



# 100 years of air transport in Spain

On 1<sup>st</sup> September 1919, the French company **Lignes Aériennes Latécoère** launched its first regular air route

The legacy of a pioneer



## Pierre-Georges Latécoère

1883-1943

Latécoère was a French businessman who furthered his family's industrial legacy. He created an aircraft factory (*Forges et Ateliers de Construction Latécoère* or *Société Industrielle d'Aviation Latécoère*), and was the driving force behind Société des Lignes Latécoère, which launched a regular air route between France, Spain, Morocco and South America. His impetus and perseverance were key in the creation of the first airline to carry passengers and mail in Spain, which became known as *Aeropostal*.

## Aeronautical legislation



On 29<sup>th</sup> August 1919 the Royal Decree authorising the Toulouse-Casablanca air route, with stopovers in Barcelona, Alicante and Malaga, was published in the *Madrid Gazette*. It was the first legislation of its kind in Spain.



### BRÉGUET XIV

Manufacturer:  
*Société des  
Ateliers d'Aviation  
Louis Bréguet  
(1916)*

This was the airline's primary plane, and one of the best of its time. Almost 8,000 of these aircraft were built. It was one of the first aircraft to use more metal than wood, making the structure both lighter and stronger.

- Type: Biplane
- Capacity: 2 crew members
- Length: 8.9 m
- Wingspan: 14.36 m
- Height: 3.3 m
- Empty weight: 1,238 kg
- Maximum weight: 1,765 kg
- Payload: 300 kg
- Engine: Renault 12F / 12 cil.
- Power: 300 CV
- Maximum speed: 175 km/h
- Cruise speed: 150 km/h
- Range: 460 km
- Ceiling altitude: 4,500 m



### SALMSON 2A2

Manufacturer:  
*Latécoère  
under  
Salmson  
license  
(1917)*

Pierre-George Latécoère used this plane for test flights and as a support aircraft during the operation of the Aeropostal airline. The Salmson 2A2 was a very reliable aircraft used during the First World War (1914-1918) for reconnaissance missions.

- Type: Biplane
- Capacity: 2 crew members
- Length: 8.5 m
- Wingspan: 11.75 m
- Height: 2.9 m
- Empty weight: 906 kg
- Maximum weight: 1,290 kg
- Payload: 230 kg
- Engine: Salmson 9Za-g / 9 cil.
- Power: 260 CV
- Maximum speed: 188 km/h
- Cruise speed: 135 km/h
- Range: 500 km
- Ceiling altitude: 4,500 m



**BCN ALC AGP**

Airports are airfields in which commercial services are carried out with passengers, cargo and mail. Therefore, the three used in this first commercial air route (Barcelona, Alicante and Malaga) were the first airports in Spain.

Of these airports, only **Malaga airport remains at the same location.** Malaga can therefore be considered the oldest airport in Spain.



## From Europe to South America

This route was later extended, eventually linking Toulouse with Santiago, and regularly crossing the Atlantic Ocean and the Andes mountain range. This was a major achievement at the time.

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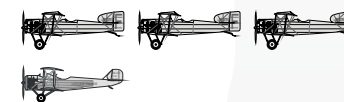
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Each airfield had a head of scale (who was also a pilot), pilots, mechanics, spare parts and four aeroplanes, one of which was always ready to take off.



At dawn on 1<sup>st</sup> September 1919, three Bréguet XIV planes took off from the Montaudran airfield with mail bags and 500 copies of the local newspaper *La Dépêche*. Minutes later, a Salmson 2A2 took off with the objective of distributing spare parts to each of the airfields.

## Toulouse

Montaudran Aerodrome

Endowment

• Pilots: *Pierre Beauté* and *Émile Cabanés*



Take off  
1 am

## Perpignan

In 1927 Perpignan was also added as a stopover.



Take off  
1 am

## Barcelona

La Volateria Aerodrome

Endowment

• Pilot: *Louis Delrieu*  
• Fuel reserves: 3,000 litres  
• Oil reserves: 400 litres



Landing  
1 pm



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