

The LANSA Story



The Postal History of the Colombian Airline LANSA

By Alfredo Frohlich + Dieter Bortfeldt

Colomphil

Colombian Philatelic Research Society

The LANSA Story

First Edition - May 2005

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Presentation - Introduction

This book is a study of the modern LANSA air mail postal issues, used in Colombia during the early 1950's. Although it is a fascinating philatelic subject, it is too often overlooked.

The genesis for this book was the unique LANSA collection that Alfredo Frohlich assembled over the years, consisting of over 280 pages mounted. This collection, undoubtedly the largest ever assembled provides nearly all known items in stamps, sheets, varieties, covers, forgeries and dates pertaining to LANSA. As we culled through these items in preparation for mounting the collection for exhibit, it became increasingly clear that very little information existed regarding the four LANSA issues and their historical context, even though they came into existence quite recently.

It is a very little known fact that at the time of the LANSA airmail stamp issues, the Colombian government contracted with private carriers. Prior to the LANSA contract, AVIANCA had been the monopoly provider of airmail services in the country. By virtue of LANSA's contract with the Colombian government, the company issued its own stamps for exclusive use with their services. This is the crux of this collection and indeed what makes it so unique in the world of airmail philately.

Of course, the story of LANSA goes beyond the four issues and touches on the ambitious vision of the businessmen that organized air travel and transport in Colombia. Colombia's mountainous terrain itself presents a daunting challenge to all forms of modern ground transport, by rail or by car. Indeed, these issues continue to the present day.

During the less than two years of its existence, LANSA organized a system of routes which covered the whole of this enormous country, including Colombia's forgotten corners. Soon after LANSA's airmail service began it was rated the fifth airline in the world with regards to growth and overall development of its air routes. As a testament to LANSA's accomplishment, the current national airlines, including AVIANCA, do not even provide the same level of coverage today.

In the normal course of a philatelic study, it is a relatively easy task to retrieve information pertaining to an issue fifty years in the past. This is not so in the case of the four LANSAs issues. Because of the highly abbreviated period of its operation it is a challenge to obtain even the most basic information regarding them. As an example of this challenge, not even the National Postal Administration possesses a copy of the valid postal rates for the period. Moreover, only recently were we able to unearth unrecorded cancellations, further demonstrating the arduous nature of this research effort.

We proudly present the LANSAS story to you that we have so painstakingly reconstructed from stamps, dates, covers, varieties, decrees, places and even forgeries, the last known forgeries in Colombian philately. For the first time, this book presents all known varieties which we have registered and illustrated herein. We believed that it was important to show as many photographs as possible so that the reader might get a complete picture of the short-lived LANSAS postal history

We have endeavored to provide the philatelic community with a serious and thorough study of the LANSAS issues. It is our hope that you the reader will find this work interesting and in addition, that we were able to spark interest in this fascinating and obscure period in Colombian air mail philately.

May 2005

Alfredo Frohlich and Dieter Bortfeldt, A.I.E.P

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HISTORICAL BACKGROUND

The history of commercial aviation and air mail in Colombia began on September 20, 1919 when a group of local investors from Medellin founded the COMPANIA COLOMBIANA DE NAVEGACION AEREA. Shortly thereafter, on December 3, 1919, the company signed a contract with the government for the carriage and organization of airmail service throughout the country.

Also on December 1919, a group of German and Colombian investors in Barranquilla formed a new airline, the SOCIEDAD COLOMBO-ALEMANA DE TRANSPORTES AREREOS, SCADTA, with the purpose of providing air transportation service utilizing German equipment.

In the early 1920's, due to the many accidents and the difficult economic conditions, as well as the competition from newly arrived German airplanes for SCADTA, the management and shareholders of the COMPANIA COLOMBIANA DE NAVEGACION AEREA decided to shut down the operations of the company, and the contract to carry airmail was transferred to SCADTA.

The economic crisis of 1929 forced SCADTA to merge its operations in 1930 with its competitor, Pan American Airways, which assumed an 80% controlling interest in the company.

After the outbreak of the Second World War, the status of SCADTA was changed, as the shares of the German citizens passed to Colombian ownership, and a new company was formed under the name of AEROVIAS NACIONALES DE COLOMBIA S.A., AVIANCA.

On November 6, 1945 a group of Colombian businessmen from Barranquilla, with some experience in airline operations, led by Ernesto Recaman, "Capi" Bravo, Charles Peebles and Mauricio Obregon among others, decided to form a new airline, owned 100% by Colombians, under the name of LIMITADA NACIONAL DE SERVICIO AEREO, LANSA, to compete with the multinational AVIANCA.

Once the group raised sufficient funds, Charly Peebles and Mauricio Obregon traveled to Canada to buy three twin engines Avro Anson aircraft, left over from the war. In New London, on a barren field they found dozens of airplanes, damaged, but repairable. They purchased three airplanes for \$5,000 each, and after repairing them, they flew them to Colombia.

The initial LANSA flights were an immediate success; however, because airports at that time were private, the company was forced to build its own airports. In Barranquilla, for example, the company exchanged shares for a piece of land called Las Nieves, where a landing strip, a maintenance shed and a control tower were built. The tower still stands today next to the Pumarejo Bridge, and the landing strip is an avenue.

As the company grew and progressed, new aircraft were required. The next airplane to be purchased was a DC-3, bought in Ocala, Georgia for \$18,000. At the same time additional airports and landing strips were built all around the country, including Cartagena, Pereira and Lorica amongst others.

In January 1947 the company reached an agreement with LAV, the Venezuelan national airline for joint service between Bogota and Caracas, with an interchange taking place in Maracaibo, Venezuela. LANSA took over the entire operation on May 27th of the same year.

On June 13, 1947 the limited company was converted to a corporation, and changed its name to LINEAS AEREAS NACIONALES, and continues to use the same acronym LANSA.

In early 1950 the company embarked upon a program to obtain permits to carry airmail, and on April 14th by virtue of the Resolution No. 1254, the Ministry of Postal Services issued a provisional authorization allowing LANSA to carry air mail within the country. The authorization became permanent on August 10th, 1950, when the government and the company signed a formal contract.

The air mail service operation was planned and carried out by well known experts, Mr. Humbert Zimmerman, an ex-Scadta employee, and naturalized Colombian citizen.

LANSA's inaugural airmail flight took place on June 22nd, 1950. From that date on, until late 1952, two air mail post offices operated in most of the big cities, one by AVIANCA and the other by LANSA.

On June 26th, 1950 the Colombian government signed a 3-year contract with KLM for the transport of foreign mail from Barranquilla. LANSA started international service, via KLM on July 18th, 1950, and all incoming foreign mail carried by KLM was then flown by LANSA to its destinations within Colombia.

During the short life of LANSA, the company suffered six accidents, with the unfortunate loss of 113 people. See page 158-162

As the airline routes grew, the shareholders of the company, particularly the pilots and mechanics were emboldened by the company's apparent success. Feeling wealthy and successful, they began to use their clout as shareholders and key employees to encourage further growth, such as the opening of new routes to Habana, Cuba, regardless of its impact on the company's finances. Debts began to mount.

On September 3rd., 1951 serious financial problems forced the merger of LANSÁ with its larger competitor, AVIANCA. Both companies continued to operate, until May 1st, 1954, when LANSÁ was completely absorbed by AVIANCA, thus losing its identity forever, and closing a chapter in Colombian philately.

Photo showing a AVRO ANSON airplane, one of the three planes, left over from the war, purchased by LANSÁ, bought by Charly Peebles and Mauricio Obregon in New London, Canada, for US\$ 5.000 each.



The Second Issue - 18 July 1950

Less than a month after the introduction of the First LANSÁ issue, which had been commissioned by the company, the government decided to issue a new series of stamps, in order to enable the Postal Administration to better control the services provided by LANSÁ and AVIANCA? The remaining stocks of the 1948 General Airmail Issue remaining in the Post Offices throughout the country were sent to Bogotá, and overprinted by a small typography shop owned by Mr. Garcia Munoz, the only company which at the time offered to provide this service on a rush basis.

The stamps were overprinted with large a typographical letter "L" for LANSÁ, and a large typographical letter "A" for AVIANCA. We were not able to find any records of the individual quantities overprinted, only the total amount of stamps collected, which were recorder in the books of the Postal Administration. Although it could be presumed that equal quantities were printed for LANSÁ and AVIANCA, we believe that a lesser amount was printed for LANSÁ, as AVIANCA, which carried a larger amount of mail, would have a larger requirement for stamps.

The overprinting was done in an old German Heidelberg "TIEGEL" printing press, due to the small size of the sheets, which required that they be fed into the press individually. This manual system, as well as the urgent nature of the overprinting, mostly done overnight, produced numerous errors, such as inverted and misaligned overprints and similar varieties. Again, and due to the printing urgency and poor quality control, these overprinted errors were released in this condition by the Postal Administration. Used stamps of these errors are found on covers, and are genuine.

The quantities registered in the archives of the Postal Administration are as follows:

5 Centavos	132,000
10 Centavos	128.000
15 Centavos	2.504.000
20 Centavos	828.000
30 Centavos	792.000
40 Centavos	10.000
2 Pesos	13.000
3 Pesos	20.000
5 Pesos	13.000

The then existing, but unknown quantities of the 60 Centavos and the 80 Centavos stamps were only overprinted for AVIANCA with the "A".

The above mentioned stamps were put on sales on July 18th, 1950. The 1 Peso stamps were overprinted and distributed on August 19th, 1950 and the 50 Centavos on October 23rd, 1950. We were not able to determine quantities, as this information is not available in the archives.

The 18th of July, 1950 also marks the beginning of the LANSAs foreign postal service (Servicio al Exterior), as well as LANSAs handling of the incoming mail to Colombia carried by KLM Airlines.

The "DIARIO OFICIAL", No. 27.362, of August 10th, 1950, page 522, reads as follows:

"Article 9: The Company shall pay the Ministry all freight expenses associated with the contract celebrated between the Ministry and K.L.M. dated May 8 of 1950, in relation to the air-mail delivered outside the country by the Company. The Government shall give the Company the amount resulting from said contract with K.L.M. as a compensation and subsidy for the transportation of mail delivered from abroad.

Article 10: In accordance with the provisions established in Article 4 of Decree No. 1766 of 1950, the Company shall obtain from the Ministry the necessary postal supplies needed for the postage of mail and other postal services that may be delivered through their offices." (See chapter "DOCUMENTS", Document No. 3)

On the first day of usage of the Second Issue, July 18th, 1950, LANSAs used a special boxed cachet: "CORREO AEREO VIA LANSAs – Primer dia de Servicio AL EXTERIOR".

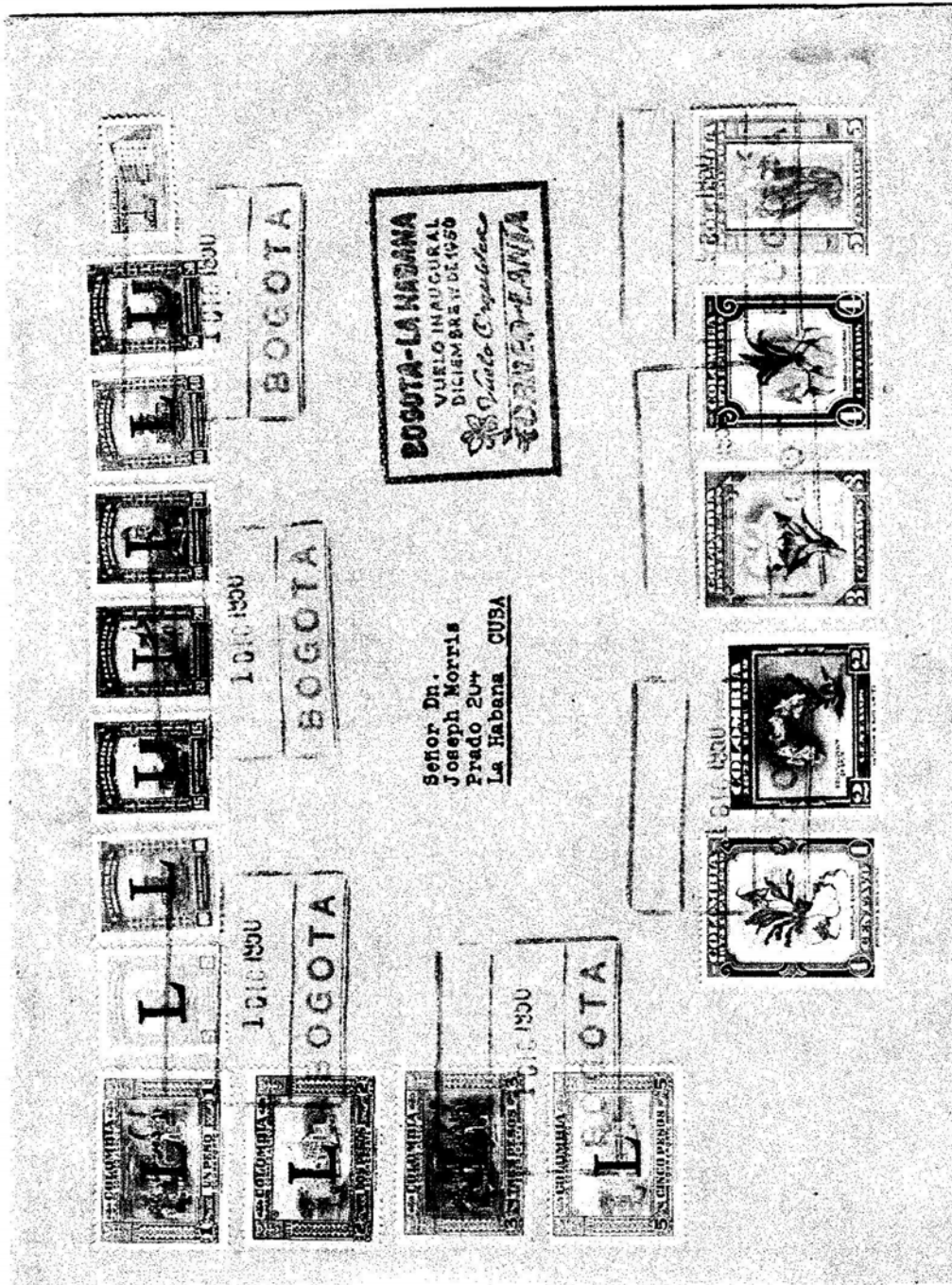
On December 1st, 1950 LANSAs inaugurated the route BOGOTA to LA HABANA, CUBA, and used a special boxed first flight cachet: "BOGOTA – LA HABANA – Vuelo Inaugural – Diciembre 1 de 1950 – VUELO ORQUIDEA – CORREO-LANSAs". The company named this flight the "Orchid Flight" for publicity purposes.

On January 29th, 1951, LANSAs inaugurated the first airmail "REGISTERED" service to foreign countries, but no special cachet was utilized. Covers can only be identified by this date, and are very rare.

Another intriguing philatelic event, was what we now call the "GARZON -Provisionals". The local Garzon LANSÁ Agency Chief, without company or government authorization, used BISECTED stamps to make up for the stamp values that his agency was out of stock. As soon as the Central Head Office discovered this irregularity, the Agency Chief received a serious warning, as this action was forbidden by postal regulations and company policies.

This unfortunate incident, however, produced extremely rare philatelic items. The authors are only aware of two covers, part of the A. Frohlich collection, both of which are shown in this book.

Finally, it is important to note that ALL the LANSÁ stamps were valid for many years, which produced some interesting "Mixed" frankings of LANSÁ and AVIANCA stamps, which were dated after LANSÁ's merger with AVIANCA which occurred on September 3rd, 1950.



Example of a First Flight cover, Bogotá to La Habana, 1 December 1950. "Vuelo Orquidea"



1 DIC 1950
BOGOTA

1 DIC 1950
BOGOTA

1 DIC 1950
BOGOTA



1 DIC 1950
BOGOTA

Señor Dn.
Joseph Morris
Prado 20+
La Habana CUBA

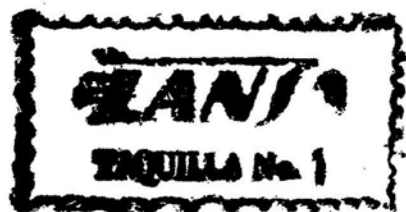
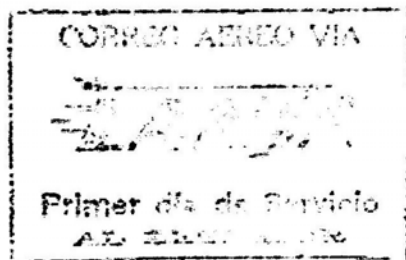
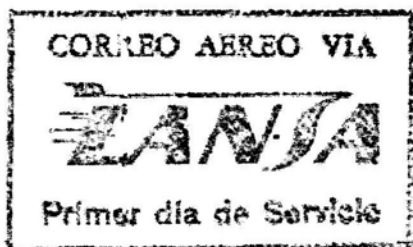
BOGOTA-LA HABANA
VUELO INAUGURAL
DICIEMBRE 1 DE 1950
Vuelo Orquidea
EDICION PLANIA



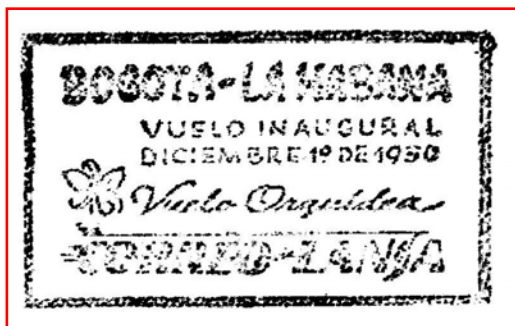
Example of a First Flight cover, Bogota to La Habana, 1 December 1950. "Vuelo Orquidea"



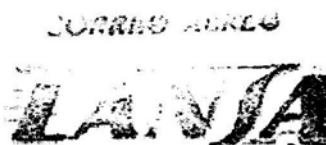
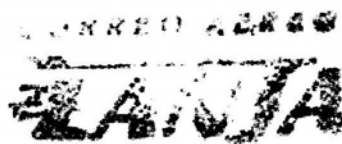
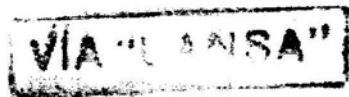
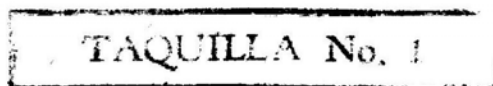
Example of a First Flight cover of the "Vuelo Orquidea", 1 December 1950, from Bogota to La Habana, Cuba.



On this and the following pages we have reproduced a selection of LANSA handstamps for reference.



Cancellations



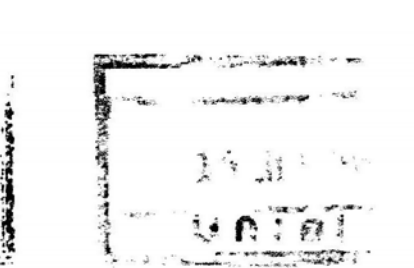
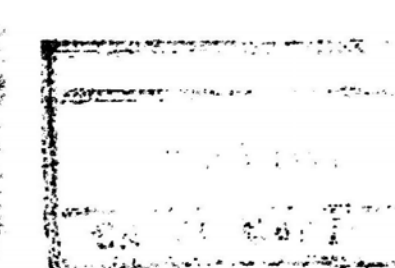
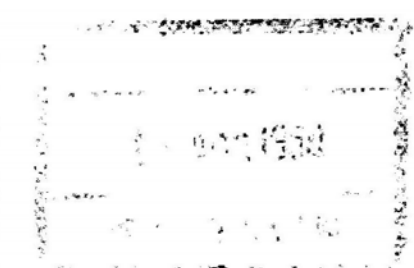
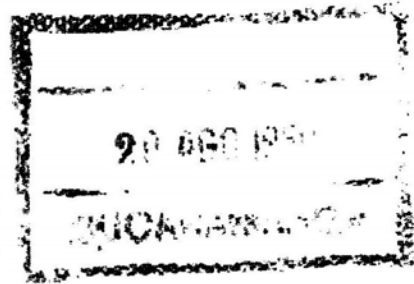
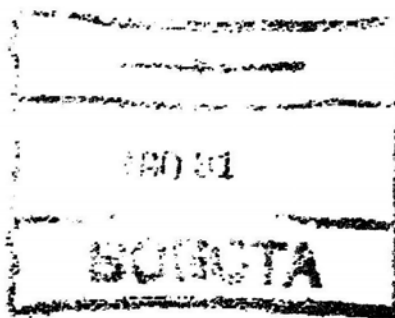
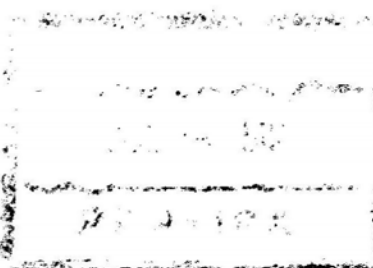
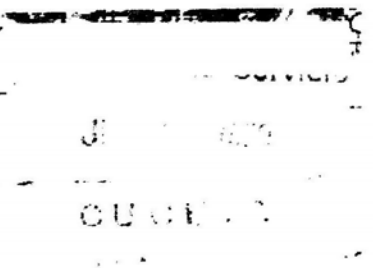
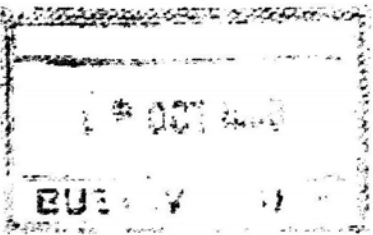
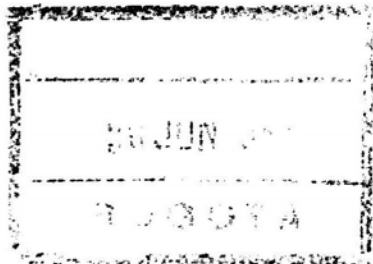
Correo Via **LANSA**

Taq. No. 12

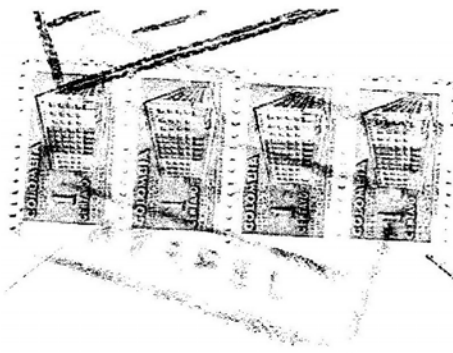
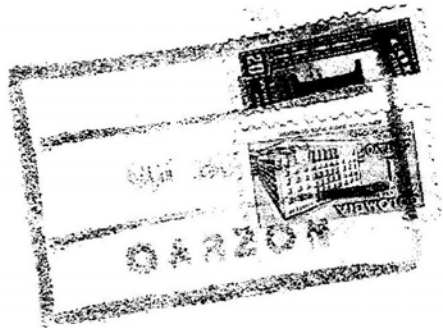
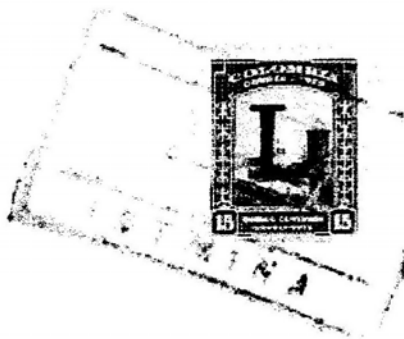
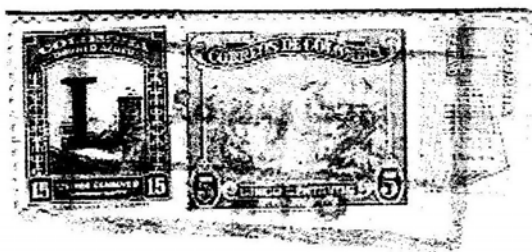


Cancellations

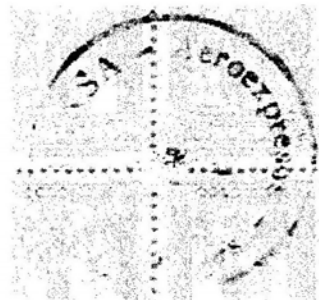
On this and the following pages we have reproduced a selection of LANSA boxed handstamps for reference. Note that of some places two or more types are found.



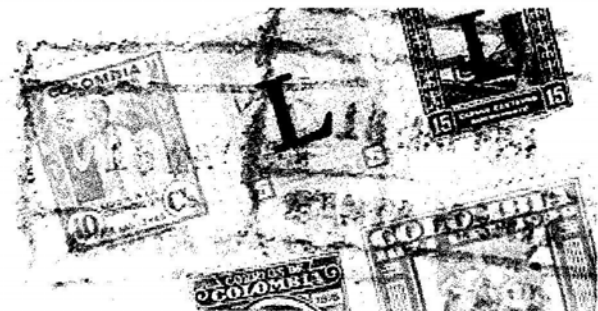
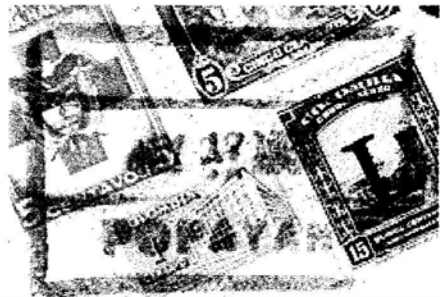
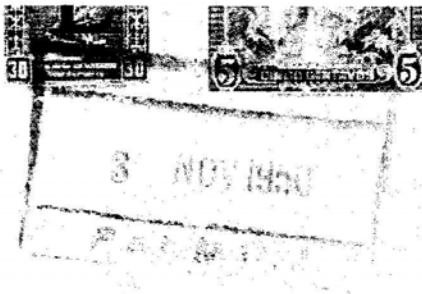
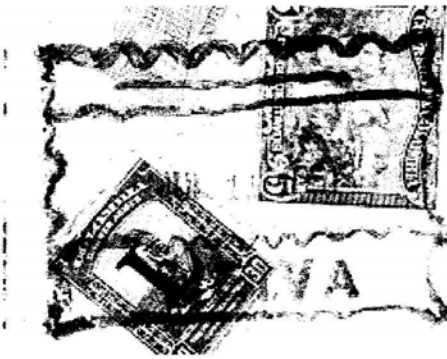
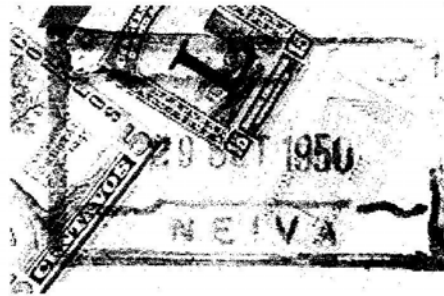
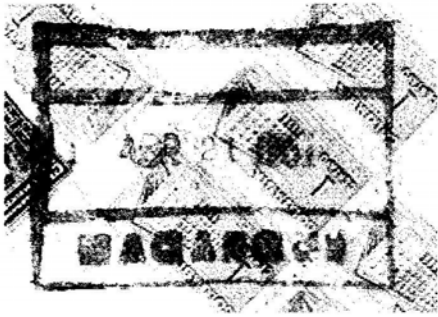
Cancellations



Special cancellations



Cancellations



Postal Rates

The authors tried to obtain the official postal tariffs for the years of 1950 to 1952, but we were not able to find any exact records. At this time we can only partially reconstruct some dates with the help of commercial covers, which are detailed below. However it is expected to be able to get a complete tariff in the near future.

Domestic mail:

July 1950 - A 0,15 - N 0,05	10 grms.
August 1950 - A 0,25 - N 0,10	20 grms.
Nov. 1950 - A 0,35 - N 0,10	40 grms.
May 1951 - A 0,55 - N 0,15	60 grms.
May 1951 - A 0,65 - N 0,20	70 grms.

International to USA:

Nov. 1950 - A 0,30 - N 0,05	10 grms.
June 1951 - A 0,30 - N 0,05	
August 1950 - A 0,60 - N 0,10	20 grms.(?)
Nov. 1950 - A 0,60 - N 0,05	(?)
Sept. 1951 - A 0,90 - N 0,10	60 grms. (?)

Mail to Central and South America:

July 1950: Caracas - A 0,20 - N 0,10 10 grms.
July 1950, Caracas - A 0,20 N 0,05
July 1950: Cuba - A 0,20 - N 0,05 ←
May 1951, Curacao - A 0,20 - N 0,18
Dec. 1950, Curacao - A 0,20 - N 0,23
July 1950, Quito - A 0,20 - N 0,05

Mail to Europe:

July 1950, Germany, A 0,70 - N 0,18
The same rate is found for France, Switzerland, Sweden, etc.

Registered Mail:

All 1951.
Great Britain, A - 0,90 - N 0,42
Panama, A - 0,70 - N 0,15
Caracas, A - 0,90 - N 0,20

A = Airmail
N - National Postage

As the reader can observe, there is apparently no consistency in the tariffs. Above mentioned dates are only a indication of this difficult subject.

Airports with LANSA Service:

Andagoya
Armenia
Ayapel
Barranquilla
Bucaramanga
Bogota
Cali
Cartagena
Cucuta
Fundacion
Gamarra
Ipiales
lorica
Magangue
Manizales
Medellin
Monte Libano
Monteria
Neiva
Pato
Pereira
Popayan
Rioacha
San Marcos
Santa Marta
Tolu
Tumaco
Turbo
Uribia
Valledupar

**LANSA Agencies in following places,
in addition to the mentioned airports:**

Condoto (Istmina)
El Dificil
Garzon
Istmina
Mompos
Sucre
Zaragoza

It was stated that LANSA occupied the 5th.
place in the world with reference to its large
red of routes (1951)

The authors have seen many of the before
mentioned names of Agencies and Airports
in cancellations, but not all.

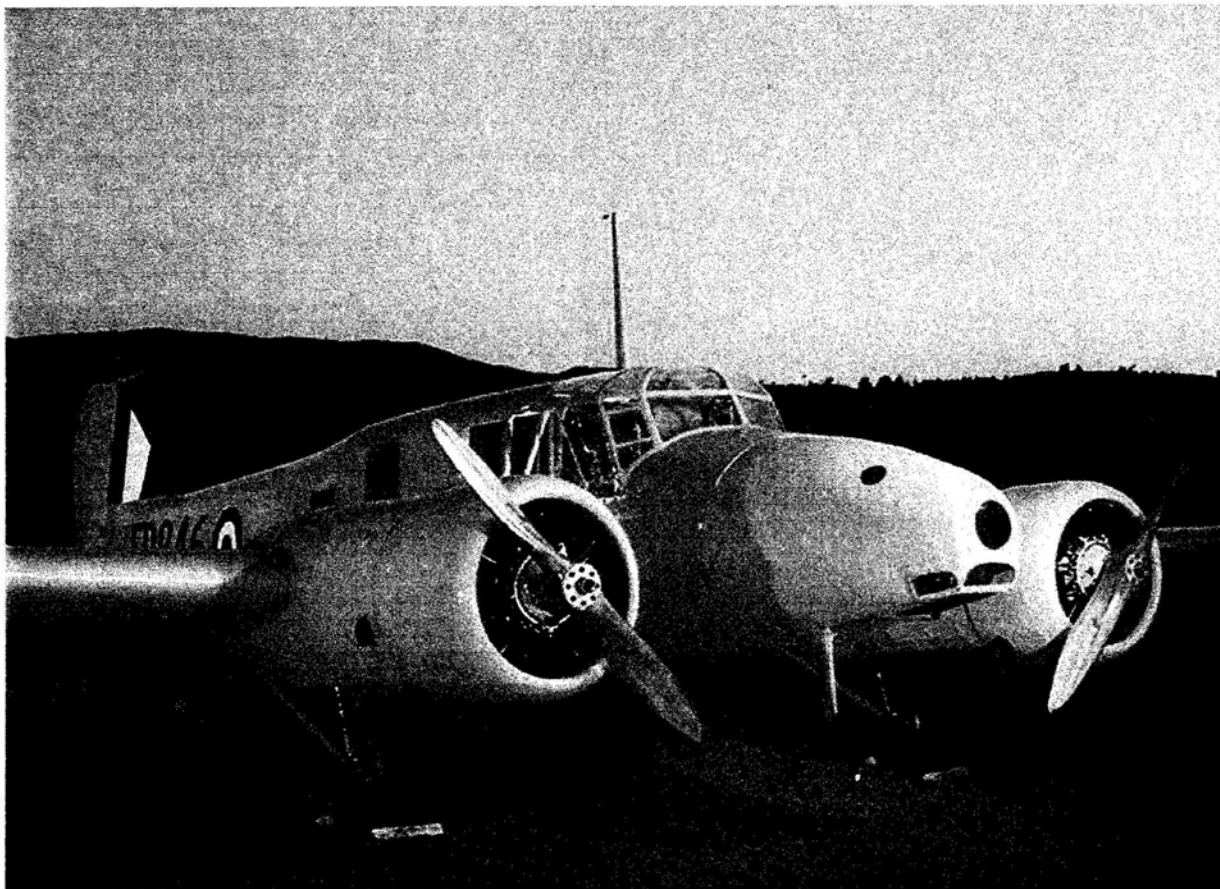
The names were taken from LANSA
advertising material and from notes supplied
by Mr. Alex Rendon.

* Dates taken from LANSA advertisement.



LANSA Luggage Labels





Unfortunately, during its existence, the LANSÁ also had losses in aircrafts, crews and passengers, as noted below:

Date	Type of plane	Place	Deceased
15.12.1948	Douglas DC-3	Bogotá	30
15.4.1950	Douglas C-47	Colombia	25
25.5.1950	Douglas C-47	Pasto	26
31.1.1951	Douglas DC-3	Colombia	-
14.2.1951	Curtiss C-46	Cali	2
21.3.1951	Douglas DC-3	Colombia	30

Crashcover of 21 March 1951

On a flight between San Marcos and Cartagena, the Douglas DC-3, registered HK - 315 of SAETA, flying for LANSA, crashed near Hato Nuevo on 21 March 1951.

The pilot Capt. Carlos Barvo, 2 crew members and 26 passengers were killed in that accident.

The mail was recovered and forwarded with a special note attached and on some a handstamp stating that it had arrived in bad condition.

The cover on the right was salvaged from that flight.

The attached note on the cover apologizes for the state of the cover and for the delay.
Signed LANSA.



Apreciado Cliente:

Atentamente le solicitamos de su gentileza se sirva excusarnos por la entrega de su correspondencia en el estado que presenta y por el retardo sufrido a consecuencia de haberse accidentado nuestro avión HK-315 que la transportaba.

OFICINA DE CORREO AEREO LANSA.

Crashcover of 21 March 1951

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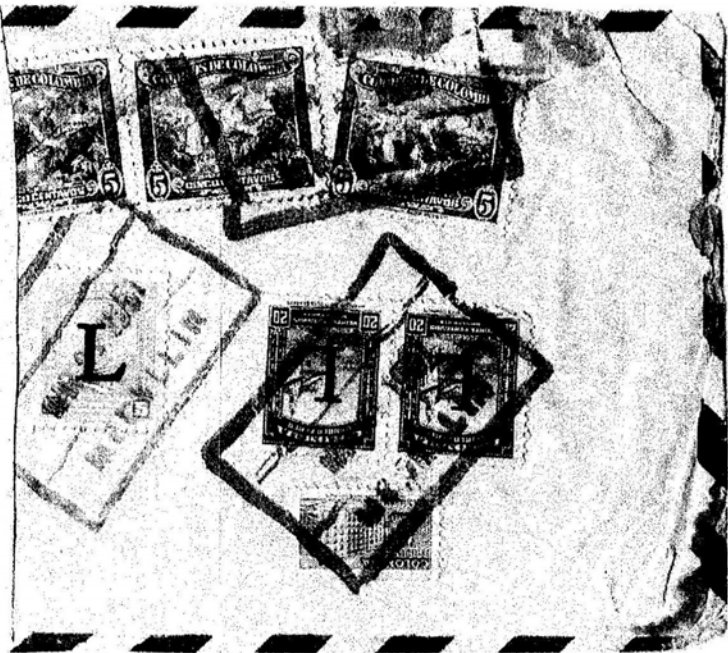
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OFICINA DE CORREO AEREO LANSA.



TIEMPO

EL TIEMPO ES UN DIARIO LIBERAL PARA EL PUEBLO COLOMBIANO CONSAGRADO AL CULTO Y DEFENSA DE LA LIBERTAD Y LA JUSTICIA AL SERVICIO DE LOS PRINCIPIOS EN QUE SE BASAN LAS INSTITUCIONES REPUBLICANAS Y DEMOCRATICAS

OTA, COLOMBIA - 1951 - JUEVES MARZO 22

Año 41 - No. 14.199 - 20 Páginas

29 Muertos en Accidente Aéreo

— Entre las Víctimas Figura el Doctor Rafael Escallón —

Anarquía de Precios en los Viveres Rancho y Licores hay en la Capital

peculación con base en las listas de prohibida importación, según el nuevo sistema de cambios.—Suba el precio de la ropa hecha.

na marrada tendería sicista en un...
artículos nacionales y de im...
ación se registró ayer como p...
el al señalar el primer día de...
tela del nuevo sistema de cam...

Los primeros buses de la maña...
los conductores de toda clase de...
ellos consiguieron silenciosamente

oche Llegó a la...
se Honolulu la...
agata Padilla

Las listas de prohibida importación que publicó la prensa del país, comparando en detalle sus existencias y posibilidades de importar aquellos artículos que hasta la fecha, por razón de los respectivos países no podían traer al país.

REACCION

Puede verse que en el comercio de la capital la reacción inicial, en muchos sectores, ha sido de alza repentina en los precios, muy especialmente para aquellos artículos extranjeros que quedaron incluidos en las listas prohibidas, ante el temor de escasez y por consiguiente de mayor demanda. Evidentemente se observó ayer marcadamente en la zona de rancho, licor, cigarrillos, algunos alimentos que se traen de extranjeros, radios, neveras, neveras, artículos de lujo, ropa para señoras, productos de belleza, etc.

Altos Elementos de Pereira, Cali, Bogotá y Medellín, Perecieron

Un violento temporal determinó el accidente.—Los primeros detalles.—Por más de media hora lucharon los pilotos contra la tempestad.—El rescate de los cadáveres se inició anoche.

Un trágico accidente aéreo, el primero que se registra en el presente año, ocurrió ayer en el sitio de Mata Nuevo, departamento de Huilvar, a cincuenta kilómetros del municipio de Corral y a una distancia poco más o menos igual de San Marcos y más cerca aún del municipio de Sahagún, en el departamento de Guaviare cuando el avión de la empresa LANSÁ número HK-315 se estrelló, llevando a

bordo 10 pasajeros y tres tripulantes, a la cabeza de los cuales figuraba el capitán Carlos Barro, uno de los más expertos pilotos de la compañía aérea colombiana. El avión, que había salido del aeropuerto de San Marcos a las 16 y 21 del día de ayer, puso pie en Cariferna, lugar de su destino, pero según los reportes recibidos del piloto, tuvo necesidad de desviarse de su ruta debido a una fuerte corriente de sube o "down-draught" que entorpecieron la visibilidad, obligándolo a enrutarse hacia Sahagún. El último reporte del piloto, capitán Barro, fue recibido en el aeropuerto de Cartagena a las 17 y 18 minutos de la tarde, y en él daba cuenta de que estaba capeando un fuerte temporal que le había hecho imposible continuar

sobre la ruta de Hinerario. No obstante sin embargo el piloto detalla algunos que pudieran indicar que estaba ataravando momentos de nebulosidad al que su máquina hubiera sufrido daño que lo obligara a buscar un aterrizaje de emergencia. Fue éste, sin embargo, el último dato que se tuvo del HK-315, que dos minutos después se estrelló en el paraje de Mata Nuevo, a la distancia que ya hemos indicado

(Continúa en la página once)



The news of the accident on the first page of EL TIEMPO, 22 March 1951

DOCUMENT N° 1

Official Gazette N° 27.229 of February 2 of 1950, Page N° 471

Decree N° 137 of 1950 (January 18) by which Decree N° 1418 of 1945 is modified.

The President of the Republic of Colombia in virtue of the powers invested in him hereby

RESOLVES:

Article 1°: Article 7° of Decree N° 1418 of 1945 shall read as follows:

“The Government may grant permits to establish post offices and other postal services within the postal monopoly in those cases pursuant to a significant and efficient cooperation in favor of the national postal service. The conditions for the permits shall be subject to the provisions established by this Decree.

Article 2°: Article N° 8 of Decree N° 1418 of 1945 shall read as follows:

“The postal monopoly includes the following:

- a) The letters
- b) The postcards
- c) The business papers
- d) The merchandise samples
- e) The grouped objects
- f) The small packages
- g) The “fonopost” deliveries
- h) The parcel post up to 2 Kgs. in weight

Article 3°: Article 385 of Decree N° 1418 of 1945 shall read as follows:

In the postal service of mail and objects subject to monopoly, the postal smuggling refers to the delivery, out of the postal premises and without the payment of the corresponding fees, of all kind of mail or postal services established in Article 2° of the present Decree, with the drivers, their workers, the messengers and the escorts, or with the employees of any natural person or corporation with whom agreements for the handling of mail exist, except for the final paragraph of article 253 of Decree N° 1418 of 1945.

Paragraph: Likewise, the following shall be considered smuggling:

- a) The inclusion of current and personal mail, in business papers, prints, newspapers, printings to be used by blinds, samples, small packages, objects and parcel posts.
- b) The inclusion of current and personal mail within the same envelope or cover, to those other than the addressee or those residing with him.
- c) The inclusion of the values referred to in Article 38° of Decree N° 1418 of 1945, in deliveries other than letters with a declared value or parcel posts with value.

Article 4°: Article 394 of Decree N° 1418 of 1945 shall read as follows:

The Government may grant permits to corporations or natural person in accordance with postal regulations, with the purpose of establishing and maintaining mail and other postal services within the postal monopoly.

Article 5°: This Decree shall be valid starting on the first day of February, annulling all contrary dispositions.

Given in Bogotá on January 18, 1950.

/Signed/ Mariano Ospina Perez

The Secretary of Postal Services and Telegraphs,

GENERAL, GUSTAVO ROJAS PINILLA

DOCUMENT N° 2

Order N° 1.254 of 1950 (April 14)

Whereas, Lineas Aereas Nacionales S.A. "LANSA" is hereby authorized to receive and deliver mail.

The Secretary of Postal Services and Telegraphs, in virtue of the powers invested in him hereby

RESOLVES:

Article 1°: Starting on this date and according to the provisions established in Decree N° 137 of February 18 of the current year, to temporarily authorize and until the abovementioned decree is established, Lineas Aereas Nacionales S.A. "LANSA" to receive and handle mail within the postal monopoly comprised in the second article of Decree N° 137 of 1950.

Article 2°: The Company LINEAS AEREAS NACIONALES S.A. "LANSA" shall be responsible to postage the mail referred by in the aforementioned article, with postage and surcharge stamps in accordance with the current rates or those established in the future.

Article 3°: The lack of the abovementioned postage shall be sufficient grounds for the removal of the license granted through this document, without prejudice to the sanctions established by Decree N° 1418 of 1945 in regards to postal smuggling.

Article 4°: The postage and surcharges shall be stamped and voided on the corresponding piece of mail and the Company shall directly purchase enough amounts of the various stamps in order to facilitate the postage process to the public.

Let it be served, published and complied with.

Given in Bogotá on April 14, 1950

The Secretary of Postal Services and Telegraphs,

/Signed/ GENERAL, GUSTAVO ROJAS PINILLA

The Secretary General

/Signed/ Roberto Arciniegas S.

DOCUMENT N° 3

Official Gazette N° 27.382 of August 10 of 1950, Page 522

Pursuant to the contract entered with Mr. Ernesto Recaman

The undersigned General Gustavo Rojas Pinilla, holder of Identity Card N° 1.207.733 of Bogotá, hereinafter referred to as the Ministry and Ernesto Recaman, a Colombian citizen, domiciled in Barranquilla and in transit in this city, duly capable to participate in this act and holder of Identity Card N° 1.959.376, issued in Cali, acting in his capacity as representative of the company Lineas Aereas Nacionales S.A. "LANSA", duly authorized by the Board of Directors in accordance with the document attached at the end of this contract, hereinafter referred to as the Company, hereby certify that we have entered into a contract subject to the following provisions:

1st: In accordance with the provisions established in Decree N° 1766 of May 22 of the current year, the Ministry grants the Company the right to establish a regular airmail delivery service and other postal services in cities within the Republic as well as abroad.

2nd: The delivery of mail and other postal services shall be done in sealed bags or envelopes, all in accordance with the provisions governing the matter herein, being the Company responsible for guaranteeing its inviolability.

3rd: The Company is responsible for establishing offices that will receive and deliver the mail and other postal services in those places where the service would be available. Said offices shall be open to the public for at least eight hours per business day, being understood that the office's hours of operation shall necessary have the Ministry's approval.

4th: The Company is responsible for not accepting or delivering any mail or postal service that does not comply with the provisions established by the law that regulate the services within the Republic and abroad.

6th: The Company shall establish the service described herein in the way that the majority of cities and towns within the country enjoy the most efficient postal connections both in the country and abroad. For this purpose, the Company may use for certain routes, the postal lines and the National Postal Service. This use is considered paid by the respective regular postage that each delivery should bear in regular stamps aside from the airmail stamps, in accordance with Article 7th.

7th: All the mail or postal services that are not delivered entirely or in part by air within the national territory or from any part of the country to another country shall bear the regular and surcharge national postage corresponding to the category of the delivery, based on the national postal rates, through special stamps. Both fees shall be payable by the public in favor of the Government.

8th: In addition to the regular postage, as mentioned in the previous clause, the objects delivered by mail from one place to another within the national territory or from any part of the country to another country, shall result in an additional postage, payable by the public and in favor of the Company, that will be applied through special stamps that the Government shall issue for this purpose.

9th: The Company shall pay the Ministry all freight expenses associated with the contract celebrated between the Ministry and K.L.M., dated May 8 of 1950 in relation to the airmail delivered outside the country by the Company. The Government shall give the Company the amount resulting from said contract with K.L.M. as a compensation and subsidy for the transportation of mail delivered from abroad.

10th: In accordance with the provisions established in article 4 of Decree N° 1766 of 1950, the Company shall obtain from the Ministry the necessary postal supplies needed for the postage of mail and other postal services that may be delivered through their offices.

13th: The Company binds itself to duly void the stamps used for airmail, with seals indicating the date in which it was received by the postal service, in order to prevent the reuse of these stamps.

DOCUMENT N° 4

Official Gazette N° 27.336 of June 14 of 1950, Page 988
Decree N° 1766 of 1950 (May 22)

Pursuant to the regulations of airmail postal services.

The President of the Republic in virtue of the powers invested in him hereby

RESOLVES:

Article 1°: Those companies dedicated to airfreight that are either established or will be established within the national territory, as well as those registered in other countries that stop in Colombian ports, will be permitted to transport national and international mail, through contracts or special agreements with the National Government.

Article 3°: All mail and postal services that the airfreight companies with the corresponding permits transport through air within the Republic or abroad, shall bear not

only the regular postage established in the corresponding rates and the postal surcharge, but also the airmail stamp determined by the Government.

Article 4°: In accordance with the provisions established by the Tax Code, the issue of stamps or airmail stamps is the sole responsibility of the Government. Therefore, the airfreight companies that through permit or contract transport mail within the country or abroad, should get the corresponding stamps in the Ministry of Postal Services and Telegraphs.

Article 7°: The permits or authorizations referred to in this Decree may be granted for a period of two years with the possibility of an extension, through consent by the parties and by virtue of legal contracts. These contracts do not connote exclusive or monopoly rights; likewise, the Government reserves the right to reconsider them when deemed necessary, without offering any type of compensation.

DOCUMENT N° 5

Bogotá, May 20 of 1950

Ministry of Postal Services and Telegraphs
Postal Service Department
Bogotá
Gentleman
Manager of Lineas Aereas Nacionales S.A. "LANSA"
City

We are very pleased to inform you that in accordance with the conversations held between your company and the Secretary, and while the Ministry is able to provide the airmail stamps for the delivery of mail within the country, I hereby authorize you to use the tags that your company has made. You shall send the abovementioned together with the lithography certificate from the place they were printed, to the General Office of Postal Services of this Ministry, specifying the quantity printed and the plate that was used for the printing,

Your company shall provide the 2% portion that the Government is entitled to, based on the quantities taken from the General Office of Postal Services.

Yours truly,

/Signed/ Jose Modesto Arbelaez
Postal Manager

DOCUMENT N° 6

Official Gazette N° 27386 of August 16 of 1950, Page N° 587
(Decree N° 2487 of 1950 (July 25))

Pursuant to the reseal of certain stamps and a temporary permit given for the issue of stamps.

The President of the Republic of Colombia in virtue of the powers invested in him hereby

RESOLVES:

Article 1°: To authorize the reseal of the existing airmail stamps with the letters that the Ministry of Postal Services and Telegraphs may deem appropriate, in order to distribute the mail by air between the various airfreight companies; while this resealing is in process, we exclusively authorize for internal use, the stamps issued by the airfreight company "LANSA" S.A., which were delivered to the Ministry of Postal Services and Telegraphs.

The stamps mentioned in the present Decree shall have an indefinite postal value.

Given in Bogotá on July 25 of 1950.

/Signed/ MARIANO OSPINA PEREZ
/Signed/ GUSTAVO ROJAS PINILLA

DOCUMENT N° 7

REPUBLIC OF COLOMBIA
MINISTRY OF COMMUNICATIONS
Department of Postal Money Orders
Philatelic Technical Assistance

Bogotá, February 20 of 1954
Internal Audit

AI-F-0206

AVIANCA
Mr. Fernando Carrizosa
Financial Vice-President
Bogotá

"Lansa" Stamps

In accordance with your instructions in letter N° 35-50-17 dated February 4 of 1954, following please find the entries made in the Books of the Airmail Office, due to

incineration, the following quantities were left for the Archive of Aerial Postage Stamps corresponding to the issuance of the old "Lansa":

From	\$ 0.05	145.377	45	145.422
	0.10	21.074	45	21.119
	0.15	26.233	45	20.283
	0.20	92.081	45	92.126
	0.30	88.332	45	89.337
	0.60	47.803	45	47.938
	1.00	12.571	45	12.616
	2.00	5.325	45	5.370
	5.00	—	2	2

The difference in the quantities in relation with the quantities mentioned in your letter is due to sales made to stamp collectors.

We kindly request to those receiving copy of this letter, to record the abovementioned quantities or make a note of it.

Attached please find a copy of the corresponding certificate of incineration.

Sincerely,

/Signed/ GUILLERMO FONSECA RUIZ (there appears a seal)
Internal Auditor

Cc Comptroller's office Bogotá
Adelea Bogotá
Included: the above mentioned

This is a true copy of the original, today April 12 of 1958

/Signed/ JAIRO LONDOÑO T. (there appears a seal)
Philatelic technical assistant

DOCUMENT N° 8

**ENTRIES REGISTERED IN THE THIRD NOTARY'S OFFICE OF THE DISTRICT OF
BARRANQUILLA**

NUMBER: ONE THOUSAND SIXTY NINE (N°1,069)

In the city of Barranquilla, Capital of the Department of Atlantico, Republic of Colombia on the first day of July in the year one thousand nine hundred fifty (1950), there appeared before me, JOSE MANUEL TRESPALACIOS, the Third Main Public Notary of the District of Barranquilla and in the presence of attesting witnesses Mr. RAFAEL O. EGEA and ARTURO ZAPATA P., duly capable for this act, Mr. CARLOS ESCALLON ORTIZ, holder of Identity Card N° 2.130.012, issued in Bogotá, of legal age, of this city, personally known to me, from which I attest and declare that:

Acting in his capacity as Assistant Manager of LINEAS AEREAS NACIONALES S.A. "LANSA", with main offices located in this city, the entries dated June 27 and 28 of the past year were presented to me in order to officially record them in the Third Notary's Office, in which is evident that the issuance of "LANSA" stamps is hereby terminated; these entries were signed before the Postal Agent and the Assistant Third Notary of this district. Therefore, I, the undersigned Notary shall file the abovementioned entries in the corresponding place and number of the series of the current year; for this purpose, the entries textually read as follows:

In Barranquilla, on June 27 of 1950 at 8:00 pm, there appeared before me, the Third Notary of the District of Barranquilla, Luis Carlos Donado Villalobos, in Talleres Graficos GARBERG, the following people: the owner of said printing company Mr. Cesar A. Garcia Bergen, the Postal Agent, Roberto U. Cepeda and the Secretary General of LINEAS AEREAS NACIONALES S.A. "LANSA", Mr. G. Paez Reyna, in order to burn the following quantities of airmail stamps from Lansa, for the above mentioned values, which were not yet perforated and therefore couldn't be officially issued by the Company; counting with the authorization granted by the Ministry of Postal Service and Telegraphs, Decree May 29 of 1950, of 55,000 stamps with a value of 10 cents each. Mr. Paez Reyna declared in name of LANSAS, that he received the issuance and Mr. Garcia Bergen delivered the following amount of stamps: 300,000 5- cents stamps; 94,500 10- cents stamps; 317,000 15- cents stamps; being burned in this act 182,300 stamps for not being yet perforated; 117,000 20- cents stamps; 103.500 30- cents stamps; 58.500 60- cents stamps; 20.250 1- peso stamps; 11,260 2- pesos stamps; 4,500 5- pesos stamps. This entry is therefore signed by the appearing parties, Mrs. Paez Reyna and C.A. Garcia Bergen who corroborated the abovementioned quantities. The National Postal Office Administration, Roberto U. Cepeda, Postal Agent. Seal of the Postal Agency of Barranquilla - C.A. Garcia Bergen, G. Paez Reyna- Seal of the General Secretariat of Lansa. The Third Notary, Luis Carlos Donado Villalobos. Notarial seal.

In Barranquilla at 10:00 am on June 28 of 1959 there appeared before me, the undersigned Third Notary of Barranquilla, in Talleres Graficos "GARBERG", the following: Roberto U. Cepeda, National Postal Agent, Cesar A. Garcia Bergen, owner of Talleres GARBERG and Gabriel Paez Reyna, Secretary General of LINEAS AEREAS NACIONALES S.A. "LANSA" in order to declare terminated the issuance of airmail stamps by LANSAS, duly authorized by the Ministry of Postal Service and Telegraphs in accordance with Decree dated May 20 of 1950. In regards to this matter, Mr. Paez-Reyna acting as representative for "LANSA" declared the issuance terminated and its receipt in accordance. Immediately afterwards, the damaged sheets, proofs and surplus printing material, was burned until turned into ashes. Afterwards, the copper plates used for printing were destroyed, being that every one had forty five stamps in five rows of nine stamps each, having one plate for each of the nine types and amounts stated above. Before all the appearing parties, Mr. Garcia Bergen immersed all the plates in a ferric

Carta Abierta a los Accionistas de LANSA

Señores Accionistas:

Muy estimados señores:

Estamos seguros de que a ustedes no les es indiferente el porvenir de Colombia. Tenemos el convencimiento de que se puede contar con la ayuda de ustedes para evitar grandes males a la economía nacional; para impedir que un gran número de familias queden en la miseria al perder centenares de hombres sus puestos de trabajo; para impedir que deje de existir en el transporte aéreo una saludable competencia a la cual debemos el progreso enorme alcanzado en esa industria en los últimos seis años, y que el país quede subyugada a un monopolio gobernado en gran parte por intereses no colombianos.

En la Asamblea General de Accionistas de LANSÁ reunida en Barranquilla el 27 de este mes, no fue posible que los directores de esa empresa expusieran claramente las condiciones que ellos han aceptado para la venta de esa empresa nacional a Avianca, ni los motivos que los impulsaron a esa negociación. Tenemos motivos — que ustedes seguramente comparten — para creer que la difícil situación de LANSÁ se debe a causas que, si hay voluntad y se pone empeño en ello, son remediables. Sabemos que el Banco Comercial Antioqueño, principal acreedor de la Empresa, no está interesado en forzarla a la liquidación; que los activos de ella tienen hoy un valor comercial muy superior a la suma que por ella va a pagar Avianca y entendemos que parte considerable de esa suma no llegará a manos de los accionistas y la otra parte sólo la recibirán éstos tras meses y quizá años de demora.

Tenemos la seguridad de que una inteligente reorganización de LANSÁ, haría que esa Empresa continuara operando independientemente y que en poco tiempo recobraría su vigor, para continuar siendo factor de progreso y elemento valioso de desarrollo de la economía nacional.

Por eso queremos hacer un llamamiento a ustedes para que examinen personal y cuidadosamente la situación de la Empresa, lo que ella representa para Colombia, los daños que su desaparición ocasionaría al pueblo colombiano y decidan si realmente el caso es tan desesperado que no tiene más remedio que la entrega que se proyecta y el regreso al monopolio aéreo.

Entre ustedes, los grandes accionistas de LANSÁ, hay pilotos que ayudaron a fundarla, que hicieron fortuna con su carrera de aviadores y queremos preguntarles si no consideran inhumano cerrar el paso a las decenas de magníficos pilotos que han podido empezar brillantemente sus carreras gracias a la competencia creada por LANSÁ, es decir, por ustedes como una reacción contra las vallas insalvables que a legítimas ambiciones de ustedes opuso durante años el monopolio aéreo.

Si se puede evitar que Colombia pierda ese inestimable bien con sólo que ustedes hagan el esfuerzo necesario para reorganizar a LANSÁ en vez de entregarla, aunque con ello demoren un tiempo el reembolso de los dineros que a ella tienen hoy vinculados y que casi en su totalidad representan utilidades sobre su inversión inicial, nosotros estamos seguros de que ustedes con criterio patriótico, colombiano, lo harán, haciéndose así acreedores a la gratitud del país entero.

Para ella les pedimos que no den poderes a quienes pueden estar cegados por un error, sino que cada accionista estudie por sí mismo la situación y tome personalmente la inmensa responsabilidad de una decisión cuyos consecuencias pesarán sobre las generaciones por venir.

La Fusión de las Empresas Aéreas

Sobre las bases señaladas por el doctor Restrepo Hoyos, en sus declaraciones para la prensa, la fusión de Avianca y Lansa, empresas nacionales de aviación cuyos servicios al país han sido realmente históricos, debe celebrarse como una medida útil al propio desarrollo de nuestros servicios aéreos. No se trata, según lo aclaró el doctor Restrepo Hoyos, de una operación comercial tendiente al establecimiento del "monopolio", como lo glosaba el público, sino, prácticamente, de la reunión de las dos compañías bajo una sola jefatura con el objeto de continuar sirviendo a los colombianos, dentro de condiciones favorables para los intereses fusionados y para el progreso general de la aviación mercante.

Además, el acuerdo comercial a que han llegado las dos empresas, con el objeto de seguir trabajando bajo un sistema de acoplamiento administrativo y técnico, constituye un significativo avance de los intereses colombianos vinculados a esta industria, porque, gracias a la fusión, el capital extranjero de Avianca queda reducido a un 33 por 100 y, por consiguiente, los accionistas nacionales de las empresas reunidas representan el 67 por 100 del capital.

Temieron también algunas personas apresuradas que esta negociación se tradujera, cosa corriente cuando existen intereses monopolistas, en alza de las tarifas aéreas. Pero, el doctor Restrepo Hoyos ha sido enfático al respecto: no habrá alza de tarifas, sino que se estudiarán prospectos más favorables para dar un mejor servicio. Este nuevo servicio basará su eficiencia en que los aviones salgan "de los respectivos aeropuertos en forma coordinada, con itinerarios amplios y escalonados".

Al registrar la fusión de las dos admirables empresas de aviación, cabe recordar los esfuerzos cumplidos por Lansa en el desarrollo de las comunicaciones aéreas. Nació ella como una entusiasta expresión de patriotismo. Sus fundadores, entre los cuales se cuentan pilotos de reconocida pericia, concibieron a la aviación como una manera práctica de unir al país, no sólo por los lazos del fácil transporte, sino por las múltiples vinculaciones que el avión auspicia. De ahí que cuando se repasa la historia de los últimos años, el nombre de Lansa será recogido con el fervor que despertian los episodios llorados en homenaje al progreso.

Inclusivo la competencia de las dos empresas puede haber sido el mayor alicite para los grandes viajes internacionales de los aviones colombianos que, hoy por hoy, cubren con sus alas la mitad de la tierra. Superada, pues, la etapa de las rivalidades constructivas, las empresas fusionadas tienen por delante, ya sin la proverbial timidez colombiana, abierto el campo para las grandes conquistas aéreas del porvenir o, como le dijo el presidente de Avianca: "la actual etapa de los DC3, los DC4 y los Constellation cerrará, en breve, historia antigua para la aviación nacional, pues los nuevos adelantos dirigirán esa actividad hacia rutas muy difíciles de proveer para el futuro."

Para ese porvenir de la aviación debemos prepararnos adecuadamente y el paso dado ahora por nuestras dos principales empresas aéreas representa una medida oportuna y eficaz, tendiente a garantizar que ese porvenir nos tome capacitados para aprovechar los nuevos desarrollos de este prodigioso instrumento de la civilización.

En Forma Autónoma Continuará Prestando sus Servicios "Lansa"

Adel la anunció ayer en Medellín el presidente de "Avianca" doctor Restrepo Hoyos.—Ampliación de las rutas internacionales.—Nuestra posición aérea en el hemisferio.

MEDELLÍN, 11.—Ante representantes de la banca, la industria, el comercio, los transportes y personas vinculadas a las distintas actividades de la economía colombiana, disertó esta noche en los salones del Club Unión, el presidente de Avianca, Jorge Restrepo Hoyos, sobre los programas de dicha empresa y las perspectivas de la aviación comercial en Colombia.

La Asociación Nacional de Industriales extendió las correspondientes invitaciones a esta recepción social durante la cual tuvo lugar la exposición del primer funcionamiento de la compañía de navegación aérea expresada.

NO HABRÁ MONOPOLIO

El doctor Restrepo Hoyos se refirió especialmente en su disertación de hoy en esta ciudad, a los puntos que trató en su conferencia de anoche en Barranquilla, afirmando abismadamente que Avianca no persigue el establecimiento de un monopolio, sino que anhela obtener mejores medios de comunicación aérea.

A este respecto expresó que no habría alza de tarifas, entre otras cosas porque las tarifas se regían por la intensidad del tráfico, siendo lógico que a la mayor intensidad de tráfico que se presentaría con la fusión de las dos empresas y la distribución correcta de

medios, no podía corresponder una alza de tarifas.

Se refirió igualmente el doctor Restrepo Hoyos a la proporción en que queda ahora el capital extranjero, que estará representado en la empresa por un 31 por ciento, contra un veenta y nueve por ciento de capital colombiano.

LAS RUTAS INTERNACIONALES

Se refirió particularmente el doctor Restrepo Hoyos a las nuevas facilidades que se abrirían a Colombia para extender sus rutas internacionales, destacando en este sentido la noble satisfacción patriótica de saber que un avión colombiano llega a ciudades lejanas.

LA POSICIÓN DE AVIANCA

El presidente de Avianca reveló en su conferencia de hoy que dicha empresa había venido ocupando el quinto lugar en el mundo, en materia de extensión de sus rutas, y el segundo lugar en el hemisferio occidental.

IGUALDAD DE CONDICIONES

También expresó el doctor Restrepo Hoyos que Avianca nunca había tratado en condiciones inferiores a las demás compañías aéreas del país, notando que buena prueba de ello era el

Los registradores de los municipios del Atlántico, cambiados

BARRANQUILLA, 11. Hay fue sustituido todo el personal de registradores electorales municipales del Atlántico.

Se informa que este cambio total se produjo hoy, no obstante que se trata de empleados de período fijo, que debía concluir precisamente en el mes de enero de 1952.

Esta medida ha sido muy comentada en todos los círculos, por haber sido adoptada en plenas vísperas electorales, a objeto de que otros elementos vengan a conocer los resultados electorales.

GOENAGA, correspondiente.

hecho de que, a pesar de ser Avianca propietaria de la mayoría de los aeródromos, y de la totalidad de las comunicaciones de radio, prestaba esos servicios a las demás compañías en forma que se representaba para Avianca ni siquiera una debida compensación a su costo.

Agregó que no obstante las pérdidas que en sus balances había venido acusando la empresa Lansa, Avianca realizaba esta operación precisamente para facilitar a Lansa la continuidad de sus operaciones, pues dicha empresa seguirá funcionando autónomamente.

El doctor Restrepo Hoyos se refirió a otros aspectos de la negociación que ha sido ahora autorizada, en forma que causó amplia impresión en los asistentes que colmaban literalmente los salones del Club Unión.

GARCÍA, Correspondiente.

12 September 1951

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