |
| (iv) About 200 h.p. maximum. | (iv) About 200 h.p. maximum.   | (iv) If used in connection with owner's business to provide a rapid means of communication.                                                                                  |
| (v) Not known.               | (v) Not known.                 | (v) Final decision will probably rest with the Italian Air Ministry.                                                                                                         |

15A.  
I am answering your letter of October 5th myself because you have asked certain rather tricky leading questions concerning private flying. 14/11

Officially I have nothing to add to our letter AFSC/44/AIP, dated 21st September, 1946, because no directive concerning this type of civilian flying has yet been received from Higher Authorities, who are themselves, I presume, uncertain as to what exactly will and will not be permitted, at least until the final draft of the Peace Treaty with Italy has been agreed by the 'Big Four'. As to when this will occur I am in no better than yourself to prophesy. Nor can I express any opinion as to what type of Civil flying (other than Internal Airlines) will be permitted after the Peace Treaty with Italy has been signed; the only information I have is that which is reported in the newspapers whose authority for statements are sometimes dubious.

Unofficially, however, I can give you some help on the questions which you have asked under the headings "Interim Policy" and "After the Peace Treaty".

| Interim Policy.              | After the Peace Treaty.      | Remarks.                                                                                                                                                                     |
|------------------------------|------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| (i) Probably Yes.            | (i) Probably Yes.            | (ii) Final decision resting with the Italian Air Ministry.                                                                                                                   |
| (ii) Probably Yes.           | (ii) Probably Yes.           | (iii) Not yet permitted in U.K. and Italian Govt. will not be advised by us to allow private pleasure flying in view of the shortage of foreign exchange required for P.O.L. |
| (iii) Doubtful.              | (iii) Doubtful.              | (iv) If used in connection with owner's business to provide a rapid means of communication.                                                                                  |
| (iv) About 200 h.p. maximum. | (iv) About 200 h.p. maximum. | (v) Final decision will probably rest with the Italian Air Ministry.                                                                                                         |
| (v) Not known.               | (v) Not known.               | (vi) Quite uncertain,                                                                                                                                                        |
| (vi) Probably No.            | (vi) Probably Yes.           |                                                                                                                                                                              |

The difficulties which you point out in your penultimate paragraph are appreciated and I expect you will realise that these difficulties are not confined to your firm alone.

Yours

Mr. Girardon,  
Il Cingolo, S.A.  
Piazza F. Crispi, 5,  
Milano,  
Italy.

D.D. - firm 14/10  
S.S. - my 15/10  
C.T.O. - 15/10  
S.I.O. - 17/10

Telephone: 88.881

Cable: GIRARDON MILANO

**"IL CINGOLO" S.A.**PIAZZA F. CRISPI, 5  
MILANO, ITALY

October 5, 1946

Your ref: AFSC/44/Air - 1519

To: Capt. L. E. Jarman  
Air Forces Sub Commission, A. C. Rome.

Dear Sir:

I thank you for your letter dated September 23, 1946  
in which you give us information about private flying in Italy.

I am a British Subject by birth, holder of Passport No. C. 257748  
renewed by H. M. Consul General in Milan on the 24th of January  
1946, and Manager on my fathers firm "IL CINGOLO" S.A.

"IL CINGOLO" S.A. is in contact with many important American  
Manufacturers for distributorship in Italy of a complete line  
of manufactured goods as Household implements, Agricultural  
Machinery, Automotive Products, Private Aircrafts, etc.

I am fully aware of the present restrictions, in this country, of  
all Private flying, but I also understand that it is not to be a  
permanent situation, and therefore I would be greatly obliged  
to you if you could, in the limit of your possibilities, give me  
an idea of what the situation in this connection will be in the  
near future, and after the peace treaties are signed.

I mean by this:

- 1) Will commercial and industrial firms be allowed to own private planes? When?
- 2) Will Aero-taxi companies be permitted to run a flying service? When?
- 3) Will private pleasure flying be permitted? When?
- 4) Private planes if permitted, up to what HP?
- 5) Will flying schools be handled exclusively through the Aero-Club d'Italia, or will private schools be allowed to operate and lease planes?
- 6) Will there be a permission to operate flying Clubs on private basis, extra the official Aero Club d'Italia?

You can easily understand, dear Captain Jarman, that a certain knowledge of what is probable to take place in this country before and after the peace treaties are signed, is of capital importance to our firm, as this will enable us to lay down our Import Policy on a sound basis. You must also be aware of the fact that such a distributorship implies a widespread advertising program, and the importation of some demonstrator planes at the earliest possible date. A complete knowledge of the future situation is apt to save us a good deal of useless expenditures and work.

Apologysing for the trouble which I may be causing you, and thanking you in anticipation, believe me

your veru truly,

Silla M.H. Girardon  
pp

1519  
14A  
"IL CINGOLO" S.A. Girardon

14A

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

To : 'Il Singolo' S.A.  
Piazza F. Crispi, 5.  
Milan.

Date : 21st September, 1946.

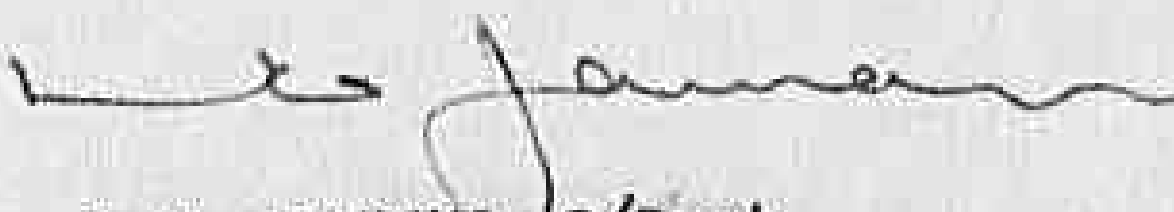
Ref : AFSC/14/Air.

REQUEST FOR APPROVAL TO IMPORT LIGHT AIRCRAFT

11A

With reference to your letter dated 12th September 1946 there is as yet no approval for Italian Civil Aviation in the light aircraft class, although this Headquarters has submitted the Italian Government's overall plans for civil aviation to the Supreme Allied Commander Mediterranean.

2. This plan requests a controlled amount of private flying in light aircraft for industrial or commercial purposes only: the opening of Flying Clubs, or flying for private pleasure was not requested and it is doubtful whether it would have been permitted.

  
L.E. JARMAN, G/Capt,  
for Air Vice-Marshal,  
Director,  
Air Forces Sub Commission.

Copy to Italian Air Ministry, for information.

6823

gfc m  
21/9

13A

From : Air Forces Sub Commission, A.C., Rome.  
To : O.C. Milan Detachment.  
Date : 20th September, 1946.  
Ref : AFSC/14/Air.

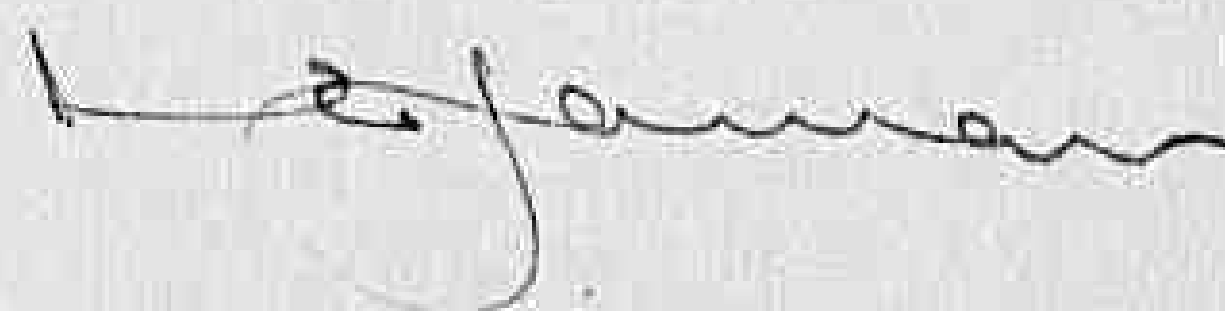
LIMATE AIRFIELDPERMISSION TO HOUSE AIRCRAFT

The Chief Technical Officer has reported that two aircraft owned by Signor Ballerio :

SMI - 202 I - ROSS  
CA - 100 I - ABET

are housed on Limate Airfield.

2. This Headquarters letter AFSC/14/Air dated 12th July 1946 to your Detachment gives the authority provided that the Italian Air Force raises no objection to the use of the hangars.



L. E. JARMAN, C/CAF,  
Air Vice-Marshal,  
Director,  
Air Forces Sub Commission.

*plm  
24/9*

Copy to AFSC/828/Eng.

6821

Telephone: 88.681

Cable: GIRARDON MILANO

**"IL CINGOLO" S.A.**PIAZZA F. CRISPI, 5  
MILANO, ITALY

AIR MAIL

September 12, 1946.

To the Minister of the Air Force  
Sub-commission A.C.  
Rome, Italy.

Dear Sirs:

Our Company has been negotiating for some considerable time with the most important American Manufacturers of private Turism and Sport aircrafts, for representing them in Italy.

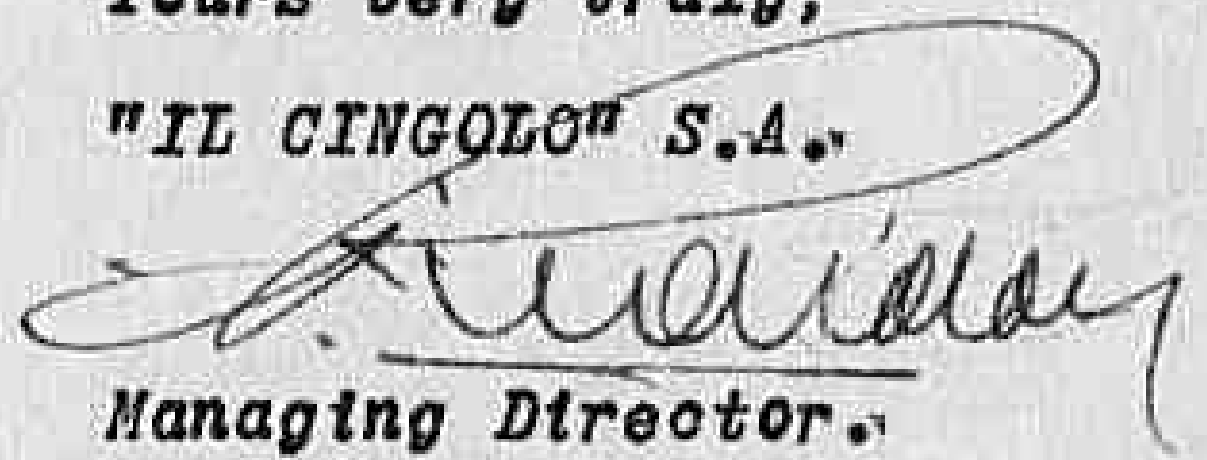
In order to develop our business on sound basis, and to prepare the ground for the propaganda work, so that we may start sales immediately free trading is rendered possible, it is necessary for us to order and import at an early date, one or more demonstration models.

It will, therefore, be necessary for us to know whether there is any probability that the present restrictions on civil flying are going to be lifted in the near future, so that we could make our arrangements accordingly.

Apologizing for the trouble we may be causing you, and thanking you in anticipation for your kind reply, we send you our kindest regards.

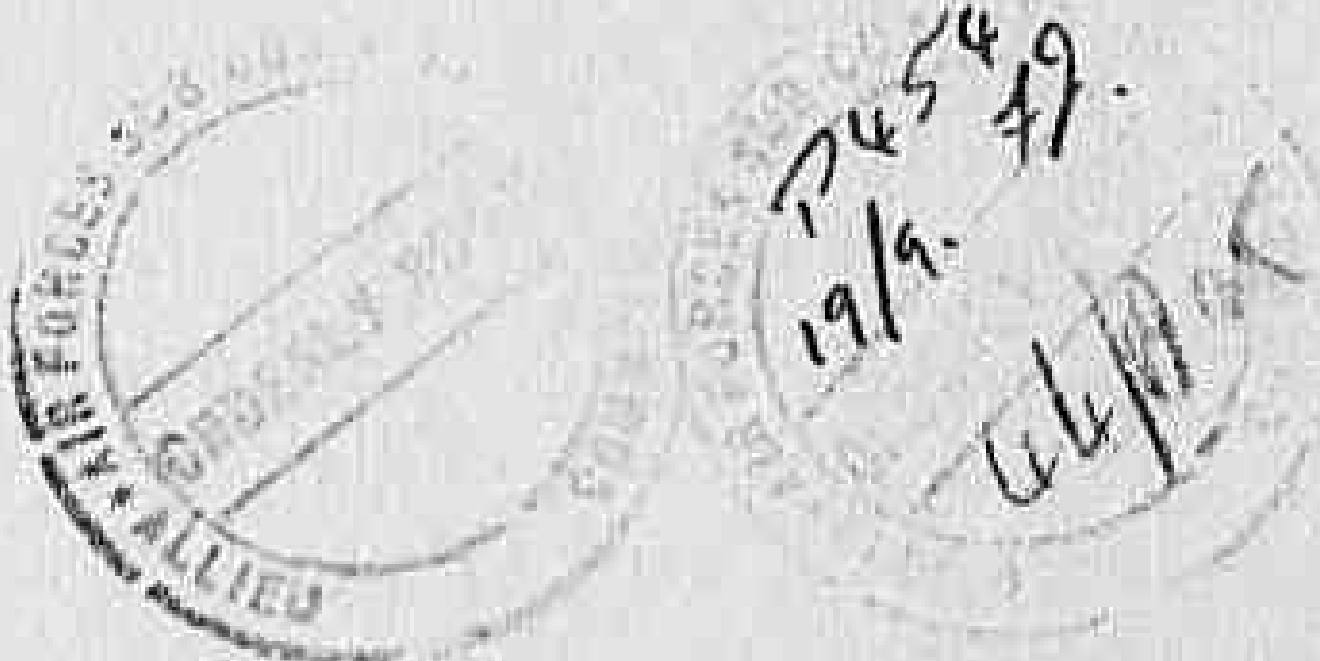
Yours very truly,

"IL CINGOLO" S.A.

  
Managing Director.E. R. Girardon  
PP.Jk m  
24/9

6828

Sen 11-7



11 A.

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

To : Commerce Sub Commission, A.C., Rome.  
(for Trade Branch)  
Attn: Maj. G.A.F. Eothay.

Date : 10th September, 1946.

Ref : AFSC/44/Air.

EXPORT OF FLOWERS AND FRUITS BY AIRCRAFT

Further reference is made to this Sub Commission's letter of even number dated 26th August and 3rd September.

2. You are instructed to advise the Ministry of Foreign Trade that the veto on external civil aviation by Italian Companies remains as set out in our letter dated 26th August, 1946.
3. With regard to the operation of a foreign owned service between Italy and a foreign country this is permissible provided that the foreign company submits its proposals through this Sub Commission.
4. Such international air traffic may be either on scheduled services or special services dependent upon whether or not the flights are systematically arranged between two airfields according to a definite programme.
5. The Company should be advised to submit its proposals in general and give an overall outline of the type of service it wishes to operate. This Sub Commission will then obtain and convey to the company approval in principle. When this has been done it is up to the company to submit the detailed plans. Operation of the services will not be allowed until approval of these detailed plans has been conveyed to the company by this Sub Commission.

*Chubb.*

C.M.M. GRACE, W/Cdr,  
for Air Vice-Marshal,  
Director,  
Air Forces Sub Commission.

6819

h/c m  
24/9

10A

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

To : Commerce Sub Commission,  
(For Trade Branch )  
Attn. Maj. G.A.F. ROTHLEY.

Date : 5th September, 1946.

Ref : AFSC/44/Air.

EXPORT OF FLOWERS AND FIRST FRUITS FROM ITALY BY ITALIAN  
AIRLINES

Reference to our letter of even number dated 3rd September 1946,  
you Routing and Work Sheet together with letter from the Ministry of Commerce  
in regard to the above subject is now enclosed.

*Chilil.*

C.M.M. GUYE, W/Osr,  
For Air Vice-Marshal,  
Director,  
Air Forces Sub Commission.

*J.H.M.  
24/9*

6818

9A

From : Air Forces Sub Commission, A.C., Rome.  
 To : Commerce Sub Commission, A.C., Rome.  
 (for Trade Branch)  
 Attn: Maj. G.A.P. Kather  
 Date : 3rd September 1946.  
 Ref : AFMS/41/AIR.

EXPORT OF FLOWERS AND FRUITS BY AIRCRAFT

With reference to our letter AFMS/O/44/AIR dated 26th August 1946, you should notify the Italian Ministry of Foreign Trade that there is as yet no permission for internal Italian civil aviation although the Italian Government's overall plans have been submitted to the combined Chiefs of Staff for approval. There is no possibility of external civil aviation by Italian companies.

2. This would rule out the question of any Italian company operating a flower and fruit service outside Italy.

3. There does not appear to be any objection to the chartering of foreign aircraft other than ex-army in order to export these commodities from Italy. This however would be the subject of a private charter between the export and the carrier company. It would be up to the Minister of Foreign Trade to decide whether this chartering would be permitted.

*L. E. J. J. J. J.*  
 L. E. J. J. J. J. G/C  
 for Air Vice Marshal,  
 Director,  
 Air Forces Sub Commission.

66817

8A

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

To : Commerce Sub Commission, A.C., Rome.  
(for Trade Branch).  
attn. Maj. G.A.F. ROTHEBY.

Date : 26th August, 1946.

Ref : AFSC/44/Air.

*Original company was  
Italian owned. There is  
a compromise proposal to have a  
British company. Very*

EXPORT OF FLOWERS AND FRUITS BY  
ITALIAN AIRCRAFT.

I have retained your work and routing sheet with the attached letter No. 100782 dated 13th August 1946, as until I can discuss the project with members of the Exporting Company I can give no decision.

2. For your information there is as yet no permission for internal Italian civil aviation although the Italian Government's overall plans have been submitted to the Combined Chiefs of Staff for approval, and there is no possibility of external civil aviation by Italian companies.

*Lafarman*

L.E. JARLAN, G/C,  
for Air Vice-Marshal,  
Director,  
Air Forces Sub Commission.

SSO

*We spoke & agreed that 7<sup>A</sup> should  
be definitely cleared so that Commerce S/C  
shall reply to 7<sup>B</sup>. In reply to 7<sup>A</sup>, state his position as regards Italian  
external air lines & flights (as at para 2) and tell Commerce S/C what his normal  
procedure is if it is intended that a foreign air Co. (other than ex Enemy) shall  
be employed for his purpose envisaged.*

*Take copies of 7<sup>A</sup> & B, & together with your reply, pass to D.D., Air 2 &  
S.I.O. for inf.*

*JSB 29/8.*

*26/8  
24/9*

6816

C O P Y

HEADQUARTERS ALLIED COMMISSION  
APO 394  
ECONOMIC SECTION

ROUTING AND WORK SHEET

Subject : Exports of Flowers and First Fruits from Italy by Italian  
Airplanes

| No | Date    | To              | Remarks                                                                                                                                                                                           | From                                                                                 |
|----|---------|-----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|
| 1  | 19/8/46 | Air Forces S/C. | 1. Attached letter Prot. No 100782 of 13 August 1946 from the Ministry of Foreign Trade is submitted to your consideration.<br>2. We shall be much obliged if you will let us know your decision. | Commerce<br>(For. Trade)<br>Branch,<br>G.A.F. ROTHEY,<br>Maj., Lincoln,<br>Director. |

(Sgd) G.A.F. ROTHEY

6814

7B

From : Ministry of Commerce with Foreign Countries.  
To : Allied Commission, Rome.  
Date : 13th August, 1946.  
Ref : 100782.

REQUEST FOR AUTHORITY TO EFFECT  
FLIGHTS TO FOREIGN COUNTRIES FOR  
EXPORTATION PURPOSES

The "Exporting Company" of the Ligurian Coast, having its main office in Genoa, has expressed the desire to export flowers and first fruits from Italy into foreign countries (Switzerland, England, Denmark, Sweden and Norway).

2. It is pointed out that the said products should be transported by air for obvious reasons. For this purpose airplanes could be furnished by the OCIF.
3. This Ministry is particularly interested to permit and favor the above referred to trade. Your Sub Commission is therefore strongly requested to grant the OCIF authority to effect flights to foreign countries to export products as desired by the Ligurian Export Company.
4. Will you kindly send us a reply as soon as possible.

The Minister.

C O P Y

6813

6A  
(t)

From : Italian Air Ministry,  
Directorate of Civil Aviation.

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

Date : 10th July, 1946.

Ref : 3553/2483/Coli.

REQUEST FOR PUBLICITY PURPOSES - MR. G.M. GALLERIO.

The Firm of G.M. Gallerio, Milan, Via Ponte Vetere 9, asked this Ministry permission to carry out flights for commercial publicity purposes, using their own publicity methods consisting of a private aircraft ~~(making)~~ *(carrying a medical poster sign)*.

The following aircraft would be used :

One Saiman 202, 110 HP. Marked I - Ross.  
One Caproni 100, 110 HP. Marked I - A.B.T.

This Ministry has no objections to the above mentioned plan for publicity purposes as the benefit will help commerce.

We therefore would appreciate your authorisation in order to grant our permission for the said activity.

The Director of  
Civil Aviation.

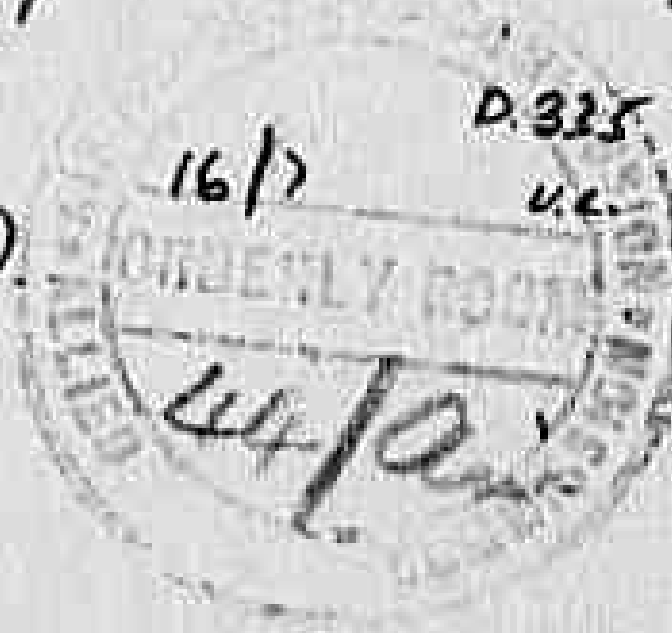
translated by J. Revacque.

S.S.O.

*in principle*  
It write back saying approval cannot yet be given but that  
the matter has been submitted  
to higher places. Pass to D.D.

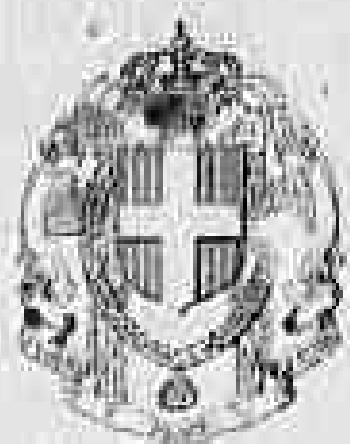
See Mem 2

17/7



6812

16/7



# MINISTERO DELL'AERONAVTICA

*Direzione Generale  
dell'Aviazione Civile e Traffico Aereo*

*Direzione Trasporti*

*Prot. N°*

3553

*Responsa al f. del*

*Dir.*

*Sec.*

*N°*

Roma. 10 LUG. 1946

ALL'AIR FORCES SUB-COMMISSION

Ufficio Collegamento del Gabinetto

del Ministro

: SEDE :

**OGGETTO:** Voli a scopo pubblicitario della Ditta G.M. BAILERIO.-

La Ditta G.M. BAILERIO di Milano, Via Ponte Vete-  
re 9, ha chiesto a questo Ministero di poter effettua-  
re voli a scopo di propaganda commerciale utilizzando  
un proprio brevetto di pubblicità consistente in un sten-  
dardo con leggenda rimorchiato da velivolo da turismo.-

Verrebbero all'uopo impiegati i seguenti apparec-  
chi :

ONE SAIMAN 202, 110 HP. MARKED 1 - ROSS

ONE CAPRONI 100, 110 HP. MARKED 1 ABMT.-

Questo Ministero vede favorevolmente tale inizia-  
tiva per lo scopo di attività pubblicitaria che si pro-  
pone e i conseguenti benefici che ne possano derivare al  
commercio.-

Si gradirebbe, pertanto, avere in merito l'autoriz-  
zazione da parte di cotesta Sottocommissione onde poter  
consentire alla predetta attività.-

IL DIRETTORE  
DELL'AVIAZIONE CIVILE E T.A.

6811

*P. Casapara*

SA

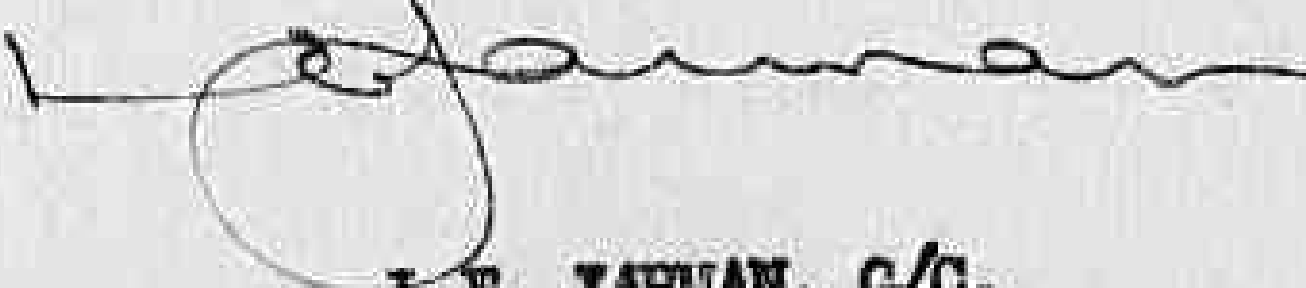
From : Air Forces Sub Commission, A.C., Rome.  
To : Air Forces Sub Commission, A.C., Milan.  
Date : 12th July, 1946.  
Ref : AFSC/44/Air.

BALLERIO FIRM.

With reference to your letter AFSC/M/354/5/Org. dated 9th July 1946.

2. Signor Ballerio is to be informed that, provided he has I.A.F. permission to use the hangars at Linate, the Air Forces Sub Commission has no objection if he houses his aircraft on the airfield.

3. He should be warned however that he has no permission to fly : my letter AFSC/44/Air dated 11th July, 1946, a copy of which was mailed to Milan, refers.

  
L.E. JARMAN, G/C,  
Air Vice-Marshal,  
Director,  
Air Forces Sub Commission.

16<sup>th</sup> M  
6811

4A

FROM :- Air Forces Sub-Commission, A.C., Milan.

TO :- Air Forces Sub-Commission, A.C., ROME..  
(attention W/Cdr Thompson).

DATE :- 9th July 1946.

REF :- AFSC/M/354/5/ORG.

BALLERIO FIRM

Enclosed herewith are copies of letters received from the Ballerio Firm which are forwarded for your information.

*P. Smith*  
P. SMITH F.  
Commanding  
A.F.S.C. MILAN



Enclosures (2) Copies of letters.

*See 2A & 3A.*

*1/1/47*

*J.L.M.  
24/7*



6809

*J.L.M.  
24/7*

4B

FROM :- 1st Z.A.T. Command

TO :- A.F.S.C. ,Milan.

DATE :- 4th July 1946.

REF :- N°0696/Coll/10.

RE :- RECOVERY OF SAIMAN 202 (MATR.I-ROBS) & CA 100 (MATR. IA.B.M.T.) AIRCRAFT ON LINATE AIRPORT.

The Ballerio Firm has obtained from the Italian Air Ministry the authority to make commercial publicity flights.

Linate Airport has been chosen by the Ballerio Firm, and the 1st ZAT Command has granted the necessary authorisation.

You are kindly requested to give authority that the aircraft in question be kept in Linate Airport's hangars.

It is pointed out that every flight must be approved by your Sub-Commission.

Liaison Officer

( Pilot Major AURELIO Lucio)

6808

7c

FROM :- Italian Air Ministry  
( Direzione Aviazione Civile e Traffico Aereo).

TO :- G.M. Ballerio Firm,  
Via Ponte Vetere 9, Milan.

DATE :- 22nd April 1946.

REF :- 1850

SUBJECT :- Commercial publicity flights

With reference to the request of the 6th inst we inform you that the Air Ministry can release the requested authority for the advertisement flights, on condition that the rules concerning air traffic are strictly observed.

The Ballerio Firm must accept the following conditions :-

- 1°) Determination of the aircraft. This aircraft must observe the air traffic regulations (art.126 and Air Traffic rules).
- 2°) Determination of the airport.
- 3°) Indication of the pilot (who must be provided with a normal license).
- 4°) Acceptation of rules according to the Air Traffic Regulations on behalf of the O.C. of the airport and the Aeronautical Registry.
- 5°) Insurance for the flying crew and injury to third persons.
- 6°) No responsibility will be taken by the I.A.F. for any kind of damages or incidents.
- 7°) The Ballerio Firm must observe all the Public Safety rules regarding commercial publicity.

As for CA 100 aircraft assignment, the Ballerio Firm is requested to indicate its marking and the name of the owner of the above-mentioned aircraft.

Col.A.A.R.N. L. GALLO

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

To : Italian Air Ministry,  
Directorate of Civil Aviation.

Date : 11th July, 1946.

Ref : AFSC/44/Air.

COMMERCIAL FLIGHTS FOR PUBLICITY PURPOSES

Signor Bellerio has asked this Sub Commission to authorize a series of commercial flights over Milan for publicity purposes.

2. He attached to his request a copy of a letter received from the Directorate of Civil Aviation.

3. The wording of this letter gave Signor Bellerio the impression that he was free to commence his flying activities and according to him he had incurred considerable expense before he was informed by our Milan Headquarters that the flights would not at this time be permitted.

4. Your Directorate is reminded that, to date, only permissive approval has been granted for Internal Civil Air Lines; This Headquarters is waiting for the Italian Government's overall plans for Civil Aviation, which should include commercial flights for publicity purposes, before further civil flying activities are approved.

*L. E. Jarman*

L. E. JARMAN, G/C,  
Air Vice-Marshal,  
Director,  
Air Forces Sub Commission.

*Copy of IC. attached  
and forwarded to I.A.M.*

*6805*

*f.j.c. 7/11  
12/7*

From : Air Forces Sub Commission, A.C., Rome.  
To : G.M. BALLERIO Firm, Milan.  
Date : 11th July, 1946.  
Ref : AFSC/25/Air.

COMMERCIAL FLIGHTS FOR PUBLICITY PURPOSES

With reference to your application dated 8th July, 1946 it is regretted that permission cannot be granted for your publicity flights or for any experimental flights.

2. As I stated when you visited me in Rome, permissive approval has been given to the Italian Government only to organise and operate Internal Civil Air Lines. We are still awaiting the Italian Government overall plans for Civil Flying.

3. When these are received they will be considered by this Headquarters and then submitted to the Supreme Allied Commander for approval.

4. Until this sanction is given no civil flying, other than authorised internal Civil Air Lines, is permitted.

  
L.E. JARMAN, G/C,  
Air Vice-Marshal,  
Director,  
Air Forces Sub Commission.

Copy to : A.F.S.C., Milan.

6804

*Handwritten notes:*  
12/7  
GEM  
12/7

1A

From : Italian Air Ministry,  
Directorate of Civil Aviation.

To : G.M. BALLERIO Firm, Milan.

Date : 22nd April, 1946.

Ref : 1850.

COMMERCIAL FLIGHTS FOR PUBLICITY PURPOSES

With reference to your request made on the 6th inst, we inform you that this Ministry has no objection to your Firm carrying out commercial flights for publicity purposes, provided the regulations concerning Air Navigation are complied with.

The requested authorisation will be granted, however, subject to certain disciplinary conditions laid down and approved by ministerial decree and which could be summarised in the following main points :

- 1) Determination of the type of aircraft to be used for these flights; and the rules and regulations concerning the permission to fly are to be conformed with (article 126 and following - Regulations on Air Navigation).
- 2) Determination of the airfield.
- 3) Appointment of the pilot (who is to be issued with a regular licence).
- 4) Approval of all checking by the airfield authorities or by the Aeronautical Registry, of the established Regulation on Air Navigation.
- 5) Insurance of the flying personnel and for injuries to third parties.
- 6) The Aeronautical Administration is free of all responsibility of damages to third parties.
- 7) All the public safety rules concerning the publicity are to be complied with by the Firm.

As far as the allotment of the aircraft is concerned (Ca 100) which is referred in the letter in question, your Firm is requested to notify us the aircraft identity markings and eventually either the parent unit and the person or Society to whom the aircraft belongs.

The Director of  
Civil Aviation,  
Col. L. Gallo.

6803

translated by J. Bevacqua.



G. M. BALLERIO  
FRENI AERODINAMICI G. M. B.  
BREVETTI AEREI PUBBLICITARI  
MILANO

Via POUTTIGLIO, 3

PREMIO GIORNATA DELLA TECNICA  
PREMIO CONSIGLIO NAZIONALE RICERCHE

Rome, July 8th, 1946

To : Allied Commission Hq.  
Rome.

Since April 22nd the Italian Air Ministry gave me the authorisation (copy of which I am enclosing) to make commercial flights for advertising purpose, on planes fitted with some devices covered by my patents. The only conditions the Italian Air Ministry requested where to comply with the ordinary Air Navigation Regulations mentioned in the same letter.

For the above purpose I bought two used planes, namely:

- One SAIMAN 202, 110 HP., marked 1 - ROSS
- One CAPRONI 100, 110 HP., marked I - ABMT

I arranged everything for the insurance of the planes and the personnel and completed the construction of the various devices, spending in total a sum up to 1 million and a half lire.

On July 6th, I applied to the Allied Command in Milano in order to be authorized to shelter both planes into a hangar at the Linate Airfield, and succeeded in having them sheltered, but I was surprisingly informed that I could not yet be authorized to make any flight with them.

I therefore ask your kind attention on this matter, requesting that you courteously find the way of letting me to start the above mentioned flying activity, for which I have been compelled to take on some banking loans, that burden once more my economical situation which was already bad since I was compelled to interrupt, a year ago, an important experimental work ordered to me by two Officers of the American O.S.S. on my aerodynamical brakes. You will kindly find in your file my

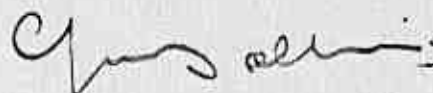
6842

- 2 -

claim for damages resulting from the sudden stopping of said work, that happen when the O.S.S. was suppressed and the American Air Corps declared not being further interested on such experiments.

My name is very well known among the Italian Aeronautical circles and you can make certain that, also before the Armistice date, I had developed an important anti-german activity, wich I later carried on enlisting with my son and my daughter on the formations of the Partisans of Lake Como.

Yours very truly



(G.M. Ballerio)

6801

MINISTERO DELL'AERONAUTICA

Direzione Aviazione Civile  
E Traffico Aereo

Prot N° 1850  
Risp. al f. N°

del 4/4/1946

Roma 22 aprile 1946

ALLA DITTA  
G.M. BALLERIO

M I L A N O  
Via Ponte Vetere 9

OGGETTO: Voli commerciali a scopo pubblicitario.

In relazione alla domanda inoltrata in data 6 corr., si comunica che nulla osta, in linea di massima, a questo Ministero a che codesta Ditta effettui voli commerciali a scopo pubblicitario, purchè siano osservate le norme concernenti la navigazione aerea.

La concessione della richiesta autorizzazione sarà, pertanto, subordinata alla accettazione di talune condizioni che saranno determinate in apposito disciplinare (che dovrà essere quindi approvato con decreto ministeriale) e che possono riassumersi nei seguenti punti essenziali:

- 1°) Determinazione del tipo di apparecchio da adibirsi a tali voli e per il quale dovranno essere osservate le norme per l'ammissione alla circolazione aerea (art.126 e segg. Regolamento per la Navigazione aerea).
- 2°) Determinazione dell'Aeroporto base.
- 3°) Indicazione del pilota (che dev'essere munito di brevetto regolare).
- 4°) Accettazione dei controlli previsti dal Regol. per la Nav. aerea da parte delle autorità aeroportuali o del Registro Aeronautico.
- 5°) Assicurazione del personale di volo e per danni a terzi.
- 6°) Esonero per l'Amministrazione aeronautica per ogni responsabilità per danni a terzi.
- 7°) Osservanza da parte di codesta Ditta della legge di P.S. relativamente all'esercizio della pubblicità.

Per quanto concerne l'assegnazione dell'apparecchio (Ca 100) indicato nella lettera in riferimento, codesta Ditta è pregata di indicarne i contrassegni di riconoscimento ed eventualmente l'Ente che lo ha in dotazione ovvero la persona o l'Ente che ne è proprietario.

IL DIRETTORE  
DELL'AVIAZIONE CIVILE E T.A.  
(Col.A.A.r.n. L.GALLO)  
F.to Gallo

0 3 2 0

