



100 years of air transport in Spain

On 1st 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**.



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 / Crew: 2
- 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 / Crew: 2
- 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

Aeronautical legislation

On 29th 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.



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.**



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.

The salary for chief pilots was 1,460-2,020 FRF 222.58-307.95€ (nowadays)

The salary for co-pilots was 1,310-1,870 FRF 199.71-285.08€ (nowadays)

PRICES / Year 1919

		Passengers			Kilo of Cargo		
		FRF	PTS	EUR	FRF	PTS	EUR
✈	Toulouse-Barcelona	245	6,215	37.35	3,268	82,894	498.20
✈	Barcelona-Alicante	310	7,863	47.26	4,128	104,708	629.31
✈	Alicante-Malaga	325	8,244	49.55	4,393	111,430	669.71
✈	Malaga-Rabat	256	6,494	39.03	3,354	85,076	511.31

Tangier was a stopover only during the first month of the airline's operation. However, it was taken up again as a stopover from 1921.



Malaga

El Rompedizo Aerodrome
Endowment:

- Pilots: Bouisset and Albert Déjober
- Fuel reserves: 7,000 litres
- Oil reserves: 400 litres

The French consul in Malaga, **Louis Marius Santri**, flew with Daurat from Malaga to Rabat, becoming the airline's (and Malaga airport's) first passenger.

Aeronautical milestone

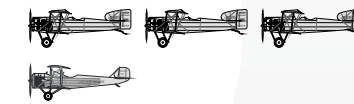
On 25th September 1919, the two pilots **Didier Daurat** and **Raymond Vanier** carried out the first instrument flight in history, after being caught in a strong storm between Barcelona and Alicante. They flew a Bréguet XIV A2 without visual references, using a compass, altimeter, anemometer and clock.



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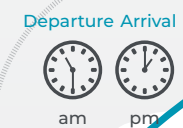
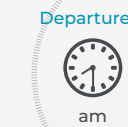


At dawn on 1st September 1919, three Bréguet XIV planes took off from the Montaudran airfield with mail bags and 500 copies of the local newspaper **La Dépêche**. Minutes later, a Salmson 2A2 took off with the objective of distributing spare parts to each of the airfields.

Toulouse

Montaudran Aerodrome
Endowment:

- Pilots: Pierre Beauté and Émile Cabanés



Perpignan

In 1927, Perpignan was also added as a stopover.

Barcelona

La Volateria Aerodrome
Endowment:

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

Areas of control and responsibility for each delegation

Alicante

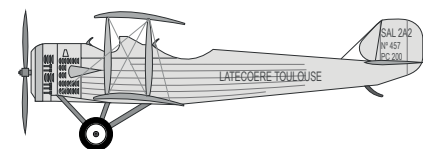
La Rabassa Aerodrome
Endowment:

- Pilots: Jean Dombray and Albert Déjober
- Fuel reserves: 2,000 litres
- Oil reserves: 400 litres



A priority objective

"Avoid any delays to passengers or mail"
-Latécoère



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