

LO SVOLGIMENTO IN AEROFILATELIA

SEMINARIO FEDERALE PER GIURATI
ED ESPOSITORI


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Relatore: Flavio Riccitelli



Premessa

«Studio dello sviluppo, del funzionamento o di altro ambito definito dei servizi di posta aerea».

AEROFILATELIA  **STORIA POSTALE (AEREA)**

Gli oggetti attraverso cui tale studio viene effettuato non sono solo i «documenti postali trasmessi per via aerea che portino la prova che hanno volato», ma anche i «francobolli di posta aerea e interi postali con prove, saggi e usi degli stessi relativi alla posta aerea».

AEROFILATELIA  **FILATELIA TRADIZIONALE**

Premessa

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La revisione dei regolamenti, se da una parte ha scoraggiato tanti collezionisti «old style» ad esporre le proprie collezioni, colme di rarità, ma non più rispondenti agli attuali criteri espositivi, dall'altra ha aperto le porte a collezioni dalle quali si può intravedere lo studio e la ricerca personale.

Da qui ne deriva una maggiore enfasi, in fase di valutazione, al parametro **SVOLGIMENTO**, oggetto di questo seminario, piuttosto che ai parametri **CONDIZIONE e RARITA'**.

Ma come si andrà ad illustrare, non si può parlare dello Svolgimento, senza fare qualche cenno agli altri parametri ad esso strettamente correlati.

Relazioni sottese allo Svolgimento

È abbastanza intuitiva la presenza di una stretta correlazione di dipendenza causale tra queste tre entità e lo Svolgimento. Per poterne parlare è dunque necessario comprendere tali correlazioni, partendo da una breve analisi di tali entità.



Pagina introduttiva

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La pagina introduttiva deve avere:

- **Un TITOLO >>>** ambito temporale (dal – al) e geografico e/o territoriale.
- **Lo SCOPO >>>** Informazioni generali brevi e pertinenti sull'argomento che si andrà a sviluppare, che ne evidenzino anche cosa è/non è incluso
- **Un PIANO >>>** capitoli e sotto capitoli (se necessario), considerati come chiari riferimenti per la costruzione della storia
- **Una BIBLIOGRAFIA >>>** relativa alle ricerche personali dell'espositore (sull'argomento) e alle più importanti fonti bibliografiche consultate.

Pagina introduttiva

La pagina introduttiva permette all'espositore, in fase di sviluppo (ma poi anche al giurato, in fase di valutazione), di seguire la "trama" della collezione e di scegliere (per il giurato di valutare) i pezzi migliori per illustrare la storia.

In pratica, una pagina introduttiva ben organizzata è quindi molto importante, in quanto da essa si può avere una "prima impressione" del lavoro svolto.

In tal modo, essa sottende una valutazione che va oltre i 5 punti ad essa destinata e che va ad impattare positivamente (o negativamente) anche sullo svolgimento, aumentando (o diminuendo) la sua valutazione.

Conoscenza & Ricerca personale

Le Conoscenze filateliche sono dimostrate attraverso il materiale scelto per la partecipazione, mentre la Ricerca personale è rappresentata dalla presenza di fatti nuovi relativamente all'argomento scelto. Inoltre, dall'analisi del testo si può valutare fino a che punto sono state utilizzate con successo le fonti bibliografiche.

Tale parametro è divenuto molto importante, in quanto permette a quelle collezioni il cui sviluppo è ispirato da una "storia" originale e poco conosciuta, invece che allineata ad un "catalogo", di sfruttare al meglio le opportunità derivanti dalla conoscenza e studio personali.

Per poter meglio raccogliere le opportunità offerte da questo parametro valutativo, una collezione non deve essere necessariamente trattare un argomento "nuovo", ma anche fare riferimento ad un argomento conosciuto, ma "interpretato" in modo nuovo ed originale

Importanza filatelica

Solitamente i 10 punti sono suddivisi in 2 x 5, al fine di meglio ponderare la loro assegnazione e sono riferiti:

- fino a 5 punti, al significato effettivo della collezione in relazione all'argomento prescelto (vale a dire essa è una delle migliori del suo genere)
- fino a 5 punti, al significato complessivo dell'argomento prescelto in relazione allo sviluppo dei servizi di posta area mondiale (vale a dire una collezione relativa ad un'area di più grande contributo allo sviluppo dei servizi di posta aerea mondiale sarà premiata rispetto a quella di contributo inferiore).

Tuttavia, se un ambito rilevante della posta aerea può dare più punti per l'Importanza, si avrebbero punti bassi nello Svolgimento se dovessero mancare gli oggetti «chiave»; al contrario, se un ambito meno importante può dare meno punti di Importanza, potrebbe darne molti di più nello Svolgimento, se ben sviluppato, in un ambito poco conosciuto, con l'evidenza degli oggetti «chiave».

Svolgimento

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Lo Svolgimento è lo sviluppo della storia per l'argomento scelto. Esso deriva direttamente da quanto è stato evidenziato nella presentazione, in particolare nel Piano della collezione.

Questo sviluppo deve dimostrare che la collezione ha un inizio chiaro, un tema centrale e una logica conclusione.

Nel sviluppare la collezione bisogna pensare ad essa come se fosse un romanzo e quindi con una trama, da illustrare con oggetti filatelici (volati).

Svolgimento

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Da come il Piano viene sviluppato si potrà valutare se lo Svolgimento:

- **sia logico e facile da seguire, con un inizio, una storia e un finale**
- **sia completo, con materiale adeguato (non necessariamente il più costoso, in quanto si sta valutando l'intera storia) rispetto all'ambito definito della collezione**
- **con testi chiari e concisi e una suddivisione dei capitoli/sottocapitoli coerente con la storia che si sta raccontando**
- **ci sia equilibrio tra i capitoli/sottocapitoli, senza la prevalenza di alcuni su altri.**

Esempi – Pagina introduttiva

THE ITALIAN SOUTH ATLANTIC AIR MAIL SERVICE OF L.A.T.I. (1939-1941)

The exhibit illustrates, by the mails from and to the European and American countries, the Italian Air Mail Service with South-America from December 1939 to December 1941. The Italian Transcontinental Air Line was usually known by its initials: L.A.T.I. (Linee Aeree Transcontinentali Italiane).

The Italian operator maintained a weekly service between Rome (Guidonia) to Rio de Janeiro (later Buenos Aires), with very few interruptions. The wide range of countries participating to this service is showed specially by the commercial and private covers, but also with some important first flight covers. The study further points out the routes, the censor postmarks, as well as postal rate applied in the different countries that used the service.

PLAN :

- | | |
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| <ol style="list-style-type: none"> 1. ORIGINS 2. THE FIRST REGULAR FLIGHT ROME-RIO DE JANEIRO (1939) <ol style="list-style-type: none"> 2.1 First southbound flight to Brazil 2.2 First southbound flight to Argentina 2.3 First southbound flight to Seville (Spain) 2.4 First northbound flight to Italy (crashed) 3. THE FIRST FEEDER FLIGHT FROM LISBON TO SEVILLE (1939) 4. THE FIRST FLIGHT FROM BRAZIL TO ARGENTINA (1941) 5. ADVERTISING ITEMS 6. REGULAR SOUTHBOUND SERVICE (1939-1941) <ol style="list-style-type: none"> 6.1 Mail from Austria 6.2 Mail from Bohemia e Moravia 6.3 Mail from Belgium 6.4 Mail from Denmark 6.5 Mail from Germany <ol style="list-style-type: none"> 6.5.1 From Germany to South-America 6.5.2 From Germany to USA 6.6 Mail from Italy <ol style="list-style-type: none"> 6.6.1 From Italy to Brazil 6.6.2 From Italy to Argentina 6.6.3 From Italy to Uruguay 6.6.4 From Italy to Chile 6.6.5 From Italy to Peru 6.6.6 From Italy to Ecuador 6.6.7 From Italy to Colombia 6.6.8 From Italy to the Central American Countries (via Recife) | <ol style="list-style-type: none"> 6.6.9 From Italy to USA (via South America and Pacific Coast) 6.7 Mail from Netherlands 6.8 Mail from Spain <ol style="list-style-type: none"> 6.8.1 From Spain to Brazil 6.8.2 From Spain to Argentina 6.8.3 From Spain to Uruguay 6.8.4 From Spain to Chile 6.8.5 From Spain to USA 6.9 Mail from Portugal (General Government) 6.10 Mail from Occupied France (Vichy) 6.11 Mail from Switzerland 6.12 Mail from Liechtenstein 6.13 Mail from the other European Countries 7. REGULAR NORTHBOUND SERVICE (1939-1941) <ol style="list-style-type: none"> 7.1 Mail from Argentina 7.2 Mail from Brazil 7.3 Mail from Chile 7.4 Mail from Uruguay 7.5 Mail from Bolivia 7.6 Mail from Paraguay 7.7 Mail from Peru 7.8 Mail from Venezuela 7.9 Mail from Cabo Verde 7.10 Mail from the Central American Countries 8. GREETING'S CARDS WITH REDUCED RATE 9. POSTAL CENSORSHIP 10. DIPLOMATIC AIR MAIL 11. LAST FLIGHTS AND INTERRUPTION OF SERVICE |
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IL SERVIZIO AEROPOSTALE DELLA L.A.T.I. CON IL SUDAMERICA

Lo studio qui presentato si propone di descrivere, attraverso la corrispondenza in partenza dall'Europa verso i paesi Americani e viceversa, il servizio aeropostale italiano con il Sud-America operativo dal dicembre 1939 al dicembre 1941. La linea italiana era generalmente conosciuta con le sue iniziali: L.A.T.I. (Linee Aeree Transcontinentali Italiane).

Il vettore italiano mantenne un servizio fra Roma (Guidonia) e Rio de Janeiro (più tardi fino a Buenos Aires), con pochissime interruzioni. Il gran numero di paesi che si servirono di questo servizio è illustrato soprattutto attraverso la posta privata e commerciale, ma anche con alcune importanti corrispondenze dei primi voli inaugurali. Lo studio inoltre, si sofferma sulle rotte, i timbri di censura, così come sulle tariffe applicate nei diversi paesi utilizzatori del servizio.



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THE ITALIAN SOUTH ATLANTIC AIR MAIL SERVICE OF L.A.T.I. (1939-1941)



The exhibit illustrates, by the mails from and to the European and American countries, the Italian Air Mail Service with South-America from December 1939 to December 1941 and describes the strategic importance it assumed in the first years of the war period.

The Italian Transcontinental Air Line, as usually known by its initials: L.A.T.I. (Linee Aeree Transcontinentali Italiane), maintained a weekly service between Rome (Guidonia) to Rio de Janeiro (later Buenos Aires), with very few interruptions. The analysis describes the fundamental stages of the airline development and its, as far as possible, regular exercise, through civil and commercial mail departing from the large number of countries that made use of this service, in Europe, South and Central America, as well as the dispatches that affected the inaugural flights. The study also focuses on the routes, on the censorship signs and the tariffs applied in the different countries, depending on the different postal routes used.

The setting I gave to the collection follows an aeropostal approach, minimizing the provoked mail to a philatelic purpose. Moreover, even for the argument chosen, almost all the material exhibited (with the exception of very few documents) has genuine postal characteristics.

PLAN:

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|---|---|
| <ol style="list-style-type: none"> 1. ORIGINS 2. INAUGURAL FLIGHT ROME-RIO DE JANEIRO-ROME (1939) <ol style="list-style-type: none"> 2.1 Southbound flight <ol style="list-style-type: none"> 2.2.1 Dispatch for Spain (Seville) 2.2.2 Dispatch for Brazil 2.2.3 Dispatch for the other South American countries, via Rio de Janeiro 2.2 Northbound flight 2.3 Northbound flight crashed 3. FIRST FEEDER FLIGHT LISBON-SEVILLE (1939) 4. FIRST FLIGHT BRAZIL-ARGENTINA (1941) 5. REGULAR SOUTHBOUND SERVICE (1939-1941) <ol style="list-style-type: none"> 5.1 Mail from Austria 5.2 Mail from Bohemia e Moravia 5.3 Mail from Belgium 5.4 Mail from Denmark 5.5 Mail from Germany <ol style="list-style-type: none"> 5.5.1 Mail from Germany to the South America countries 5.5.2 Mail from Germany to crew members of "Graf Spee" prisoners in Argentina 5.5.3 Mail from Germany to the USA, via South America 5.6 Mail from Italy <ol style="list-style-type: none"> 5.6.1 Mail from Italy to Brazil 5.6.2 Mail from Italy to Argentina 5.6.3 Mail from Italy to Uruguay 5.6.4 Mail from Italy to Chile 5.6.5 Mail from Italy to Bolivia 5.6.6 Mail from Italy to Peru 5.6.7 Mail from Italy to Ecuador 5.6.8 Mail from Italy to Colombia 5.6.9 Mail from Italy to the Central American countries (via Recife) | <ol style="list-style-type: none"> 5.6.10 Mail from Italy to USA (via South America and Pacific Coast) 5.7 Mail from Netherlands 5.8 Mail from Spain and Dependencies <ol style="list-style-type: none"> 5.8.1 Mail from Spain to Brazil 5.8.2 Mail from Spain to Argentina 5.8.3 Mail from Spain to Uruguay 5.8.4 Mail from Spain to Chile 5.8.5 Mail from Spain to USA, via Seville 5.9 Mail from Portugal 5.10 Mail from Occupied France (Vichy) 5.11 Mail from Switzerland 5.12 Mail from Liechtenstein 5.13 Mail from the other European Countries 6. REGULAR NORTHBOUND SERVICE (1939-1941) <ol style="list-style-type: none"> 6.1 Mail from Argentina <ol style="list-style-type: none"> 6.1.1 Mail from crew members of "Graf Spee" prisoners in Argentina 6.2 Mail from Brazil 6.3 Mail from Chile 6.4 Mail from Uruguay 6.5 Mail from Bolivia 6.6 Mail from Paraguay 6.7 Mail from Peru 6.8 Mail from Colombia 6.9 Mail from Venezuela 6.10 Mail from Cabo Verde 6.11 Mail from the Central American countries 7. REGULAR SERVICE FROM BRAZIL-ARGENTINA (1941) 8. CHRISTMAS GREETING'S CARDS 9. ADVERTISING ITEM 10. LAST FLIGHTS AND INTERRUPTION OF SERVICE <ol style="list-style-type: none"> 10.1 Mail of last regular flights 10.2 Mail returned to the sender for interruption of service |
|---|---|

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Esempi – Pagina introduttiva

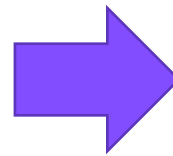
LA POSTA AEREA COMMERCIALE ITALIANA PER IL SUDAMERICA DAL 1928 AL 1941 (Compagnie, Rotte & Tariffe)

Sulla rotta dell'Atlantico del Sud, una delle più prestigiose e strategiche a livello internazionale, si sono andati sovrapponendo, sin dalla fine degli anni venti, i servizi aeropostali di Francia (Aeropostale e Air France) e Germania (Zeppelin e Deutsche Lufthansa), in aperta concorrenza tra loro. Ad esse si aggiunse, alla fine degli anni trenta, il servizio della Pan American, che andava estendendo la sua rete e l'influenza nelle regioni del Centro e Sud America.

La linea del Sud-atlantico, peraltro, faceva emergere in modo chiaro l'interesse politico e strategico che poteva avere una linea aerea. In questo contesto, ragioni di prestigio volevano che anche l'Italia non restasse a lungo in disparte, in considerazione anche dello stretto rapporto che legava il nostro paese alle colonie di emigranti in Brasile e in Argentina. Ed infatti, nel 1939, da una costola dell'Ala Littoria, nasceva la LATI (Linee Aeree Transcontinentali Italiane), una società concepita appositamente per realizzare il collegamento con il Sud America.

Lo studio qui presentato si propone di descrivere i servizi aeropostali delle diverse compagnie che hanno operato sulla rotta del Sud-America, attraverso l'analisi delle corrispondenze commerciali in partenza dall'Italia nel periodo considerato. L'analisi si concentra su tutti gli aspetti aeropostali che hanno caratterizzato i suddetti servizi, con riferimento ai vettori, alle tariffe postali e soprattutto agli avviamenti.

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ITALIAN COMMERCIAL AIR MAIL FOR SOUTH AMERICA FROM 1928 TO 1941 (Companies, Routes & Postal rates)

Since the end of the 1920s, the aerpostal services of France (Aeropostale and Air France) and Germany (Zeppelin and Deutsche Lufthansa) have been overlapping on the South Atlantic route, one of the most prestigious and strategic at an international level, in open competition with each other. At the end of the 1930s, they were joined by the service of Pan American, which was extending its network and influence in the Central and South America regions.

The South Atlantic line, moreover, clearly highlighted the political and strategic interest that an airline could have. In this context, reasons of prestige wanted Italy not to remain on the sidelines for long, also in consideration of the close relationship that linked our country to the emigrant colonies in Brazil and Argentina. So, in 1939, from a branch of the Ala Littoria, was born the LATI (Linee Aeree Transcontinentali Italiane) airline, a company specifically conceived to create the connection with South America.

SCOPE OF EXHIBITION:

The study presented here aims to describe the aerpostal services of the various companies that operated on the South American route, through the analysis of commercial mail departing from Italy in the period considered. The analysis focuses on all the aerpostal aspects that characterized the aforementioned services, with reference to companies, carriers, postal rates and routes.

EVIDENCE OF RARITY:

The most important items are equipped with a double frame, in red. Most of them are to be considered important, not so much from the point of view of value, but because of the difficulty of finding this type of mail when it has non-philatelic characteristics.

PLAN:

	Sheet	Frame
1. PREFACE	00	00
2. COMPAGNIE GENERALE AEROPOSTALE (1928 - 1933)	00	00
2.1 First connection France - South America (FrAme)	00	00
2.2 Mail to Brazil	00	00
2.3 Mail to Argentina	00	00
2.4 Mail to other South America countries	00	00
2.5 Mail to intermediate destinations	00	00
3. ZEPPELIN (1932 - 1934)	00	00
3.1 South America flights of 1932	00	00
3.2 South America flights of 1933	00	00
3.3 South America flights of 1934	00	00
4. AIR FRANCE (1933 - 1940)	00	00
4.1 Inaugural or Special flights	00	00
4.2 Mail to Brazil	00	00
4.3 Mail to Argentina and Uruguay	00	00
4.4 Mail to the other South America countries	00	00
4.5 Mail to intermediate destinations	00	00
5. GERMAN AEROPOSTAL SERVICE (1934 - 1939)	00	00
5.1 Mail to Brazil	00	00
5.2 Mail to Argentina and Uruguay	00	00
5.3 Mail to the other South America countries	00	00
5.4 The Agreement with Air France - connection via Marseille	00	00
6. PAN AMERICAN AIRWAYS (1939 - 1941)	00	00
6.1 Mail to South America, via New York	00	00
7. L.A.T.I. (1939 - 1941)	00	00
7.1 Inaugural Flight Rome - Rio de Janeiro	00	00
7.2 Mail to Brazil	00	00
7.3 Mail to Argentina, Uruguay and Chile	00	00
7.4 Mail to the other South America countries	00	00
7.5 Mail to Central America countries, via Recife/Atlantic coast	00	00
7.6 Mail to United States, via South America	00	00
7.7 End of Service	00	00
8. AIRMAIL TO SOUTH AMERICA FROM NEW YORK (1930 - 1941)	80	80



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Esempi – Pagina introduttiva

Con una serie di esempi di Presentazione saranno ancora più evidenti i concetti sopra espressi.

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Airmail from and to New Caledonia, 1929-1949

This is a study of the development of air mail services from and to **New Caledonia**, a French Overseas Territory located in the South West Pacific, during the first 20 years of its aviation history, from the first attempt to carry mail by air, in 1929, to the first regular airline service between France and New Caledonia in 1949.

The first attempted flight with mail, from Vila (New Hebrides) to Nouméa took place in July 1929. In September 1949, Air France introduced the first regular air service between Paris and Nouméa.

In 1929, sending mail by sea from France to Nouméa (New Caledonia's capital) used to take forty days -via the Suez Canal and Australia- and up to two months -via Panama and Tahiti. Twenty years later in 1949, mail could be received within six days, thanks to Air France. The development of the airmail has tremendously improved life on this remote island. This is the story this exhibit wishes to tell, illustrating it with flown covers. During that period airmail routes and rates varied, and became even complex during World War II.

First flights and first airmails (1929-1939): The first aviator who carried mail within New Caledonia, in 1931, is Victor Roffey, a young Australian. He succeeded to cross the Ocean, reaching Australia on board of his small Gipsy Moth, carrying some covers. In 1932, the French aviators de Vernelh, Dévé and Munch left Paris for the first direct flight to Nouméa, in 135 flight hours and 20 stops. Henri Martinet, chemist in Nouméa, made the first westbound flight from Nouméa to Paris in 1939. The opening of the air mail service by Qantas and Imperial Airways between Australia and England in 1934, accelerated the postal service between New Caledonia and Europe, by connecting, in Sydney, airmail and seamail.

World War II period (1939-1945): The Territory joined the Free French government at a very early date (from September 1940) thus breaking the connection with France. In July 1940, a major development occurred: Pan American Airways inaugurated its South Pacific service from San Francisco to Auckland (New Zealand) through intermediate stops in Honolulu, Canton Island and Nouméa. This service allowed airmails to be flown eastbound to Europe through the United States till the Japanese attack on Pearl Harbor on 7 December 1941. In March 1942 US Army created a base in New Caledonia and built major airfields. Post Offices and military air services were implemented to carry soldiers airmail and, exceptionally, civil airmail.

The Post-War Period (1945-1949): With the cessation of hostilities, commercial airlines decided to include Nouméa in their respective network. The first one to operate is the Australian Qantas in 1945. Pan Am resumed services in 1946. A local airline, Trapas, is created in 1947 but disappeared some years after. Air France, made one survey flight between Saigon and Nouméa in 1947 and then, in September 1949, opened a regular flight from Paris reaching Nouméa within six days.

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 Local newspapers: *La France Australe*, *Le Bulletin du Commerce de la Nouvelle-Calédonie et des Nouvelles-Hébrides*

	Introduction	p. 1 et 2
Frames 1, 2 and 3	I/ First flights and first airmails: 1.1 The French cruiser <i>Tourville</i> , 1929. 1.2 The internal flights by Brown and Roffey 1.3 The flight of Victor Roffey to Australia 1.4 de Vernelh, Dévé and Munch 1.5 Henri Martinet 1.6 Regular air mail services	p. 3 to 48
Frames 4, 5 and 6	II/ World War II: 2.1 From September 1939 until June 1940 2.2 The first Pan Am flight 2.3 The Free French 2.4 Airmail carried on Pan Am flights 2.5 Military air services	p. 49 to 96
Frames 7 and 8	III/ Post War Period (1945-1949): 3.1 Post war airmail 3.2 Qantas 3.3 Pan Am 3.4 Trapas 3.5 Air France	p. 97 to 128

INTERCONTINENTAL AIR MAIL OF THE KINGDOM OF YUGOSLAVIA 1923 - 1941

A STUDY OF ROUTES AND RATES

Historical Note:

The Kingdom of Yugoslavia was amongst the last European countries to introduce air mail service. It was established in the Kingdom - then called the Kingdom of the Serbs, Croats and Slovenes - in April 1923 by an agreement with the Compagnie Franco-Roumaine de la Navigation Aérienne (CFRNA) which offered the possibility of air correspondence with a limited number of European countries served by this company. Air mail service within the Kingdom was established only five years later in February of 1928.

Intercontinental air mail service became available from 15.08.1930 when the new air surcharge tariff was introduced. Thirty seven overseas destinations were listed with precise 'jusqu'à' instructions on carriage by air. Although some air mail from overseas reached the Kingdom intermittently already from 1923, it must be emphasized that outgoing intercontinental air mail service was not possible before 15.08.1930.

FRAME 01	Mail to and from Africa (Ligne Latécoère, Air France, Air Afrique, Imperial Airways, SABENA)	PAGES 02 - 08
FRAME 02	Mail to and from Asia, Australia and New Zealand (Imperial Airways, Air Orient, QANTAS, KLM)	PAGES 09 - 16
FRAME 03	Mail to and from Asia, Australia and New Zealand (Continuation) Mail to and from South America (DOX, Zeppelin, L'Aéropostale, Deutsche Lufthansa, Air France, LATI, PANAM)	PAGES 17 - 20 PAGES 21 - 24
FRAME 04	Mail to and from South America (Continuation)	PAGES 25 - 32
FRAME 05	Mail to and from North America (Zeppelin, Hindenburg, Catapult Mail, Air Accelerated Service using Liners, PANAM Clipper Service)	PAGES 33 - 40

Treatment:

The exhibit is divided by continents and set out chronologically. The exhibit presents the outgoing and incoming mail alike and focuses on air carriers, their routes and applied air surcharges. Wherever possible, commercial or private mail without philatelic influence is shown. Any historical or subsidiary philatelic information is clearly separated from the main narrative.

Philatelic Importance:

Philatelic importance of this exhibit lies in the quantity and diversity of material shown. The Kingdom of Yugoslavia was an underdeveloped country without major importance in international trade, with a low level of literacy and without traditional ties to any country or area overseas.

Personal Research:

The exhibitor has extensively researched Yugoslav air surcharges and has defined and codified combined tariff periods of overland and air tariff changes (1923-1965). His research was acknowledged and included by E.B. Proud and M. Cusworth in their respective works. The exhibitor has written on many aspects of Yugoslav air mail, e.g. series of four articles on the post WW2 development in 'Hrvatska Filatelija' 02, - 04/2012 and 01/2013, or a study of Yugoslav Clipper Mail 1936-1941 in 'Acta Philatelica Nova 2015'.

Rarity:

Most of the mail shown in this exhibit can be considered rare to very rare. Exceptionally rare items or items of special importance in the context of the exhibit are emphasised by red frames. The highlights can be found on p. 03 (Air mail to Madagascar), p. 05 (South African local air service), p. 11 (Air mail to China via Deruluft), p. 20 (Air mail to Egypt via the 'Horseshoe Route'), p. 21 (Zeppelin mail from Bolivia, Aborted return Mermoz flight), p. 22 (Incoming D.O.X. mail), p. 27 (Hindenburg mail to Chile), p. 32 (Very rare use of high value Yugoslav air stamps), p. 33 (World Circuit Zeppelin Flight, D.O.X. Flight), p. 34 (Earliest Yugoslav Catapult item), p. 36 (Trans Pacific Clipper mail) and p.40 (Very rare use of the new tariff, Air items straddling two administrations).

Presentation:

Presentation is in the traditional manner and aims to show four items per page. The use is made of scans (usually 60 % of original size) or stylised route maps where thought appropriate. Different inks, shading and fonts are used to accentuate or differentiate the information.

N.B. Extensive list of literature is given in the Synopsis.

Esempi – Pagina introduttiva

EARLY AIRMAILS TO AND FROM FINLAND

From the Ice Flights of 1920 to the Atlantic Flights of 1946.

The aim of this exhibit is to trace the developments up to 1946 in the carriage of mail by air to and from Finland, that is, the non-domestic airmail services. The potential for aircraft to speed up the transport on mail was evident from the beginnings of passenger flights in Finland in 1918. The location of Finland in relation to most foreign destinations meant either a sea crossing of the Baltic or long overland journeys so the development of airmail services over the Baltic Sea was an attractive prospect. Unfortunately, only Baltic-country destinations were available to the experimental services in 1920. These were little utilized and hence they were short lived.

With the foundation of Aero O/Y in 1923, an increasing proportion of international mail was transported by air for at least part of the way. Growth of air traffic was, nevertheless, constrained by the absence of aerodromes in Finland and the early mail flights used sea planes or planes fitted with skis for landing on ice in winter. The opening of aerodromes, first in Turku in 1935 and then in Helsinki in 1936, led to an increase in the volumes of airmail between Finland, Europe and more distant destinations. Air services were badly disrupted during World War II resulting in extraordinarily extended routes across Asia and North America, although clandestine air services carrying mail were in operation through Sweden.

Mail between Finland and more distant destinations was often carried by air but for only a part of the journey. For example, short catapult flights between ship and shore reduced transit time, whilst Zeppelin flights reduced the duration of longer sections on the North and South America routes. From 1939 to 1942, "clipper" flights operated on a part of the North America route.

The structure of the exhibit is shown in the accompanying table. Flights are categorised in accordance with the development of the different forms of airmail routes. They are presented mainly chronologically within each category using mainly commercial mail. Additional fees were required for airmail from Finland as from 20 May 1924 and these are explained together with routes, censor marks, registration or other postal charges. Of particular note are the several items which are the only recorded examples, also destinations which are not recorded elsewhere. **Rare items have a blue frame.**

	Pages
1. Ice Emergency Flights to and from Finland 1920 – 1929	2 - 9
2. Seaplane Flights to and from Finland 1920 - 1935	10 - 38
3. Zeppelin Flights 'Graf Zeppelin' and 'Hindenburg' 1928 – 1937	39 - 48
4. 'Aeropostale Service' to and from South America 1927 – 1939	49 - 52
5. Flights via Catapult 1931 – 1939	53 - 59
6. Crash Mail 1934 – 1941 and First Land Aeroplanes in Finland 1935 – 1936	60 - 64
7. Pre-War European Flights and beyond Europe 1935 – 1939	65 - 84
8. Atlantic Clipper Flights 1939 - 1942	85 - 100
9. War Time Flights 1939 - 1945	101 - 123
10. Post War Air Services 1945 - 1946	124 - 128

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AIR MAIL SERVICE IN BRAZIL – 1925/1945

INTRODUCTION

The birth of commercial airline development in the world is easily to the end of WWI.

The conquest of the South Atlantic to provide airmail services remains one of the greatest exploits in the history of commercial aviation. The German and the French, at first competing and then working together, each brought to bear their own particular talents: the French, with a concept of "the Line" of epic, almost mystic import justifying all the sacrifices of the new knights of the air, embodied by Mermoz and immortalized by Saint Exupery; the Germans through an approach less rich in panache, but more economical in the means it used, and symbolized by the mastery of Dr. Eckner at the controls of his dirigible balloon, or by the power of the catapult ships launching seaplanes over the face of the ocean.

And yet our European egocentricity should not lead us to underestimate the role played by a third group of actors: the Americans. With the encouragement and guidance of a lordly leader, Juan Trippe, Pan American Airways, supported by the US Administration, they acted for 20 years as the sole representative of the economic and financial power, the confident and prudent operations, the clever and crafty imperialism of the American flag in the Caribbean Sea and in South America.

As for the Brazilian themselves, they succeeded admirably in turning the situation to their benefit. Profiting from the competition between German, American and French interests, Brazil succeeded in acquiring at a very early stage a good air transport infrastructure and in establishing well organized national airlines, which in at least some cases, still figure today among the oldest in the world.

EXHIBIT PURPOSE

In the 1920s, Brazil – 3.300.000 square Miles, half the area of South America – was ripe for the introduction of the airplane and the connective links that it offered.

This exhibit is intended to show the history of the development of airmail services in Brazil from the viewpoint of each of the major lines, a story which starts after one world war and ends, for many of the participants, before or during the next.

PLAN

ITEM	DESCRIPTION
1	FLIGHTS OF STUDY
2	CHALLENGING FLIGHTS
3	STAMPS FOR THE AIR MAIL
4	THE AIRLINES
5	UNCOMMON USAGES
6	SPECIAL OVERSEAS SERVICES

HIGHLIGHTS:

We wish to put on evidence selected pieces of this collection, most of them are result of author's research. This is the case of the pieces indicated in black frame, inserted in the sheets number: 5, 6, 11, 13, 14, 17, 18, 20, 21, 22, 23, 24, 25, 37, 41, 45, 64, 70, 101, 104, 110, 112, 113, 122

BIBLIOGRAPHY AND REFERENCES:

AAAMS, American Air Mail Catalogue (AAMC); Dr. Mario D. Kurchan, The Secrets of Air Mail Routes and Rates in South America – 1928-1941; Sieger-Verlag, Zeppelin Post Katalog; William Victor Kriebel, Correo Aereo - A History of the Development of Air Mail Service in Brazil

(c) = Expertisation Certificate

Esempi - Svolgimento



IL SERVIZIO AEROPOSTALE DELLA L.A.T.I. CON IL SUDAMERICA 



Lettera da Torino, Italia (p. 28.2.40) a Rosario, Santa Fé, Aires, Argentina (a. 6.3.40), via Rio de Janeiro, Brasile. Affrancatura: 13.00 Lire, come da tariffa prevista per l'Argentina (superficie / 20 gr. 1.25 Lire, sovrattassa aerea / 5 gr. 11.75 Lire).



Lettera da Città del Vaticano, Italia (p. 11.5.40) a Buenos Aires, Argentina (a. 17.9.40), via Roma, Italia e Rio de Janeiro, Brasile. Affrancatura: 13.00 Lire, come da tariffa prevista per l'Argentina (superficie / 20 gr. 1.25 Lire, sovrattassa aerea / 5 gr. 11.75 Lire).



NO

SI



5. REGULAR SOUTHBOUND SERVICE (1939 – 1941)

5.6.2 From Italy to Argentina

The air surcharge for routing with L.A.T.I. in Argentina did not differ from that in use with Air France and Deutsche Lufthansa. For letters or postcards (up to 5 grams or fractions of weight) it was fixed at 11.75 Lire.



Letter from Turin, Italy (p. 28.2.40) to Rosario, Santa Fé, Aires, Argentina (a. 6.3.40), via Rio de Janeiro, Brazil. Franking: 13.00 Lire, as per the postal rate for Argentina (surface / 20 gr. 1.25 Lire, air surcharge / 5 gr. 11.75 Lire).



Letter from Vatican City, Italy (p. 11.5.40) to Buenos Aires, Argentina (a. 17.9.40), via Rome, Italy and Rio de Janeiro, Brazil. Franking: 13.00 Lire, as per the postal rate for Argentina (surface area / 20 gr. 1.25 Lire, air surcharge / 5 gr. 11.75 Lire).

Esempi - Svolgimento

Altri esempi di Svolgimento danno ben evidenza dei concetti sopra espressi.

6. REGULAR NORTHBOUND SERVICE (1939 - 1941)

6.6 Mail from Bolivia

Air transport to Rio de Janeiro (Brazil), the junction point with the LATI airline, was carried out in collaboration between the LAB companies (Lloyd Aereo Boliviano), which covered the La Paz - Cochabamba - Corumbá section (on the border with Brazil) and "Syndacato Condor", which guaranteed the connection to Rio de Janeiro.




Letter from La Paz, Bolivia (p. 12.11.40) to Milan, Italy (a. 27.11.40), via Corumbá, Brazil, Rio de Janeiro, Brazil and Rome, Italy. Franking: 32.80 Bolivianos, also on the back.



The definition of the air surcharge for mail traveling from Bolivia with LATI is very difficult. Based on the analysis of a good number of letters, the total postage found most frequently was 14.10 Bolivianos, without the possibility of distinguishing the ordinary rate, the air surcharge and any ancillary rights. The only thing that can be highlighted is the very high amount of postage (therefore the air surcharge), compared to what was required by Air France, whose rate was equal to 1.40 Bolivianos

4. 1936 - THE RAZIONALIZATION OF THE SERVICE BETWEEN AIRCRAFT AND AIRSHIP

In 1936 the DLH traveled the route from Frankfurt to Natal, via Marseille - Seville - Las Palmas - Bathurst, in only 48 hours, while the Zeppelin airship took 70 hours. The speed and reliability that the DLH service was demonstrating allowed it to significantly increase the postal load and to become the main, if not exclusive, German carrier for the aeropostal service to South America.



The combined aircraft-airship service, from the end of June to the end of November 1936, organized in order to eliminate all possible duplications and/or delays, saw an increase in the distance of the connection point from Seville (Montelimar, at the outbreak of the civil war in Spain) in Lisbon, Las Palmas and then Bathurst, with progressively better results in terms of efficiency.

4.1 The combined service DLH - DZR with connection to Seville (Spain)



G 532 (5.SAF) - Letter from Malmédy, Belgium (d. 22.6.36) to Buenos Aires, Argentina (a. 29.6.36), via Berlin, Germany (t. 24.6.36), Frankfurt, Germany and Natal, Brazil. Franking: 34.75 Fr. (for 2 air mail ports, in defect of 1.00 Fr. compared to the postal rate for Argentina (surface/20 gr. 1.75 Fr., air surcharge/5 gr. 17.00 Fr.).

For the first combined flights of that year, carried out from the end of June to the beginning of July 1936 (southbound: flights G 532 and G 537; northbound: flight G 535), was used the Seville airport to load the mail that left Germany with the DLH flight.

Alcuni suggerimenti per lo Svolgimento

+

Soffermiamoci adesso su alcuni aspetti che possono aiutare a realizzare un buon Svolgimento della propria collezione.

Intestazioni di pagina

Il titolo della collezione non deve essere necessariamente inserito in testa a ciascuna pagina. In testa ad ogni pagina va indicato il capitolo/sottocapitolo di riferimento e, per risparmiare spazio, tali intestazioni possono stare sulla stessa riga. Si può usare il grassetto, la sottolineatura o un carattere più grande per evidenziare aspetti importanti del testo. Si possono utilizzare anche caratteri diversi o colorati, ma senza eccedere nella diversità, per non creare confusione.

3. THE WESTBOUND REGULAR SERVICE BY NORTH ATLANTIC FAM-18 3.1 Air Mail to North America, via New York

Pan Am made scheduled flight on both routes over the North Atlantic, the direct route and the northern route. The flights on the northern route, owing to bad weather, ended at the beginning of October 1939. In May 1942 Pan Am flew again via the northern route, this time until Foynes.

3.1.1 Air Mail from European countries

- Italy and Vatican City



Vatican City,
Italy (d. 28.3.41) to
Chicago, United
States, via New York,
Usa. Franking:
3.50 Lire.

The air fee from Italy, for letter and card, with destination United States, was 2.75 Lire (as per 5 gr. unit). The surface mail rate was 1.25 Lire for the letter (as per 20 gr. Unit), and 0.75 Lire for card. The surface mail rate was increased of 0.75 Lire for every unit of weight more. The Registration Fee, on demand, was 1.50 Lire.



Rome was connected to Lisbon with the route 427 (Rome-Barcelona-Madrid-Lisbon) of the Ala Littoria and after the entry into the war of Italy by the special 1571 line of the Special Air Services (SAS).

Milan, Italy
(d. 18.1.41) to
New York, Usa, via
Lisbon, Portugal
Franking:
4.00 Lire.

Alcuni suggerimenti per lo Svolgimento

+

Informazioni degli avvenimenti postali e aeronautici

Oltre alla descrizione di ciascun oggetto dal punto di vista postale, vale a dire data/luogo di partenza/transito/arrivo e la tariffa applicata, si possono fornire indicazioni più specificamente aeronautiche, quali ad esempio le indicazioni del numero del volo, dell'aereo utilizzato (tipo e matricola) e anche del pilota. Talvolta, la firma del pilota va ad impreziosire l'oggetto descritto. A queste indicazioni possono essere poi associate quelle relative a particolari rotte/avviamenti seguiti. Queste informazioni sono reperibili in numerose pubblicazioni e dimostrano un elevato livello di Conoscenza.

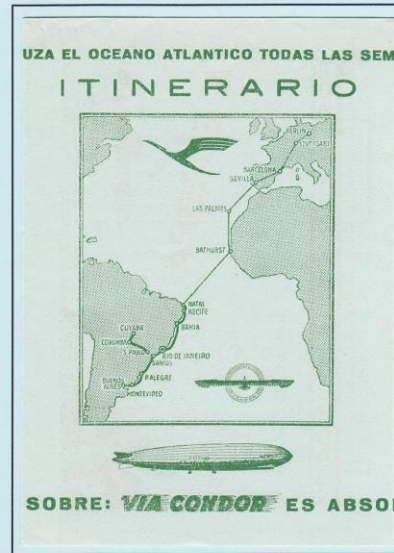


Alcuni suggerimenti per lo Svolgimento



Additional links with other locations of South America, from Natal, were guaranteed by the Brazilian air company "Syndicat Condor" along the route Natal - Recife - Bahia - Rio de Janeiro - Santos-Porto Alegre - Montevideo - Buenos Aires.

With the flight L.12 of April 17th 1934, was accepted for the first time the airmail departing from Argentina.



L.12 "Taifun/Passat" - Registered postcard from Buenos Aires, Argentina (d. 17.4.34) to Fribourg, Switzerland (a. 25.4.34), via Natal, Brazil and Stuttgart, Germany (t. 24.4.34). Postage: 1.35 Pesos, as per tariff scheduled for Europe (surface 0.15 Pesos, registration 0.20 Pesos, air surcharge/ 5 gr. 1.00 Pesos).

Le mappe

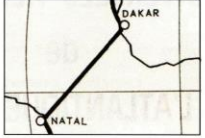
Nella descrizione di un capitolo/sottocapitolo o anche di un solo particolare oggetto può diventare di grande aiuto la presenza di una piccola mappa (anche un oggetto pubblicitario può utilizzarsi al riguardo), al fine di mettere meglio in evidenza i luoghi descritti e le rotte/avviamenti seguiti.

Alcuni suggerimenti per lo Svolgimento




1. THE HERITAGE OF "COMPAGNIE GENERALE AEROPOSTALE"
1.1 The first connection South America – France (AMFRA)

The 3,000 km of ocean that separated the two sections of the line for South America, also known as "La Ligne Mermoz", the African and the South American one, were an insurmountable obstacle for the planes or seaplanes of the time. The stretch between Dakar and Natal will therefore be covered by sea (through the famous "avisos"), creating a mixed and coordinated transport system of planes and ships.




First air courier from South America – Postcard from Buenos Aires, Argentina (p. 28.2.28) to Le Roaincy, France. Franking: 1.14 Pesos (for 5 airmail ports), as per the postal rate for Europe (surface / 20 gr. 0.12 Pesos, registration 0.12 Pesos, air surcharge / 1 gr. 0.18 Pesos).



The first South America-France courier (AMFRA), departed from Buenos Aires on March 1st, 1928 and took 13 days to arrive in Toulouse. For this first Argentina-Europe air mail service, the Argentine postal service issued a special illustrated postcard.

The first France-South America courier (FRAME) left Toulouse on March 2nd, 1928 and only arrived in Buenos Aires on 17 March 17th, 1928 seven days late, due to an accident on the Casablanca-Dakar section and some setbacks in Natal, during the exchange of the courier arriving from France and the one departing from South America.



I primi voli

Nelle collezioni/partecipazioni "old style" questo tipo di oggetti erano preponderanti e la loro esposizione era declinata quasi sempre secondo le indicazioni dei cataloghi. Ora l'accento è posto principalmente sulla posta commerciale/privata ed i primi voli continuano da avere la loro importanza nel dimostrare l'avvio di un servizio commerciale di posta aerea, a cui deve far seguito la posta normalmente viaggiata per posta aerea, senza caratterizzazioni di tipo filatelico.

Alcuni suggerimenti per lo Svolgimento

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8. THE WESTBOUND REGULAR SERVICE BY THE TRANSATLANTIC FAM-22 8.1 The first period of service (1942)

The addition of Fisherman's Lake (Liberia) and San Juan (Porto Rico) to FAM 18 – on October 18th, 1942 – can be considered, practically, the end for FAM 22. Once United States entered the war it became more efficient to fly to/from Natal via Fisherman's Lake and Bolama was phased out of the FAM 18 route structure. So, two redundant air routes were merged into one.

From Cairo
(Egypt) to Lagos
(Nigeria)
operated a
regular service of
the Belgian
"Sabena" under
charter to "Boac".



BY AIR MAIL
PAR AVION
VIA AEREA

VIA PAN-AMERICAN AIRWAYS

4564
LIBRE

Messrs. Liebermann Waelchli & Company
15-19 West 37th Street
New York, N.Y., U.S.A.



Bebek, Turkey
(d. 23.12.42) to
Oberlin, Ohio, Usa,
via Cairo, Egypt,
Lagos, Nigeria and
Miami, Usa.
Franking: 0.98 Lirc.
Examined by
American Censorship
(Miami - Examiner
4331).

Monrovia,
Liberia (d. 8.12.42) to
New York, Usa, via
Fisherman's Lake,
Liberia. Franking:
0.90\$. Examined by
American Censorship
(Miami).

Numero di oggetti per pagina

Nella maggior parte dei casi ogni pagina contiene 2 oggetti, a volte anche sovrapposti, ma senza nascondere informazioni importanti presenti su di essi. Naturalmente, non è una regola fissa e in alcuni casi, per particolari oggetti, quando è importante mostrare l'oggetto anche al retro, si può avere un solo oggetto per pagina. Una collezione che presenta un solo oggetto per pagina può dare l'idea che l'espositore è a corto di materiale o la storia non è raccontata in modo completo. La condizione di 2 oggetti per pagina va a condizionare la redazione del testo, che in tal caso può essere riportato lateralmente agli oggetti stessi.

Un quesito sulla scelta del materiale

Falso ma non troppo

Prima di chiudere vorrei condividere con voi un quesito a cui non ho saputo dare risposta.

Si tratta di una lettera, per sua natura genuina, ma sulla quale, è evidente, vi sono stati interventi ex post per elevarne il valore.

La lettera di per sé è già interessante in quanto, sulla base delle date di partenza e arrivo, si può affermare che facesse parte del dispaccio trasportato con il primo volo del grande idrovolante «**Blohm & Voss Ha 139**», entrato in servizio con la DLH, in occasione del volo L.347 del 12 maggio 1938. Un volo importante, in quanto l'idrovolante era in grado di decollare senza l'ausilio della catapulta.



Conclusioni

Per quanto sopra evidenziato, non si può trascurare come dallo Svolgimento ne derivi una implicita valutazione della collezione anche dal punto di vista dei parametri descritti in precedenza e strettamente correlati ad esso.

Le nuove norme hanno dato spazio all'indagine in aree nuove e sconosciute, dove è necessario utilizzare il cervello e la fantasia e, soprattutto, è necessario studiare. Quindi i 35 punti della Conoscenza & Ricerca personale diventano cruciali per realizzare una buona collezione. Da questo punto di vista, collegandoci a quanto detto all'inizio, è facile comprendere le ragioni per le quali non ci siamo qui intrattenuti sui parametri **CONDIZIONI** e **RARITA'**, che con il loro punteggio, rispettivamente, di 10 e 20 punti, continuano ad avere rilevanza nella dinamica del risultato finale, ma non sono più, soprattutto la Rarità, una condizione necessaria e sufficiente per rendere una collezione premiante.



GRAZIE PER

L'ATTENZIONE !!!