

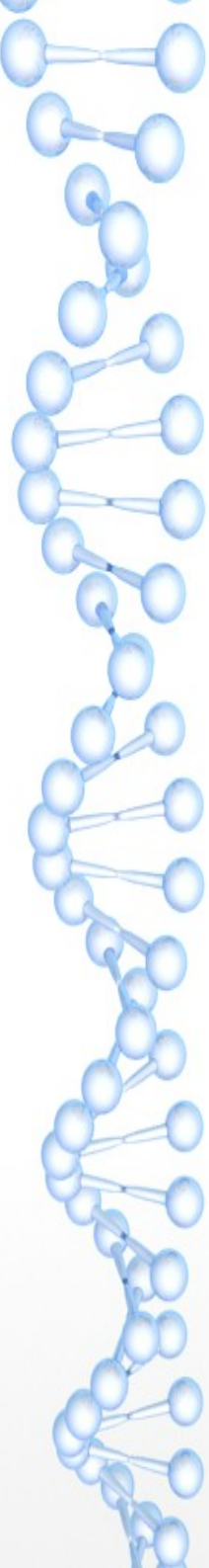
ΣΕΜΙΝΑΡΙΟ ΑΕΡΟΦΙΛΟΤΕΛΙΣΜΟΥ ΕΦΟ

13/10/2022



- ΜΕΡΙΚΑ
ΕΞΕΙΔΙΚΕΥΜΕΝΑ
ΘΕΜΑΤΑ

ΕΙΣΗΓΗΤΗΣ: ΑΛΕΞΙΟΣ
ΠΑΠΑΔΟΠΟΥΛΟΣ



ΕΙΣΑΓΩΓΙΚΗ ΣΕΛΙΔΑ

ΤΙ ΔΕΙΧΝΕΙ ΤΟ ΕΚΘΕΜΑ?

ΣΥΝΤΟΜΗ ΠΕΡΙΓΡΑΦΗ ΤΟΥ ΠΕΡΙΕΧΟΜΕΝΟΥ

ΙΣΤΟΡΙΚΟ ΥΠΟΒΑΘΡΟ

ΣΚΟΠΟΣ ΤΟΥ ΕΚΘΕΜΑΤΟΣ

ΔΙΑΧΩΡΙΣΜΟΣ ΣΕ ΚΕΦΑΛΑΙΑ / ΤΜΗΜΑΤΑ

ΒΙΒΛΙΟΓΡΑΦΙΑ

ΠΡΟΣΩΠΙΚΗ ΕΡΕΥΝΑ ΤΟΥ ΕΚΘΕΤΗ

ΤΑ ΠΙΟ ΣΗΜΑΝΤΙΚΑ ΑΝΤΙΚΕΙΜΕΝΑ (?)

POSTA AEREA ITALIANA

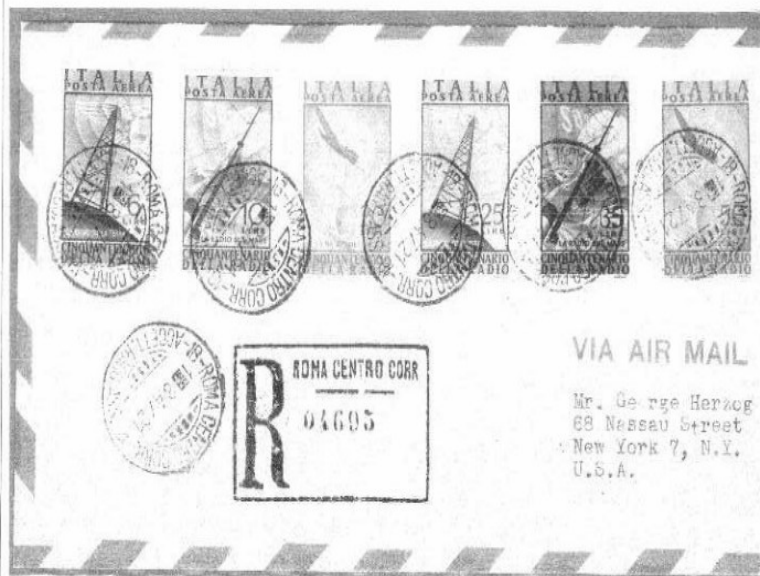
La riattivazione del servizio postale aereo con i paesi extra europei dopo la seconda guerra mondiale

Il bollettino n° 1 del 1 gennaio 1946 annunciò la *riattivazione dei servizi postali aerei con l'estero* tra l'Italia ed i paesi europei, per l'intera Europa, con l'esclusione della Svizzera, dell'Austria, della Spagna, del Portogallo, perché con queste Nazioni non esistevano collegamenti utili, nonché con la Germania con la quale il servizio postale era ancora sospeso.

Il bollettino n° 6/1946 annunciò che dal 1 marzo 1946 erano ammesse alla spedizione per via aerea le lettere e le cartoline ordinarie e raccomandate, a destinazione dei Paesi extraeuropei (segue l'elenco dei Paesi interessati) mediante l'applicazione della speciale sopratassa di trasporto aereo per ogni singolo Paese compreso nell'elenco.

Piano della collezione

- Servizi di posta aerea per l'Argentina *16 fogli*
- Servizi di posta aerea per il Brasile *2 fogli*
- Servizi di posta aerea per il Messico *7 fogli*
- Servizi di posta aerea per il Paraguay *1 foglio*
- Servizi di posta aerea per gli Stati Uniti d'America *94 fogli*



Raccomandata spedita da Roma per New York il 1 agosto 1947, giorno di emissione della nuova serie di posta aerea, affrancata con la serie completa per lire 146, in eccesso naturalmente rispetto alle tariffe in vigore.

IL SERVIZIO AEROPOSTALE DELL'AIR FRANCE SULLA "LINEA MERMOZ" (1933 - 1940)

La creazione della linea aerea commerciale per l'America del Sud, poi conosciuta come "*Ligne Mermoz*", si realizzò per tappe più o meno lunghe e facendo affidamento su un gruppo di uomini di grande valore, primo fra tutti Jean Mermoz. Una linea di 13.000 Km, la più lunga al mondo, che partiva da Tolosa verso il Cile, passando per il Marocco, il Senegal, il Brasile, l'Argentina, la Bolivia e il Paraguay.

L'*Air France*, la nuova compagnia di bandiera, nata a seguito della razionalizzazione del sistema aereo francese, assorbì nel 1933 la gloriosa e pionieristica "*Compagnie Generale Aeropostale*", da tempo in crisi finanziaria, continuando senza interruzioni il servizio da essa espletato.

Un servizio di cui lo studio qui presentato si propone di descrivere tutti gli aspetti aeropostali che lo hanno caratterizzato: dai primi dispacci aeromarittimi al servizio regolare interamente per via aerea, fino alla sua chiusura, a seguito degli eventi bellici. Completano la descrizione le informazioni relative alle diverse tariffe postali applicate, incluse quelle agevolate fissate nel periodo natalizio.

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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-Roumane 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 emphasised 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 01 - 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, a study of Yugoslav Clipper Mail 1936-1941 and Yugoslav air contacts with South America 1930-1941 in 'Acta Philatelica Nova 2015 and 2020'.

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. 9 (Early air mail from Japan) 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. 32 (North America forerunners 'S/S Leviathan' mail, 'Norge' airship transpolar mail) p. 33 (World Circuit Zeppelin Flight, D.O.X. Flight), p. 34 (Catapult mail to and from USA including two earliest Yugoslav Catapult items), p. 36 (Trans Pacific Clipper mail) and p.40 (Very rare use of the new tariff, Air item straddling two administrations).

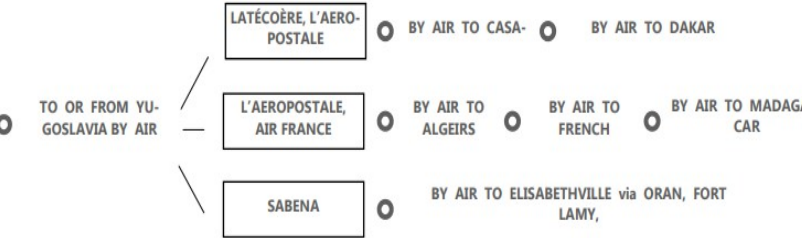
Presentation is in the traditional manner and aims to show four items per page. The use is made of scans (usually 60 % of original size) or stylised route maps where thought appropriate. Different inks, shading and fonts are used to accentuate or differ-

WEST AND CENTRAL AFRICAN ROUTES

The development of air mail on West and Central African routes rests mainly with French air transport companies with some later Belgian input.

French air mail service beyond Europe commenced with flights by Lignes Aériennes Latécoère to Morocco in 1919. The development of African network followed western coast of the continent down to Dakar in Senegal which it reached in 1925. West African routes were taken over by Air France in late 1933 following the consolidation of airlines under the auspices of the French state.

In 1929 the service by L'Aéropostale was started between Marseilles and Algiers Eventually and under a different ownership (Air Afrique) the service was extended inland through Mauritania into French Congo and eventually joined with British network in South Rhodesia. It coordinated its operations with Belgian SABENA which started Brussels to Belgian Congo service in 1935. The service to Madagascar was provided by Air Malgache.



AIR MAIL FROM MOROCCO

Line: CASABLANCA - TOULOUSE



LIGNES AÉRIENNES
LATÉCOÈRE

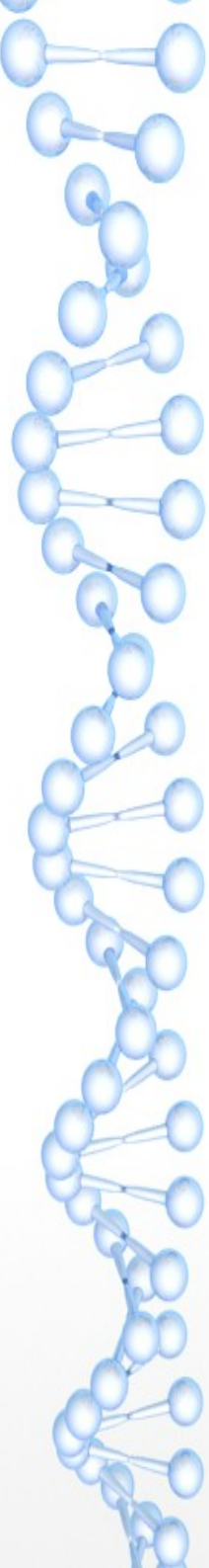
Registered Letter:
CASABLANCA,
MOROCCO -
- POTEZI
nr. MOSTAR,
YUGOSLAVIA

10.09.1923.
Postage: Fr. 1.50
L 0.50, R 0.50,
AIR FEE 0.50

Arrival:
MOSTAR
19.09.1923.

The earliest known
intercontinental
letter addressed
to Yugoslavia



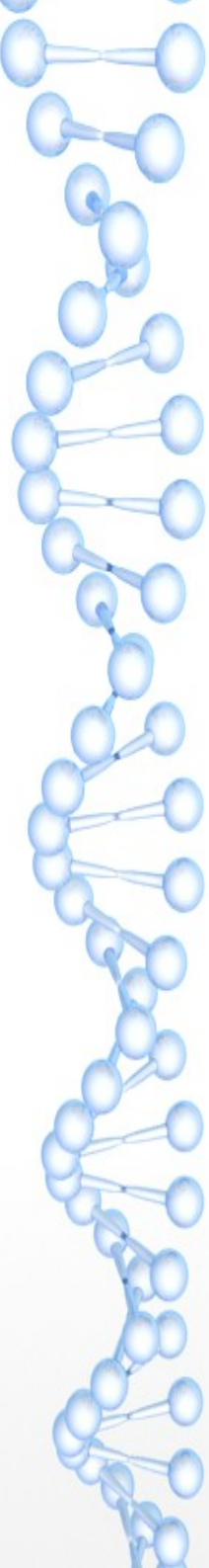


ΑΝΑΠΤΥΞΗ (20 ΒΑΘΜΟΙ): ΑΝΤΙΚΕΙΜΕΝΑ ΠΟΥ ΔΕΝ ΠΡΕΠΕΙ ΝΑ ΣΥΜΠΕΡΙΛΗΦΘΟΥΝ ΣΤΟ ΕΚΘΕΜΑ

ΔΕΝ ΑΝΗΚΟΥΝ ΣΤΟ ΘΕΜΑ ΚΑΙ ΔΕΝ ΒΟΗΘΟΥΝ ΣΤΗΝ
ΕΞΙΣΤΟΡΗΣΗ ΤΗΣ ΠΑΡΟΥΣΙΑΣΗΣ

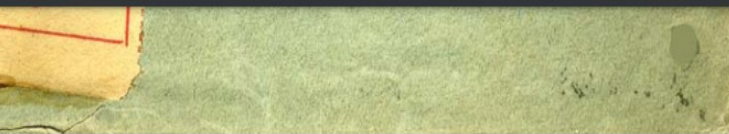
ΑΝΤΙΚΕΙΜΕΝΑ ΦΤΩΧΗΣ ΠΟΙΟΤΗΤΑΣ (ΔΥΣΑΝΑΓΝΩΣΤΕΣ
ΣΦΡΑΓΙΔΕΣ ΚΑΙ ΣΗΜΑΝΣΕΙΣ, ΕΛΛΑΤΩΜΑΤΙΚΑ
ΓΡΑΜΜΑΤΟΣΗΜΑ ΚΑΙ ΒΙΝΙΕΤΕΣ / ΕΤΙΚΕΤΕΣ) ΤΑ ΟΠΟΙΑ ΔΕΝ
ΠΡΟΣΦΕΡΟΥΝ ΠΛΗΡΟΦΟΡΗΣΗ ΠΟΥ ΝΑ ΕΙΝΑΙ ΑΠΑΡΑΙΤΗΤΗ
ΓΙΑ ΤΗΝ ΑΝΑΠΤΥΞΗ ΤΟΥ ΕΚΘΕΜΑΤΟΣ

ΕΠΑΝΑΛΗΨΗ ΠΑΡΕΜΦΕΡΩΝ ΑΝΤΙΚΕΙΜΕΝΩΝ ΧΩΡΙΣ ΝΑ
ΠΡΟΣΦΕΡΕΙ ΚΑΤΙ ΝΕΟ ΑΥΤΗ Η ΕΠΑΝΑΛΗΨΗ



ΑΝΑΠΤΥΞΗ (20 ΒΑΘΜΟΙ)

- • ΓΙΑ ΠΟΙΟΝ ΛΟΓΟ ΞΕΚΙΝΑΕΙ ΕΤΣΙ ΤΟ ΕΚΘΕΜΑ?
- • ΠΩΣ ΤΕΛΕΙΩΝΕΙ? ΥΠΑΡΧΕΙ ΚΑΠΟΙΟ ΣΥΓΚΕΚΡΙΜΕΝΟ ΧΡΟΝΙΚΟ ΟΡΟΣΗΜΟ ΣΤΟ ΟΠΟΙΟ ΤΕΛΕΙΩΝΕΙ ΧΡΟΝΟΛΟΓΙΚΑ Η ΉΙΣΤΟΡΙΚΑ Η ΑΦΗΓΗΣΗ?
- • ΤΟ ΕΚΘΕΜΑ ΠΕΡΙΛΑΜΒΑΝΕΙ ΤΑ ΑΝΤΙΚΕΙΜΕΝΑ ΚΛΕΙΔΙΑ ΓΙΑ ΤΗΝ ΑΝΑΠΤΥΞΗ ΤΟΥ ΘΕΜΑΤΟΣ? (ΟΧΙ ΑΠΑΡΑΙΤΗΤΑ ΤΑ ΠΙΟ ΑΚΡΙΒΑ)
- • ΥΠΑΡΧΕΙ ΙΣΟΡΡΟΠΙΑ ΜΕΤΑΞΥ ΤΩΝ ΚΕΦΑΛΑΙΩΝ / ΤΜΗΜΑΤΩΝ Ή ΚΑΠΟΙΑ ΤΜΗΜΑΤΑ ΕΧΟΥΝ ΑΝΑΠΤΥΧΘΕΙ ΣΕ ΒΑΡΟΣ ΤΩΝ ΑΛΛΩΝ?
- • ΠΟΙΑ ΕΙΝΑΙ ΤΑ ΑΝΤΙΚΕΙΜΕΝΑ – ΚΛΕΙΔΙΑ ΚΑΙ ΓΙΑΤΙ?



TRIAL FLIGHT 'EUROPA - SOUTH AMERICA - NORTH AMERICA'
BY DORNIER DOX AIRCRAFT



in New York for engine repairs. Mail was forwarded by sea.
Yugoslavia from Dornier DOX South to North America flight.



LZ 127 - 'GRAF ZEPPELIN'

DELAG ~ DEUTSCHE
LUFTSCHIFFAHRTS AG.



DORNIER
GmbH



Letter:
SAO PAULO,
BRAZIL -
- ZAGREB,
YUGOSLAVIA
01.08.1931.

Postage: Reis
2300.00

Transit:
NEW YORK
27.08.1931.

Arrival:
ZAGREB 11.09.1931.

AIR MAIL TO ARGENTINA

Line: FRIEDRICHSHAFEN - RECIFE

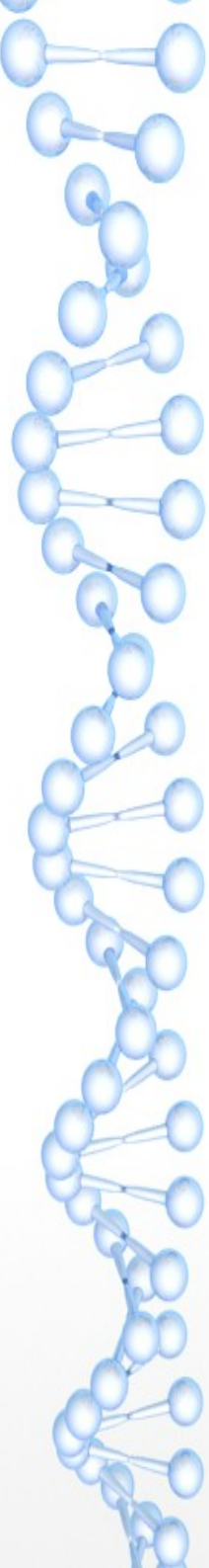


Registered Letter: ZAGREB, YUGOSLAVIA - ELDORADO MISSIONES, ARGENTINA 30.03.1932.
Postage: Din. 79.00 (L 3.00, R 4.00) ZEPPELIN FEE 72.00 (Third Weight Tier)
Very few private or commercial Zeppelin letters originating in Yugoslavia are known.

destinazione Chicago. Le tappe: -Orbetello-Amsterdam-Londonderry-Reykjavik-Cartwright-Shediac-Montreal-Chicago- Il Volo di ritorno : New York-Shediac-Shoal Harbour-Isole Azzorre-Lisbona-Roma (Ostia). Le accoglienze tributate agli Aviatori Italiani ebbero aspetti grandiosi.



L'Aerogramma sopra esposto, appartiene al Volo di ritorno della Crociera del Decennale e riguarda la tappa alle Newfoundland. Per celebrare il passaggio dell'impresa aviatoria, il Governo fece sovrastampare in colore nero, un francobollo di Posta ordinaria con la seguente scritta "1933 Ge. Balbo-Flight-§ 4,50" - Il Volo da St.John's (Shoal Harbour) riprese il 26 Luglio 1933. L'Aerogramma porta il Timbro Speciale in colore Bleu violetto con dicitura - Crociera Aerea del Decennale - Italia - Nord America - Sul retro il timbro di arrivo "Crociera del Decennale - Lido di Roma 12/08/1933 XI 19"

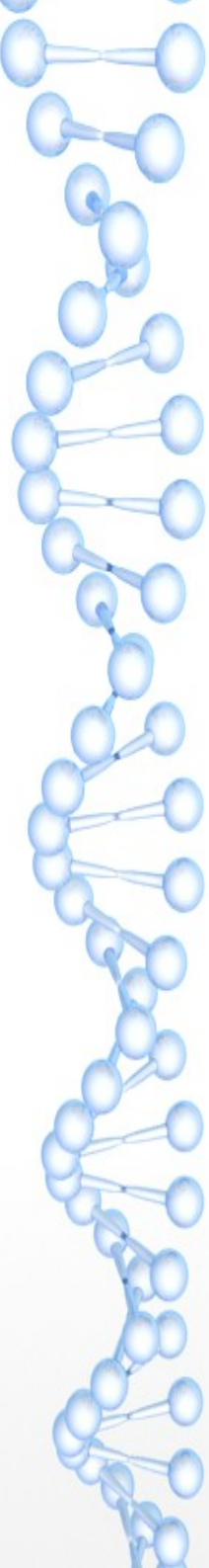


ΣΗΜΑΝΤΙΚΟΤΗΤΑ (10 ΒΑΘΜΟΙ)

ΜΕΧΡΙ 5 ΒΑΘΜΟΥΣ ΓΙΑ ΤΗΝ ΣΗΜΑΝΤΙΚΟΤΗΤΑ ΤΟΥ
ΘΕΜΑΤΟΣ ΣΤΟΝ ΠΑΓΚΟΣΜΙΟ ΦΙΛΟΤΕΛΙΣΜΟ:

ΓΕΩΓΡΑΦΙΚΑ: (ΠΧ Η ΓΑΛΛΙΑ, ΜΕΓ.ΒΡΕΤΑΝΙΑ ΚΛΠ ΕΙΝΑΙ
ΣΗΜΑΝΤΙΚΟΤΕΡΕΣ ΑΠΟ ΤΗΝ ΑΛΒΑΝΙΑ Ή ΤΗΝ ΚΥΠΡΟ ΣΤΗΝ
ΕΞΕΛΙΞΗ ΤΟΥ ΑΕΡΟΠΟΡΙΚΟΥ ΤΑΧΥΔΡΟΜΕΙΟΥ)

ΧΡΟΝΙΚΗ ΠΕΡΙΟΔΟΣ: ΜΙΑ ΜΕΓΑΛΥΤΕΡΗ ΧΡΟΝΙΚΗ
ΠΕΡΙΟΔΟΣ ΕΙΝΑΙ ΣΠΟΥΔΑΙΟΤΕΡΗ ΑΠΟ ΜΙΑ ΠΕΡΙΟΡΙΣΜΕΝΗ
(ΠΧ ΟΙ ΠΤΗΣΕΙΣ ΤΟΥ ΝΟΤΙΟΥ ΑΤΛΑΝΤΙΚΟΥ ΤΗΣ DEUTSCHE
LUFTHANSA 1934-1939 ΕΙΝΑΙ ΣΗΜΑΝΤΙΚΟΤΕΡΕΣ ΑΠΟ ΤΙΣ
ΑΝΤΙΣΤΟΙΧΕΣ ΤΗΣ LATI 1939-1941)

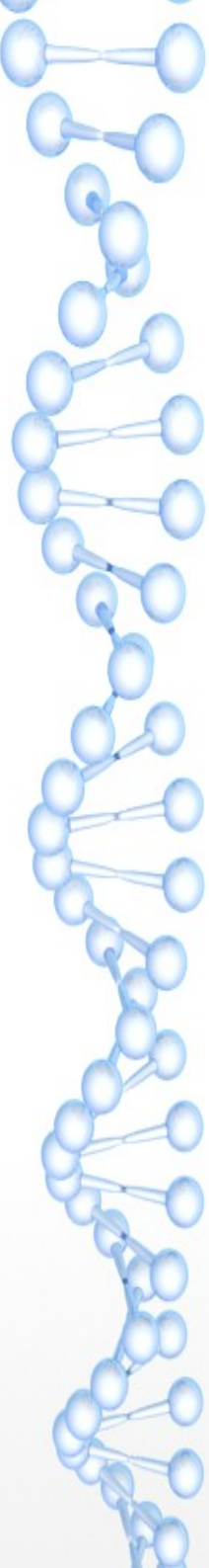


ΣΗΜΑΝΤΙΚΟΤΗΤΑ (10 ΒΑΘΜΟΙ)

ΟΙ ΥΠΟΛΟΙΠΟΙ 5 ΒΑΘΜΟΙ ΓΙΑ ΤΟ ΠΟΣΟ ΚΑΛΟ ΕΙΝΑΙ ΤΟ ΕΚΘΕΜΑ ΣΕ ΣΧΕΣΗ ΜΕ ΤΟ ΕΠΙΛΕΧΘΕΝ ΘΕΜΑ – ΕΙΝΑΙ ΜΕΣΑ ΣΤΑ ΚΑΛΥΤΕΡΑ ΕΚΘΕΜΑΤΑ ΤΟΥ ΘΕΜΑΤΟΣ?

ΑΥΤΟ ΣΗΜΑΙΝΕΙ ΟΤΙ ΕΝΑ ΕΚΘΕΜΑ ΜΕ ΜΙΚΡΟΤΕΡΟ ΧΡΟΝΙΚΟ ΟΡΙΖΟΝΤΑ Η ΑΠΟ ΜΙΑ ΜΙΚΡΗ ΧΩΡΑ ΜΠΟΡΟΥΝ ΝΑ ΒΡΑΒΕΥΤΟΥΝ ΜΕ ΧΡΥΣΟ.

(ΠΧ ΣΤΗΝ ΗΕΛΒΕΤΙΑ 2022 ΕΚΘΕΜΑ ΤΣΕΧΟΣΛΟΒΑΚΙΑΣ 1920-38 ΠΗΡΕ ΧΡΥΣΟ Ή ΣΤΗΝ LONDON 2022 ΕΚΘΕΜΑ ΛΑΤΙ (2 ΕΤΗ) ΠΗΡΕ ΕΠΙΣΗΣ ΧΡΥΣΟ.)



ΓΝΩΣΗ ΚΑΙ ΠΡΟΣΩΠΙΚΗ ΕΡΕΥΝΑ (35 ΒΑΘΜΟΙ)

ΣΩΣΤΗ ΑΝΑΛΥΣΗ ΑΝΤΙΚΕΙΜΕΝΩΝ

ΟΠΩΣΔΗΠΟΤΕ: ΤΑΧΥΔΡΟΜΙΚΑ ΤΕΛΗ / ΔΙΑΔΡΟΜΕΣ /
ΑΕΡΟΜΕΤΑΦΟΡΕΙΣ / ΣΗΜΑΝΣΕΙΣ ΚΑΙ ΣΦΡΑΓΙΔΕΣ ΣΧΕΤΙΚΕΣ
ΜΕ ΤΗΝ ΔΙΑΚΙΝΗΣΗ ΤΟΥ ΑΕΡΟΠΟΡΙΚΟΥ ΤΑΧΥΔΡΟΜΕΙΟΥ

ΕΠΙΚΟΥΡΙΚΑ: ΛΟΙΠΕΣ ΤΑΧΥΔΡΟΜΙΚΕΣ ΣΗΜΑΝΣΕΙΣ

AIR MAIL TO U.S.A.

Line: LISBON - BOLAMA - BELEM - TRINIDAD - BERMUDA - NEW YORK (FAM 18)



On 01.04.1941, six days before the German invasion, foreign registration fee was raised to Din. 6.00.
Very few items prepaying the new fee have been recorded regardless of destination.



PANAM
FLIGHT № 296
'YANKEE CLIPPER'

Registered Letter:
ZAGREB,
YUGOSLAVIA -
- NEW YORK, U.S.A.
01.04.1940.

Postage: Din. 33.50
L. 4.00, R. 6.00,
AIR FEE 17.00
(Air Tariff Period 11.11)

Censored in Bermuda

Arrival:
NEW YORK
22.04.1941.



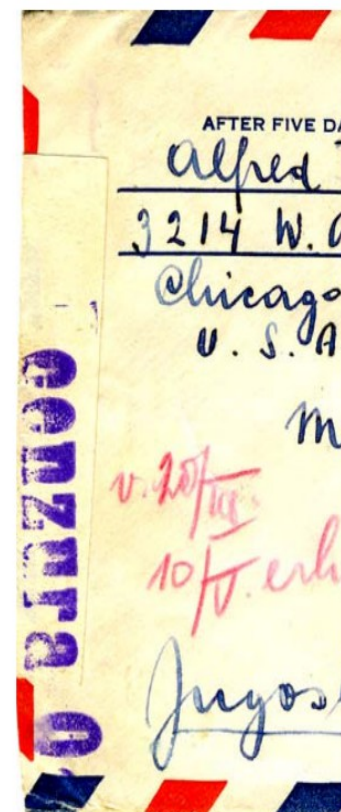
UNDETERMINED
PANAM FLIGHT
FROM № 287 TO 303

Letter:
CHICAGO,
ILLINOIS, U.S.A. -
- OSIJEK,
YUGOSLAVIA

31.03.1941.
Postage: USA \$ 0.30
COMBINED
L & AIR FEE

Arrival:
OSIJEK
06.05.1941.

AIR MAIL FROM U.S.A.



Mailed before Ger
where it wa

4

AEROGRAMMA SOVIETICO (GRASNODAR - ISTAMBUL - 10-06-1930)

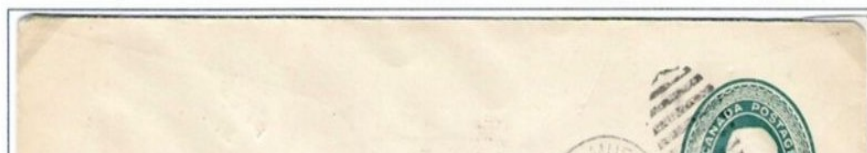
URSS

Questo Aerogramma Sovietico abbastanza raro, visto che dall'URSS verso le zone pseudo europee non erano molti, parte da Grasnodar per Istambul, con due fermate, una a Berlino e una a Vienna, come risulta dagli annulli apposti.

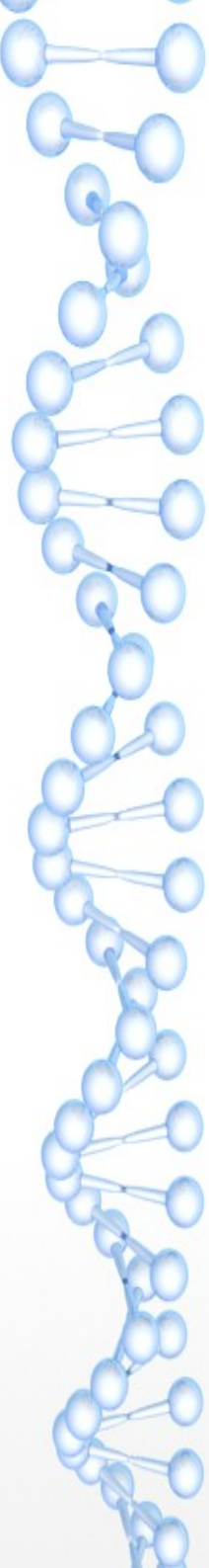
L'Aerogramma è affrancato con bolli di posta ordinaria:
Uno da 70 K del 1929 - da 5 K del 1923 - e da 3 r del 1923.



PRIMO VOLO COMMERCIALE_FORT Mc. MURRAY-ATHABASCA -
23 Febbraio 1931 con la Compagnia Aerea AIRWAYS, sul retro una vignetta della Compagnia



CANADA



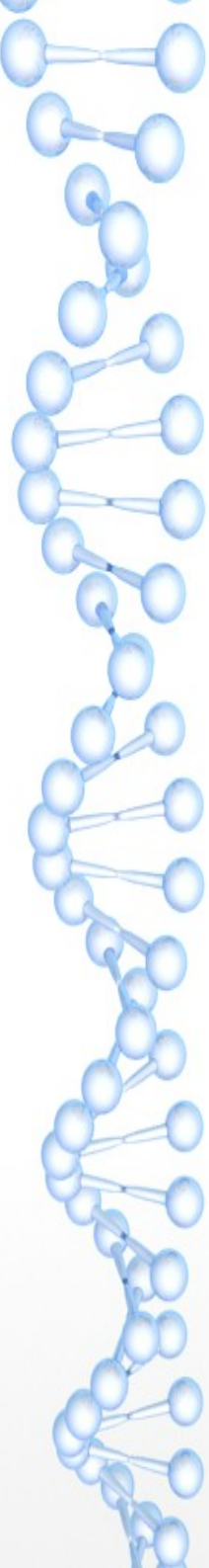
ΓΝΩΣΗ ΚΑΙ ΠΡΟΣΩΠΙΚΗ ΕΡΕΥΝΑ (35 ΒΑΘΜΟΙ)

ΓΙΑ ΠΟΙΟΝ ΛΟΓΟ ΕΠΙΛΕΧΘΗΚΑΝ ΤΑ ΑΝΤΙΚΕΙΜΕΝΑ?

ΑΝΤΙΚΕΙΜΕΝΑ ΚΛΕΙΔΙΑ: ΛΟΓΩ ΣΠΑΝΙΟΤΗΤΑΣ / ΕΞΑΙΡΕΤΙΚΩΝ
ΣΥΝΘΗΚΩΝ

ΠΑΡΑΘΕΣΗ ΒΙΒΛΙΟΓΡΑΦΙΑΣ ΣΧΕΤΙΚΗ ΜΕ ΤΟ ΘΕΜΑ

ΤΟΝΙΣΜΟΣ ΑΡΘΡΩΝ / ΜΕΛΕΤΩΝ ΤΟΥ ΕΚΘΕΤΗ ΠΟΥ
ΒΑΣΙΖΟΝΤΑΙ ΣΤΗΝ ΠΡΟΣΩΠΙΚΗ ΤΟΥ ΕΡΕΥΝΑ



ΠΟΙΟΤΗΤΑ ΑΝΤΙΚΕΙΜΕΝΩΝ (10 ΒΑΘΜΟΙ)

ΕΙΝΑΙ ΠΑΝΤΟΤΕ ΣΧΕΤΙΚΗ ΜΕ ΤΟ ΕΙΔΟΣ ΤΟΥ ΑΝΤΙΚΕΙΜΕΝΟΥ

ΟΙ ΛΕΠΤΟΙ ΑΕΡΟΠΟΡΙΚΟΙ ΦΑΚΕΛΟΙ ΣΥΝΗΘΩΣ ΒΡΙΣΚΟΝΤΑΙ ΣΕ ΜΕΤΡΙΑ ΠΟΙΟΤΗΤΑ

ΣΕ ΠΕΡΙΟΔΟΥΣ ΠΟΛΕΜΟΥ ΜΕ ΠΟΛΛΑΠΛΕΣ ΛΟΓΟΚΡΙΣΙΕΣ ΤΑ ΑΝΤΙΚΕΙΜΕΝΑ ΔΕΝ ΒΡΙΣΚΟΝΤΑΙ ΣΥΝΗΘΩΣ ΣΕ ΚΑΛΗ ΚΑΤΑΣΤΑΣΗ

ΠΑΝΤΟΤΕ ΠΡΟΤΙΜΑΜΕ ΕΝΑΝ ΕΜΠΟΡΙΚΟ ΦΑΚΕΛΟ ΕΣΤΩ ΜΕΤΡΙΑΣ ΠΟΙΟΤΗΤΑΣ ΑΠΟ ΕΝΑΝ “ΥΠΕΡΟΧΟ” ΦΑΚΕΛΟ ΠΡΩΤΗΣ ΠΤΗΣΗΣ ΠΟΥ ΕΙΝΑΙ ΦΙΛΟΤΕΛΙΚΟΣ

Η ΔΙΑΣΩΘΕΙΣΑ ΑΠΟ ΑΤΥΧΗΜΑΤΑ ΑΛΛΗΛΟΓΡΑΦΙΑ ΘΑ ΠΡΕΠΕΙ ΝΑ ΦΕΡΕΙ ΕΥΑΝΑΓΝΩΣΤΕΣ / ΚΑΘΑΡΕΣ ΣΦΡΑΓΙΔΕΣ ΚΑΙ ΤΑΙΝΙΕΣ ΣΧΕΤΙΚΕΣ ΜΕ ΤΗΝ ΔΙΑΣΩΣΗ ΤΩΝ ΑΝΤΙΚΕΙΜΕΝΩΝ

ΠΟΙΟ ΘΑ ΜΠΕΙ ΣΤΟ ΕΚΘΕΜΑ?



Δύο φάκελοι crash mail από το ίδιο ατύχημα (1954) με την ίδια σφραγίδα.



ΠΟΙΟ ΘΑ ΜΠΕΙ ΣΤΟ ΕΚΘΕΜΑ?

Προς Καναδά



Προς Αγγλία



ΕΧΟΥΝ ΘΕΣΗ ΣΕ ΕΝΑ ΕΚΘΕΜΑ ΥΨΗΛΟΥ ΕΠΙΠΕΔΟΥ?

Προς Γαλλικό Σουδάν



Προς Ινδία



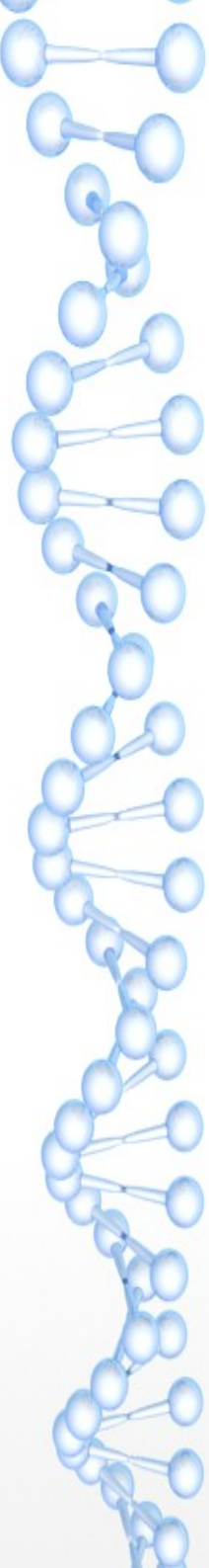
ΕΧΟΥΝ ΘΕΣΗ ΣΕ ΕΝΑ ΕΚΘΕΜΑ ΥΨΗΛΟΥ ΕΠΙΠΕΔΟΥ?

Προς ΗΠΑ



Προς Σιγκαπούρη



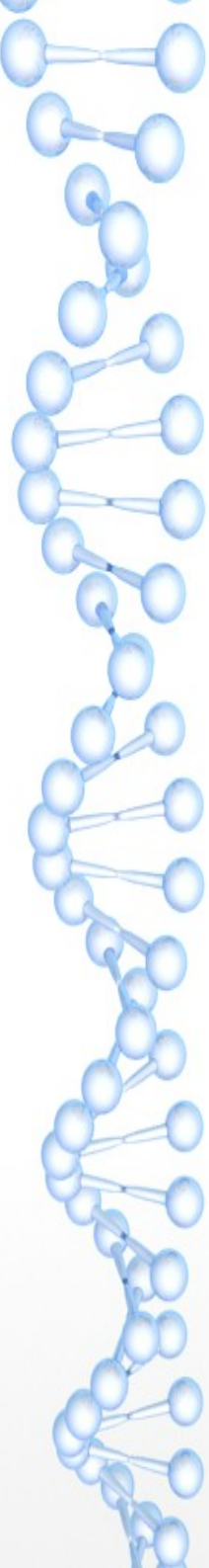


ΣΠΑΝΙΟΤΗΤΑ ΥΛΙΚΟΥ (20 ΒΑΘΜΟΙ)

ΕΠΙΛΕΓΟΥΜΕ ΣΠΑΝΙΟΤΗΤΑ ΠΑΝΤΑ ΣΧΕΤΙΚΑ ΜΕ ΤΟ
ΕΠΙΛΕΧΘΕΝ ΘΕΜΑ

(Η ΓΝΩΣΗ ΚΑΙ Η ΥΠΟΜΟΝΗ ΑΝΤΑΜΟΙΒΕΤΑΙ –
ΧΡΕΙΑΖΕΤΑΙ ΧΡΟΝΟΣ ΚΑΙ ΓΝΩΣΗ ΓΙΑ ΝΑ
ΑΝΑΚΑΛΥΦΟΥΝ ΤΑ ΠΡΑΓΜΑΤΙΚΑ ΣΠΑΝΙΑ ΓΙΑ ΤΟ ΘΕΜΑ
ΑΝΤΙΚΕΙΜΕΝΑ)

ΜΕΤΡΑΕΙ Η ΔΥΣΚΟΛΙΑ ΑΠΟΚΤΗΣΗΣ ΑΥΤΩΝ: ΤΑ ΠΟΛΥ
ΔΥΣΚΟΛΑ ΑΝΤΙΚΕΙΜΕΝΑ ΣΠΑΝΙΩΣ ΕΜΦΑΝΙΖΟΝΤΑΙ ΣΤΙΣ
ΔΗΜΟΠΡΑΣΙΕΣ ΤΩΝ ΟΙΚΩΝ – ΣΥΝΗΘΩΣ ΒΡΙΣΚΟΝΤΑΙ
ΣΕ ΚΟΥΤΙΑ ΕΜΠΟΡΩΝ ΚΑΙ ΗΛΕΚΤΡΟΝΙΚΕΣ
ΔΗΜΟΠΡΑΣΙΕΣ ΧΩΡΙΣ ΝΑ ΠΕΡΙΓΡΑΦΕΤΑΙ Η
ΣΠΑΝΙΟΤΗΤΑ ΤΟΥΣ. ΓΙΑ ΝΑ ΑΝΑΚΑΛΥΦΘΟΥΝ
ΧΡΕΙΑΖΕΤΑΙ ΓΝΩΣΗ!



ΝΑ ΘΥΜΑΜΑΙ:

- Η ΠΙΟ ΣΗΜΑΝΤΙΚΗ ΣΕΛΙΔΑ ΕΙΝΑΙ Η ΠΡΩΤΗ – ΚΑΝΩ ΠΟΛΛΕΣ ΔΟΚΙΜΕΣ
- ΟΙ ΚΡΙΤΕΣ ΚΡΙΝΟΥΝ ΜΟΝΟ ΜΕ ΒΑΣΗ ΤΟ ΤΙ ΒΛΕΠΟΥΝ ΣΤΑ ΠΛΑΙΣΙΑ
- ΜΠΟΡΩ ΝΑ ΑΓΟΡΑΣΩ ΜΟΝΟ ΣΠΑΝΙΟΤΗΤΑ ΚΑΙ ΠΟΙΟΤΗΤΑ, ΤΑ ΥΠΟΛΟΙΠΑ ΘΕΛΟΥΝ ΜΥΑΛΟ, ΠΡΟΣΠΑΘΕΙΑ ΚΑΙ ΧΡΟΝΟ!

Ευχαριστώ για την προσοχή σας!

