

## SULLE ALI DELLA RONDINE (1926 – 1934)

### Transadriatica e Società Aerea Mediterranea: preludio all'Ala Littoria

Una rete di 3.000 Km e tre milioni di chilometri volati senza incidenti apprezzabili. Sono queste le cifre che riassumono la notevole attività svolta in cinque anni dalla "Transadriatica", una delle prime compagnie aeree italiane, la sola ad impiegare velivoli terrestri. Quando chiuse i battenti, oltre ad un prezioso bagaglio di esperienze, lasciò in eredità un simbolo, quello della "rondine", che divenne il logo anche della "Società Aerea Mediterranea" (SAM), la nuova compagnia a capitale pubblico fondata nel 1928, sotto la cui gestione passarono le linee della Transadriatica, dando così inizio alla politica di concentrazione e razionalizzazione dell'aviazione civile nel nostro paese, che portò alla costituzione nel 1934 della prima compagnia di bandiera italiana, la famosa "Ala Littoria", anch'essa contrassegnata con il logo della "rondine".

#### SCOPO DELLA COLLEZIONE:

La collezione qui presentata illustra le vicende aerpostali che hanno accompagnato il vissuto di queste due gloriose compagnie aeree. All'analisi dei primi voli e dei voli speciali è associato lo studio della corrispondenza regolarmente viaggiata per posta aerea nel periodo considerato, con le diverse linee aeree succedutisi nel tempo. Si tratta di un connubio imprescindibile, a dimostrazione di quanto sia importante la conoscenza delle vicende che sono all'origine di ogni collegamento aerpostale, per comprendere ed individuare in modo preciso il percorso compiuto dalla posta, oltre alla compagnia, al tipo di aeromobile e alle tariffe.

#### PIANO:

##### 1. TRANSADRIATICA (1926 – 1931)

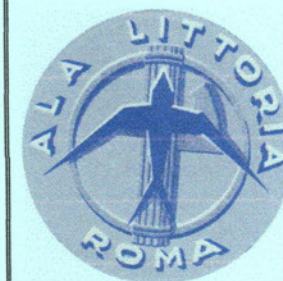
- 1.1. Collegamenti aerpostali con l'Austria
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- 1.3. Collegamenti aerpostali con la Polonia
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- 1.5. Sviluppo collegamenti aerpostali in Italia nel periodo
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- 2.1. Collegamenti aerpostali con la Sardegna
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#### RIFERIMENTI BIBLIOGRAFICI:

Itinerari sul Mediterraneo, SAM, 1931; Le Ali della Rondine – Le origini dell'Aviazione Civile Italiana, 1992; Umberto Klinger, 1996; Oggi si Vola – 1926 Gli inizi dell'Aviazione Civile Italiana, 1997; Relazione sulla Società Italiana Transadriatica, Venezia 1930, Aerofan 64-65, 1998; Aerofilia Italiana – Catalogo storico descrittivo 1998-1941, Longhi, 2007; Intercontinental Airmails – Volume I, II, III, Edward B. Proud, 2008-2010.

## 1. TRANSADRIATICA (1926 – 1931)

The company was born at the end of 1925, by three young entrepreneurs from Ancona, the Morandi brothers, who chose the Lido di Venezia airport (San Nicolò), an old military airfield of the first worldwide conflict and at the time in a state of neglect, as their base and headquarters.



The contribution of that group of pilots who "made" the success of the new company was important, subsequently honoring all Italian civil aviation.

The *stylized blue swallow* soon appeared on the cockpits of the aircraft, born from the imagination of the Venetian artist Amalia Venturini.

After a careful assessment of the potential routes to be opened, the Venice-Vienna line was chosen, which was important above all for its function of connecting the Italian air network, which was still scarce at the time, to the large European network. The strategic position of the Austrian capital, in fact, favored the inclusion on six important traffic routes that radiated towards Germany, Poland, Czechoslovakia, Turkey, Hungary and Switzerland.



1.1 Aeropostal links with Austria

- Route: Venice – Wien – Venice



On August 18<sup>th</sup> 1926, at 11.00, the Junkers F.13 (I-BATB) took off from the airfield of San Nicolò (Lido of Venice) for its first flight to Vienna. Pilots were Riccardo Pasquali and Vincenzo Burattini, with 4 passengers on board. Klagenfurt is the only scheduled stop. At 5.30 pm he reached the Aspern airport.

*Venice, Italy (d. 18.8.26) to Wien, Austria (a. 18.8.26). Franking: 2.20 Lire, as requested (surface/20 gr. 1.00 Lire, airmail/20 gr. 1.20 Lire).*

The first return flight from Aspern airport took place the following day, August 19<sup>th</sup> 1926. Since then the service continued with a three-week frequency, every other day (Monday, Wednesday and Friday or Tuesday, Thursday and Saturday) and with a stop on Sunday.



*Wien, Austria (d. 18.8.26) to Venice, Italy (a. 19.8.26). Franking: 0.60 Schillings, as requested (surface/20 gr. 0.30 Schillings, airmail/20 gr. 0.30 Schillings).*

• Route: Rome – Venice – Wien

Based on the excellent evidence provided, the company was granted the operation of the route, extended to Rome, for a period of ten years. The Transadriatica became the only transalpine airline in operation even during the winter period.

○ First Flight  
Rome – Venice

The inauguration was scheduled for February 1<sup>st</sup>, 1927, but unfortunately due to bad weather, after a few minutes, the aircraft was forced to return to the field, so the departure of the inaugural flight was postponed to 11/2. As can be seen, this letter was signed by Com.te Mario De Benardi, one of the many authorities present at the airfield of Centocelle.



To the post already canceled leaving on February 1<sup>st</sup>, the Rome Post Office added the one canceled on February 10<sup>th</sup>, 1927.

Rome, Italy  
(d. 10.2.27)  
to Venice, Italy  
(a. 11.2.27).  
Franking: 1.50  
Lire, as  
requested  
(surface/ 15 gr.  
0.60 Lire,  
airmail/ 15 gr.  
0.60 Lire, poste  
restante to  
destination 0.30  
Lire).

1.1 Aeropostal links with Austria

○ First Flight Rome – Wien



Rome, Italy (d. 10.2.27)  
to Wien, Austria  
(a. 13.2.27). Franking:  
2.45 Lire, 5 cent. in  
plus respect to the  
amount requested  
(surface/ 20 gr. 1.00  
Lire, airmail/ 20gr.  
1.20 Lire, poste restante  
0.20 Lire).

○ Test Flight Venice – Rome

With the intention to  
study the direct  
connection with the  
capital, coinciding  
with the Vienna-  
Venice route, a test  
flight from Venice to  
Rome was carried out  
on April 6<sup>th</sup>, 1927.

The following April 8th the regular daily postal service on the Venice Lido – Rome Centocelle route began. A connection that attracted many travelers, helping to raise the rate of use of the company's aircraft to 60%.



Venice, Italy  
(d. 6.4.27)  
to Rome, Italy  
(a. 7.4.27).  
Franking: 1.20  
Lire, as  
requested  
(surface/ 15 gr.  
0.60 Lire,  
airmail/ 15 gr.  
0.60 Lire).



○ Beginning of regular flights on the Rome – Venice route

*Venice, Italy (d. 8.4.27) to Rome, Italy (a. 8.4.27). Franking: 1.20 Lire, as requested (surface/15 gr. 0.60 Lire, airmail/15 gr. 0.60 Lire)*

○ Postal Flight in reciprocity with O.L.A.G.

Transadriatica associated the Austrian national airline OLAG (Osterreichische Luftverkehrhs A.G.) in the management of the route. On April 28<sup>th</sup>, 1927, the first postal flight from Rome to Vienna took place, with the transfer of mail to Venice, from a Transadriatica plane to an OLAG plane.

*Rome, Italy (d. 28.4.27) to Wien, Austria (a. 28.4.27). Franking: 1.50 Lire, with 5 cent. in plus respect to the amount requested (print/50 gr. 0.25 Lire, airmail/20 gr. 1.20 Lire).*



1.1 Aeropostal links with Austria

- Route: Wien – (Graz – Klagenfurt) – Venice – Rome

One year after the opening of the Venice-Wien route, on August 1<sup>st</sup> 1927, for reasons of reciprocity, the Austrian post office authorized their first official air dispatch to Rome, via Klagenfurt and Venice, carried out by the airline OLAG.

Wien, Austria  
(p. 1.8.27) to Rome,  
Italy (a. 1.8.27).  
Franking: 0.60  
Schillings, as requested  
(surface/20 gr. 0.30 Sc.,  
airmail/20 gr. 0.30  
Schillings).



For the occasion, on outgoing mail, but also on incoming mail, a special cancellation was used with two different wordings: "Wien" or "Wien-Aspern", which did not cancel the franking.



Wien, Austria (p. 1.8.27)  
to Rome, Italy (a. 1.8.27).  
Franking: 0.25 Schillings.

1.1 Aerpostal links with Austria

From Vienna the courier traveled on an aircraft of the Austrian company OLAG to Venice, where it was transferred onto one of Transadriatica airline for the flight to Rome. The next day the Italian company transported mail from Rome to Wien, via Venice and Klagenfurt.

○ First Flight Graz – Klagenfurt



Graz, Austria (d. 6.9.27)  
to Klagenfurt, Austria  
(a. 6.9.27). Franking:  
0.12 Schillings + Tax  
0.10 Schillings.

● Route: Rome – Venice – (Klagenfurt – Graz) – Wien



The next day, the Transadriatica transported mail from Rome to Wien, via Venice and Klagenfurt.

Rome, Italy (d. 2.8.27)  
to Wien, Austria  
(a. 2.8.27). Franking:  
1.45 Lire, as requested  
(print/50 gr. 0.25 Lire,  
airmail/20 gr.  
1.20 Lire).





- First postal flight Salzburg – Klagenfurt – (Venice) – (Rome)

On the occasion of this new connection between the two Austrian cities, a courier was sent to Venice and Rome.

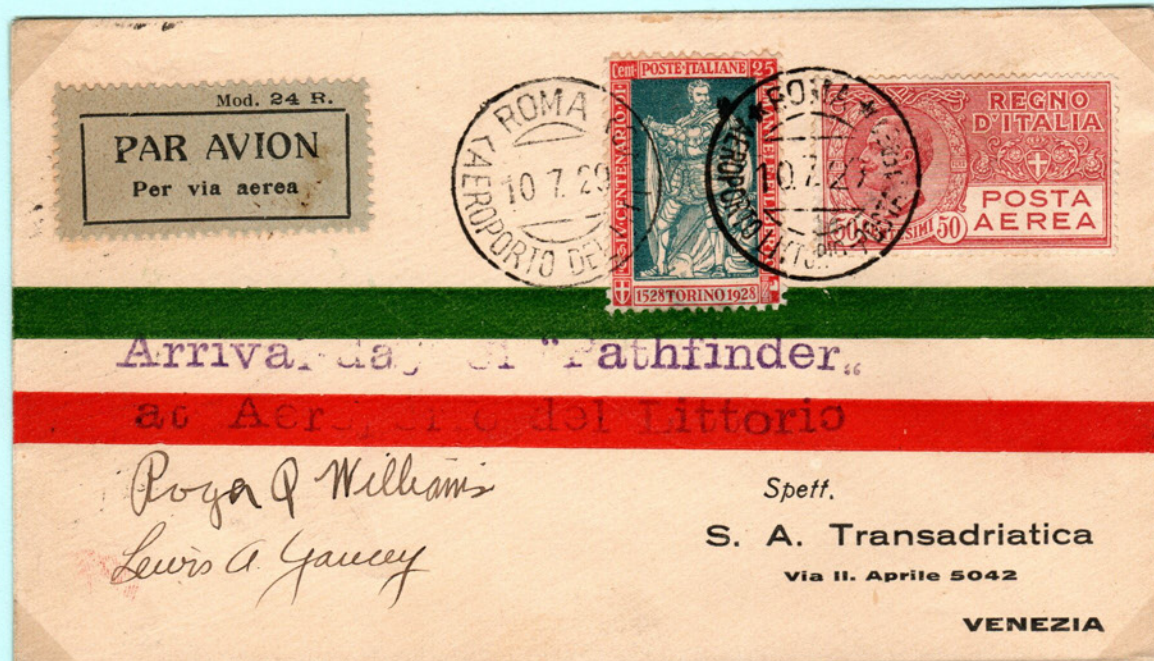
*Salzburg, Austria (d. 18.6.28) to Venice, Italy (a. 19.6.28). Franking: 0.55 Schillings.*

- Special Flight for arrival of “Pathfinder”

On July 10<sup>th</sup> 1929, the Americans pilots Roger Q. Williams and Lewis A. Yacey arrived in Rome with the "Pathfinder" monoplane, with which they had flown across the Atlantic. From Rome they left on July 17<sup>th</sup> for Venice, Milan, Paris and London. To celebrate the event, special covers were prepared and sent to Venice by Transadriatica scheduled flight.

A special two-line cancel was also applied to the covers, bearing the words “Arrival Day of Pathfinder / at Aeroporto del Littorio”.

Some covers bear the signature of both pilots, accompanied by an autographed declaration by military attaché of US Embassy, with its cancel.



*Littorio Airport, Rome, Italy (d. 10.7.29) to Venice, Italy (a. 12.7.29). Franking: 0.75 Lire, as requested (surface behind the district / 20 gr. 0.25 Lire, airmail / 15 gr. 0.50 Lire).*

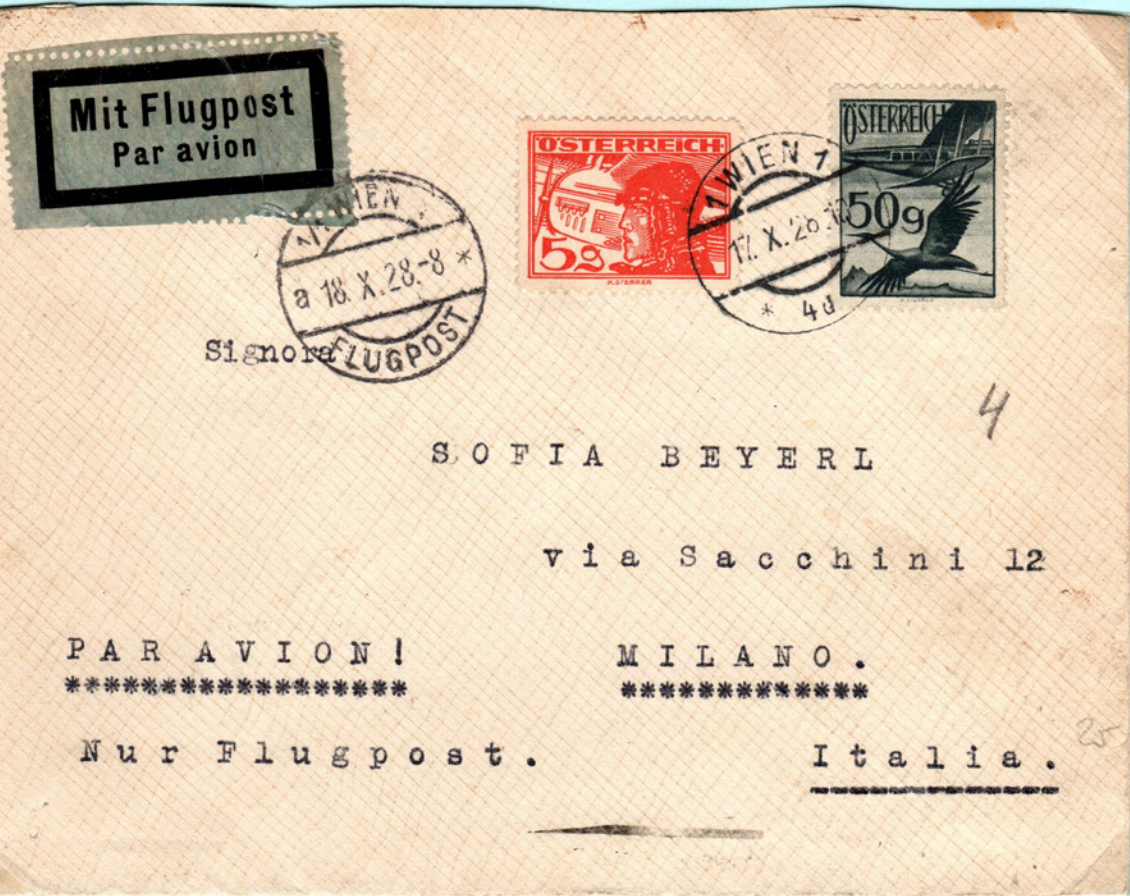
1.1 Aeropostal links with Austria

• Air Mail to/from or via Wien in the period

Rome, Italy (d. 8.4.27)  
 To Berlin, Germany  
 (a. 10.4.27), via Wien,  
 Austria (t. 9.4.27).  
 Franking: 4.95 Lire, as  
 requested (surface/20 gr.  
 1.25 Lire, express for  
 abroad 2.50 Lire,  
 airmail/5 gr. 1.20 Lire).



Wien, Austria  
 (d. 17.10.28) to Milan,  
 Italy (a. 19.10.28), via  
 Venice, Italy.  
 18.10.28). Franking:  
 0.55 Schillings, as  
 requested (surface/20 gr.  
 0.30 Sc., airmail/  
 20 gr. 0.25 Sc.).



. Beyerl, XLX. Sailerböckerstr. 34,  
 ienna, AUSTRIA.

1.1 Aeropostal links with Austria



Wien, Austria (d. 20.5.29)  
to Venice, Italy (a. 21.5.29)  
and forwarded to Germany  
(a. 23.5.29). Franking:  
0.55 Schillings, as requested  
(surface/20 gr. 0.30 Sc.,  
airmail/5 gr. 0.25 Sc.).

The letter traveled from Karachi to Wien on the Imperial Airways line, during the period in which the line, for bureaucratic reasons with Italy, passed through Central Europe to Athens. From Wien it continued to Venice with the joint service OLAG /Transadriatica.



Kanbauk, Burma  
(d. 12.9.29), via Karachi,  
India and Wien, Austria  
(t. 1.10.29) to Venice,  
Italy (a. 1.10.29).  
Franking: 6 Annas.  
Taxed for 50 Cents.,  
probably for insufficient  
franking.

1.1 Aeropostal links with Austria

Via aerea Venezia - Vienna

Stampe

Mod. 24 R.  
PAR AVION  
Per via aerea



Herrn Dr. Mündler

Hochschule Weihenstephan

bei Freising

Baviera

(Bayern)

Milan, Italy (d. 27.3.30) to Hochschule Weihenstephan, Freising, Germany (a. 29.3.30), via Venice, Italy (t. 27.3.30), Wien, Austria (t. 28.3.30) and Berlin, Germany (t. 20.3.30). Franking: 1.25 Lire, as requested (print/ 50 gr. 0.25 Lire, airmail/ 20 gr. 1.00 Lire).



Venice, Italy (d. 30.8.30) to Wien, Austria (a. 30.8.30). Franking: 4.50 Lire, as requested (surface/ 20 gr. 1.00 Lire, express for abroad 2.50 Lire, airmail/ 20 gr. 1.00 Lire).



1.1 Aeropostal links with Austria



Naples, Italy (d. 16.8.30) to Budapest, Hungary (a. 19.8.30), via Rome, Italy (t. 17.8.30) and Wien, Austria (a. 18.8.30). Franking: 3.25 Lire, as requested (surface / 20 gr. 1.25 Lire, airmail / 20 gr. 2.00 Lire).



Rome, Italy (d. 26.5.31) to Wien, Austria (a. 27.5.31). Franking (for 2 ordinary and air unit): 5.25 Lire, as requested (surface / 20 gr. 1.00 Lire, surface second unit 0.75 Lire, registration 1.50, airmail / 20 gr. 1.00 Lire).

• Route: Venice – Berlin

In order to connect Venice to Berlin with rapid means, on May 30<sup>th</sup>, 1928 an aircraft of Transadriatica left Venice under the command of Riccardo Pasquali, carrying a modest quantity of mail.

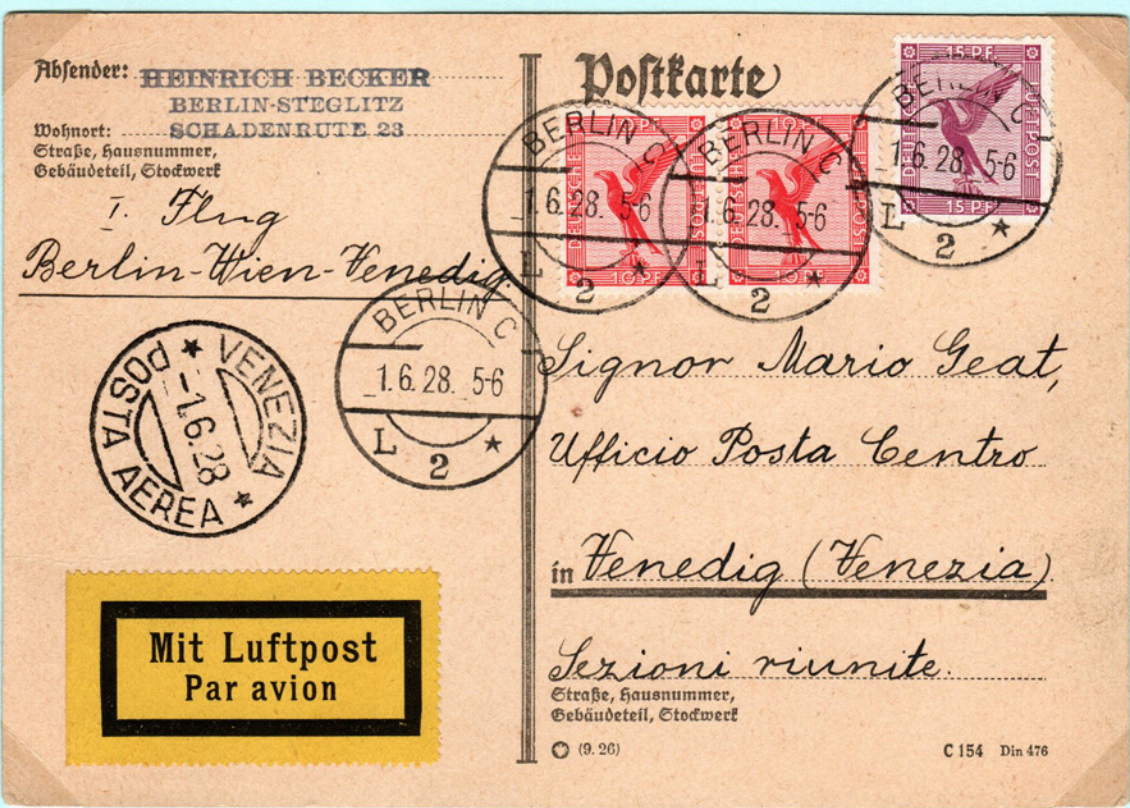
On the return journey, the mail destined to Rome could take advantage of the connection with the Wien – Venice – Rome route.

Venice, Italy  
(d. 30.5.28) to Berlin,  
Germany (a. 31.5.28).  
Franking: 2.45 Lire, as  
requested (surface/20 gr.  
1.25 Lire, airmail/20 gr.  
1.20 Lire)



**BERLINO**

• Route: Berlin – Venice



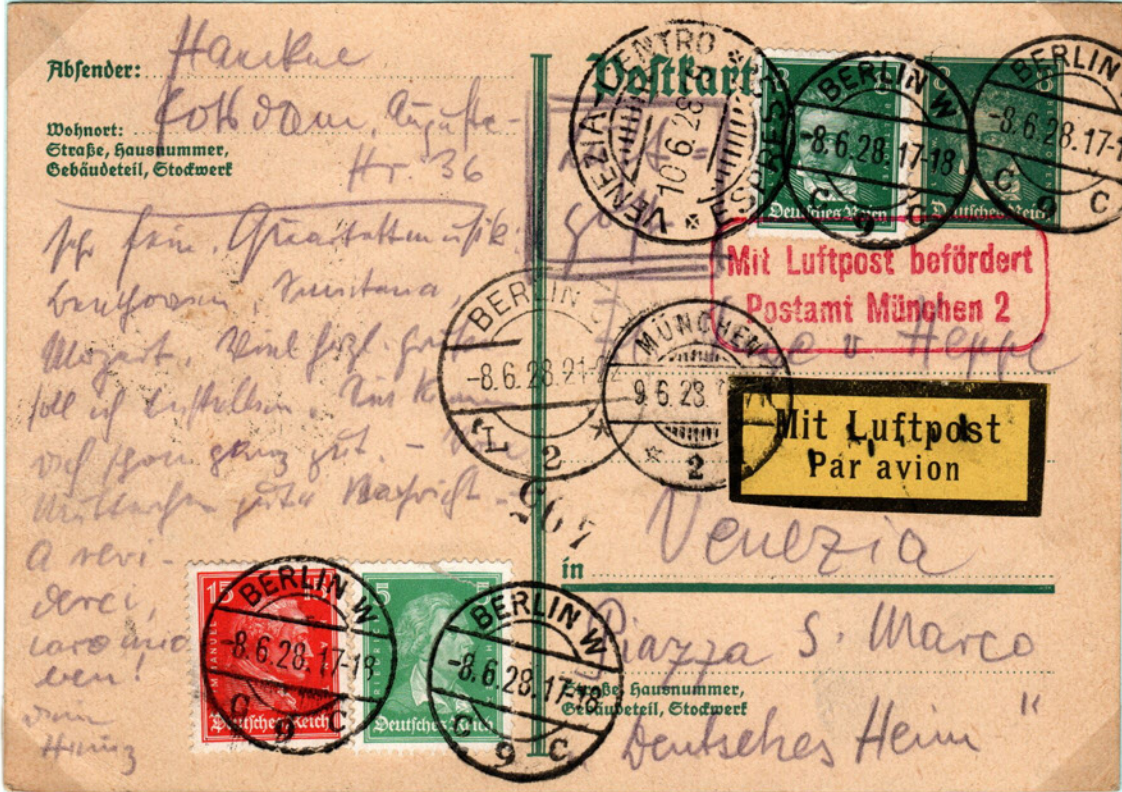
Berlin, Germany  
(d. 1.6.28) to Venice, Italy  
(a. 1.6.28). Franking:  
035 Rm, as requested  
(surface/20 gr. 0.15 Rm  
Lire, airmail/20  
gr. 0.20 Rm).

1.2 Aeropostal links with Germany

- Air Mail to/from or via Berlin in the period

Berlin, Germany  
 (d. 8.6.28) to Venice, Italy  
 (a. 10.6.28). Franking: 0.36  
 Rm, with 1 pfenning plus respect  
 to the amount requested  
 (surface/20 gr. 0.15 Rm,  
 airmail/20 gr. 0.20 Rm).

Teheran, Persia (d. 12.8.28) to  
 Fiorenzuola, Italy (a. 19.8.28),  
 via Moscow, Russia (t. 17.8.28),  
 Berlin, Germany (t. 17.8.28)  
 and Venice, Italy (t. 18.8.28).  
 Franking: 50 Chahi.



In February 1927  
 Junkers started  
 local airline in  
 Persia, with six  
 F.13's Junkers.  
 In this occasion  
 were issued the  
 First Persian Air  
 Mail stamps, by  
 overprinting  
 regular postage  
 stamps with  
 biplane and  
 "Poste Aérienne"  
 inscription.



The stamps used the first time on the flight Teheran-Pahlevi. Successively the service was extended to Baku, where the Russian service took over. This enabled the Persian airmail to be sent in Europe. Baku was connected by train (via the Trans-Siberian Railway) to Moscow, where since 1925 the Deruluft, a joint Russian-German company, linked Moscow to Königsberg and Berlin. From Berlin to Venice the mail continued with the DLH/Transadriatica.

Lincoln Ford Fordson  
 AUTHORIZED SALES AND SERVICE

General  
 E. Della Seta  
 Fiorenzuola  
 Prov. di Firenze  
 Italia

1.2 Aeropostal links with Germany



Rome, Italy (d. 24.3.30)  
to Neu Fresleykerug,  
Germany, via Wien,  
Austria (t. 27.3.30) and  
Berlin, Germany  
(t. 27.3.30). Franking:  
0.75 Lire, just for surface  
rate. The postcard traveled  
via airmail, without  
air surcharge.

The letter, probably of philatelic origin, is franked with the new air mail stamps issued on March 12<sup>nd</sup>, 1930. It used the Venice-Berlin connection, inaugurated almost two years earlier, in collaboration with the OLAG up to Vienna and with the DLH up to Berlin. From Rome to Venice with a domestic flight of the Transadriatica.



Durch Eilboten zustellen, Bote bezahlt



Rome, Italy  
(d. 26.5.30) to  
Berlin, Germany  
(a. 29.5.30), via  
Venice, Italy  
(t. 27.5.30).  
Franking (for 3  
air unit): 9.30  
Lire, in excess  
respect to the  
amount requested  
(surface) 20 gr.  
1.25 Lire,  
registration 1.50  
Lire,  
airmail/20 gr.  
2.00 Lire).



1.3 Aeropostal links with Poland

• First Flight Warsaw – Wien – Venice – Rome

From September 18<sup>th</sup> 1928 Warsaw began to be connected by air mail with our country. This was done by taking advantage of the connection in Wien with the Warsaw – Wien flight of the LOT (Polskie Linje Lotnicze). A small courier was transported by Transadriatica, the first from Poland to Italy, from Warsaw to Venice and to Rome.

*Warsaw, Poland  
(d. 18.9.28) to Rome,  
Italy (a. 19.9.28).  
Franking: 0.30 Zloty.*



• First Flight Katowice – Warsaw – Wien – Venice – Rome

On July 1<sup>st</sup> 1929, two other Polish cities, Katowice and Lwow, inaugurated an aeropostal service with Italy. A small courier was transported via Warsaw to Venice, Turin and Rome.

*Katowice, Poland  
(d. 1.7.29) to Venice, Italy  
(a. 3.7.29), via Warsaw,  
Poland (t. 1.7.29) and  
Wien, Austria (t. 2.7.29).  
Franking: 0.20 Zloty.*

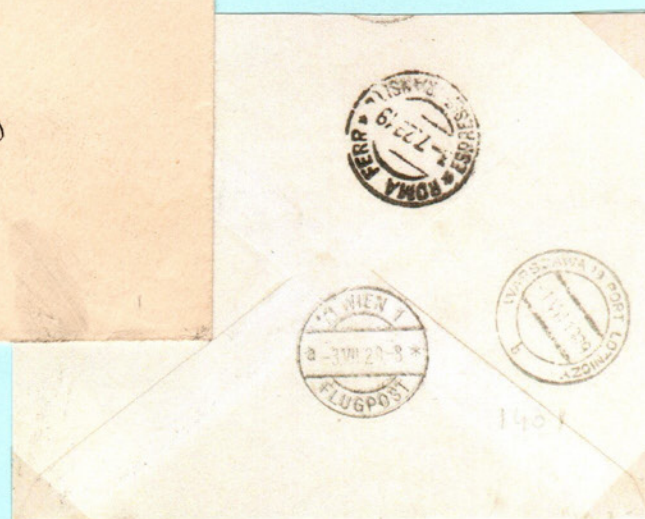


1.3 Aeropostal links with Poland

A small red cancel was used on the correspondence, bearing the words "Lot-I-Vol", accompanied by the names of the cities connected.



Katowice, Poland (d. 1.7.29) to Turin, Italy (a. 3.7.29), via Warsaw, Poland (t. 1.7.29) and Wien, Austria (t. 2.7.29). Franking: 0.20 Zloty.



Katowice, Poland (d. 1.7.29) to Rome, Italy (a. .7.29), via Warsaw, Poland (t. 1.7.29) and Wien, Austria (t. 3.7.29). Franking: 0.20 Zloty.

1.4 Route (temporary): Rome – Budapest – Rome



On the occasion of the Budapest International Trade Fair, from May 3<sup>rd</sup> to May 12<sup>nd</sup> 1930, Transadriatica organized a special service between Rome and Budapest, with a stopover in Venice.

Rome, Italy (d. 3.5.30) to Budapest, Hungary (a. 4.5.30). Franking: 3.25 Lire, as requested (surface / 20 gr. 1.25 Lire, airmail / 20 gr. 2.00 Lire).

The return flight from Budapest to Rome took place on the following May 8<sup>th</sup> 1930.



Budapest, Hungary (d. 8.5.30) to Rome, Italy (a. 9.5.30). Franking: 0.64 Florins.



• **Route: Venice – Brindisi – Venice**

The further agreement stipulated by Transadriatica with the Ministry allowed the operation of the Venice-Brindisi line, mainly of a postal nature, with a three-weekly frequency, from 21<sup>st</sup> March 1929 to 20<sup>th</sup> March 1939. The Venice-Brindisi section was 775 km and at company was granted free use of the airports of Rome, Venice, Ancona and Brindisi as well as, in case of forced landings, of the makeshift camps existing along the route.

○ **First Flight Venice – Ancona – Bari – Brindisi**



Venice, Italy (d. 28.4.30) to Brindisi, Italy (a. 28.4.30). Franking: 1.00, as requested for domestic airmail (surface/20 gr. 0.50 Lire, airmail/5 gr. 0.50 Lire).



○ **Airmail on this air route in the period**

Ancona was one of the airports with Bari on the line that connected Venice to Brindisi, inaugurated on March 21<sup>st</sup>, 1929

Ancona, Italy (d. 14.4.31) to Wien, Austria (a. 16.4.31), via Venice, Italy. Franking: 2.00 Lire, as requested (surface /20 gr. 1.00 Lire, airmail /20 gr. 1.00 Lire).

1.5 Development of new air routes in Italy

• Route: Venice – Trento – Venice

After the extension of the connections to the south, up to Brindisi, Trans Adriatica set about extending the connections to the north, up to Trento. The inauguration of the route took place on May 15<sup>th</sup> and 16<sup>th</sup> 1930.

○ First Flight Trento – Venice



Trento, Italy  
(d. 15.5.30) to  
Venice, Italy  
(a. 15.5.30).  
Franking: 0.65  
Lire, as requested  
(surface/15 gr. 0.15  
Lire, airmail/15 gr.  
0.50 Lire).

Signor  
S. Bayer.  
f.p.  
Venezia.



○ First Flight  
Venice –  
Trento

Venice, Italy (d. 16.5.30) to  
Trento, Italy (a. 16.5.30).  
Franking: 1.15 Lire, in minus  
of 10 cent. Respect to the  
amount requested (surface/15  
gr. 0.50 Lire, airmail/15 gr.  
0.50 Lire, poste  
restante 0.25 Lire).

• Route: Florence – Rome – Florence

The fact that Florence was on the Rome – Venice route led to think of the establishment of a stopover, to allow the city to be included in the already discreet national network, so as to facilitate and increase tourist traffic, taking into account that the flights conveyed to Venice, from Wien and those of SISA from Trieste.

○ Test Flights  
Florence –  
Rome and  
viceversa

The dates of the two-way test flights are known in the postal documents on July 22<sup>nd</sup> and July 23<sup>rd</sup> 1930.



Florence, Italy  
(p. 22.7.30) to  
Rome (a. 23.7.30).  
Franking: 1.35 Lire, in  
plus of 15 cent. respect to  
the amount requested  
(surface/15 gr. 0.50 Lire,  
airmail/15 gr. 0.50 Lire,  
poste restante 0.25 Lire).



Littorio Airport, Rome, Italy  
(d. 23.7.30) a Florence, Italy  
(a. 23.7.30). Franking: 0.75  
Lire, in minus of 25 cent.  
respect to the amount requested  
(surface/15 gr. 0.55 Lire,  
airmail/15 gr. 0.50 Lire).

Sig. Galeazzo Cora,  
Via dei Fossi, 4.  
Firenze.

1.5 Development of new air routes in Italy

○ Inaugural Flights Florence – Rome and viceversa

From the news taken from the local press and from the postal documents, it would seem that the inaugural flight in both directions of the line took place on August 9<sup>th</sup> 1930. The frequency of the flights was daily.



Florence, Italy (d. 9.8.30) to  
Venice, Italy (a. 9.8.30).  
Franking: 0.80 Lire.

• Mail carried on the domestic air routes in the period

Venice, Italy  
(d. 10.7.30) to Messina,  
Italy (a. 11.7.30), via  
Rome, Italy (t. 10.7.30).  
Franking: 1.00 Lire, as  
requested (surface/15 gr,  
0.50 Lire, airmail/15  
gr. 0.50 Lire).



Venice, Italy (d. 7.8.31)  
to Rome (a. 8.8.31).  
Franking: 1.00 Lire, as  
requested (surface/15 gr.  
0.50 Lire, airmail/15 gr.  
0.50 Lire).



Rome, Italy (d. 29.9.31) to  
Venice, Italy (a. 20.9.31).  
Franking: 1.00 Lire, as  
requested (surface/15 gr, 0.50  
Lire, airmail/15 gr. 0.50  
Lire).



Lavarone, Italy (d. 28.8.30) to  
Venice, Italy, via Trento, Italy  
(a. 29.8.30). Franking: 0.20 Lire.  
The postcard traveled by air without  
payment of airmail surcharge.



1.6 Route: Rodhes – Venicea

The inclusion of the Rhodes stopover on the Istanbul – Athen route of the Aero-Espresso Italiana (AEI) company, allowed on August 4<sup>th</sup> 1930 to start the first direct air dispatch from Rhodes to Venice, with the transfer of the courier to Brindisi, coinciding with Transadriatica route Venice – Ancona – Bari – Brindisi.

Rodhes, Aegean Islands  
(d. 4.8.30) to Venice, Italy  
(a. 4.8.30). Franking:  
0.60 Lire.



• Air Mail to/from Rodhes (Aegean Islands) in the period

Rhodes was also connected to Rome, with a joint AEI / SAM connection, inaugurated on August 3<sup>rd</sup> 1930. This cover, as can be seen from the cancels on the back, used this connection, coinciding in Rome with Transadriatica route Rome – Venice – Wien.



Rodhes, Aegean Islands (d. 6.9.31) to Wien, Austria (a. 9.9.31), via Rome, Italy (t. 8.9.31) and Venice, Italy (t. 9.9.31). Franking: 2.00 Lire, as requested (surface/ 20 gr. 1.00 Lire, airmail/ 20 gr. 1.00 Lire).

• First Flight Venice – Munich

On May 1<sup>st</sup> 1931, the direct route Venice – Munich was inaugurated, managed by Deutsche Lufthansa and the Venetian airline.



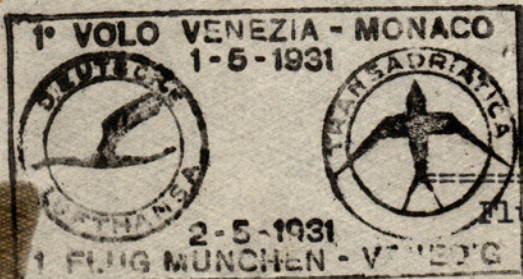
Venice, Italy (d. 1.5.31) to Munich, Germany (a. 1.5.31). Franking: 3.25 Lire, as requested (surface/20 gr. 1.25 Lire, airmail/20 gr. 2.00 Lire).

On that occasion a special commemorative cancel, rectangular in shape and identical for Venice and Munich, was created, depicting the trademarks of the two airlines and the bilingual words “1° Volo Venezia – Monaco” and “1° Flug München – Venedig”.

Venice, Italy (d. 1.5.31) to Munich, Germany (a. 1.5.31). Franking: 3.25 Lire, as requested (surface/20 gr. 1.25 Lire, airmail/20 gr. 2.00 Lire).

**TRANSADRIATICA**  
 SOCIETÀ ANONIMA ITALIANA DI NAVIGAZIONE AEREA  
 VENEZIA  
 VIA XXII MARZO, 2402  
 TEL. { 32-06  
 19-77

H. Hans Wolf



Mit Luftpost befördert  
 Postamt München 2

M U E N C H E N

Flughf. Lufth.

The dispatch consisted of a hundred letters per flight, of which only 10 received the commemorative cancel with violet ink, initially used instead of black ink.

Venice, Italy  
(d. 1.5.31) to  
Munich, Germany  
(a. 1.5.31).  
Franking: 3.25  
Lire, as requested  
(surface/20 gr.  
1.25 Lire,  
airmail/20 gr.  
2.00 Lire).

1° VOLO VENEZIA - MONACO  
1-5-1931  
DEUTSCHE LUFTHANSA  
TRANSADRIATICA  
2-5-1931  
1. FLUG MÜNCHEN - VENEDIG

POSTA AEREA  
ITALIA  
1.5.31. LIRE 2

1.5.31.12  
75  
POSTE ITALIANE

50  
POSTE ITALIANE

Mit Luftpost befördert  
Postamt München 2

Sig. LEOPOLDO MESCHER

Hôtel Continental

MÜNCHEN  
-1.5.31.17-18  
2BA 9

CORRISPONDENZA POSTA AEREA  
-1.5.31.12  
MÜNCHEN - VENEZIA

MÜNCHEN  
-1.5.31.17-18  
2BA 9

MONACO (München)

Mod. 24 R.

PAR AVION  
Per via aerea

*(Germania)*

The next day, May 2<sup>nd</sup> 1931, the Munich – Venice return route was inaugurated. There was not much letters carried on both the outward and return flights.

- First Flight Munich – Venice

1° VOLO VENEZIA - MONACO  
1-5-1931  
DEUTSCHE LUFTHANSA  
TRANSADRIATICA  
2-5-1931  
1. FLUG MÜNCHEN - VENEDIG

MÜNCHEN 2  
2.5.31. 9-10  
FLUGHAFEN

25  
20

Mit Luftpost  
Par avion

Sig. ILIO GRASSI

presso TRANSADRIATICA

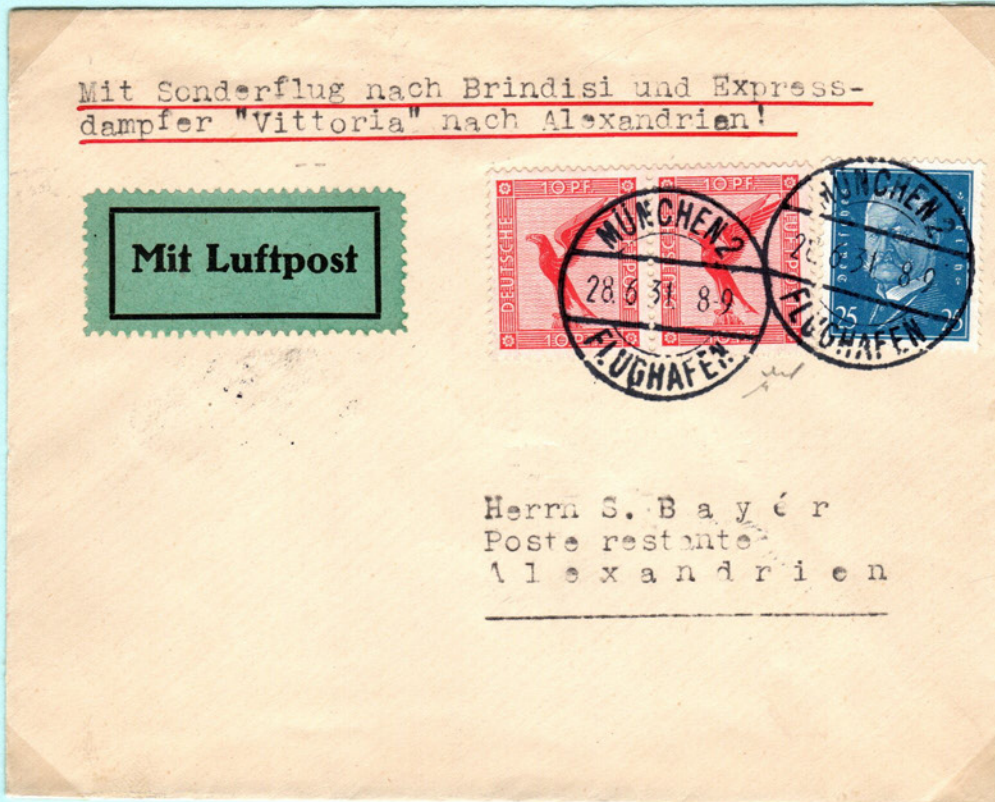
Munich, Germany  
(d. 2.5.31) to Venice,  
Italy (a. 3.5.31).  
Franking: 0.55  
Rm, as requested  
(surface /20 gr.  
0.25 Rm, airmail/  
5 gr. 0.30 Rm).

*(Italia)*

VENEZIA

1. Air-Sea voyage Munich – Venice – Brindisi – Alexandria (Egypt)

On June 28<sup>th</sup> 1931, on the occasion of the maiden voyage of the motor ship "Victoria", owned by Cosulich shipping company, the General Directorate of the Post Office, in agreement with Transadriatica airline, arranged a special air service from Munich to Brindisi (via Venice), coinciding with the departure of the aforementioned motor ship from the port of Brindisi to Alexandria in Egypt.



The Italian and German newspapers also gave short news about this special flight.

Munich, Germany (d. 28.6.31)  
to Alexandria, Egypt (a. 30.6.31).  
Franking: 0.55 Rm, as requested  
(surface/20 gr. 0.25 Rm,  
airmail/5 gr. 0.30 Rm).

In Venice other letters addressed to the motor ship were loaded, canceled on departure with the "Venezia / Corrispondenze e Pacchi / Posta Aerea" cancel June 28<sup>th</sup> 1931. On arrival, in addition to the "Brindisi Posta Aerea" cancel, was also used a cancel on board the ship "Lloyd Triestino / M/N Victoria", also dated June 28<sup>th</sup>.



Venice, Italy (d. 28.6.31)  
to Brindisi, Italy  
(a. 28.6.31), coinciding  
with arrival of the  
M/N Victoria  
(a. 28.6.31). Franking:  
0.65 Lire.

Sig. S. Bayer,  
A Bordo Motonave "Victoria"  
Brindisi.

1.7 Route: Venice – Munich – Venice

- Air Mail to/from or via Munich in the period



Braunschweig, Germany (d. 1.4.31) to Rome, Italy (a. 2.4.31). Franking: 0.35 Rm, as requested (surface 0.05 Rm, airmail /5 gr. 0.30). Taxed on arrival for the payment of poste restante service.



San Marino, San Marino Republic (d. 25.6.31) a Braunschweig, Germany, via Venice, Italy (t. 26.6.31), Munich, Germany (t. 26.6.31) and Magdenburg (t. 27.6.31). Franking: 3.25 Lire, as requested (surface /20 gr. 1.25 Lire, airmail /20 gr. 2.00 Lire).

1.8 Route: Budapest – Venice - Budapest

The route of MALERT airline (Magyar Legiforgalmi RT), in agreement with Transadriatica, was inaugurated on August 15<sup>th</sup> 1931 in the Budapest – Venice section and the following August 17<sup>th</sup> in the Venice – Budapest section. In both sections the route made a stop in Klagenfurt (Austria). The frequency was twice a week.

The courier departing from Budapest was provided with a special illustrated red cancel, with the words "Ind.: 9h Erki: 13.30 / Budapest - Venezia / Elso Legijarat / 1931 Augustus 15".



Matyasfold, Budapest, Hungary (d. 15.8.31) to Venice, Italy (a. 15.8.31). Franking: 0.64 Florins.

The commemorative cancel was not applied to all the mail, as in the case of this letter, which however also bears the signature of the pilot Nagy, who was driving the Fokker T.38



Budapest (d. 14.8.31) to Venice Italy (a. 15.8.31). Franking: 0.48 Florins. The letter bears the pilot's signature.

• Air Mail to/from or via Budapest in the period

The route was one of the first opened in Europe with Hungary. However, it had a short life, taking into account the state of difficulty in which the airline found itself, after the death of the Morandi brothers.



Merano, Italy (d. 31.8.31) to Bataszék, Hungary (a. 3.9.31), via Venice, Italy (t. 1.9.31).  
 Franking (for 2 air unit): 4.75 Lire (surface/20 gr. 1.25, registration 1.50 Lire, airmail/20 gr. 1.00 Lire).

With the new agreement with the State, on December 23<sup>rd</sup> 1931, the operation of the routes already under concession were entrusted to SAM. Transadriatica airline disappeared, but a symbol remained, the "swallow".



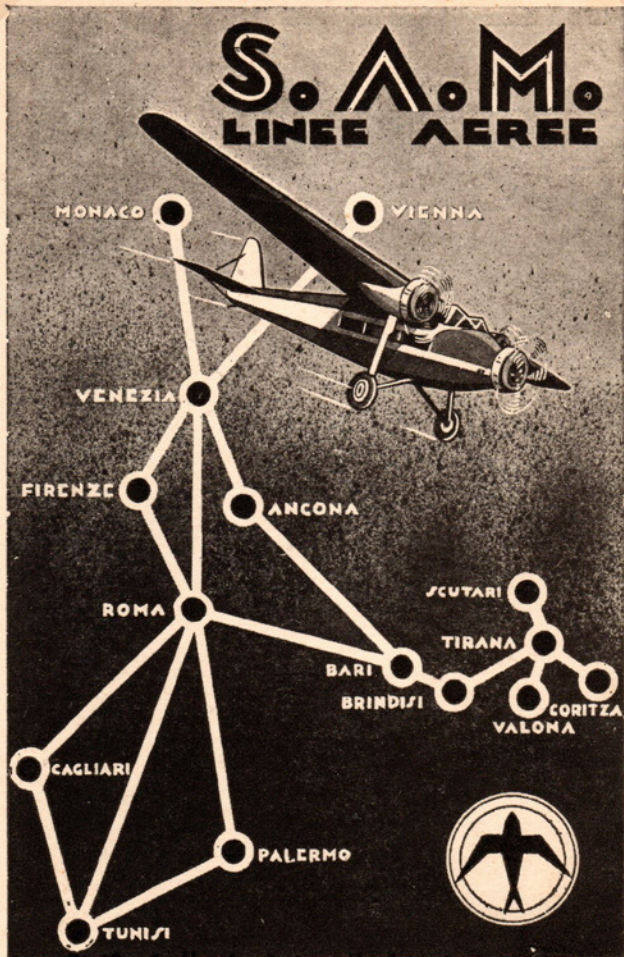
## 2. SOCIETA' AEREA MEDITERRANEA (1928 - 1934)

On April 21, 1928, the Mediterranean Aerea Company, a state-owned company with a modest capital, a small group of lines to manage and a limited number of aircraft, was added to the already existing Italian companies. The Ministry granted it, for the period of its duration only (10 years), the concession of air traffic, with express reference to the monopoly of the Albanian lines of the company Adria Aero Lloyd, sold by Lufthansa to the Italian government in August 1927.

But there were not only the Albanian routes as the new company was born with the specific purpose of being present on the major routes of the Mediterranean basin. Soon there were the first significant exceptions to the limits set, represented by the Brindisi - Valona and Rome (Ostia) - Terranova Pausania - Cagliari routes.

In addition, with the subsequent agreement signed with the State in 1931, SAM was entrusted with the operation of the routes already under concession to Transadriatica airline, which also sold the fleet and all the infrastructures.

The social network of the new airline, considering the needs of traffic and the opportunity for international connections, was divided into three Departments.



### *Rete Adriatica (Direzione di Venezia)*

Roma - Firenze - Venezia  
 Roma - Venezia - Vienna  
 Venezia - Monaco  
 Venezia - Ancona - Bari - Brindisi

### *Rete Tirrena (Direzione di Roma Ostia)*

Roma Ostia - Cagliari  
 Roma Ostia - Tunisi  
 Palermo - Tunisi

### *Rete del Levante (Direzione di Tirana)*

Tirana - Valona - Argirocastro  
 Tirana - Coritza  
 Tirana - Scutari  
 Tirana - Salonicco - Sofia  
 Roma - Bari - Brindisi - Tirana

In this way, SAM became the most important Italian airline, destined for further development.



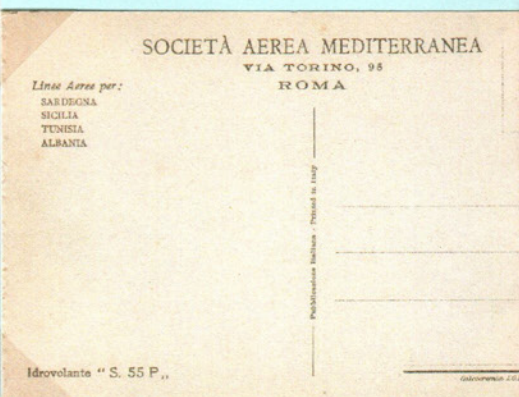


• Route: Rome – Terranova Pausania – Cagliari

On April 21<sup>st</sup> 1928, the new route was inaugurated with great solemnity, departing from the Ostia seaplane base. For the occasion, the Siai S.55 seaplane was presented, destined for air connections with Sardinia. Aboard the seaplane, in addition to the Captain Rigoberto Salminci, there were 5 passengers. The famous flyer General Francesco De Pinedo, president of the Society, also took part in the flight, who took off on his S.59.



Official letter commemorating the inaugural flight Rome-Cagliari and bearing the signature of Gen. Francesco De Pinedo. Rome. Italy (d. 21.4.28) to Cagliari, Italy (a. 21,4,28). Franking: 0.60 Lire.



2.1 Aeropostal links with Sardinia

On the occasion of the inaugural flight, a special postcard (green in color) was published by the "Comitato Torre de Pinedo". The postcard bears the autograph signature of the pilot Captain Rigoberto Salminci, who was in command of the seaplane S.55.



POSTA AEREA



Ill.<sup>mo</sup> Signor Direttore  
delle RR. Poste  
**CAGLIARI**



Rome, Italy (d. 21.4.28) to Cagliari, Italy (a. 21.4.28). Franking: 0.70  
Lire, as requested (surface 0.20 Lire, airmail/20 gr. 0.50 Lire).

• Route: Cagliari – Rome

The return flight was carried out by the same pilots and with the same aircraft the following day, April 22<sup>nd</sup> 1928, departing from Cagliari at 11.00 and arriving in Ostia at 15.00.



Cagliari, Italy (d. 22.4.28)  
to Rome, Italy (a. 23.4.28).  
Franking: 1.00 Lire, as requested  
(surface/20 gr., airmail/20 gr.  
0.50 Lire).

*Preghiamo l' Ill. Sig. Direttore delle RR. Poste rimettere le cartoline in busta chiusa raccomandata al*  
**COMITATO TORRE DE PINEDO**  
**SESTO CALENDE**  
(MILANO)  
*Si ringrazia e seguiranno spese postali.*

Ing. Alberto Diena,  
per S. Bayer.  
Via Vittorio Colona, 40.

Roma.

2.1 Aeropostal links with Sardinia

- Mail carried on the air route for Sardinia in the period



Cagliari, Italy (d. 17.5.29)  
to Rome, Italy (a. 17.5.29).  
Franking: 1.00 Lire, as  
requested (surface / 20 gr.  
0.50 Lire, airmail / 20 gr.  
0.50 Lire).



Rome, Italy (d. 24.2.32)  
to Cagliari, Italy  
(a. 25.2.32). Franking:  
1.00 Lire, as requested  
(surface / 20 gr. 0.50 Lire,  
airmail / 20 gr. 0.50 Lire).



Rovereto, Italy  
(d. 22.2.32) to Cagliari,  
Italy (a. 23.2.32), via Rome,  
Italy (t. 22.2.32). Franking:  
1.00 Lire, as requested  
(surface / 20 gr. 0.50/Lire,  
airmail / 20 gr. 0.50 Lire).

• Inauguration of the Brindisi – Valona air route

Also on April 21<sup>st</sup>, 1928, on the anniversary of the birth of Rome, the connection route with the Albanian network was inaugurated, managed with Siai S.55 (twin-engine) and Cant.22 (three-engine) seaplanes. In addition to the one departing from Brindisi, other mail directed to Albania came from various Italian cities, to be loaded on the maiden voyage aircraft. The Brindisi transit cancellation has been used on these.



Brindisi, Italy (d. 21.4.28) to Valona, Albania (a. 21.4.28). Franking: 1.00  
 Lire, as requested (surface/15 gr. 0.50  
 Lire, airmail/15 gr. 0.50 Lire).

• Inauguration of the Valona – Brindisi air route

The return flight was made on the same day. A dispatch of a few known aerograms, franked with normal air mail stamps from 1925, unlike what will happen a few days later. A special oval cancel was used for some of them with the words: FLUTURIM 'I ar - VLONE - BRINDISI - 21 - IV - 1928.



Da Valona, Albania (d. 21.4.28) to Brindisi (a. 21.4.28). Franking: 025 Lek.

2.2 Route: Brindisi – Valona – Brindisi

To celebrate the inauguration of the Valona – Brindisi route, a new series of 7-value air mail was issued by the Albanian postal administration, obtained by overprinting the first series of Albania air mail of 1925 with the caption "REP SHQYPTARE / Fluturim 'i I-ar / Vlone-Brindisi / 21.IV.1928".

On April 21<sup>st</sup> 1928 the stamps were not ready for use, so the first dispatches leaving Valona franked with these stamps were prepared a few days later and canceled on departure with the ordinary "guller" type stamp of "Vlone / Posta Aerore" of the April 24<sup>th</sup>.

Valona, Albania (d. 24.4.28) to Brindisi, Italy (24.4.24). Franking with special overprinted stamps: 0.90 Lek.



Societa Aerea Mediterranea  
S. A. M.

Brindisi

.....

Via aerea  
Valona - Brindisi  
urgente



Siguora Mariou Luraschi Soleri  
Corso Stupinigi 263  
Torino

- Mail carried on the air route for Valona in the period

With the inauguration of the Brindisi – Valona – Brindisi route, the Albanian network managed by Adria Aero Lloyd was connected to the SAM Mediterranean network, having Valona as a connecting point.

Tirana (d. 19.10.29)  
to Turin, Italy  
(a. 19.10.29), via  
Valona, Albania  
(t. 19.10.29) and  
Brindisi, Italy  
(t. 19.10.29).  
Franking: 0.90 Lek.



Tirana, Albania (d. 10.12.29) to Rome, Italy (a. 11.12.29), via Valona, Albania (t. 10.12.29) and Brindisi, Italy (t. 10.12.29). Franking: 0.35 Lek.

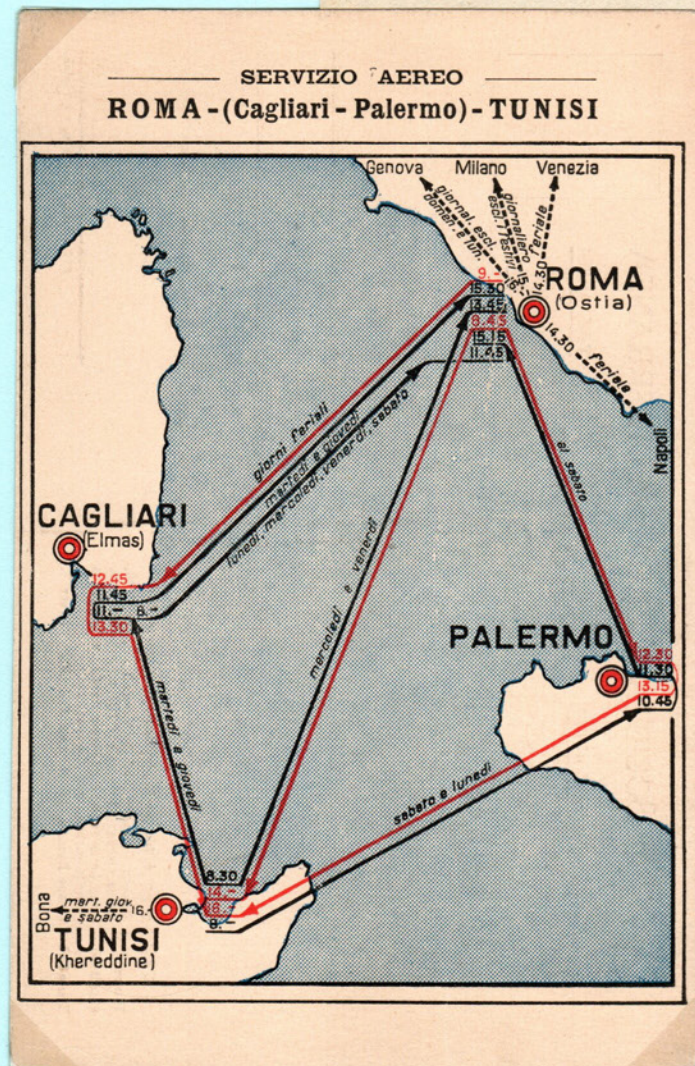


Valona, Albania (d. 28.5.30) to Hussi, Sardinia, Italy (a. 30.5.30), via Brindisi, Italy (t. 29.5.30). Franking: 0.15 Lek.



• Route: Rome – Cagliari – Tunis

On the basis of mutual concessions between the Italian and French governments, the maritime bases of Marseille and Tunis became available in July 1929. The base in Tunis, on Lake Khereddine, served as a base for the connections between Rome and Tunisia. The seaplane base, where the SAM seaplanes stopped, was adjacent to that of the French airline Air France.



Official letter commemorating the inaugural flight Rome-Tunis. Rome, Italy (d. 10.12.29) to Tunis, Tunisia (a. 10.12.29). Franking: 2.25 Lire, as requested (surface/20 gr. 1.25 Lire, airmail/20 gr. 1.00 lire).

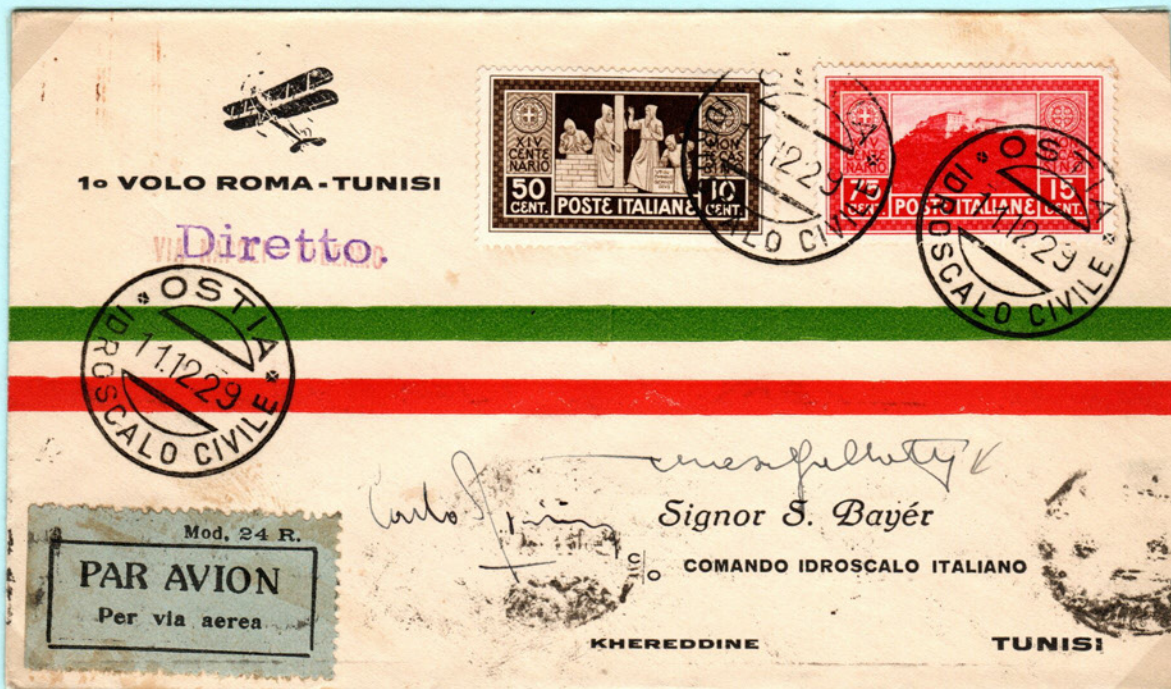
For the occasion, SAM prepared a commemorative envelope with the special printed wording in red in the upper left corner.

In fact, shortly thereafter three new airlines were inaugurated between Rome and Tunis: 1) Rome – Tunis via Cagliari; 2) Rome – Tunis direct without stopover (4 hours); 3) Rome – Tunis with a stopover in Naples and Palermo.

The inauguration of the route, which was supposed to take place on November 15<sup>th</sup>, 1929, had been postponed several times until December 10<sup>th</sup>, 1929. It represented the first of the three routes connecting Rome to Tunis and ran twice a week.

2.3 Aeropostal links with Tunisia

The Siai S.55 seaplane, in command of the pilots Salminci and Paccomio, started its flight at 08.45 from the Ostia seaplane base and after a two-hour flight made a stopover in Cagliari (Elmas), where it loaded a small mail dispatch, leaving for Tunis.



Ostia-Civil  
Seaplane base,  
Rome, Italy  
(d. 11.12.29) to  
Tunis, Tunisia  
(a. 11.12.29).  
Franking:  
1.25 Lire.

In Cagliari, on all outgoing mail, he received the ordinary "Cagliari / Stazione" cancel of December 22<sup>nd</sup> 1929 and the linear "Posta Aerea" cancel. On arrival in Tunis, the mechanical cancel "Tunis R.P. / 11 XII 29 14/



Cagliari, Italy  
(d. 10.12.29) to  
Tunis, Tunisia  
(a. 10.12.29).  
Franking: 2.45 Lire,  
in plus of 20 cent.  
respect the amount  
requested (surface/20  
gr. 1.25 Lire,  
airmail/20 gr. 1.00  
Lire).



2.3 Aeropostal links with Tunisia

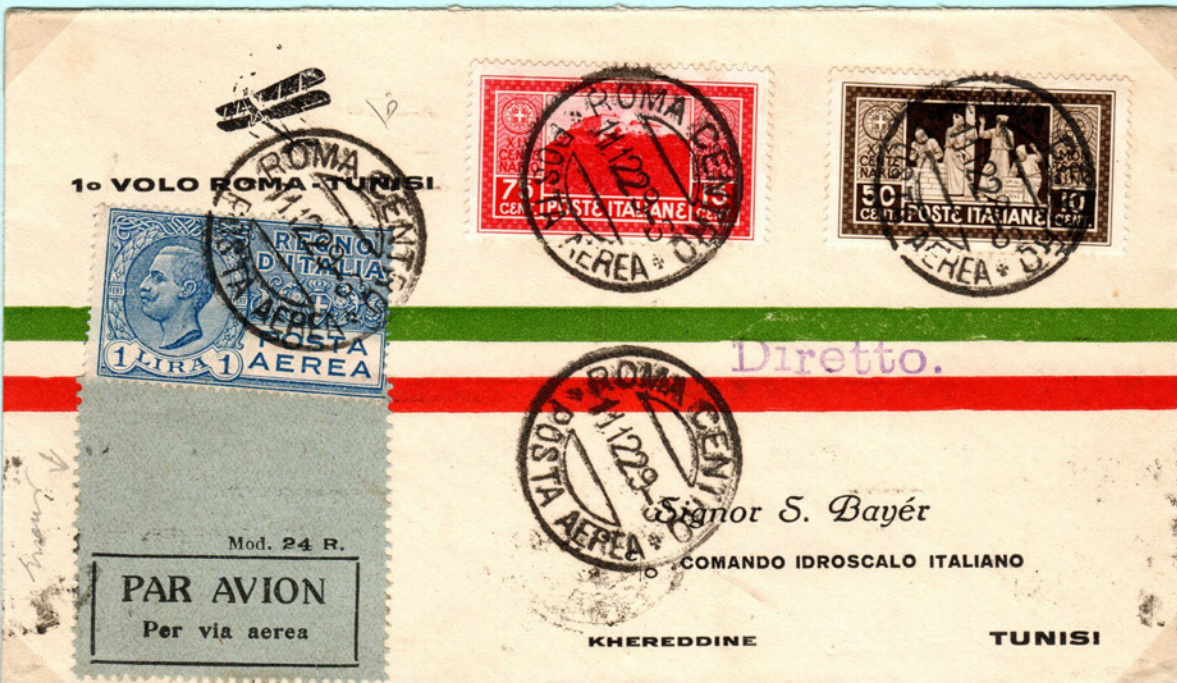
There are also aerograms with mixed Vatican + Italy postage, with "Poste Vaticane" departure cancel on December 10<sup>th</sup> 1929 and "Roma Ferrovia / Posta Aerea" transit cancel on December 11<sup>st</sup> 1929. On arrival in Tunis, the mechanical stamp "Tunis R.P. / 11 XII 29 14 / Tunisie" and the small circular stamp of "La Goulette / 7.45 12-12 29 / Regence de Tunis".



Vatican, Vatican City  
(d. 10.12.29) to  
Tunis, Tunisia  
(a. 11.12.29), via  
Rome, Italy  
(t. 11.12.29).  
Franking: 2.30 Lire,  
in plus of 5 cent.  
Respect the amount  
requested (surface/20  
gr. 1.25 Lire, airmail  
/20 gr. 1.00 Lire).

• Route: Rome – Tunis (direct link)

On December 11<sup>st</sup> 1929, the second of the air routes connecting Rome to Tunis was inaugurated on a weekly basis, also departing from Ostia. The Siai S.55 seaplane (I-SILI), was flown by the Captains Carlo Tonini and M. Gallotti, which took off from the SAM seaplane base at 09.00 towards Tunis, where it arrived at 13.00.



Rome, Italy  
(d. 11.12.29) to  
Tunis, Tunisia  
(a. 11.12.29).  
Franking: 2.25  
Lire, as requested  
(surface/20 gr. 1.25  
Lire, airmail/20  
gr. 1.00 Lire).

2.3 Aeropostal links with Tunisia

• Route: Tunis – Rome

As the reciprocal exchange of mail had not yet been agreed with Tunisia, the Tunisian post office did not accept the forwarding of mail by air on the return flight. Some matches were arranged but they did not fly.



Tunis, Tunisia  
(d. 16.5.31) to Rome,  
Italy (a. 16.5.31).  
Franking: 1.30 Francs,  
as requested (surface/50  
gr. 0.30 Fr., airmail/  
10 gr. 1.00 Fr.).

The first evidence of a Tunis – Rome flight we have with the first postal flight of May 16<sup>th</sup> 1931, on the occasion of the annual resumption of service on the Rome – Cagliari – Tunis and Rome – Palermo – Tunis routes.



Tunis, Tunisia (d. 16.5.31) to Cagliari, Italy  
(a. 18.5.31), via Rome, Italy (t. 16.5.31). Franking:  
2.50 Francs, as requested (surface/20 gr. 1.50 Fr.,  
airmail/10 gr. 1.00 Fr.).

• Route: Palermo – Tunis

To the two existing routes connecting Rome to Tunis, a third one was added that connected Rome to Tunis, via Naples and Palermo. The route was inaugurated on January 2<sup>nd</sup> 1930 in the Palermo – Tunis section, and ran twice a week. The connection with Rome took place in Palermo by exploiting the connection with the route Genoa – Rome – Naples – Palermo of SANA airline. The small known dispatch was canceled on departure with the ordinary cancel of "Palermo Porto / Posta Aerea" of January 6<sup>th</sup> 1930 and on arrival the mechanical stamp of Tunis of the same day. All letters bear the pilot's signature.



Letter of the inaugural flight Palermo-Tunis and bearing the signature of the pilot Commander Domenico Arcidiacono. Palermo, Italy (d. 6.1.30) to Tunis, Tunisia (a. 6.1.30). Franking: 2.30 Lire, in plus of 5 cent. respect the amount requested (surface/20 gr. 1.25 Lire, airmail/20 gr. 1.00 Lire).

• Mail carried on the air routes for Tunisia in the period



Rome, Italy (13.3.30) to Tunis, Tunisia. Franking: 1.35 Lire, in minus of 40 cent. respect to the amount requested (surface 0.75 Lire, airmail /20 gr. 1.00 Lire).

2.3 Aeropostal links with Tunisia



Tunis, Tunisia  
 (d. 30.4.32) to Rome, Italy  
 (a. 30.4.32). Franking:  
 2.50 Francs, as  
 requested (surface/ 20 gr.  
 1.00 Fr., airmail/ 10 gr.  
 1.50 Fr.).



Rome, Italy  
 (d. 22.12.32) to  
 Tunis, Tunisia  
 (a. 23.12.32).  
 Franking: 2.00 Lire,  
 as requested (surface/  
 20 gr. 1.25 Lire,  
 airmail/ 10 gr. 0.75  
 Lire).



Tunis, Tunisia  
 (d. 3.4.33) to  
 Palermo, Italy  
 (a. 3.4.33).  
 Franking: 2.50  
 Francs, as requested  
 (surface/ 20 gr.  
 1.00 Fr., airmail/  
 10 gr. 1.50 Fr.).

In the absence  
 of a direct link,  
 the letter arrived  
 in Tunis via  
 Rome.



Tripoli, Libia  
 (d. 12.12.33) to  
 Tunis, Tunisia  
 (a. 18.12.33), via  
 Rome, Italy  
 (t. 12.12.33).  
 Franking: 2.00 Lire,  
 as requested (surface/  
 20 gr 1.25 Lire,  
 airmail/ 10 gr. 0.75  
 Lire).

2.4 Acquisition of Albanian air routes

Albania was considered a territory of Italian influence and it was not considered appropriate for a company, Adria Aero Lloyd, controlled by the German airline Lufthansa, to manage the routes in this region.



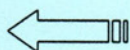
2.4 Acquisition of Albanian air routes

Negotiations followed with the Berlin government, which led to the finalization of the purchase of the company on February 4<sup>th</sup> 1927, with the relative exclusive concession of the Albanian routes and...



... the three Junkers F 13 with which they were operated.

With the acquisition of the Adria Aero Lloyd airline, Italy secured a monopoly on the Albanian sky and once SAM was born, the routes of the Albanian network began to be managed by the same, but in the name of the old Adria Aero Lloyd.



Tirana, Albania (d. 22.5.30) to Rome, Italy (a. 25.5.30), via Brindisi, Italy (24.5.30). Franking: 0.35 Lek, as requested (surface/20 gr. 0.15 Lek, registration 0.20 Lek).



One of the first advertising postcards in which are highlighted the first lines of SAM and the Albanian air network managed through the "Adria Aero Lloyd".



## 2.4 Acquisition of Albanian air routes

With the SAM routes well grafted into the national network, the strengthening of the Albanian internal routes was started. On October 8<sup>th</sup> 1930, the Albanian Post Office issued a new series of 7 air mail stamps, printed in Rome, commemorating the inauguration of the two flights Tirana – Coritza and Tirana – Valona. The stamps reproduce an F.13 aircraft flying over Tirana.



### • First air courier from Vatican to Albania

Starting from August 1<sup>st</sup>, 1929, the postal agreement between Italy and the Holy See was implemented, following the signing of the Lateran pacts. The air mail taxes, to facilitate the calculation of the same to be requested from the Italian Postal Administration, were paid with Italian air mail stamps. Among the various dispatches sent by air from the Vatican, there were those destined for Albania, more precisely to Valona and Gjirokastra.



Vatican, Vatican  
 City (d. 15.1.31) to  
 Valona, Albania  
 (a. 20.1.31), via Rome,  
 Italy (t. 16.1.31) and  
 Brindisi, Italy  
 (t. 17.1.31). Franking:  
 0.80 Lire.



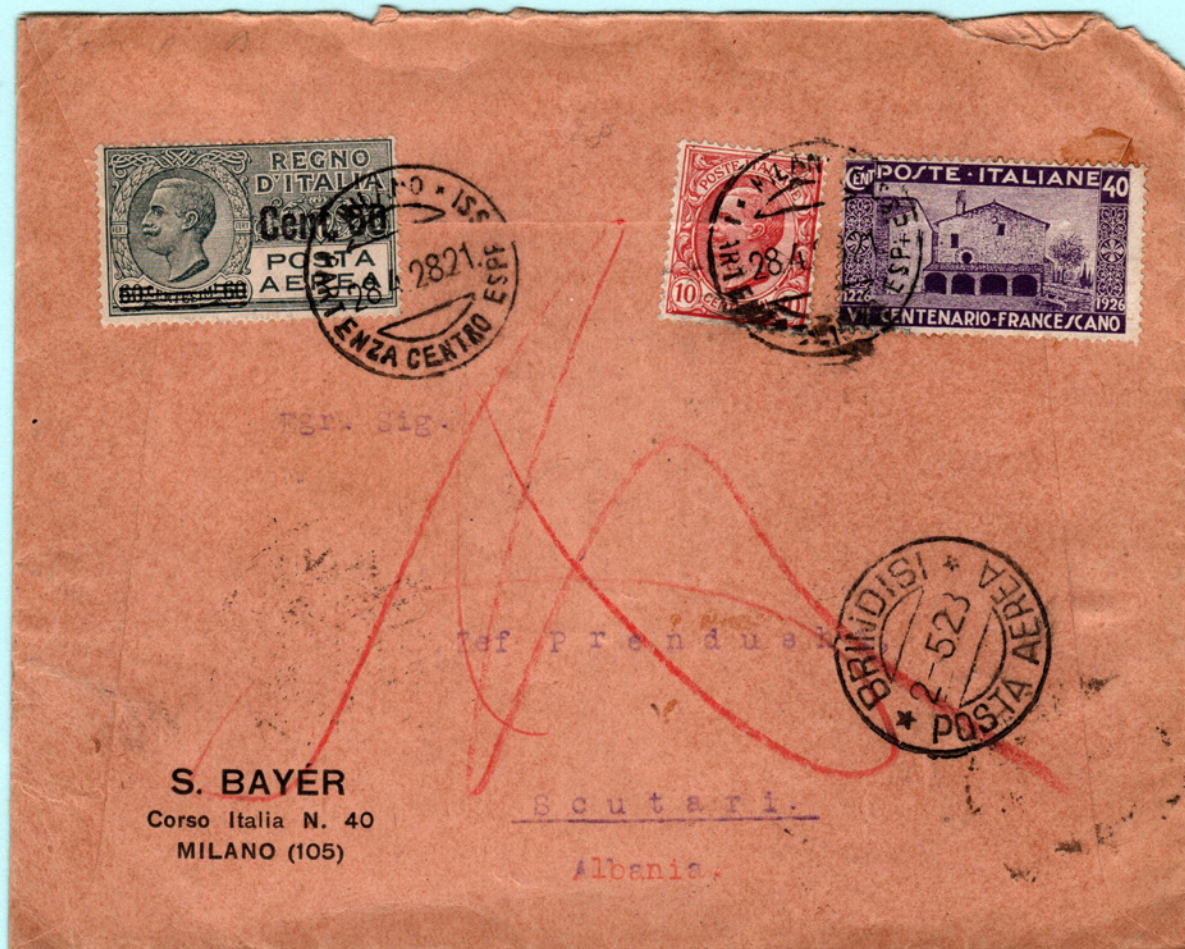
2.4 Acquisition of Albanian air routes



• Mail carried on the albanian air routes in the period

The Albanian network developed along the routes that connected Tirana to Valona, Scutari and Coritza. Taking into account the physical morphology of the country, substantially mountainous, the already tested Junkers F.13 continued to be used on these land routes.

This letter traveled with the SAM from Brindisi to Vlore and then with the Adria Aero Loyd from Vlorë to Tirana and Shkoder.



Milano, Italy (d. 28.4.28)  
to Scutari, Albania  
(a. 5.5.28), via Brindisi,  
Italy (t. 2.5.28), Valona,  
Albania (t. 2.5.28) and  
Tirana, Albania (t. 4.5.28).  
Franking: 1.00 Lire, as  
requested (surface/20 gr.  
0.50 Lire, airmail/20 gr.  
0,50 Lire).

• Flight Rome – Alexandria (Egypt)

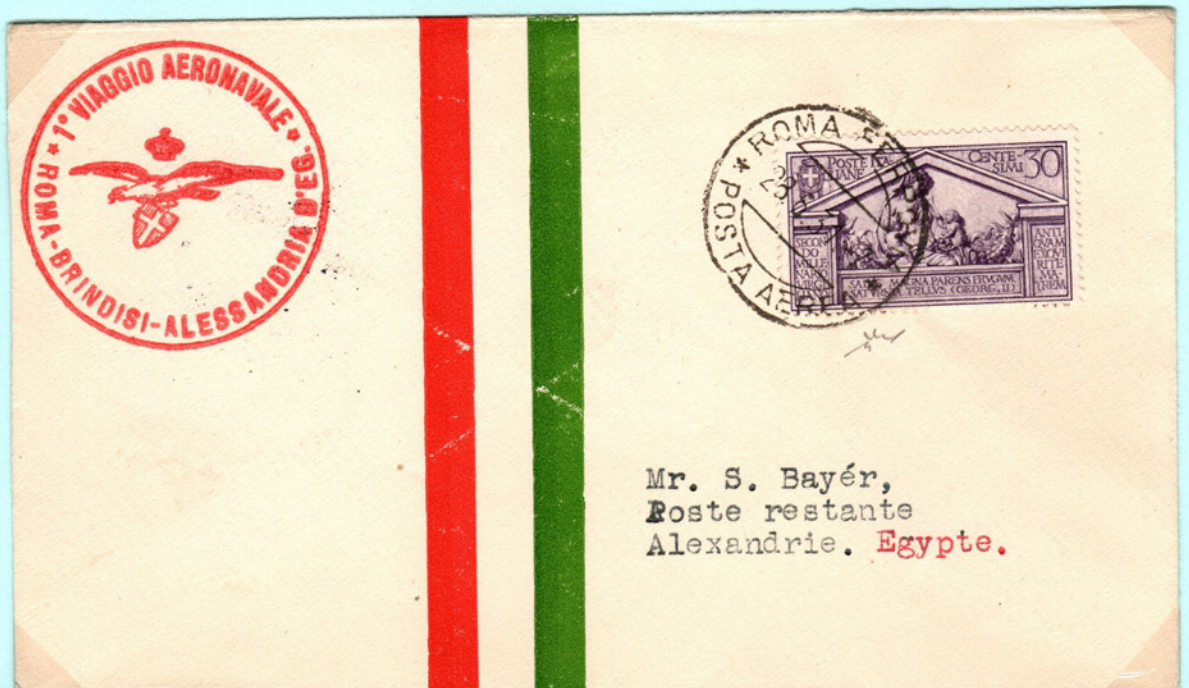
On June 28<sup>th</sup> 1931, on the occasion of the maiden voyage of the "Victoria" motor ship of the Cosulich shipping company, the General Directorate of the Post Office, in agreement with SAM, arranged a special air service from Rome to Brindisi, coinciding with the departure of the motor ship to Alexandria (Egypt). The SAM Siai S.55P seaplane, under the command of Captain Luigi Vernizzi, left Rome in the early morning of June 28<sup>th</sup> 1931, to arrive in Brindisi in the afternoon with a non-stop flight.

For this special flight, the general post office provided the Rome post office with a special commemorative cancel, bearing the words "1° Volo Aeronavale / Rome - Brindisi - Alessandria d' Eg.", to be applied in red ink, indiscriminately, on all mail (ordinary or air mail) destined for Alexandria in Egypt, or in transit from Brindisi and destined for the eastern countries. Air transport was carried out without payment of the relative surcharge.



Rome, Italy (d. 28.6.31) to Alexandria, Egypt (a. 30.6.31), via Brindisi, Italy (t. 28.6.31). Franking: 2.25 Lire, as requested (surface/20 gr. 1.25 Lire, airmail/20 gr. 1.00 Lire).

The mail from Rome to Alexandria (Egypt) were embarked in Brindisi on the ship to continue by sea to destination.



Rome, Italy (d. 28.6.31) to Alexandria, Egypt (a. 30.6.31). Franking: 0.30 Lire.

Mr. S. Bayér,  
Poste restante  
Alexandrie. Egypte.

2.5 Air-Sea voyage Rome – Brindisi – Alexandria (Egypt)

• Flight Rome – Brindisi (m/n “Victoria”)

Letters destined for Brindisi received the “Brindisi / Posta Aerea” cancel on arrival. Some of them were sent on board the ship, where they also received the post office cancellation “Lloyd Triestino / M/N Victoria” on the same day.



Rome, Italy  
(d. 28.6.31) to  
M/N “Victoria”  
(a. 28.6.31), via  
Brindisi, Italy  
(t. 28.6.31).  
Franking:  
0.10 Lire.

• Test Flights Brindisi – Valona/Levant

The SAM aircraft departed from Rome in the morning of June 28<sup>th</sup> 1931, together with the mail of the Brindisi – Alexandria air-sea flight, also transported some dispatches to Valona (as part of the connection experiments with the capital Tirana) and the Levant. Upon arrival in Brindisi, this mail was not boarded on the ship, but continued by air to their destination



The special red cancel was used also on the mail on departure from Rome.

Rome, Italy (d. 28.6.31)  
to Valona, Albania  
(a. 30.6.31). Franking:  
0.10 Lire.

• Route: Rome – Bari – Brindisi

On July 6<sup>th</sup> 1931, in the early morning, the SAM aircraft, with the president Umberto Klinger (CEO of the company) onboard, left the capital for the inaugural flight to Brindisi, where it arrived in the late morning, after having made stopover in Bari; carried a regular cargo of mail. The service ran three times a week.



Rome, Italy  
(d. 6.7.31) to Bari,  
Italy (a. 6.7.31).  
Franking: 0.70 Lire.

The return flight from Brindisi, with a stopover in Bari, took place on the same day. In the early afternoon the aircraft departed from Brindisi to return regularly to Rome, where in the early evening.



Brindisi, Italy (d. 6.7.31)  
to Bari, Italy (a. 6.7.31).  
Franking: 0.70 Lire

2.6 Aeropostal links with Albania, via Bari – Brindisi

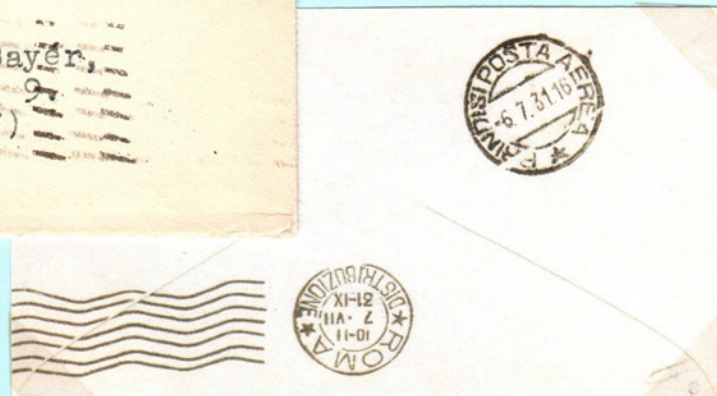
Bari, Italy (d. 6.7.31)  
to Rome, Italy  
(a. 7.7.31). Franking:  
0.60 Lire.



• Route: Brindisi – Valona – Tirana

The new Rome – Bari – Brindisi route coincided in Brindisi with the Brindisi – Valona and Valona – Tirana routes. In this way, on the same day, SAM initiated the three-weekly connection between the Italian and Albanian capitals. The Caproni Ca.101 three-engine boat was used from Rome to Brindisi, while the flight continued on the Siai S.71 three-engine aircraft from Brindisi to Tirana. The return flight took place in the afternoon of the same day, July 6<sup>th</sup> 1931, with a change of aircraft in Brindisi.

Valona, Albania  
(d. 6.7.31) to Rome, Italy  
(a. 7.7.31), via Brindisi,  
Italy (t. 6.7.31). Franking:  
0.40 Lek, as requested  
(surface/20 gr. 0.15 Lek,  
airmail/20 gr. 0.25 Lek).



○ Commemorative issue for the first flight Tirana - Rome

To celebrate the event, on July 6<sup>th</sup> 1931 a series of air mail stamps was issued by the Albanian post office, obtained by overprinting the seven values of the previous series of air mail issued in 1929 with the words "Tirane – Rome / 6 Korrik 1931". Only a few hundred of these stamps were sold to the public and first used on the aerograms flown on July 13<sup>th</sup> 1931. The remainder was sold to SAM, which placed it on the market at amateur prices.

Correspondences of this flight are known only from Valona, franked with stamps without overprinting issued in 1929 (see previous page), as those celebrating the Tirana – Rome connection, issued on July 6<sup>th</sup>, were used for the first time only with the flight from Tirana a week later.



Tirane, Albania (d. p. 1.5.31) to Bari, Italy (a.14.7.31), via Brindisi, Italy (t. 13.7.31). Franking: 0.55 Lek.

● First Flight Tirana – (Valona) – (Brindisi) – Bari – Rome

With the first flight of July 13<sup>rd</sup> 1931, the Tirana – Rome route was officially opened, with Savoia Marchetti S.71 three-engined aircraft. The mail from Tirana was franked with overprinted stamps issued a week earlier.



Tirane, Albania (d. 13.7.31) to Rome, Italy (a. 14.7.31), via Littorio Airport, Rome, Italy (t. 13.7.31). Franking: 0.35 Lek.

2.6 Aeropostal links with Albania, via Bari – Brindisi

The Siai S.71 three-engine aircraft was used from Tirana to Brindisi, while from Brindisi to Rome (via Bari) the flight continued on the Caproni Ca.101 three-engine aircraft.



Tirane, Albania (d. 13.7.31) to Braunschweig, Germany, via Littorio Airport, Rome, Italy (t. 14.7.31 and Berlin, Germany (t. 14.7.31).  
Franking: 0.95 Lek.

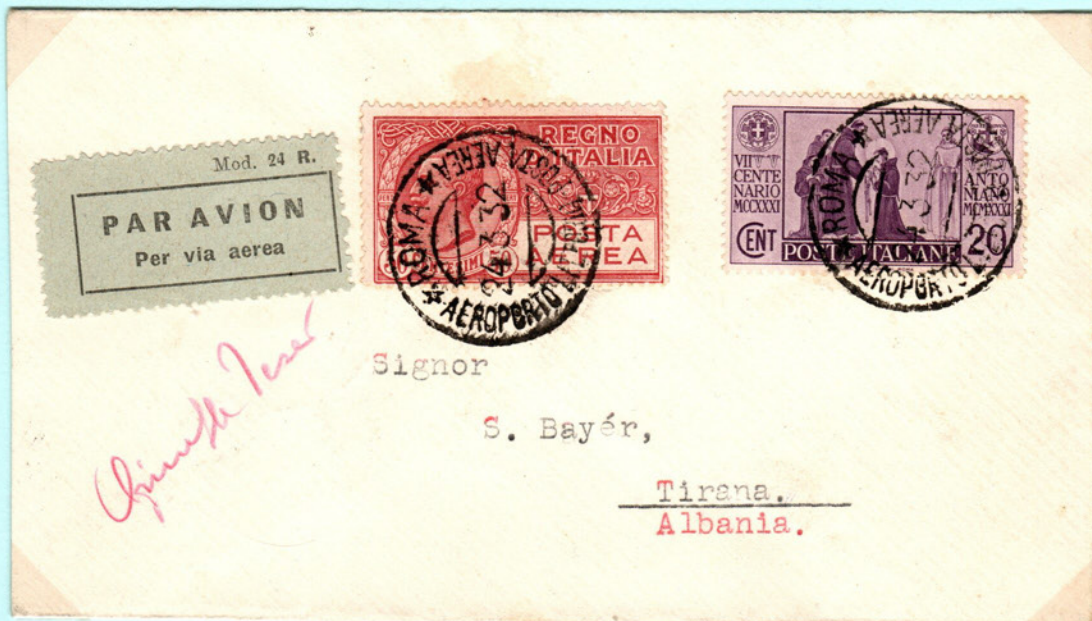
The Siai S.71, the first landplane multi-engine to be adopted into service, responded to the new needs of the overhead routes, which with the achieved operational safety of the engines and the availability of new landing fields, made it less and less necessary to use the seaplane, at least on short and medium range routes.

It was a very refined and elegant high-wing three-engine aircraft, with a large tapered cantilever wing, which had a profile almost similar to that of the S.55. The pilots had a cockpit with a closed canopy of modern design, while the passenger cabin had eight seats in two rows. These aircraft were mainly used on the Adriatic and Levant network routes (Brindisi – Tirana and Tirana – Thessaloniki), where they replaced the old Junkers F.13.



• Reopening of the Rome – Tirana air route

With the beginning of the good season, the SAM reopened the connection between Rome and Tirana on March 1<sup>st</sup> 1932, via Bari-Brindisi-Valona. The service ran three times a week and the route was covered in about four and a half hours of flight.



Littorio Airport, Rome, Italy  
(d. 24.3.32) to Tirane,  
Albania (a. 24.3.32).  
Franking: 0.70 Lire.  
The cover signed by the pilot,  
Captain Giuseppe Tesei, one  
of the Atlantic flyers, who at  
the time was part of the  
company's management team.

• Mail carried on the air routes for Albania in the period



Tirane, Albania (d. 19.5.32) to Turin, Italy (a. 20.5.32), via Rome, Italy (t. 19.5.32). Franking: 0.35 Lek,  
as requested (surface/20 gr. 0.15 Lek, airmail/20 gr. 0.20 Lek).



2.6 Aeropostal links with Albania, via Bari – Brindisi

In August 1928, a convention was stipulated between Italy and Albania which established the adoption of the respective internal rates for all correspondence exchanged, with the port of 20 grams for letters.

Therefore, the rates for Albania are lower than the Italian domestic ones, for which the unit of weight was set at 15 grams.

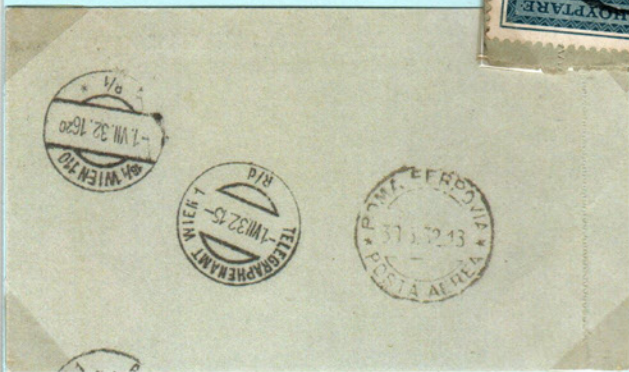
Tirane, Albania (d. 6.1.31) to Amsterdam, Netherland, via Brindisi, Italy (t. 8.1.312). Franking: 0.30 Lek, as requested (surface/0.15 Lek, airmail/20 gr. 0.15 Lek).



Santi Quaranta, Albania (d. 6.5.31) to Wien, Austria (a. 10.4.31), via Brindisi, Italy (t. 8.6.31) and Venice, Italy (t. 10.6.31). Franking: 0.45 Lek, as requested (surface/20 gr. 0.25 Lek, airmail/20 gr. 0.20 Lek).

2.6 Aeropostal links with Albania, via Bari – Brindisi

Tirane, Albania  
 (d. 30.6.32) to Wien,  
 Austria (a. 1.7.32),  
 via Rome, Italy  
 (t. 30.6.32).  
 Franking: 0,45 Lek,  
 as requested  
 (surface/20 gr. 0.25  
 Lek, airmail/20 gr.  
 0.20 Lek).



Tirane, Albania  
 (d. 20.10.32) to  
 Graz, Austria, via  
 Rome, Italy  
 (t. 20.10.32) and  
 Wien, Austria  
 (t. 21.10.32).  
 Franking: 1.10 Lek.



Durres, Albania  
(d. 8.2.33) to Plauen,  
Germany (a. 11.2.33),  
via Bari, Italy.  
Franking: 0.45 Lek,  
as requested  
(surface/20 gr. 0.25  
Lek, airmail/20 gr.  
0.20 Lek).



Tirane, Albania (d. 8.8.33) to Rome, Italy (a. 8.8.33). Franking: 0.35 Lek, as requested  
(surface/20 gr. 0.15 Lek, airmail/20 gr. 0.20 Lek).



Tirane, Albania (d. 18.2.33) to Graz, Austria, via Rome, Italy and Wien, Austria Franking: 1.55 Lek.



Rome, Italy (8.12.33) to Tirane, Albania, via Brindisi, Italy (t. 9.12.33). Franking: 1.30 Lire, in surplus of 30 cent. respect the amount requested (surface/15 gr. 0.50 Lire, airmail/20 gr. 0.50 Lire).

• Route: Venice – Munich – Berlin – Moscow

The Russian-German company Deruluft, established in 1921, had inaugurated the Konigsberg – Kaunas – Velikje Luki – Moscow route on May 1<sup>st</sup>, 1922, and the Konigsberg – Tilsit – Riga – Tallin – Leningrad route on May 6<sup>th</sup>, 1928. An Italian courier is known to be sent on these routes, via Munich – Berlin.

From Venice, on May 2<sup>nd</sup>, 1932, aerograms left for Copenhagen, Konigsberg, Tilsit, Kaunas, Riga, Tallin, Velikje Luki, Leningrad and Moscow.



Venice, Italy (d. 2.5.32) to Velikie Luki, Russia (a. 6.5.32), via Munich, Germany (t. 3.5.32) and Berlin, Germany (t. 3.5.32).  
 Franking: 1.00 Lire, as requested (print / 50 gr. 0.25 Lire, airmail / 5 gr. 0.75 Lire).



Venice, Italy (d. 2.5.32) to Leningrad, Russia (a. 6.5.32), via Munich, Germany (t. 3.5.32) and Berlin, Germany (t. 3.5.32). Franking: 1.00 Lire, as requested (print / 50 gr. 0.25 Lire, airmail / 5 gr. 0.75 Lire).



Tit. DERULUFT,  
 Flugplatz Korpussy,  
 L E N I N G R A D.  
 U . S . S . R.

2.7 Aeropostal links with European countries

The SAM flight from Venice to Munich, in the latter location, took advantage of the connection with the Lufthansa flight to Berlin, from where it continued to its destination with the Deruluft routes



Venice, Italy (d. 2.5.32) to Moscow, Russia (a. 6.5.32), via Munich, Germany (t. 3.5.32) and Berlin, Germany (t. 3.5.32).  
 Franking: 1.0 Lire, as requested (print / 50 gr. 0.25 Lire, airmail / 5 gr. 075 Lire).

• Route: Rome – Venice – (Munich) – Zurich

There was the possibility, linking up with the Swiss airline, to start air dispatches from Rome to Zurich, using the SAM to Munich, with the Rome – Venice – Munich route, then the Swiss Munich – Zurich route.



Rome, Italy (d. 5.5.32) to Zurich, Switzerland (a. 6.5.32).  
 Franking: 1.04 Lire. Franking: 1.0 Lire, in excess of 4 cents. compared to the requested rate (print / 50 gr. 0.25 Lire, airmail / 5 gr. 075 Lire).

Ex coll. "Celeste"

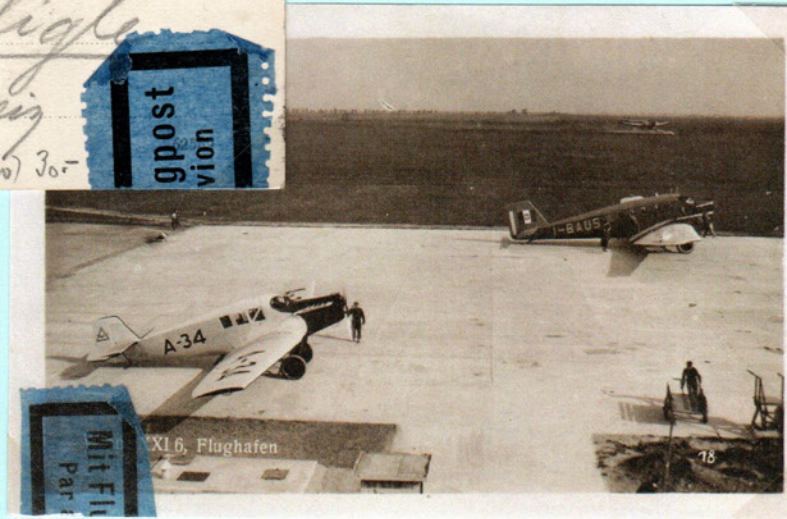
2.7 Aeropostal links with European countries

In fact, the Swiss company Swissair had inaugurated on May 2<sup>nd</sup>, 1932, an air service called "Danube Express" that connected Zurich to Munich and Vienna, for which was used the Orion, a new model of the American Lockheed company, which carried 6 passengers and was able to exceed 320 km/h.



Postcard traveled with the "Danubio Express" service Vienna-Zurich, via Lausanne on 14 May 1932.

Wien, Austria (d. 15.5.32) to Aigle, Switzerland, via Zurich, Switzerland (t. 14.5.32) and Lausanne, Switzerland (t. 14.5.32).  
Franking: 0.44 Shillings.



• Route: Rome – Venice – Munich – Colonia



Rome, Italy (d. 12.5.32) to Lorch, Wuttenberg, Germany, via Stuttgart (t. 13.5.32). Franking: 1.00 Lire, as requested for print (print / 50 gr. 0.25 Lire, airmail/ 5 gr. 075 Lire).

2.8 Aeropostal links with Aegean Islands and Greece

• Route: Rome – Bari – Rhodes

The airport of the Rhodes was also included in the air network for the tourist season of the 1931. The opening of the new route Rome – Brindisi, with a stop in Bari, made it possible to have a quick link Rome – Rhodes.



The link was made using the connection with the twice-weekly flight of the Aero Espresso Italiano (AEI) on the Rhodes – Athens – Brindisi route. The first return flight took place on July 12nd 1931.

Rhodes, Aegean Islands (d. 12.7.31) to Vatican. Vatican City (a. 14.7.31), via Rome, Italy (t. 13.7.31). Franking: 0.75 Lire.

• Route: Tirana – Thessaloniky – Athens

From June 3rd 1932, SAM added the connection from Tirana to Thessaloniki to its Levant network, whose direction had been located in Tirana that year. The route was coinciding in Thessaloniki with the flight of the Greek company HAC (Hellenic Aerial Communications), that departed for Athens.



Tirane, Albania (d. 3.6.32) to Thessaloniki, Greece (a. 3.6.32), Franking: 0.35 Lek, as requested. On arrival it was apposed the characteristic violet rubber cancel, with the words "Air Mail/ Arrivals", illustrated with the outline of a large biplane plane.



2.8 Aeropostal links with Aegean Islands and Greece

Meanwhile, on June 2<sup>nd</sup> 1932, the courier of the first flight for Tirana left Athens, transported by the Greek company "Hellenic Aerial Communications Company" (HACC) and then later by SAM to Rome, via Bari.

A special linear cancel in color was used on the courier, with the caption: I VOL ATHENES: TIRANA (ALBANIE).



Athens, Greece (d. 2.6.32) to Tirane, Albania (a. 2.6.32). Franking: 15 AP.

Although on the back there is the cancel certifying the air transport to Tirana, the postcard instead continued with the SAM to Rome, as attested by the arrival cancel "Roma Ferrovia – Posta Aerea".



Athens, Greece (d. 2.6.32) to London, Great Britain, via Tirane, Albania (2.6.32) and Rome, Italy (t. 3.6.32). Franking: 7.05 AP.

2.8 Aeropostal links with Aegean Islands and Greece

From Thessaloniki to Tirana the inaugural return flight of the SAM, coinciding with the flight from Athens of the Greek company HACC, took place only on July 14<sup>th</sup> 1932. From Tirana the courier continued, again with the SAM, with the Tirana – Brindisi – Bari – Rome route.

A peculiarity. The arrival cancela "Roma Ferrovia – Posta Aerea" erroneously bears the year 22.



Thessaloniki, Greece (14.7.32) to Greenfield, Usa, via Rome, Italy (t. 14.7.32), Franking: 5.60 AP.



• First Flight Athens – Venice

On the same route, the following July 18<sup>th</sup> 1932, there was also the first connection from Athens to Venice, of the Greek company HACC to Thessaloniki and of SAM to Venice.



Athens, Greece (d. 18.7.33) to Lucisimmen, Switzerland (a. 20.7.33). Franking: 8.80 AP.

- First direct flight Brindisi – Rodhes



It is not known precisely the quantities, but the dispatch also included several letters and postcards from individuals, not specifically prepared for the flight.

*An example is this postcard, traveled without the payment of the air surcharge, from Rome, Italy (d. 15.5.33) to Rodhes, Aegean Islands, via Brindisi, Italy (t. 16.5.33), to which has been applied the official cancel of courier. The postcard followed different ways, considering the presence of the Athens cancel of May 16th, on the back.*

For this flight, completed on May 16<sup>th</sup> 1933, a dispatch was sent from Rome, on which a special rectangular stamp on three lines, with the words "FIRST FLIGHT / DIRECT AIR LINE / BRINDISI – RODI", was applied at the departure.

Rome, Italy (d. 13.5.33) to Rodhes, Aegean Islands (a. 16.5.33), via Brindisi, Italy (t. 16.5.33). Franking: 0.90 Lire.

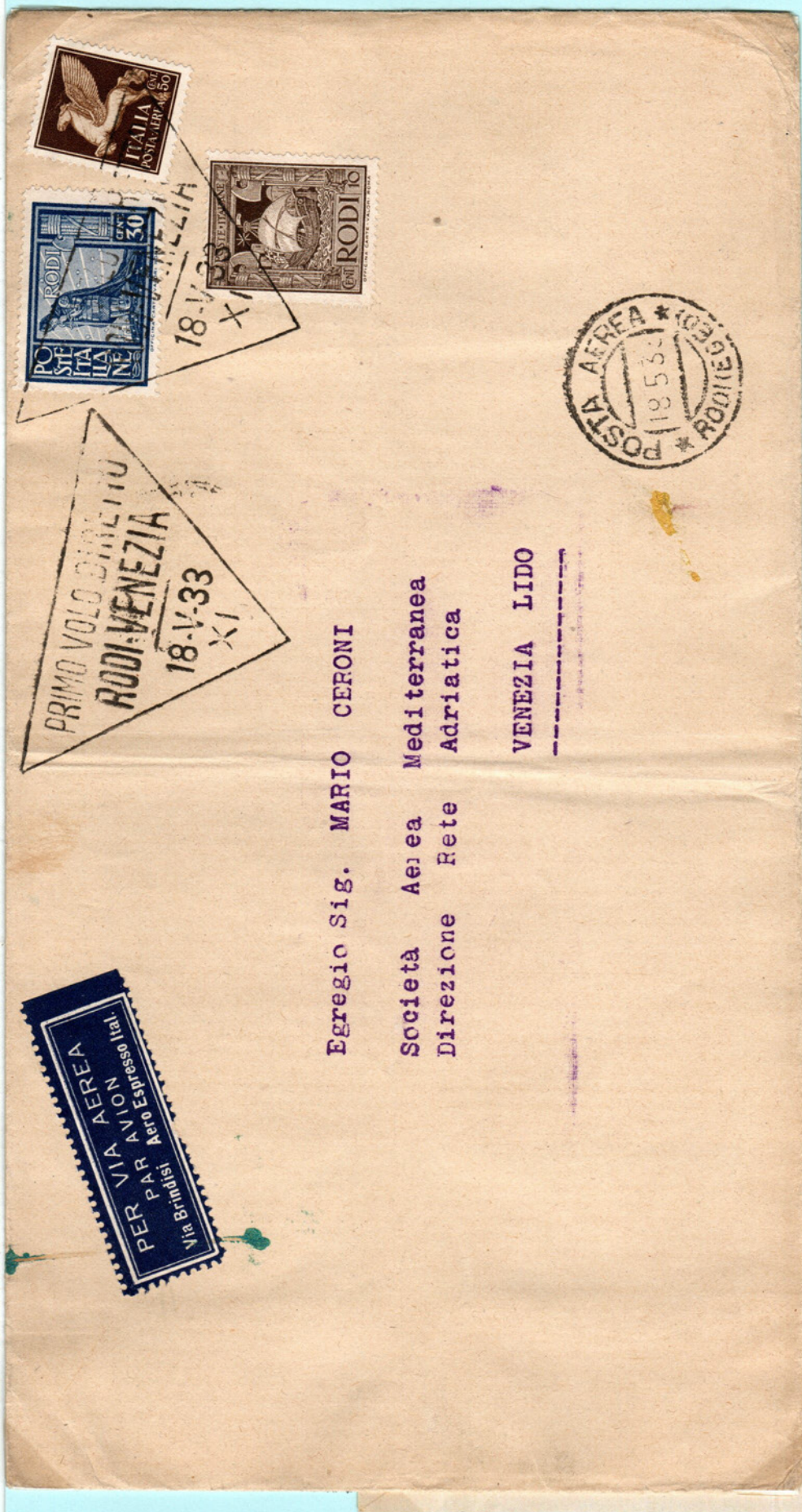
• First direct flight Rodhes – Venice

For this flight, completed on May 18<sup>th</sup> 1933, a dispatch was sent from Rhodes (Aegean Islands), on which a special triangular stamp on several lines was applied at the departure, with the words "FIRST DIRECT FLIGHT / RODI - VENICE / 18 -V-33 / XI", which was also used to cancel the franking.

In addition to the aforementioned special cancel, the ordinary cancel "Posta Aerea / Rodi (Egeo)" of May 18<sup>th</sup> 1933 was applied to the outgoing mail and the ordinary cancel of "S. Nicolò di Lido / (Venezia)" of the same day.

The dispatch was carried by a seaplane of the Aero Espresso Italiana to Brindisi and by a landplane of the SAM from Brindisi to Venice.

*Rodhes, Aegean Islands  
(d. 18.5.33) to San Nicolò  
Lido, Venice, Italy  
(a.18.5.33). Franking:  
0.90 Lire.*



2.8 Aeropostal links with Aegean Islands and Greece

- Mail carried on the air routes for Aegean Islands and Greece in the period



Selva in Val Gardena,  
 Bolzano, Italy (d. 20.8.32)  
 to Rhodes, Aegean Islands  
 (23.8.32), via Rome, Italy  
 (t. 21.8.32). Franking: 0.75  
 Lire, as requested with  
 reduced rate (surface/ 15 gr.  
 0.25 Lire, airmail/ 15 gr.  
 0.50 Lire).



Bari, Italy (d. 17.5.33)  
 to Thessaloniki, Greece  
 (a. 8.5.33), via Brindisi,  
 Italy (t. 8.5.33).  
 Franking: 2.00 Lire, as  
 requested (surface/ 20 gr.  
 1.25 Lire, airmail/ 20 gr.  
 0.75 Lire). On arrival it  
 was apposed the  
 characteristic violet rubber  
 cancel, with the words "Air  
 Mail/Arrival", illustrated  
 with outline of a large  
 biplane.



• Flight Rome – Caprera

The 50th anniversary of the death of Giuseppe Garibaldi was celebrated by the Italian post office with the issue of a series of commemorative stamps and the National Federation of Garibaldi Volunteers organized a pilgrimage to the island of Caprera. Garibaldi veterans and authorities gathered on the island of Caprera.

For the occasion an exceptional transport of mail by air was authorized, on which a special "guller" type cancel was applied bearing the words "Posta Aerea / Volo Speciale Caprera – Roma".

Rome, Italy (d. 5.6.32) to Caprera, Sardinia, Italy (a. 5.6.32). Franking: 0.60 Lire.



Two SAM Siai S.55 seaplanes, one piloted by Captain Antonio Papola (I-AABF) and another piloted by Captain Paolo Savarese (I-RZIO), departed in the early morning of June 5<sup>th</sup> 1932 from the seaplane base in Ostia directed to La Maddalena. The first of them carried the courier destined for Caprera and this plane had some misadventures and arrived there a few hours later. The mail also included a small dispatch with Vatican or mixed Vatican + Italy postage.

Vatican, Vatican City (d. 4.6.32) to Caprera, Sardinia, Italy (a. 5.6.32), via Rome, Italy (t. 5.6.32). Franking: 0.70 Lire.



• Flight Caprera – Rome

After having downloaded the mail, the same I-AABF seaplane took charge of the return dispatch (which also included the special souvenir postcards prepared for the occasion and signed by Ezio Garibaldi, the hero's nephew) and left shortly after for Rome.

The aforementioned postcards were all franked with air-express stamps, used for the first time in Italy, whose value covered the simultaneous payment of three taxes: ordinary port, air surcharge and delivery by express.



Caprera, Sardinia, Italy  
(d. 5.6.32) to Rome, Italy  
(a. 5.6.32). Franking: 2.25 Lire,  
as requested (surface/15 gr.  
0.50 Lire, express 1.25 Lire,  
airmail/15 gr. 0.50 Lire).

The same special cancel applied on arrival was used for the mail at the start, this time as postage cancellation, but bearing the date "5.6.32.12", as the courier from Caprera had already been canceled before the arrival of the dispatch from Rome.

Caprera, Sardinia, Italy  
(d. 5.6.32) to Civitavecchia, Italy (a.  
6.6.32), via Rome, Italy (i. 5.6.32).  
Franking: 1.00 Lire, as requested  
(surface/15 gr. 0.50 Lire, airmail/15  
gr. 0.50 Lire).



2.9 Special Flight Rome – Caprera – Rome

Some aerograms cancelled again on June 5<sup>th</sup>, with the ordinary cancel “Caprera – Posta Aerea”, were also part of the courier bound for Rome. These aerograms were delivered to their destination only on June 14<sup>th</sup>, after some checks carried out by the postal authorities, following a protest presented by the Garibaldi veterans against the philatelic merchant Sam Bayér, which then resolved without any sanction.



Caprera, Sardinia, Italy  
(d. 5.6.32) to Rome, Italy  
(a. 5.6.32 and 14.6.32  
to destination). Franking:  
0.70 Lire.

To demonstrate the delay in delivery, a small explanatory cancel was applied to these covers bearing the words "Inoltro ritardato per inchiesta in corso", accompanied by a rubber cancel from the Director of the Roma Ferrovia Post Office.

Also as part of the celebrations of Garibaldi's fiftieth anniversary, some souvenir covers were prepared, on which a special two-line cancel was applied, bearing the words: "CAPRERA (Sassari) / TOMBA DI GARIBALDI", sent by air on June 12<sup>nd</sup> and transported with SAM to Rome and Venice.



Caprera, Sardinia, Italy (d. 12.6.32) to Venice, Italy (a. 14.6.32),  
via Rome, Italy (t. 14.6.32). Franking: 0.70 Lire.





Florence, Italy  
 (d. 28.4.32) to Rome.  
 Italy (a. 29.4.32).  
 Franking: 1.00 Lire, as  
 requested (surface/20 gr.  
 0.50 Lire, airmail/20  
 gr. 0.50 Lire).



Sadali, Italy (d. 21.8.32) to  
 Massa Finalese, Italy  
 (a. 22.8.32), via Rome, Italy  
 (t. 22.2.33). Franking:  
 1.00 Lire, as requested  
 (surface/20 gr. 0.50 Lire,  
 airmail/20 gr. 0.50 Lire).

2.10 Mail carried on the domestic air routes in the period



Palermo, Italy (d. 6.11.32)  
to Gradisca d'Isonzo, Italy  
(a. 8.11.32), via Rome, Italy  
(t. 6.11.32) and Venice,  
Italy (t. 7.11.32). Franking:  
1.00 Lire, as requested  
(surface/20 gr. 0.50 Lire,  
airmail/20 gr. 0.50 Lire).

As can be seen at a domestic level, the Rome – Venice connection was the one through which the greatest traffic volume was channeled. Added to this was the connection with Sardinia.



Florence, Italy (d. 21.2.33)  
to Palermo, via Rome, Italy  
(22.2.33) and boats Naples-  
Palermo (t. 23.2.33).  
Franking: 1.00 Lire, as  
requested (surface/20 gr.  
0.50 Lire, airmail/20 gr.  
0.50 Lire).

2.11 Mail carried in reciprocity with some foreign airlines to/from Europe in the period

- via Wien (in agreement with O.L.A.G.)



Bucarest, Romania (d. 3.5.32) to Palermo, Italy, via Wien, Austria (t. 4.5.32), Rome, Italy (t. 5.5.32) and boat Naples-Palermo (t. 5.5.32).  
 Franking: 46.00 Lei, as requested (surface/20 gr. 10.00 Lei, registration 10.00 lei, Lire, airmail/15 gr. 26.00 Lei).

“Salutissimi dopo un gran bel volo “Roma – Venezia – Vienna”.



Da Wien-Aspern, Austria (d. 16.5.32) to Rome, Italy (a. 16.5.32). Franking: 0.38 Schillings, as requested (surface/20 gr. 0.18 Schillings, airmail /20 gr. 0.20 Schillings).

2.11 Mail carried in reciprocity with some foreign airlines to/from Europe in the period

Genoa, Italy (d. 20.10.32) to Wien, Austria (a. 21.10.32), via Venice, Italy (t. 21.10.32). Franking: 5.75 Lire, in surplus respect to the amount requested.



To reduce delivery time, air mail + express combination was the most logical thing to do. For this reason it was decided to create a new postage stamp, the "aeroespresso", including the ordinary mail rate, the express rate and the air surcharge. The first issue was in commemorative version, with a stamp of 2.25 Lire for Italy (0.50 Cent. + 1.25 Lire + 0.50 Lire) and 4.50 Lire (1.25 Lire + 2.50 Lire + 0.75 Lire) for Europe, Egypt and Tunisia.



Milan, Italy (d. 2.2.33) to Traisen, Austria (a. 4.2.33), via Venice, Italy (t. 3.2.33) and Wien, Austria (t. 3.2.33). Franking: 1.75 Lire, as requested (surface/20 gr. 1.00 Lire, airmail/20 gr. 0.75 Lire).



Cigali, Italy (d. 26.5.33) to Katowice, Poland (a. 29.5.33), via Rome, Italy (t. 27.5.33), Venice, Italy (t. 28.5.33) and Wien, Austria (t. 29.5.33).  
 Franking: 2.05 Lire, in excess of 5 cent. Compared to the requested rate (surface/20 gr. 1.25 Lire, airmail/5 gr. 0.75 Lire).



Warsaw, Poland (d. 2.7.34) to Pescara, Italy (a. -7.34), via Wien, Austria (t. 3.7.34) and Rome, Italy (t. 4.7.34).  
 Franking: 1.20 Zloty.

2.11 Mail carried in reciprocity with some foreign airlines to/from Europe in the period

- via Berlin and/or Munich (in agreement with DLH)



Munich airport was an important hub for the various airlines operating in Europe during the period. The postcard shows several aircraft, mostly Junkers, of Lufthansa, one of OLAG (bottom) and one of SAM, the three-engine Junkers G.24 I-BAUS, capable of accommodating up to 10 passengers.



Lüssinggrande, Pola, Italy (d. 6.6.32) to Leipzig, Germany, via Trieste, Italy (t. 6.6.32), Venice, Italy (t. 7.6.32) and Berlin, Italy (t. 7.6.32). Franking: 2.00 Lire, as requested (surface/20 gr. 1.25 Lire, airmail/20 gr. 0.75 Lire).

2.11 Mail carried in reciprocity with some foreign airlines to/from Europe in the period

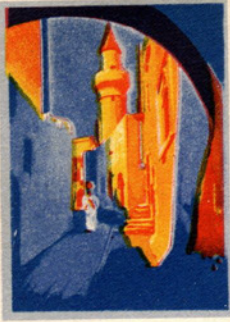
On 1st May 1922 an air service started between Russia and Germany by Deruluft, a joint Russian-German Company, initially flying between Moscow and Königsberg and then to Berlin 1925. This gave an opportunity to expedite mail going via the Trans-Siberian Railway eastwards.

Leningrad, Russia  
(d. 19.6.32) to  
Florence, Italy  
(a. 23.6.32), via  
Berlin, Germany  
(t. 21.6.32) and  
Rome, Italy  
(t. 22.6.32).  
Franking: 0.85  
Rubles.



Naples, Italy (d. 8.8.32)  
to Gdansk, Poland  
(a. 10.8.32), via  
pneumatic post to Rome,  
Italy (t. 8.8.32) and then  
Berlin, Germany  
(t. 9.8.32). Franking:  
2.00 Lire, as requested  
(surface/ 20 gr. 1.25  
Lire, airmail/ 20 gr.  
0.75 Lire).

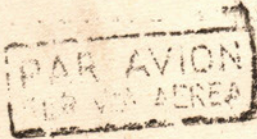




Grand Hôtel

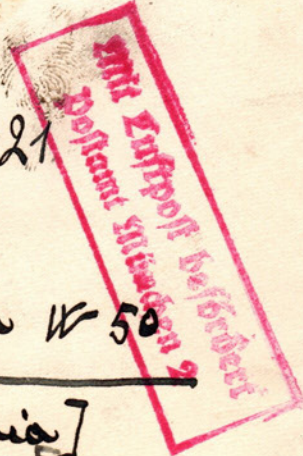


Dr. Hans Königsberg  
21 - Geisbergstrasse-21  
Pension Iderna



Berlin W 50

[Germania]



Tripoli, Libia (d. 25.5.33)  
to Berlin, Germany  
(a. -4.33), via Rome, Italy  
(t. 4.33) and Munich,  
Germany (t. 26.4.33).  
Franking: 2.00 Lire, as  
requested (surface/20 gr.  
1.25 Lire, airmail/20 gr.  
0.75 Lire).

Sehr geehrter Herr Baron!  
Ich bitte Sie höflichst um auch  
diese Flugkarte für meine Genesung  
retour senden zu wollen.  
Mit bestem Dank im Vor-  
aus bequeme ich Sie, mit f.  
Erwünschten, als Ihr  
Robert



Robert Frese  
Kassel, den 15/7.33  
Frankenbergerstr. 8

Abfender: Robert Frese  
Kassel

Wohnort:  
(auch Zustell- oder Leitpostamt) Frankfurterstr. 4  
- Deutschland -

Straße, Hausnummer, Gebäudeteil,  
Stockwerk od. Postschließfachnummer

Postkarte



Mit Luftpost: Berlin - München - Venedig - Rom.



Herrn Baron Rodolfo Enzberg,  
Roma. (Italien)

Via Vittoria Veneto 23/25

Straße, Hausnummer,  
Gebäudeteil, Stockwerk

Casella postale 500  
(Monteverde Lloyd)



Berlin, Germany  
(d. 16.7.33) to Rome,  
Italy (a. 17.7.33).  
Franking: 0.35 Rm, as  
requested (surface/20 gr.  
0.15 Rm, airmail/20  
gr. 0.20 Rm).



2.11 Mail carried in reciprocity with some foreign airlines to/from Europe in the period

Rome, Italy  
 (d. 16.10.33) to Berlin,  
 Germany (a. 17.10.33).  
 Franking: 4.50 Lire, as  
 requested (surface/20 g.  
 1.25 Lire, express for  
 abroad 2.50 Lire,  
 airmail/20 gr. 0.75  
 Lire).



Rome, Italy (d. 27.2.34)  
 to Berlin, Germany  
 (a. 1.3.34), via Munich,  
 Germany (t. 27.2.34).  
 Franking: 2.00 Lire, as  
 requested (surface/20 gr.  
 1.25 Lire, airmail/20 gr.  
 0.75 Lire).

2.11 Mail carried in reciprocity with some foreign airlines to/from Europe in the period

- via Budapest (in agreement with MALERT)

Rome, Italy (d. 29.10.33)  
to Budapest, Hungary, via  
Wien, Austria  
(t. 30.10.33). Franking:  
1.75 Lire (surface/20 gr.  
1.00 Lire, airmail/20 gr.  
0.75 Lire).



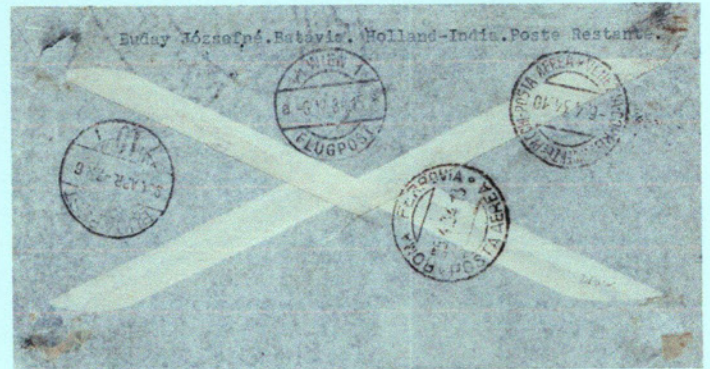
Rome, Italy (d. 12.10.34)  
to Budapest, Hungary  
(a. 14.10.34). Franking:  
4.25 Lire, as requested  
(surface/20 gr. 1.00 Lire,  
express for abroad 2.50 Lire,  
airmail/20 gr. 0.75 Lire).

2.11 Mail carried in reciprocity with some foreign airlines to/from Europe in the period



Bolzano, Italy (d. 21.9.33) to Budapest, Hungary (a. 23.9.33), via Venice, Italy (t. 22.9.33) and Wien, Austria (t. 23.9.33).  
 Franking: 1.50 Lire, as requested (surface 0.75 Lire, airmail / 5 gr. 0.75 Lire).

From Batavia, in 1934, the line of KLM developed along the route: Batavia – Singapore – Bangkok – Rangoon – Calcutta – Karachi – Baghdad – Cairo – Athens. From Athens, in the summer season it continued through the Europe (Belgrade-Budapest-Lepizig), while in the winter season through the Mediterranean (Rome-Marseille). The letter, coming from Batavia, was therefore downloaded in Rome, to continue with the SAM/OLAG and OLAG/MALERT to its destination, via Venice – Wien.



Batavia, Netherland Indies (d. 28.3.34) to Budapest, Hungary (a. 7.4.34), via Rome, Italy (t. 5.4.34), Venice, Italy (t. 6.4.34) and Wien, Austria (t. 6.4.34). Franking: 0.45 Guilders, as requested (surface / 20 gr. 0.15 Guilders, airmail / 20 gr. 0.30 Guilders).

### 3. Constitution of "Ala Littoria"

In 1934, following the government regulations, almost all the pre-existing airlines (the company "Avio Linee Italiane" was left out) were entrusted to SAM. After the Transadriatica, the "Aero Espresso Italiana" (June 1<sup>st</sup>, 1934), the "Società Anonima di Navigazione Aerea" (July 1<sup>st</sup>, 1934), the "Italia Società Servizi Aerei" (August 1<sup>st</sup>, 1934) were absorbed. The movement was carried out without any alteration of the services, which in fact were made more efficient. But at that point the name "Società Aerea Mediterranea" no longer corresponded to its activity. Hence the decision, on October 28<sup>th</sup>, 1934, to change its name to the new "Ala Littoria S.A."

The airline takeover program continued in 1935, when an agreement was signed with the Albanian government for the definitive acquisition of the routes of the Albanian network, which had previously been managed in the name of "Adria Aero Lloyd". Finally, on August 1<sup>st</sup>, 1935, there was the takeover of the NAA (Nord Africa Aviazione), a small company established in 1931 with the support of the Ministry of Colonies. The first Italian national airline was born from this unification process, and Umberto Klinger, former president of SAM, was confirmed to lead it.



Shortly after its constitution it was also decided to transfer the offices of the Central Management, from Via Regina Elena to the Littorio airport, which in style showed the high institutional connotation assumed by the new company.



On October 28<sup>th</sup>, 1934 (day of the twelfth anniversary of the March on Rome), the "Società Aerea Mediterranea" changed its name to the new "Ala Littoria S.A.", which Mussolini himself was pleased to suggest. The new company summed up almost all of the Italian air services and, above all, was made "more fascist" and more linked to the national party.