THE DEVELOPMENT OF AVIATION AND TRANSPORTATION OF MAIL BY AIR UNTIL 1914

Transporting mail through the air ("AIR MAIL") made its progress following the progress of human flight. It was always the desire of mankind to imitate birds and fly. The day man began to walk on earth, he started dreaming on flying. Early myths and legends told of gods and angels having the power to fly. The desire to fly evoked the desire to transfer messages fast and efficiently through the air.Homing pigeons were used very early in mankind history to provide such means. Leonardo da Vinci was the first to approach the problem of flight scientifically, in the 15th century. Many romantic dreamers and practical scientists tried to bring to reality an ancient dream. It was only in 1783 when man first lifted himself up into the air, with a hot-air balloon. This provided the first practical means to carry mail by air. Dirigible airships, which had their 1st success at the turn of the 20th century, were a natural follower to the non-dirigible balloons. And, in 1903, the Wright Brothers were the first to fly a controled heavier-than-air aircraft – a dream of many generations has become true!

And in parallel – carrying mail by air made its way: first – balloons transported mail, sometimes over long distances, but without the possibility of choosing the direction. Airships solved the problem of navigation, but proved to be slow and sometimes volnurable and un safe. Then came the aircraft – and air mail has become a reality! A STORY WITHIN A STORY!

The following pages demonstrate the evolution of FLIGHT AND AIR MAIL, from its early days of dreams and adventures, until World War I in 1914,. This pioneering era is considered to be the most challenging and adventurous (and dangerous!) in flight history!

1. **FLIGHT BEFORE FLIGHT**
   Birds were always a source of imitation and inspiration for man aspiring to fly…
   1.1 Myths and Legends
   1.2 Flight in Nature, art and literature
   1.3 Science Laid the Foundations
   1.4 Early Dreamers and Adventurers

   1.5 Pigeon Mail

2. **LIGHTER THAN AIR**
   ….. but balloons were actually the first to lift man up in the air – however without direction control facilities

   2.1 Hot Air and Gas Balloons
   2.1.1 Early Balloon Pioneers
   2.1.2 "Dirigible" Balloons
   2.1.3 Military, Reconaissance and Research Balloons
   2.1.4 Shows and Races, Parachuting from Balloons

   ….so, airships were the first aerial means enabling transportation of passengers and cargo long distances

   2.2 Airships – First Airships and Constructors

   2.3 Balloon and Airship Mail

3. **HEAVIER THAN AIR – THE FIRST YEARS**
   ….and then came at last the powered, controlled airplane. Once powered flight was here, all boundaries were broken, until today's space voyages!

   3.1 Kites and Gliders
   3.2 First Powered Flight Attempts
   3.3 Vertical Take-Off, Hydroplanes
   3.4 Aviators and Aircraft Designers
   3.5 Powered Flight Spreads, Air Shows and Races

   3.6 Pioneer Flights and Air Mail

THE END OF AN ERA

1.1 MYTHS AND LEGENDS

Greek mythology

The Greek mythology counts numerous gods, all of them with flight capabilities

Nymph **Aegina** abducted by **Zeus** in the form of an eagle.

Apollo on his sun chariot God of the shepherds.

Winged **Pegasus** – son **of Poseidon, God of the Sea.**

Specimen, double ovpt. inverted.

Phrixus and his sister **Helle** escaped their stepmother on a **flying ram**. Phrixus survived Helle fell off and drowned

Specimen, double ovpt. inverted.

*Proof in deep green, without inscriptions by De La Rue, London. Designer: **Bohumil Heinz** (1894 - 1940).*

Helios God of the Sun

Italian occup. 523 issued

Italian military occupation

Iris Goddess of the Rainbow

Specimen, inverted ovpt.

Chinese legend

Around 2200 B.C. emperor **Shun** escaped a burning tower, and later flew over his dominion with the aid of two large reed hats.

South-East Asia mythology

Budhist and Hindu Mythology tell about **Kinnaris**,half woman. and half bird , known for her dance, song and poetry.

The **God of the Sun** rides on a carriage driven by a **Phoenix** - a mythological bird.

1.1 MYTHS AND LEGENDS

To the ancient world flight was awesome and mysterious. It was proper that their gods and heroes should have the power to fly - a power which man does not have. They always envisioned their gods and angels having wings.

Angel Gabriel
messenger of God

Angel Raphael
angel of health

Angel Michael
commander of God's Army

Mulready letter form showing 4 winged angels flying from 'Britannia' to four corners of the world.
Issued on 6.5.1840 – like the Black Penny. Designed by William Mulready, Above - 1 penny Mulready mailed on 27.6.1840.

Nordic legends

Iceland - a legend tells of a God named **Odinn**, who flew on back of his 8-legged horse **Sleipnir** into the clouds.

Greenland - ancient legend tells of a **Shaman** who had the power to fly. One day he decided to visit the **"Man in the Moon"** and rushed out into outer space...

Prophet Elijah was active during the reign of **King Ahab of Israel** (9th century BC). The Bible tells us (**2 Kings**)that Elijah did not die but disapeard on a **chariot of fire and horses lifted by a whirlwind.**

Erik Axel Karlfeldt (1864-1931), Swedish poet, wrote a poet about the **"Elijah"** painting of the **Dalarma Paintings** (1790-1850) (Dalarma was his birthplace). Karlfeldt received the Nobel Prize after his death in 1931.

Booklet 1964 20 x 35 Öre

Coil stamps

1.1 MYTHS AND LEGENDS

Daedalus and Icarus

The Greek legend of **Daedalus and Icarus** has become the classic myth of aviation. Daedalus, a clever architect and mechanic, constructed the famous Labyrinth of **King Minos of Crete** (son of Zeus and Europa). The King imprisoned Daedalus and his son Icarus, to prevent them from revealing the secrets of the Labyrinth.

Minos king of Crete

The Labyrinth

Daedalus attached with wax large wings of feathers to his and his son's bodies.

Frame: 34.5x24 mm

Frame: 34X 23.5 mm

Corfu

Kythira

Italian occupation Ionian Islands

specimen, double ovpt.

up reading

523 pieces printed

Italian military occupation, Cefalonia & Itaca

Italian island Paxo

1.2 FLIGHT IN NATURE

Birds, bats, butterflies and insects were a constant source of inspiration to man, who dreamed to imitate them, and many of the early aircraft designs were based on birds' and bats' wings.

The earliest creatures with flying capability were the dinosaurs, living 100 to 150 million years ago.

Sordes with a wingspan of 60 cm.

Dimorphodon, wingspan of 1.2 m.

Original artwork, adopted design, on cardboard with acrylic overlay for lettering. Signed by artist ***Gyula Laszlo Vasarhelyi*** *((1929-2013) , who designed 7500 stamps for 165 countries!*

1.2 FLIGHT IN NATURE

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Color proof issued color, imperf., gummed

Plate proof unissued colors imperf., gummed

THE FIRST PROJECTILES

Early in our civilization and centuries before their true significance was realized, a number of "aeronautical" devices were in common use throughout the world. Early man was aware that projectiles must be stable in flight. His **bow** and **arrow** and **spear** were the earliest projectiles!

Prehistoric cave wall paintings, dated aprox. 10,000- 20,000 B.C. were found in the Libyan Sahara Desert showing hunters using **bow and arrow.**

Artist sunken die proof, issued color, signed by ***Jacques Combet*** *(1920-1993), embossed by French Postal Authority control seal.*

Color proof imperf. ungummed

1.2 FLIGHT IN EARLY LITERATURE AND ART

Flight was used as a major subject by many writers and painters throughout the centuries. Many of the flying objects were purely imaginative, and others were based on existing technologies and inventions.

Jean Froissart (1331-1405), French chronicler, published A work outlining the design of a military tube - rocket

The Italian Domonican monk **Giovanni Domenico Campanella** (1568-1639) published (1593) his work "City of the Sun" where citizen have the power to fly.

Bishop Francis Godwin ofHereford wrote (1638) a tale about **Domingo Gonsales,** who trained geese to lift him to the moon.

Cyrano de Bergerac (1619-1655), French author, suggested to fly by trapping dew in a bottle, strapping it to the body and stand in the sun! His publication **"The Other World"** tells how he flew flew to the moon with a ship fitted with rockets...

Cyrano was the son of **Lord of Mauvieres & Bergerac** where from **Cyrano** retrieved his name although he never lived in the town (founded in the 11th century).

Registration label on letter pmkd. ***Bergerac*** *7.10.1912*

Folded letter mailed from ***Bergerac*** *on*

1.2 FLIGHT IN EARLY LITERATURE AND ART

A 16th century Chinese folk tale tells about **Wan Hoo,** who attached to a chair 47 fire - arrow rockets. On his command, all rockets were fired, and when the smoke dispersed – Wan Hoo and his chair were all gone.....

Painting by **Balthasar Antoine Dunker** (Bern, 1784),an utopian balloon used by the community "Great Balloon Mail" to fly to China in 2440

Francesco Goya (1746 - 1828) - "Proverbios" ('Proverbs'), a series of etchings by the painter – part of a cycle of graphic works also known as "Los Desparates" ('Follies'), published in Madrid (1864) - long after the artist's death.

'Flying Follies'

proof, imperf. ungummed

stage proof, imperf, ungummed

'Art of Flying'

proof, thick paper, numbered

proof, imperf. ungummed

stage proof, imperf, ungummed

'The Birds Left'

proof, imperf. ungummed

stage proof, imperf, ungummed

1.3 SCIENCE LAID THE FOUNDATIONS

Flying could only become feasible once the basic physics principles were properly researched and understood. Leonardo da Vinci and other early scientists failed to take off due to insufficient knowledge of those theories.

Archimedes (287-212 B.C.) was the greatest physicist and mathematician in ancient times. "Archimedes' Law" - a body loosing weight when dipped in gas or liquid – is a basic law in modern physics and aerodynamics.

'Archimede' was the 27th mail balloon to leave besieged Paris in 1870, It took off from the Orleans Station on November 21st at 12:45 a.m., piloted by **Jules Buffet**, On board were 2 passengers, 290 kg. of mail and 21 pigeons. After a 6 hours journey, the balloon landed on the **Belgian-Dutch border**, 330 km. from Paris.

*Folded letter carried on the "**Archimede**", canceled Star 37, **Pl. de la Bourse**, November 18th, 1870. arr. pmk. **Caen** and then **Deliverande**, 24.11.1870.*

The **first serious analysis** of flight can be found in physics works of **Aristotle** (384-322 B.C.), including the impossibility of absolute vacuum in nature

Meter Neopost 'Electronic'

Aristotle with his teacher **Plato**. Part of "the School of Athens" by **Raphael**

Hero of Alexandria (10-70 A.D.) Invented the **'Aeolipile'** consisting of a hollow sphere pivoted to turn by steam power. It can be considered as the **forrunner of the motor**.

Abbas Ibn Firnas (810-887), a Muslem Andalusian inventor, attempted to fly with a set of wings

1.3 SCIENCE LAID THE FOUNDATIONS

Leonardo Da Vinci (1452 – 1519), a talented painter, architect and man-of-science, was the first scientific worker in the field of aeronautics. His aeronautical inventions numbered two: the parachute and the helicopter. He described and illustrated them, but never carried out any practical tests.

Leonardo's most famous paintings

Mona Lisa

1st printing

2nd printing

Last Supper

R-label, technical school 'Leonardo da Vinci', Poland.

Leonardo studied with care bird flight and reached a considerable understanding of it, but misunderstood the flapping mechanism of bird wings, leading to wrong conclusions when designing man-powered flapping machines– 'ornithopter'.

'Type I' ornithopter: the air-man lies upon a wooden frame, flapping the two wings.

color-proof pulled from original die

Type II ornithopter : the air - man stands upright, operates a complicated, very heavy, mechanism to activate the flapping wings.

artist's (atelier) proof, sunken die, indicating number of color and color producer (artist/engraver Decaris)

Clos – Luce, Amboise, France

The stamp depicts the 'Signoria' Palace, Florence, where his father worked (right), and the 'Clos-Luce' Palace in Amboise, France, where Leonardo spent his last years .

Inscription on the tablet quotes one of Leonardo's sayings: "Man with his wings, beating against the air, will dominate it and lift himself above it."

booklet containing 10 stamps at 10 Öre each

Emanuel Swedenborg (1688-1772), Swedish scientist and theologist, traveled to England, where he sketched (1714) a "Machine to Fly in the Air" - a large wing with man-powered paddles in the center!

1.3 SCIENCE LAID THE FOUNDATIONS

Blaise Pascal (1623-1662), French mathematician and scientist. His rules of hydraulic pressure are today the basis for aerodynamic calculations and design.

Rue Pascal is a street in **Paris, France**, which in 1825 was named in honor of **Blaise Pascal**.

Folded letter, canceled 'star 29' pmkd. ***Rue Pascal, Paris****, Sept. 11th, 1870 5th collection.*

Artist sunken die color proof, signed by engraver ***Pierre Munier.*** *(design:* ***G. Edelinck****)*

Artist sunken die color proof, signed by artist ***Pierre Lambert*** *And engraver* ***Mrs. Cecille Guillaum*** *(1933-2004)*

Blaise Pascal *– unadopted design, submitted by famous stamp designer* ***Albert Decaris***

1.4 SCIENCE LAID THE FOUNDATIONS

Gotfried W. Leibnitz (1646-1716), German scientist and mathematician, endorsed the theory of impossibility of man-powered flight. It became the basis for modern aerodynamics.

Specimen

Dark purple

Isaac Newton(1643-1727), English physicist, created the basics of mathematics and physics to properly understand birds' flight.

Artist's sunken die proof, signed by engraver ***Pierre Munier*** *(artist was* ***Maurice Lalau****)*

'Newton' was the 44th mail balloon to leave besieged Paris, piloted by **Aime Ours.** It took off Jan. 4th, 1871 at 4 a.m. On board were: Passenger **Officer Amable Brousseau** , on official mission, 6 mail bags (310 kg.) and 4 pigeons. The thick fog forced them to land after 6 hours, 105 km. away from Paris, in a **Prussian- occupied** territory. The mail was hidden in a forest, and part of it was recovered later, smuggled and mailed to destinations.

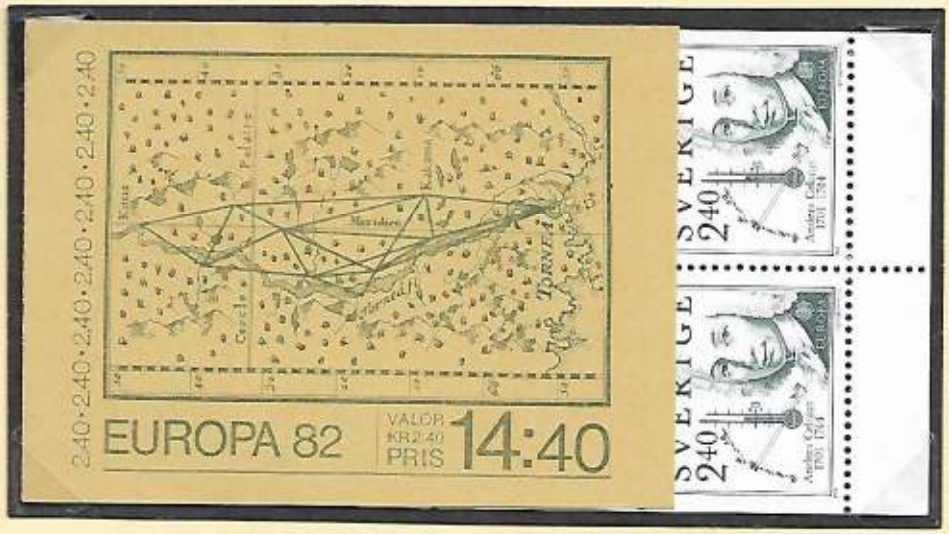
Folded letter canceled ***"star 21"****, pmkd. R. St. Antoine,* ***Paris*** *on Dec. 31st , 1870. Late arr. Pmk.* ***Hyeres*** *14/1.1871..*

1.3 SCIENCE LAID THE FOUNDATIONS

THERMOMETER

Anders Celsius (1701 - 1744), Swedish astronomer, proposed the '**Celsius**' temperature scale (1742). He suggested a temperature Scale based on water freezing (0°C) and boiling (100°C) points.

Daniel Gabriel Farenheit (1686-1736), German physicist, experimented since 1715 temperature measuring with mercury, based on ice melting point (32°F) and body temperature (100°F).



Booklet 6 x Kr. 2.40, domestic rate 1982

Conversion : **Farenheit** to **Celsius.**

Carl Linnaeus (1707 –1778), also known as **Carl von Linné,** Swedish physician, botanist and zoologist. Was a student of **Celsius** – improved the thermometer to its today's format.

Perf. 3 sides

Perf. 4 sides

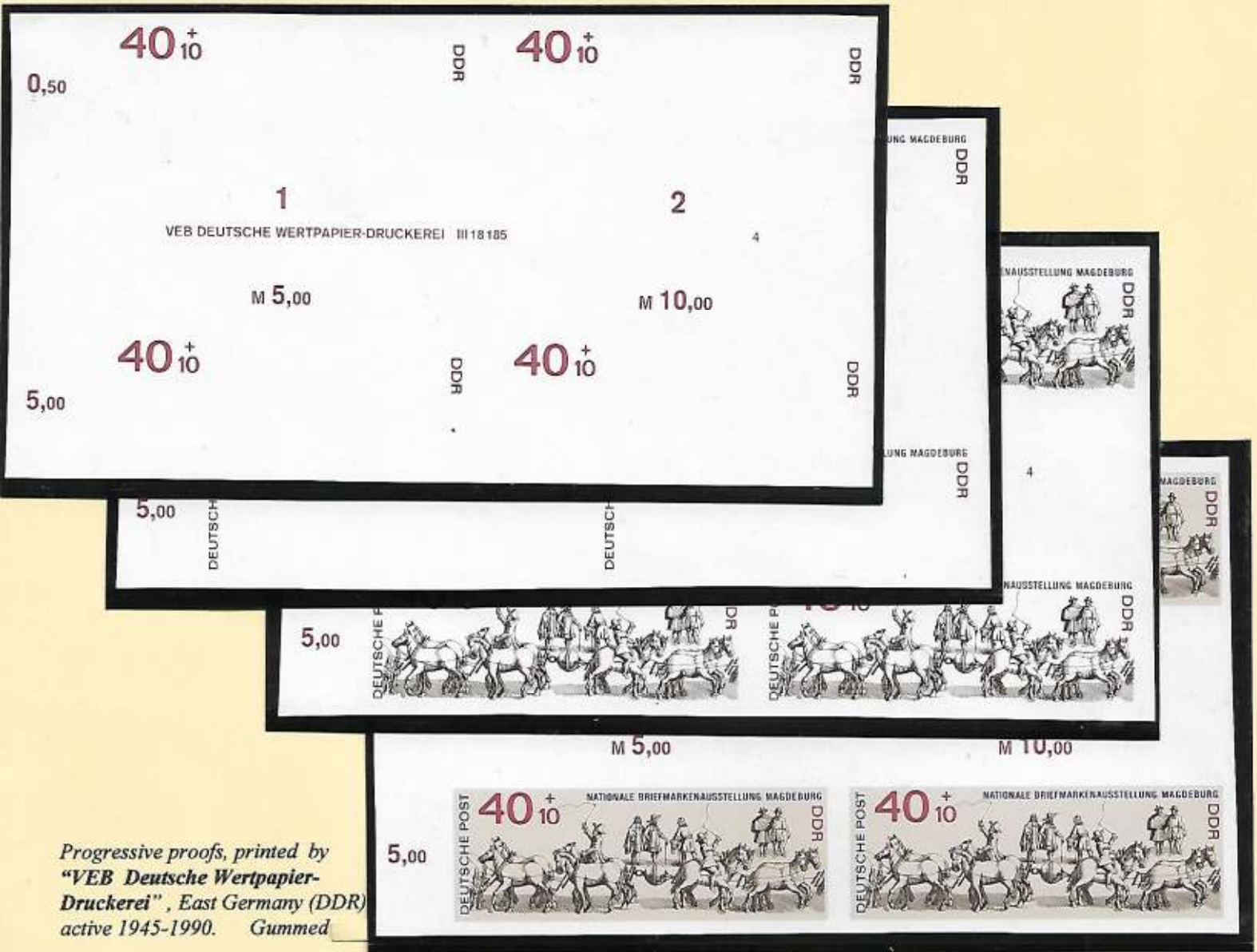
Perf. 4 sides

Perf. 2 sides

Booklet 2 panes , each 10 x 15öre, domestic rate 1939

1.3 SCIENCE LAID THE FOUNDATIONS

Otto von Guericke (1602-1686), German scientist, inventor and politician. Established the physics of vacuums. He demonstrated, with the **"Magdeburg Experiment"** (1654), the great power of air. Two teams of eight horses each, could not draw apart two halves of a huge sphere, out of which the air was exhausted.



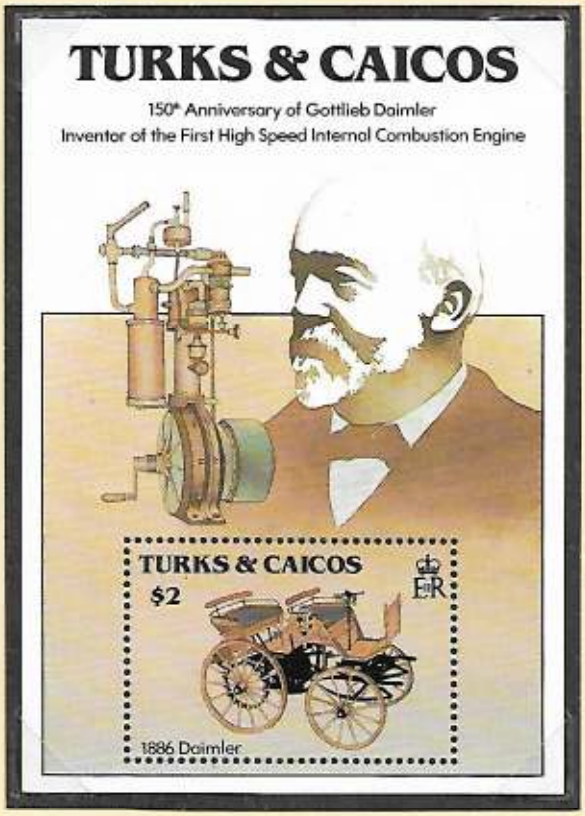
Progressive proofs, printed by ***"VEB Deutsche Wertpapier-Druckerei"****, East Germany (DDR) active 1945-1990. Gummed*

1.3 SCIENCE LAID THE FOUNDATIONS

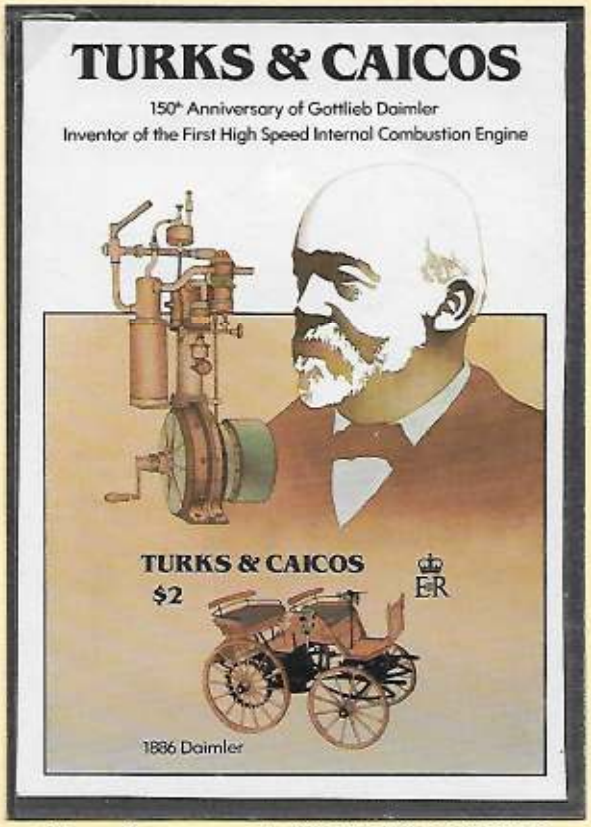
Gotlieb Wilhelm Daimler (1834-1900) German engineer and industrial designer. In 1872 he joined (together with **Maybach** as a young engineer), Otto's "Motoren Fabrik".

Meter franking of Schorndorf , Daimler's birthplace, referred to as 'Daimler City, Meter "'Francotyp-Postalia"

Daimler constructed his first petrol engine in 1885, nicknamed 'Grandfather's Clock' due to its tall structure.



This engine was the basis of the construction of the first Daimler car. (1886).



. proof, imperf . ungummed. 3 PIECES PRINTED.

Booklet – 10p. & 12p, domestic rate for 1st & 2nd class mail.

Benz Daimler

Karl Benz (1844-1929), a German engine designer, is regarded as the inventor of the gasoline - powered engine (1895).

Wilhelm Maybach (1846-1929), German engineer produced with **Daimler,** fuel combustion engines.

These engines, modified to airborne aircraft, were used in many of the early German airships (Zeppelin) and aircraft.

Steam and Fuel Engines

Rudolf Diesel (1858-1913), German engineer, published papers on combustion engines. In 1898 he was granted a US patent for an **"Internal Combustion Engine"** based on compression ignition, following **Carnot's** theory He lived and worked for many years in **Augsburg, Germany**, manufacturing engines.

←

Photoessay on glossy cardboard.
Unadapted design by designer ***Schardt.***
EX DESIGNER'S ARCHIVES

Meter franking, ***Augsburg****, 10.7.2000, considered to be the "birthplace of the Diesel engine".* ***Meter "Ascom Hasler 'Smile'"***

Artist proof, signed by artist ***Jean Pheolpin*** *(1907-1991), bearing the seal of the post control office.*

1.3 SCIENCE LAID THE FOUNDATIONS

Powered flight had to wait for fulfillment until science and technology were far advanced. It needed, besides courage, the science of aerodynamics, experience of construction and control, and the achievement of light-weight, powerful engines. Fuel engines, as well as electric motors were used on airships and aircraft.

Alessandro Giuseppe Antonio Anastasio Volta (1745-1827) Italian physicist and chemist,credited for the invention of the **electrical battery** (1799), resulting in the possibility of generating electricity chemically.

Missperforated (e)

Somalia

Cirenaica

Eritrea

Tripolitania

Volta, small town in North Italy. Folded letter sent by the Regional Court to the provincial court in Brescia. Nov. 14th,1861. Postage free being official mail.

The **Voltaic** Cell consists of 2 electrodes - **Zinc** and **Copper,** immersed in an **electrolyte**.

Meter 'Hasler', Steiner

James Clerk Maxwell (1832-1879) Scotish scientist ,formulated the classical theory of electromagnetism, advancing development of **ELECTRIC MOTORS**.

Luigi Galvani (1737-1798), Italian physicist, discovered the **bioelectromagnetics**, (1870), leading to the invention of the **Galvanic Cell**.

Michael Faraday (1791-1867), English chemist and physicist, studied the magnetic field around a conductor carrying a current, and electromagnetic rotary devices, forming the basis for **ELECTRIC MOTORS.**

1.3 SCIENCE LAID THE FOUNDATIONS

Antoine Lavoisier (1743-1794), was the first to recognize and name the oxygen (1778) and the hydrogen (1783).

Color sunken die proof, signed by designer-engraver ***Achille Ouvre.***

Joseph Priestley (1733-1804), English theologian and scientist, credited with the discovery of oxygen, too.

"Lavoisier" was the 39th balloon to leave besieged Paris (1870), piloted by **Joseph Sauveur Ledret,** with 1 passenger, 3 bags of mail (175 kg.), and 6 pigeons. They took off from **Paris** on Dec.22nd, 1870 on a stormy night. The **balloon crash-landed** at **Le Mentire**, 245 km. from Paris. On landing the balloon was **badly damaged, injuring the pilot and passenger**. The mail saved, taken to **Beaufort** and mailed to its destinations

Folded letter canceled star + pmk. ***Paris*** *(60)– Cardinal-Lemoine – 21.12.1870, arr. pmk.****Beaune*** *3.1.1871.*

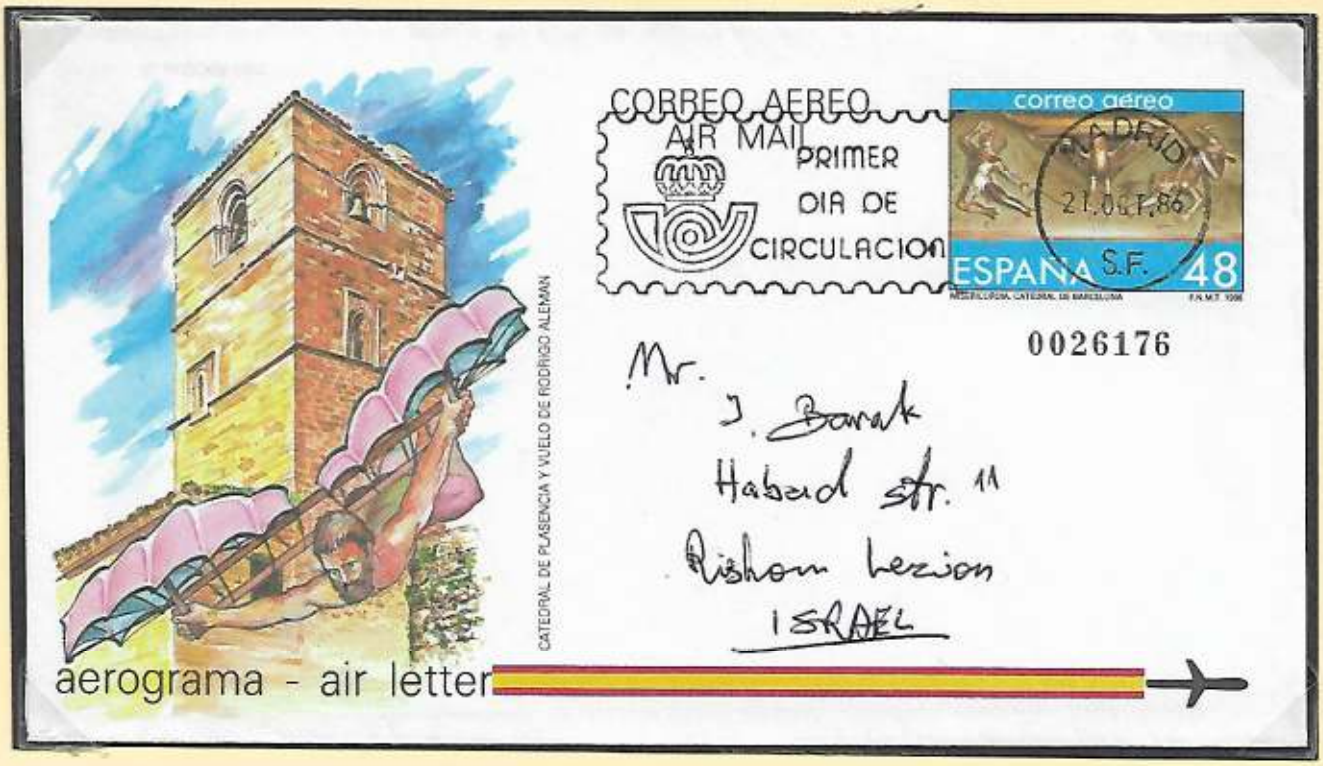
Carl Wilhelm Scheele (1742-1786), Swedish pharmacist, discovered oxygen (although **Priestly** published first).

booklet containing 20 x 5 öre, inland rate

Scheele's portrait. The pertrait on the stamp is wrong.

1.4 EARLY DREAMERS AND ADVENTURERS

In the 17th,18th, and 19th centuries, scientists and adventurers tried to implement strange,and usually impossible, Ideas of how to glide, or lift themselves up into the air. As expected - none of these was successful, as they did not use scientifically based rules, but rather imaginary ideas.



Rodrigo Aleman (1470-1542), Spanish sculpturer. Conflict with the inquisition due to unacceptable works for his era, led to his imprisonment in a cathedral tower in Placencia, from where he escaped using wings of geese feathers.

The Brazilian **Father Bartolomeu de Gusmao** (1686 - 1724) obtained (1709) from King of Portugal a patent for a flying machine.

perf.11

perf.11x11¼

perf. 11¾

perf.12

color proof ungummed

Gusmao's flying machine was a bird-shaped glider - named "Passarola" ('Great Bird'). A small model of it is said to have flown in Lisbon in 1709.

proof, original color, ungummed

On August 8th, 1709, **Gusmao** demonstrated in Lisbon an ascent of a small hot-air balloon in the presence of the King of Portugal.

1.4 EARLY DREAMERS AND ADVENTURERS

Literature of the 17th century tells of **Ahmed Celebi**, who in 1630 used a pair of wings to glide from a tower in **Istambul**, across the Bospherus – a 3km. distance.

Melchior Bauer designed in 1764 an aircraft, consisting of a four-wheel car with wings manually propelled.

Jacob Degen (1761-1848), a Swiss watchmaker, made in 1807 – 1817 experiments with a complex flapping wings machine, which was to be attached, and lifted by a balloon.

Color proof mounted on presentation cardboard, unissued color. Designer ***Johannes Troyer*** *is not mentioned - marked only on issued stamp.*

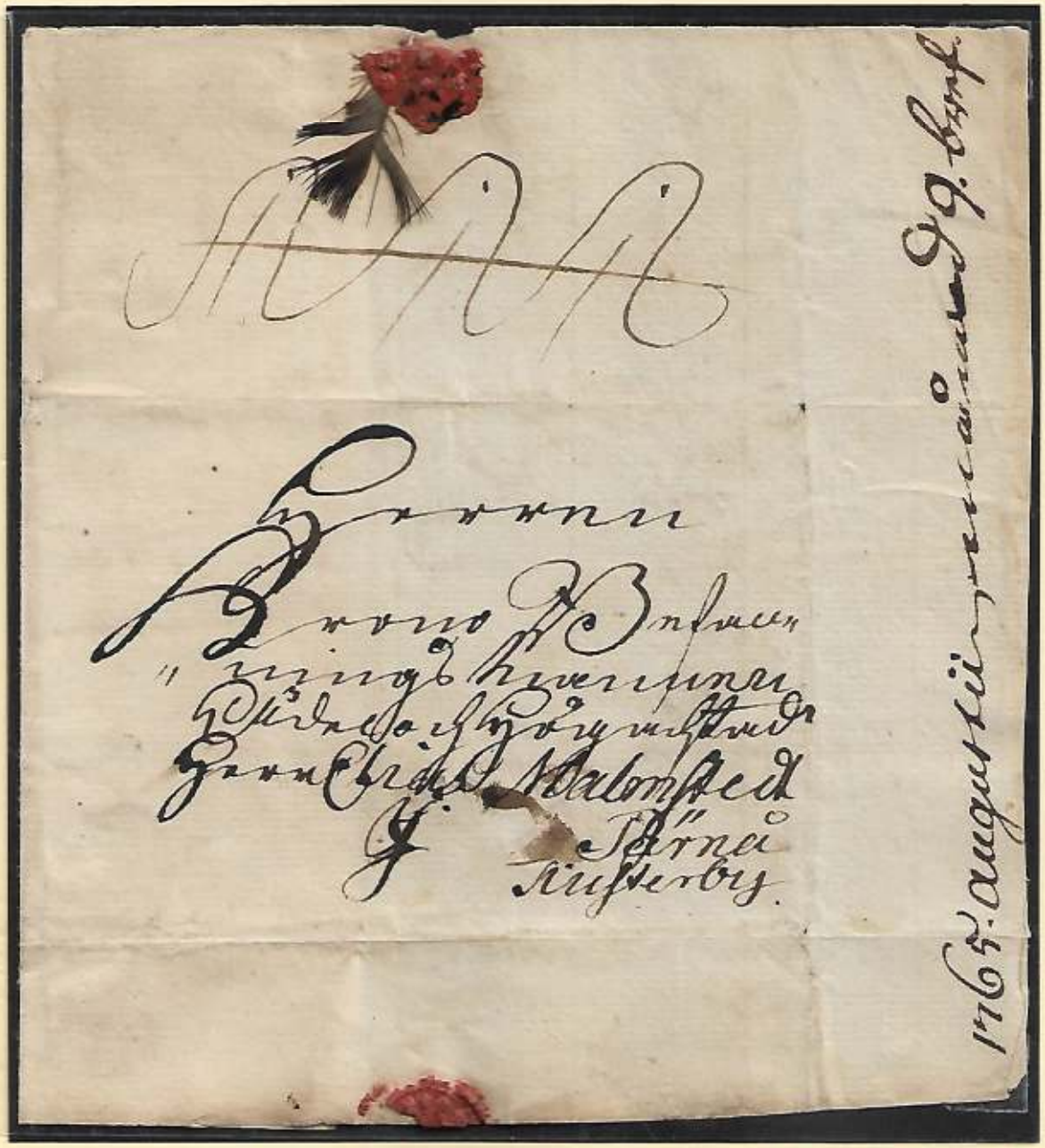
Albrecht Berblinger (1770-1829), - "The Tailor of Ulm" – copied **Degen's** machine, and on 31.5.1811 flapped off the Adlersbastei at **Ulm, Germany**, into the River Danube, from which he was rescued without serious injury.

Meter "Pitney Bowes '6300 series'"

1.4 EARLY DREAMERS AND ADVENTURERS

Before proper airmail was available, stamps and labels were not in use, **symbols** were in use. The **Swedish** and **Finnish** postal administrations used **pigeon feathers** attached to the letter, to indicate the letter must **"fly"** at highest speed. By law part of the message had to be written on the letter front; Obstructing delivery of a feather letter was subject to at least 10 days imprisonment, on bread, water and hard labor ! Letters were carried by "moonlighters"- farmers or retired soldiers - in remote settlements - by foot or on horse . The service was in return for lodging, food, tax reductions etc. Official mail was free, private postal rates - per distance. **There is no documented evidence on the meaning of feather colors.**

Booklet pane

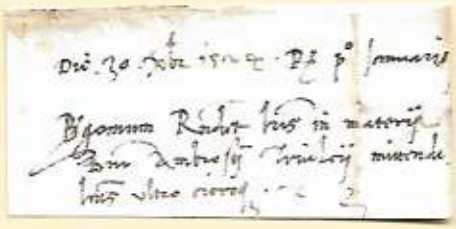


By foot or on horse.

Folded letter mailed on August 9th, 1765 to ***"kronorbefallningsmannen"*** *– 'Crown-order Man' – in* ***Pernå, southern Finland*** *(which was under* ***Swedish*** *rule until 1806), today- part of the city* ***Loviisa, Finland.*** *The " 'Crown Man' Noble and esteemed Mister* ***Elias Malmestedt"*** *lived in the Manor Tjusterby, 1723-1789. Marked with the* ***'3 crowns'*** *and horizontal line indicating* ***'Crown Mail'*** *(****King Adolf Frederick*** *ruled 1751-1771).* *The sender is not indicated.*

*Folded letter, with **white pigeon feather** affixed by wax seal of the **Fögderi** (tax collector's office) of the **Höjentorp** (350 km. south-east of **Stockholm**) District Tax Office (indicated on the seal). Mailed to: 'The District Police Superintendent, **C. Carlberg, Abrahamstorp, near Hjo'** (330 km south-east of **Stockholm**). Sender is **Frans Gallander** from **Stohlan** (47 km. from addressee), the **'Kronofogte'** – local **Crown Bailiff.** Message on the letter states: "About artillery horses. Must be forwarded by riding crown postman under penalty law. Leaving **Stohlan** on April 1st, 1833 at 3 o'clock in the afternoon", The feather hides the inscription : "Arrived at 12 o'clock noon of April 2nd and forwarded at once", - being 21 hours on its way, and Carlberg's signature.*

In the 15th and 16th centuries, during the pre-unification in **Italy,** courier service was used mainly in **Lombardy-Venetia**. "Espresso"meant a person responsible for fast delivery of mail. The service was used mainly by governmental bodies. The sender indicated on the letter the urgency with terms like **"cito" = FAST** and **"volandissime" = FLY**.



On the back: departure time of the courier-rider's leaving.

*Folded letter mailed on Dec. 30th,1524 at 2 p.m. The sender is the **Chancellor of Bergamo** to the **Council of the Republic of Venice.** He suggests **an officer to meet** with the **Milanese Cardinal Ambrogio Trivulzio.** The letter arrived in **Venice,** a distance of 220 km, on Jan. 1st, 1525. Directions are :"cito, cito, citissime, **volandissime"** **'fast, fast, swiftly, FLY'.** 2 triangles symbolize 2 stirrups , meaning 2 horses will be needed sequentially to cover the required distance. Sealed with Lion of Saint Mark seal. Interfering with the couriers was subject to heavy penalties.*

1.5 PIGEON MAIL

The transportation of messages through the air was as ancient as the desire to fly. Pigeons were actually the first "means" of "air mail". Written records show that pigeon posts existed already in ancient Egypt, Greece and Rome. The Turkish sultan established (15th century) a regular pigeon post service, between Constantinople and Budapest.

The first biblical reference to the pigeon (or dove) as a message carrier is in the story of **Noah's Ark** and the heavy flood. A pigeon served as a "scout". The "homing pigeon" returned with a "message":an olive branch! – indicating that the water receded.

Mosaic floor – synagogue of Jerash, Jordan, 4th. century A.D **Noah**'s dove with an olive branch. The mosaic has an inscription of Noah's 3 sons.

Imperf. proof, in the issued shade, gummed paper(e)

Meter 'Hasler' – model "Mailmaster"

1.5 PIGEON MAIL

The **Greeks** conveyed the victors' names at the **Olympic Games** in **Olympia** (776 BC - 393 AD) to their cities with pigeons.

Color proofs , wove paper

Olympia

Color proofs on Card

Nathan Mayer Rothschild (1777-1836) founder of the banking Empire in London. In 1815 the British and Prussian forces headed by the **Duke of Wellington** defeated **Napoleon**'s army in **Belgium** at the **Battle of Waterloo.** Rothschild's agent conveyed the news to London by homing pigeons. Rothschild bought British Government Bonds ahead of all traders, making great earnings. Painting by English painter **Denis Diphton** (1792-1827).

Waterloo Meter franking model 'Francotyp Cc'

On October 23rd, 1086 **Al-Mutamid, Emir of Seville, Spain**, informed his son on the victory on King Alfonso.

During the 'EXFILNA 86' in Spain, a special souvenir sheet was sold (20,000 printed).

Siege of Paris 1870/71:

Balloons could not be steered into besieged Paris to bring in mail, homing pigeons were used. Approx. 400 pigeons privately owned, living in lofts, were taken out of Paris on board the balloons, and released from up to 300 km.away from Paris. 59 pigeons arrived safely in Paris, carrying numerous official, and 95,000 private messages.

"Citta Di Firenze" (City of Florence), the second mail balloon leaving Paris, was the **first balloon to carry pigeons out of the siege.** 3 pigeons were on board and 3 bags with 150 kg. mail. It took off at Boulevard d'Enfer on Sept. 25th, 1870, at 11 a.m., piloted by the aeronaut **Gabriel Mangin**, and landed 28 km. from Paris, near the Prussian lines.

Folded letter franked with 20 c. postage stamp canceled at Post Office 'Rue St. Lazare' on 23.9.1870. Arr. pmk. Le Havre, 13.10.1870.

enlarged

Each mail balloon since the 2nd balloon, carried a few homing pigeons, sometimes as many as 30, in special cages, next to the mail bags.Initially messages were hand-written. Photographic methods were used, increasing the capacity of each dispatch.

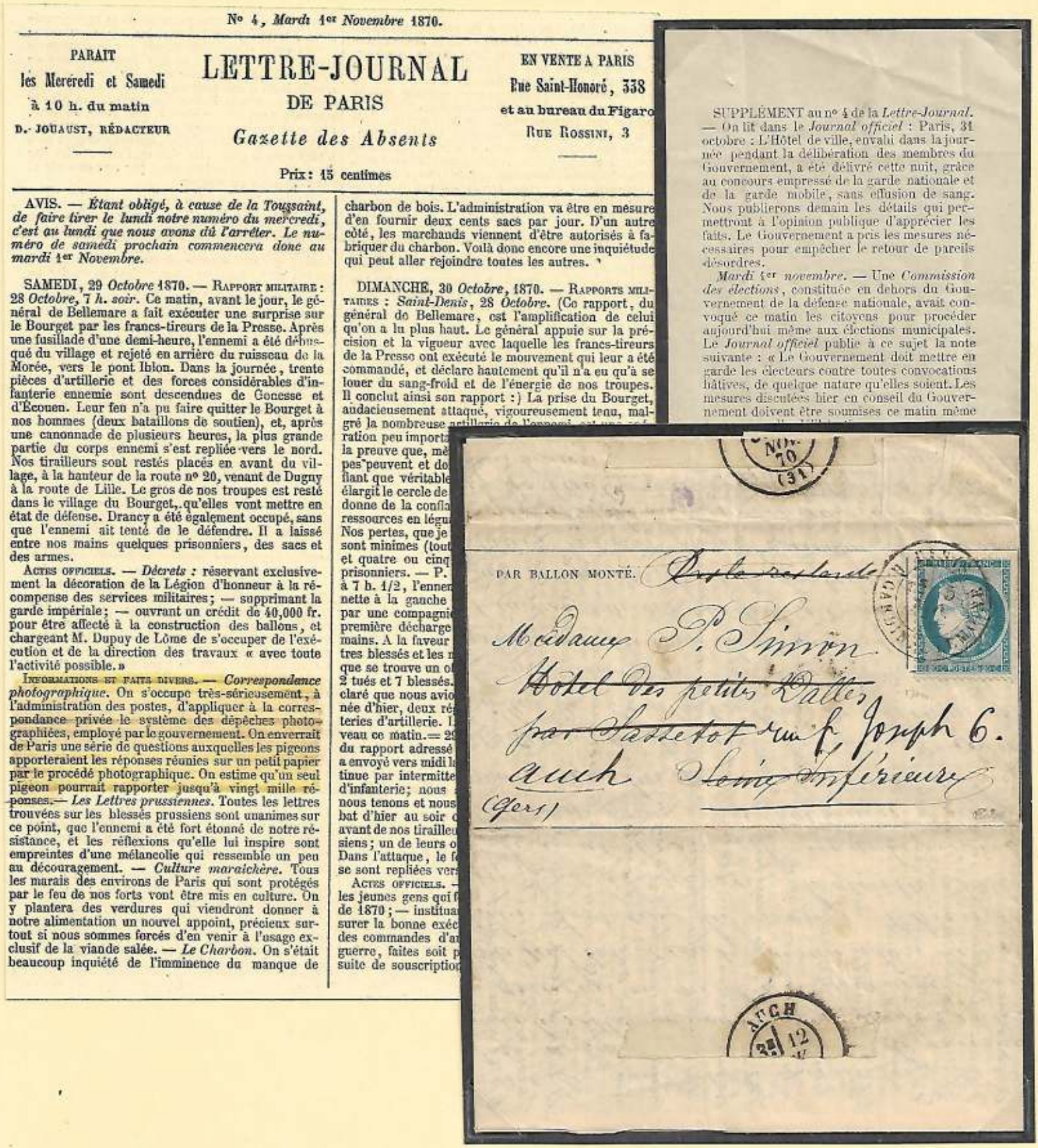
Artist sunken die proof (Atelier) showing color number and initials of its manufacturer.

1.5 PIGEON MAIL

Siege of Paris

The availability of private pigeon mail was announced, among others, in the "Gazette des Absents" No. 4 of Nov. 1st, 1870. The announcement informed of the possibility of sending small messages mailed by private persons, using photographic techniques. "Up to twenty thousand messages can be carried by one pigeon"

"Ville de Chateaudun" was the 23rd mail balloon to leave Paris. It was piloted by **Phillippe Bosc,** previously employed by **Henri Giffard**. On board were one passenger, 8 mail bags (455 kg.) and 6 pigeons. The balloon left from the North Station on November 6th, 1870, and after traveling for 8 hours landed near Reclainville, near Chartres, 105 km. away from Paris.



Nº 4, *Mardi 1er Novembre* 1870.

PARAIT
les Mercredi et Samedi
à 10 h. du matin
D. JOUAUST, RÉDACTEUR

LETTRE-JOURNAL
DE PARIS
Gazette des Absents

EN VENTE A PARIS
Rue Saint-Honoré, 338
et au bureau du Figaro
Rue Rossini, 3

Prix : 15 centimes

AVIS. — *Étant obligé, à cause de la Toussaint, de faire tirer le lundi notre numéro du mercredi, c'est au lundi que nous avons dû l'arrêter. Le numéro de samedi prochain commencera donc au mardi 1er Novembre.*

SAMEDI, 29 *Octobre* 1870. — Rapport militaire : 28 *Octobre*, 7 *h. soir*. Ce matin, avant le jour, le général de Bellemare a fait exécuter une surprise sur le Bourget par les francs-tireurs de la Presse. Après une fusillade d'une demi-heure, l'ennemi a été débusqué du village et rejeté en arrière du ruisseau de la Morée, vers le pont Iblon. Dans la journée, trente pièces d'artillerie et des forces considérables d'infanterie ennemie sont descendues de Gonesse et d'Ecouen. Leur feu n'a pu faire quitter le Bourget à nos hommes (deux bataillons de soutien), et, après une canonnade de plusieurs heures, la plus grande partie du corps ennemi s'est repliée vers le nord. Nos tirailleurs sont restés placés en avant du village, à la hauteur de la route nº 20, venant de Dugny à la route de Lille. Le gros de nos troupes est resté dans le village du Bourget, qu'elles vont mettre en état de défense. Drancy a été également occupé, sans que l'ennemi ait tenté de le défendre. Il a laissé entre nos mains quelques prisonniers, des sacs et des armes.

Actes officiels. — *Décrets :* réservant exclusivement la décoration de la Légion d'honneur à la récompense des services militaires ; — supprimant la garde impériale ; — ouvrant un crédit de 40,000 fr. pour être affecté à la construction des ballons, et chargeant M. Dupuy de Lôme de s'occuper de l'exécution et de la direction des travaux « avec toute l'activité possible. »

Informations et faits divers. — *Correspondance photographique*. On s'occupe très-sérieusement, à l'administration des postes, d'appliquer à la correspondance privée le système des dépêches photographiées, employé par le gouvernement. On enverrait de Paris une série de questions auxquelles les pigeons apporteraient les réponses réunies sur un petit papier par le procédé photographique. On estime qu'un seul pigeon pourrait rapporter jusqu'à vingt mille réponses. — *Les Lettres prussiennes*. Toutes les lettres trouvées sur les blessés prussiens sont unanimes sur ce point, que l'ennemi a été fort étonné de notre résistance, et les réflexions qu'elle lui inspire sont empreintes d'une mélancolie qui ressemble un peu au découragement. — *Culture maraîchère*. Tous les marais des environs de Paris qui sont protégés par le feu de nos forts vont être mis en culture. On y plantera des verdures qui viendront donner à notre alimentation un nouvel appoint, précieux surtout si nous sommes forcés d'en venir à l'usage exclusif de la viande salée. — *Le Charbon*. On s'était beaucoup inquiété de l'imminence du manque de charbon de bois. L'administration va être en mesure d'en fournir deux cents sacs par jour. D'un autre côté, les marchands viennent d'être autorisés à fabriquer du charbon. Voilà donc encore une inquiétude qui peut aller rejoindre toutes les autres.

DIMANCHE, 30 *Octobre*, 1870. — Rapports militaires : *Saint-Denis*, 28 *Octobre*. (Ce rapport, du général de Bellemare, est l'amplification de celui qu'on a lu plus haut. Le général appuie sur la précision et la vigueur avec laquelle les francs-tireurs de la Presse ont exécuté le mouvement qui leur a été commandé, et déclare hautement qu'il n'a eu qu'à se louer du sang-froid et de l'énergie de nos troupes. Il conclut ainsi son rapport :) La prise du Bourget, audacieusement attaqué, vigoureusement tenu, malgré la nombreuse artillerie de l'ennemi, est une confirmation peu importante la preuve que, mê pes peuvent et do flant que véritable élargit le cercle de donne de la confia ressources en légu Nos pertes, que je sont minimes (tout et quatre ou cinq prisonniers. — P. à 7 h. 1/2, l'enner nette à la gauche par une compagni première décharge mains. A la faveur tres blessés et les n que se trouve un of 2 tués et 7 blessés. claré que nous avio née d'hier, deux ré teries d'artillerie. veau ce matin. — 29 du rapport adressé a envoyé vers midi l tinue par intermitte d'infanterie; nous nous tenons et nous bat d'hier au soir avant de nos tirailleu siens ; un de leurs o Dans l'attaque, le f se sont repliées vers

Actes officiels. — les jeunes gens qui de 1870 ; — institua surer la bonne exéc des commandes d'a guerre, faites soit p suite de souscriptio

SUPPLÉMENT au nº 4 de la *Lettre-Journal*. — On lit dans le *Journal officiel* : Paris, 31 octobre : L'Hôtel de ville, envahi dans la journée pendant la délibération des membres du Gouvernement, a été délivré cette nuit, grâce au concours empressé de la garde nationale et de la garde mobile, sans effusion de sang. Nous publierons demain les détails qui permettront à l'opinion publique d'apprécier les faits. Le Gouvernement a pris les mesures nécessaires pour empêcher le retour de pareils désordres.

Mardi 1er novembre. — Une *Commission des élections*, constituée en dehors du Gouvernement de la défense nationale, avait convoqué ce matin les citoyens pour procéder aujourd'hui même aux élections municipales. Le *Journal officiel* publie à ce sujet la note suivante : « Le Gouvernement doit mettre en garde les électeurs contre toutes convocations hâtives, de quelque nature qu'elles soient. Les mesures discutées hier en conseil du Gouvernement doivent être soumises ce matin même

PAR BALLON MONTÉ.

Mesdames P. Simon
Hôtel des petites Dalles
par Bessetot rue St. Joseph 6.
Auch Loire Inférieure
(Gers)

AUCH 25/12

Gazette des Absents' No. 4, of November 1st, 1870, with its 'Supplement', mailed from Rue Cardinal Lemoine, Paris, November 5th, 1870, arrival pmk. Auch, 12.11.1870. In this 'Gazette' it was first announced on the opening of the pigeon service.

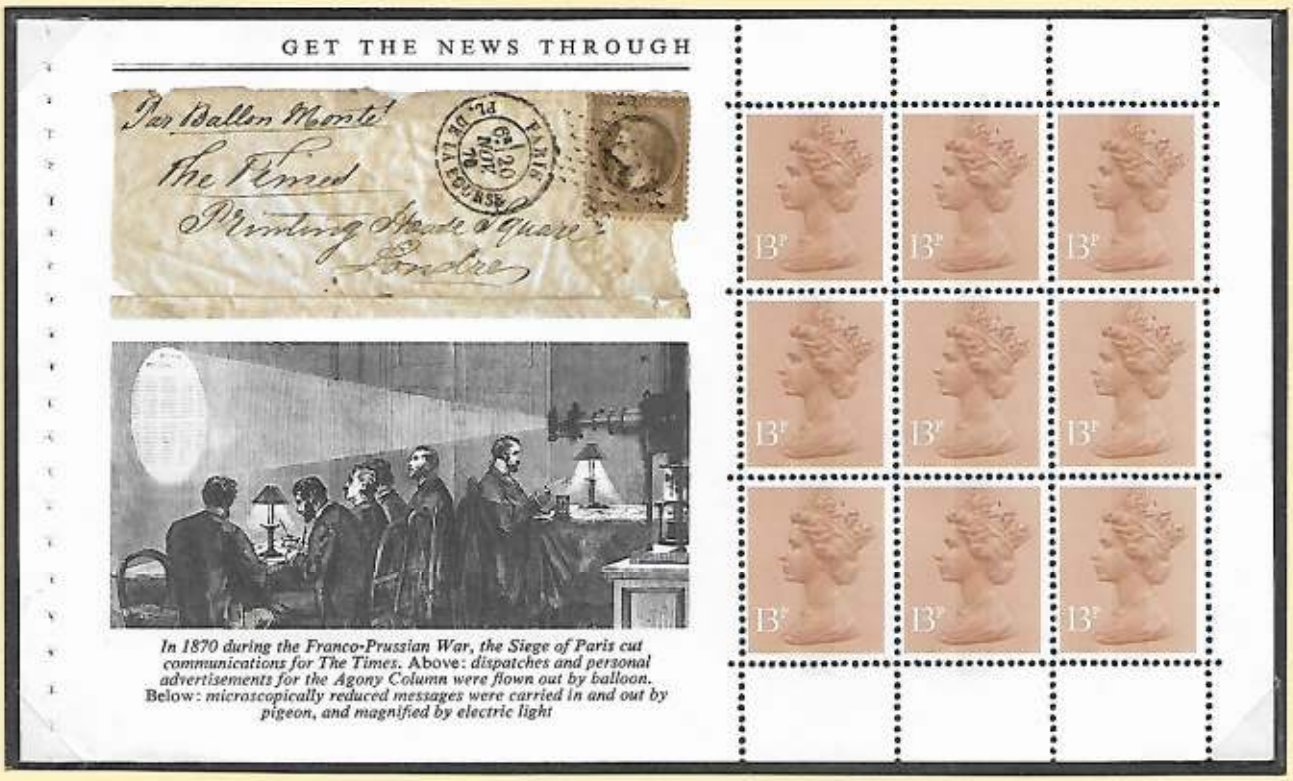
1.5 PIGEON MAIL

Siege of Paris 1870/71

The homing pigeons (all private property "recruited" by the postal administration) returned to Paris to their dovecots (**'colombier'**).

Folded letter mailed from ***Colombier*** *(east* ***Switzerland*** *- population at that time about 300) on 14.8.1809 (date mentioned in text) to* ***Corgemont,*** *30 km away.*

Messages arriving in **Paris** were taken to a special center where films were projected on a wall and transcribed on special forms and forwarded to the addressee.



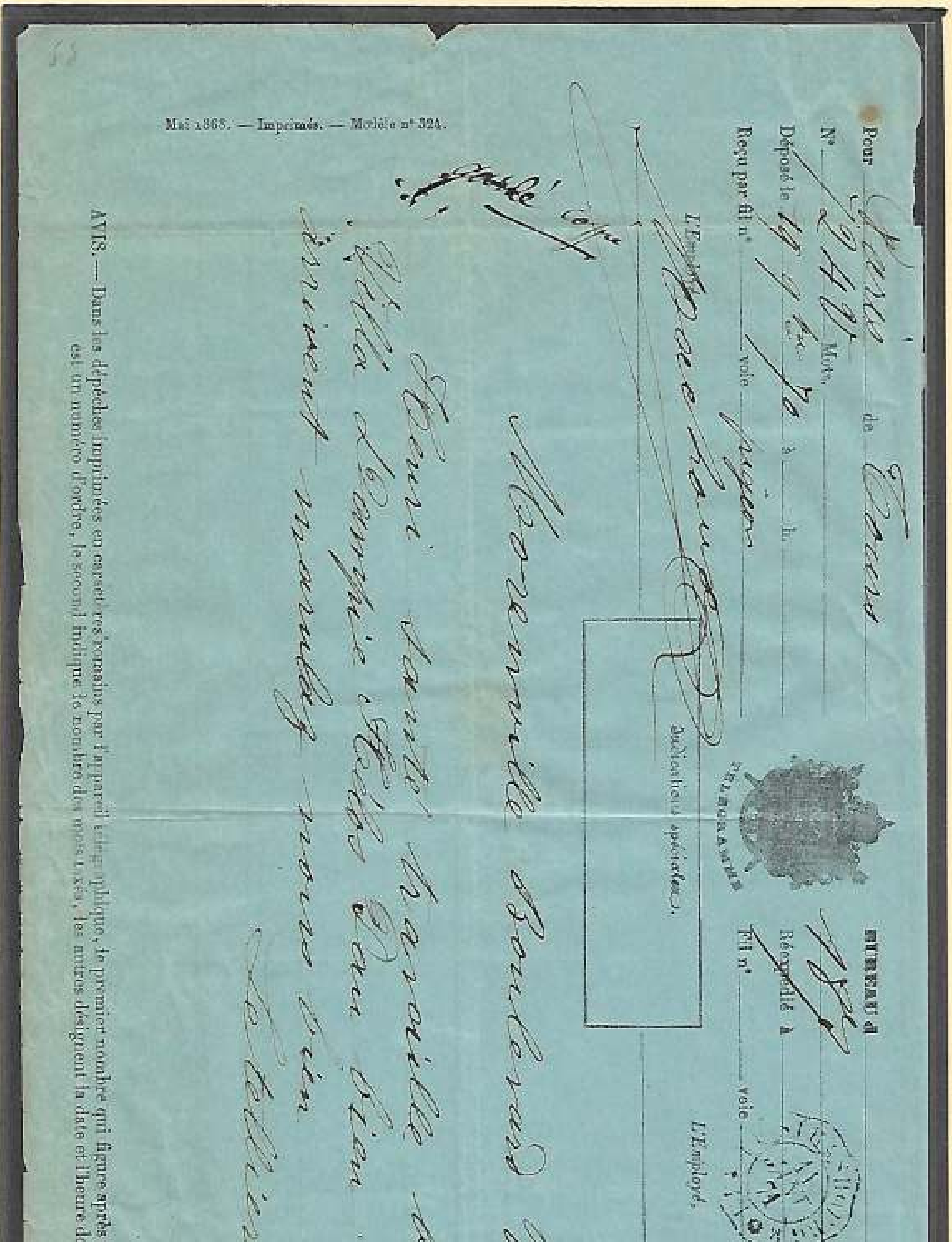
In 1870 during the Franco-Prussian War, the Siege of Paris cut communications for The Times. Above: *dispatches and personal advertisements for the Agony Column were flown out by balloon.* Below: *microscopically reduced messages were carried in and out by pigeon, and magnified by electric light*

Booklet pane

Siege of Paris 1870/71

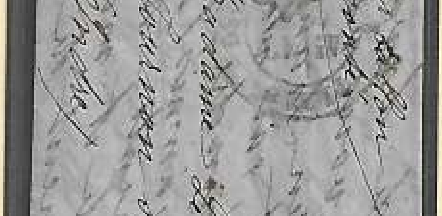
The pigeon mail messages received in **Paris** were transcribed on special forms, which were delivered to the addressee.

Transcription of pigeon mail message sent from **Tournon St. Martin**, by **Madame Letellier**, to **Paris**, informing they are all well there and in good health, to family members in **Paris**.



*Pigeon mail message, left **Tours** on 19.11.1870, to: Boulevard Villette 204, **Paris**. transcribed on special form and delivered to **Madame Letellier** on 11.1.1871.*

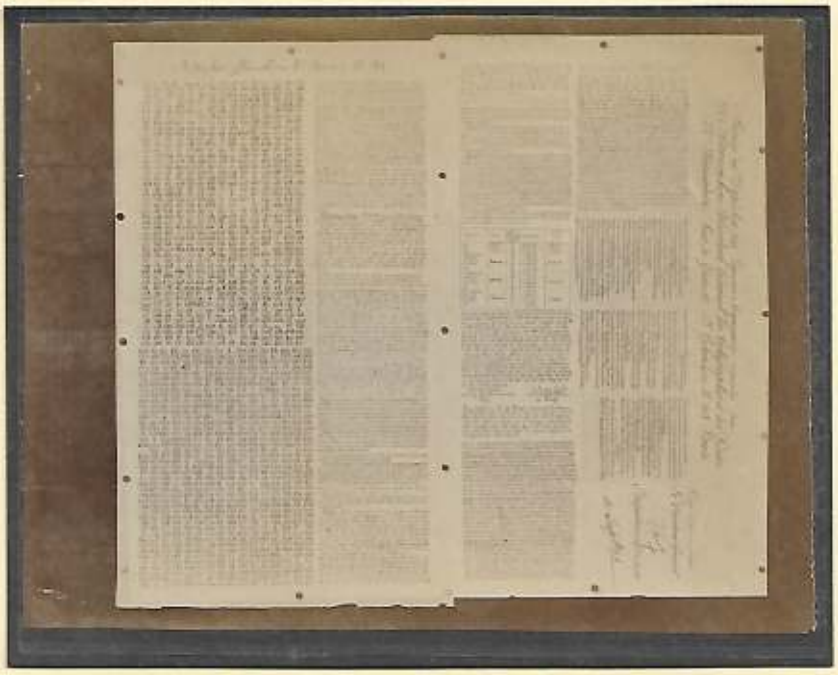
The receivers of the pigeon message – Family **Letellier** in **Paris** – hastened to respond one day after receipt, sending a balloon mail letter to **Madame Letellier,** It was carried by the 48th mail balloon **'Le General Faidherbe'**. It took off on Jan. 13th, 1871, piloted by **Francois Van Seymortier**, carrying one passenger, one mail bag of 60 kg., 2 pigeons and 5 dogs. The balloon landed after 10 hours, 478 km. away fro Paris.



*Folded letter canceled Star No. 29, **Paris R. De Strasbourg**, pmkd. Jan. 12th, 1871. Mailed to **Tournon St. Martin**, Prov. **Indre** Arr. Pmk. Ilisible. (e)*

1.5 PIGEON MAIL

Siege of Paris 1870/71

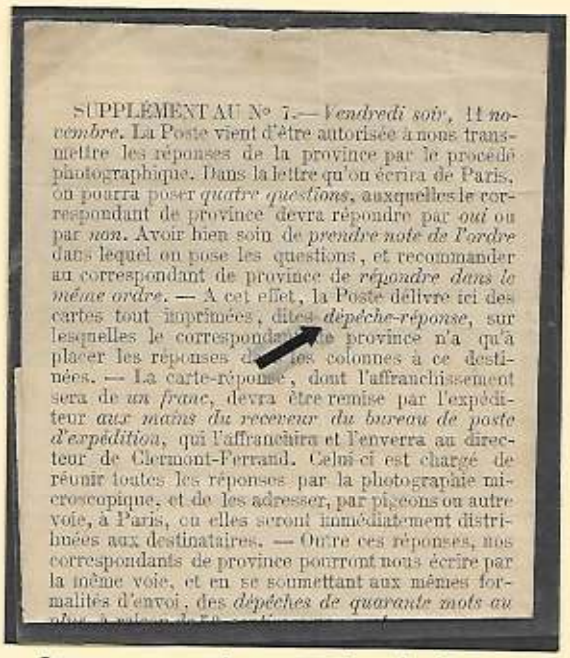


A further advancement in microfilming –printing on both sides of the photographic paper – enabled the transfer of more messages on the same paper.

Official message No. 34, partially coded.

Double-sided printing on photographic paper. Rear side, copied on front, for convenience of projection.

In November 1870 the Post Office introduced the ***'Depeche - Reponse'*** *(Response Letter).*



SUPPLÉMENT AU N° 7.— *Vendredi soir*, 11 *novembre*. La Poste vient d'être autorisée à nous transmettre les réponses de la province par le procédé photographique. Dans la lettre qu'on écrira de Paris, on pourra poser *quatre questions*, auxquelles le correspondant de province devra répondre par *oui* ou par *non*. Avoir bien soin de *prendre note de l'ordre* dans lequel on pose les questions, et recommander au correspondant de province de *répondre dans le même ordre*. — A cet effet, la Poste délivre ici des cartes tout imprimées, dites *dépêche-réponse*, sur lesquelles le correspondant de province n'a qu'à placer les réponses dans les colonnes à ce destinées. — La carte-réponse, dont l'affranchissement sera de *un franc*, devra être remise par l'expéditeur *aux mains du receveur du bureau de poste d'expédition*, qui l'affranchira et l'enverra au directeur de Clermont-Ferrand. Celui-ci est chargé de réunir toutes les réponses par la photographie microscopique, et de les adresser, par pigeons ou autre voie, à Paris, où elles seront immédiatement distribuées aux destinataires. — Outre ces réponses, nos correspondants de province pourront nous écrire par la même voie, et en se soumettant aux mêmes formalités d'envoi, des *dépêches de quarante mots au*

It was announced, among others, in the 'Gazette des Absents' No. 7, Nov. 12th, 1870, in a special supplement.

Copy above mailed on board the balloon 'General Ulrich' pmkd. Nov. 12th. 1870.

N° 7, *Samedi* 12 *Novembre* 1870

PARAIT
les Mercredi et Samedi
à 10 h. du matin.
D. JOUAUST, RÉDACTEUR.

LETTRE-JOURNAL
DE PARIS
Gazette des Absents

Prix : 15 centimes.

EN VE
Rue Sai
et au bu
RUE

MERCREDI, 9 *Novembre* 1870. — RAPPORT MILITAIRE : 8 *Novembre*, 6 *h.* 1/2 *soir*. L'ennemi est inquiété jour et nuit dans ses positions. Dans ce but, ne crée pas de nouveaux bataillons, mais réorganise, sur la base de distinctions nouvelles, ceux qui exis-

INFORMATIONS ET FAITS DIVERS. — S'il est vrai, comme le prétendaient tains journaux du soir, que les *Note du Gouvernement* répond

Recto.

DÉPÊCHE-RÉPONSE.

(Décret du Gouvernement de la défense nationale en date du 10 novembre 1870.)

Les réponses doivent être exprimées par **oui** ou par **non** dans les colonnes 4 à 7; elles ne peuvent excéder le nombre de 4; la taxe d'affranchissement des réponses, qu'elles atteignent ce nombre ou qu'elles y soient inférieures, est uniformément fixée à 1 franc.

La vente de la présente carte est soumise à une taxe de 5 cent. qui doit être représentée au moyen d'un timbre-poste de cette valeur qui sera placé dans le cadre ci-dessus.

NOM DU PAYS OU RÉSIDE L'EXPÉDITEUR. 1	INITIALES DU PRÉNOM ET DU NOM de l'expéditeur. 2	NOM ET DOMICILE (en toutes lettres) DU DESTINATAIRE. 3	RÉPONSES AUX QUATRE QUESTIONS POSÉES.			
			1re question 4	2e question 5	3e question 6	4e question 7

Cards were sold at the post offices in Paris, with 5 c. postage stamp affixed to it. Correspondent could ask four questions to be answered 'yes' or 'no'. The cards were mailed by balloon out of Paris. The recipient responded on the card, the 4 answers were then copied onto a pigeon mail and sent by pigeon back to Paris. The fee for the response was 1 Franc. The card was then destroyed (this is the reason why so very few cards out of the 30000 sold, survived)

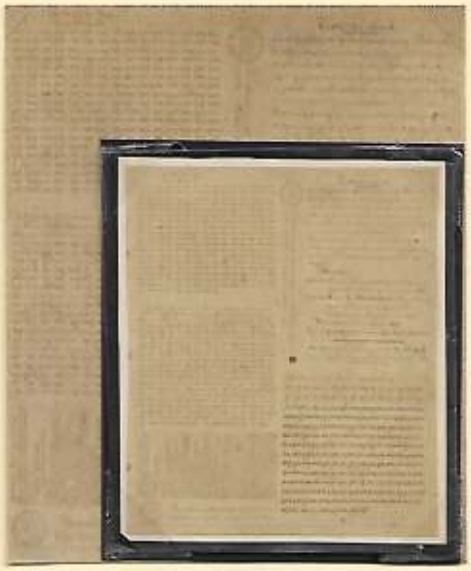
1.5 PIGEON MAIL

Siege of Paris 1870/71

The growing demand for pigeon messages into Paris generated advanced methods to print tens of messages on one tiny "page". First, the service was exclusively used for official messages, sent to the Government in Paris.

The first series of 18 messages (Oct. 18th to Nov. 1870) were on photographic paper, unnumbered. Later, the 2nd series, was numbered. Messages 35 to the last, No. 47, were already on film, allowing for more text on same size of film.

Official dispatch, 1st series
Hand written letterheads



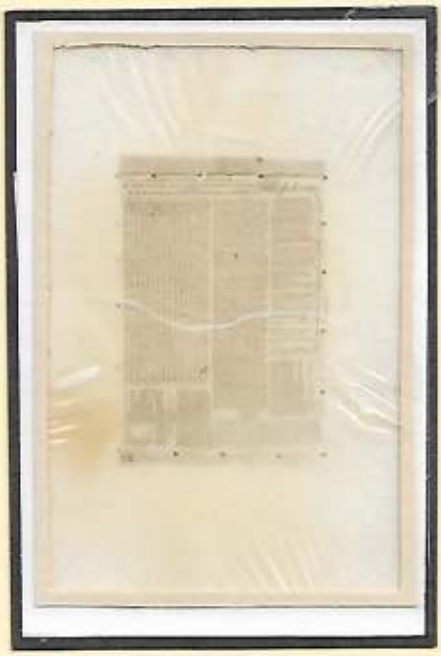
Right column: coded message, dated 22.10.1870, from ***the Navy Office, Tours,*** *to* ***Jules Favre,*** *Foreign Minister, Paris. Left column: message from defense Delegate Delegate,* ***Tours,*** *to* ***Mr. Stinackers Director of Communications., Paris***

official dispatches, 2nd series, on photographic paper

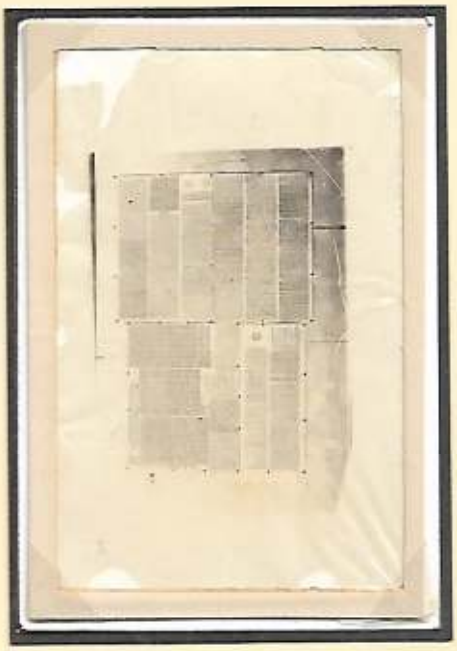
Message No. 13 partly coded

message No. 31 p. 16

official dispatches, 2nd series, on film



Message No. 38, mostly coded



message No. 40, partly coded

Message dated 27.12.1870
From Bordeaux

1.5 PIGEON MAIL

Siege of Paris 1870/71

The success of the pigeon service encouraged the introduction of it to the public. As of Nov 8th, 1870 private messages were mailed, at 50 c. a word, up to 20 words. Many messages were printed on one single 'page', showing recipient's address. They were then copied separately at the Paris Center and delivered to their destinations.

private messages on photographic paper.

message No. 22

message No. 1 Bis, 15.11.1870
from Tours

private messages on thin film

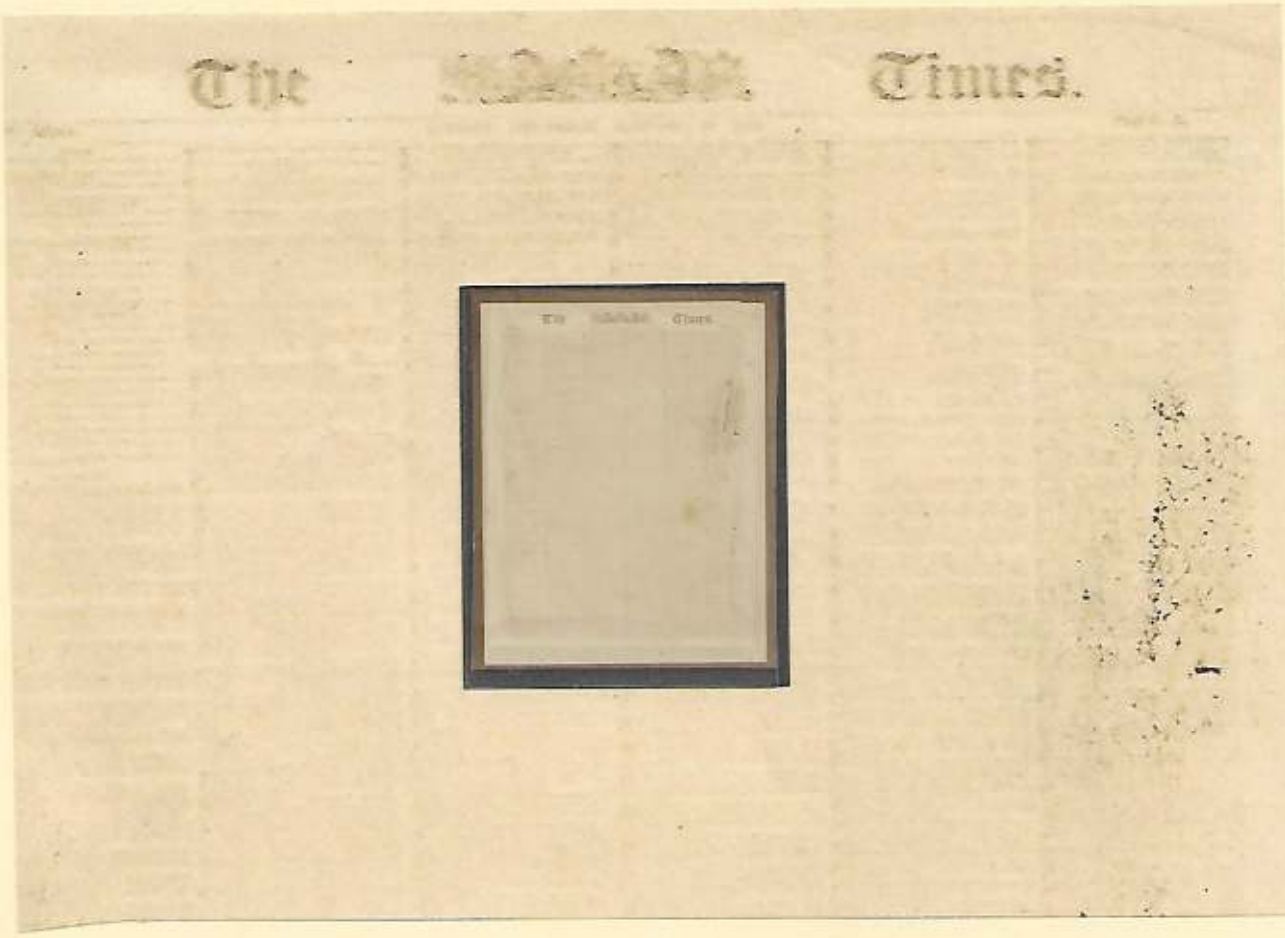
2nd series pages 95-110
dated December 1870

Siege of Paris 1870/71

The **English Embassy** in Paris continued to operate during the siege .The ambassador in Paris was **Viscount Richard Lyons** (1817-1887), who served from 1867-1887. The Foreign Office kept contact with the embassy through pigeon mail.

*Coded message on thin film to the **English Embassy in Paris** (from the Foreign Office?)*

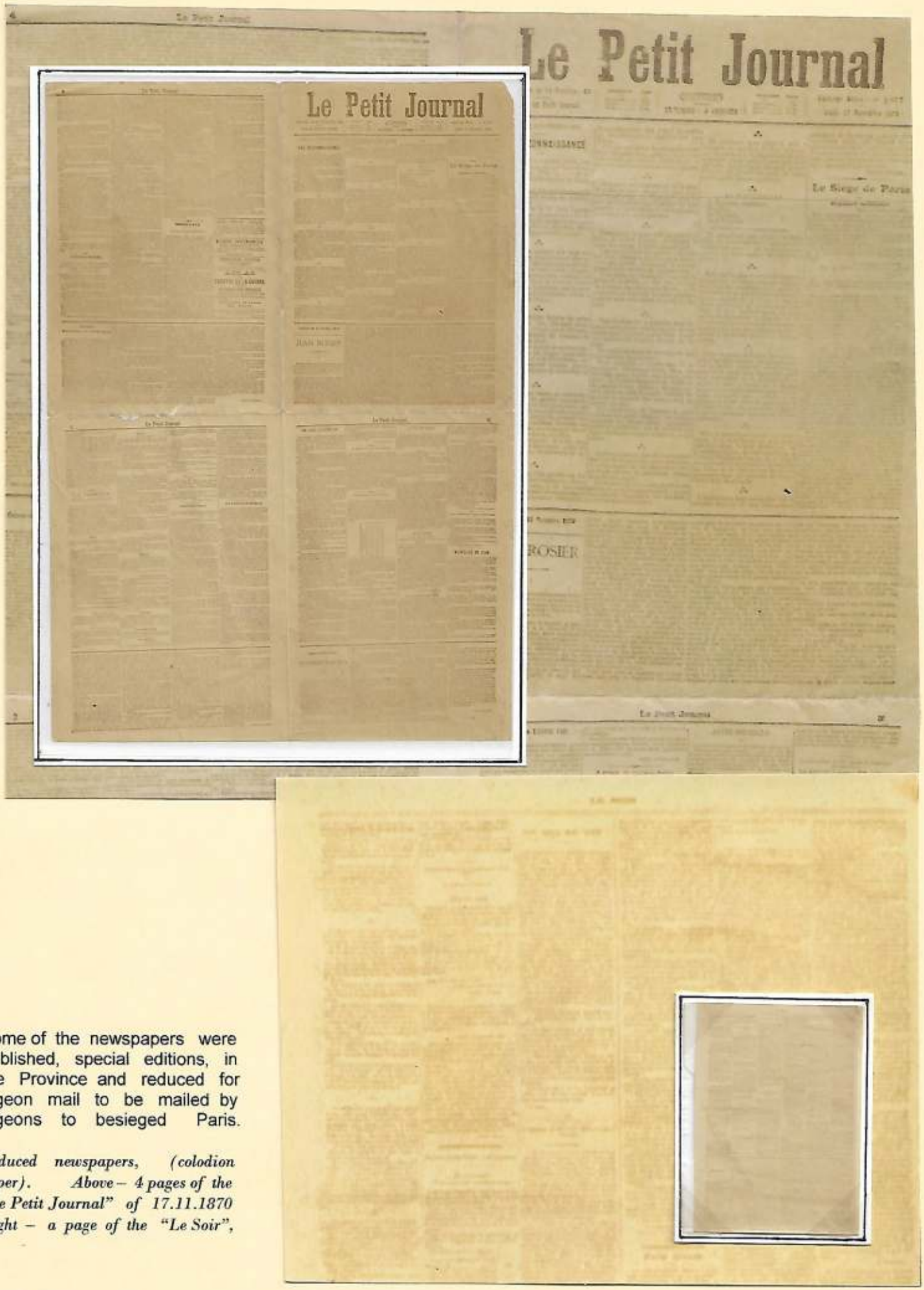
'The Times' of London was founded in 1785 and is still published.



*"**The Times**" special edition on photographic paper, pigeon mailed to Paris, probably intended for the **English Embassy** in Paris.....*

1.5 PIGEON MAIL

Siege of Paris 1870/71



Some of the newspapers were published, special editions, in the Province and reduced for pigeon mail to be mailed by pigeons to besieged Paris.

Reduced newspapers, (colodion paper). Above – 4 pages of the "Le Petit Journal" of 17.11.1870 Right – a page of the "Le Soir",

1.5 PIGEON MAIL

The development of the mining industry in the 1890's on the **Great Barrier Island**, **New Zealand**, created the demand for a fast means of communications from the island to **Auckland, New Zealand** (100 km.distance) The only way of communication at that time was a weekly steam ship which commuted between Auckland and Australia, having a stop over at the island. On Oct. 24th, 1894 the **S.S. Wairarapa** sailed from Sydney, Australia, to Auckland, 3200 km. distance, with a stop over at the Great Barrier Island. A storm wrecked the ship near the island's shore. 121 people on board lost their lives. It took some time before the islanders discovered the disaster and saved the survivors. Lack of communication means prevented from informing on the disaster. Only a week later, when the next steam ship arrived, it took the survivors and the bad news to Auckland. So came the idea to use homing pigeons to carry messages.

Letter mailed from Melbourne, Australia, 22.10.1894, carried on board the 'S.S. Wairarapa' which wrecked 2 days later. Bearing a rubber cachet: "Saved from wreck of the "WAIRARAPA", arr. pmk. Auckland 3.11.1894.

In February 1897, Mr. **Walter Fricker,** a pigeon breeder, established a pigeon mail service, at a rate of 2 shillings per message. 6 to 8 pigeons were sent weekly, by steamer, from Auckland. **Miss Springall**, local agent, sent up to 5 messages per pigeon, homing for Auckland.

issued sept. 1899
600 printed in
sheets of 6

isuued Jan. 1898
4800 printed
in sheets of 24
800 used, 3000 sold

issued 27.10.1898
1800 printed in
sheets of 18
300 used 1500 sold

500 sheets of 20 printed

imperf. proof

500 sheets of 10 printed

A variety of pigeongram stamps of 6 pence and 1 shilling were issued to be used on the messages. The mail and stamps were treated by the New Zealand postal authorities as ordinary mail.

Great Barrier Island
In 1899 Mr. **S. W. Howie** opened a few more agencies on the Island, including a service between Port Fitzroy and Auckland, with Mr. **P. Warren** serving as local agent.

THE ORIGINAL

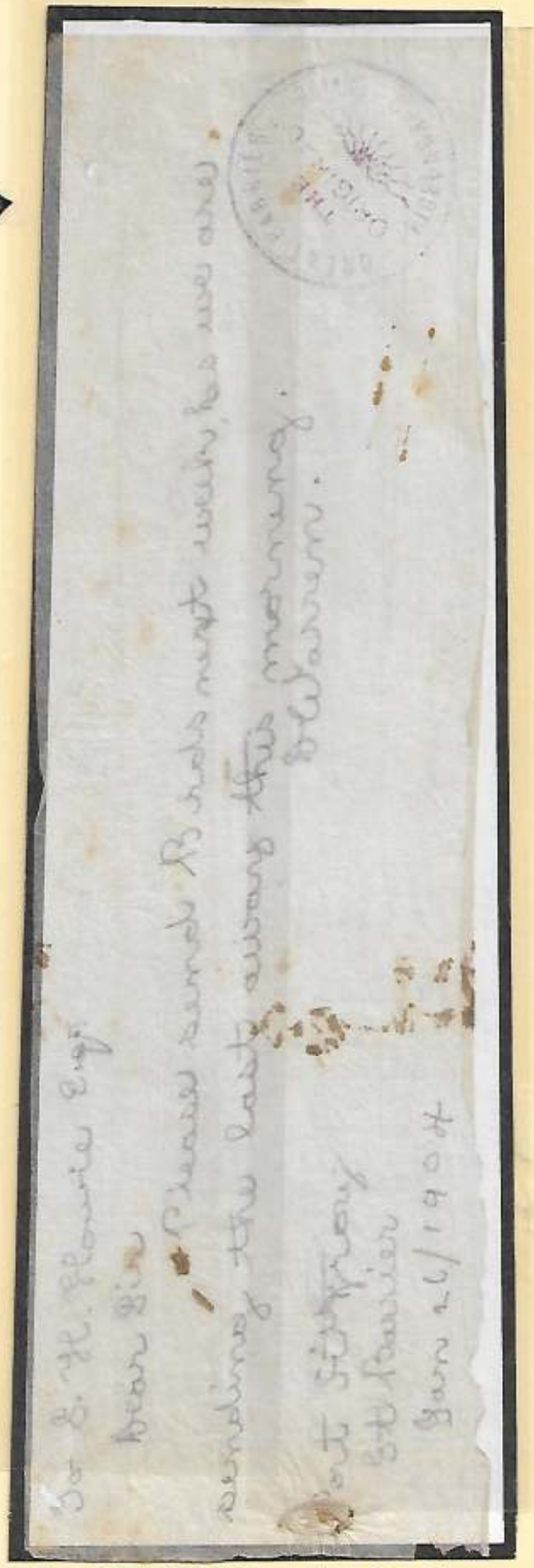
Great Barrier Pigeongram Service,

S. H. HOWIE, Proprietor.

Received one message from Great Barrier per above.

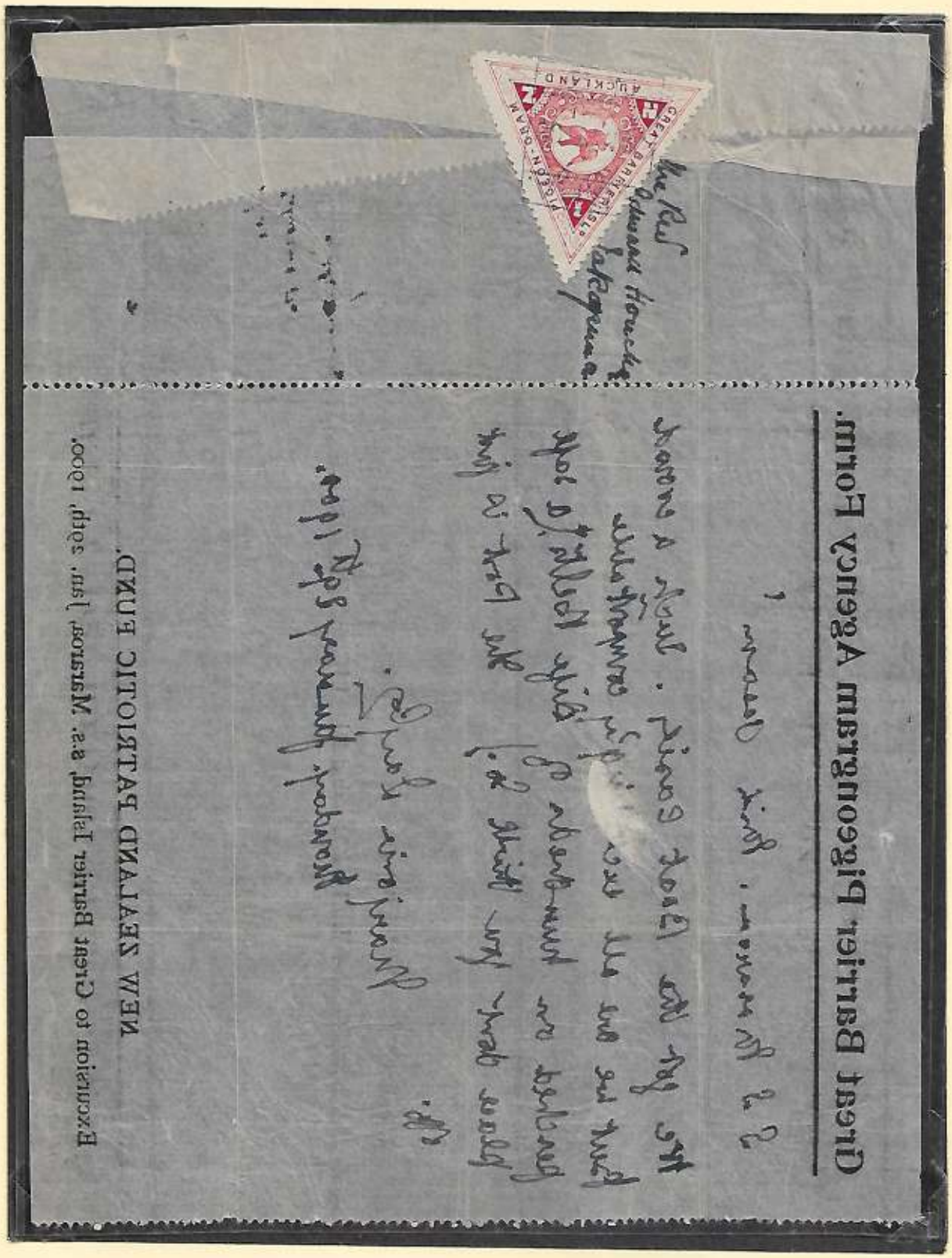
Date Nov 1/99 Signed P. Warren

Many messages were not franked and a receipt was ***issued instead.*** *Printed receipt dated November 1st, 1899, confirming the receipt of a pigeon message.*



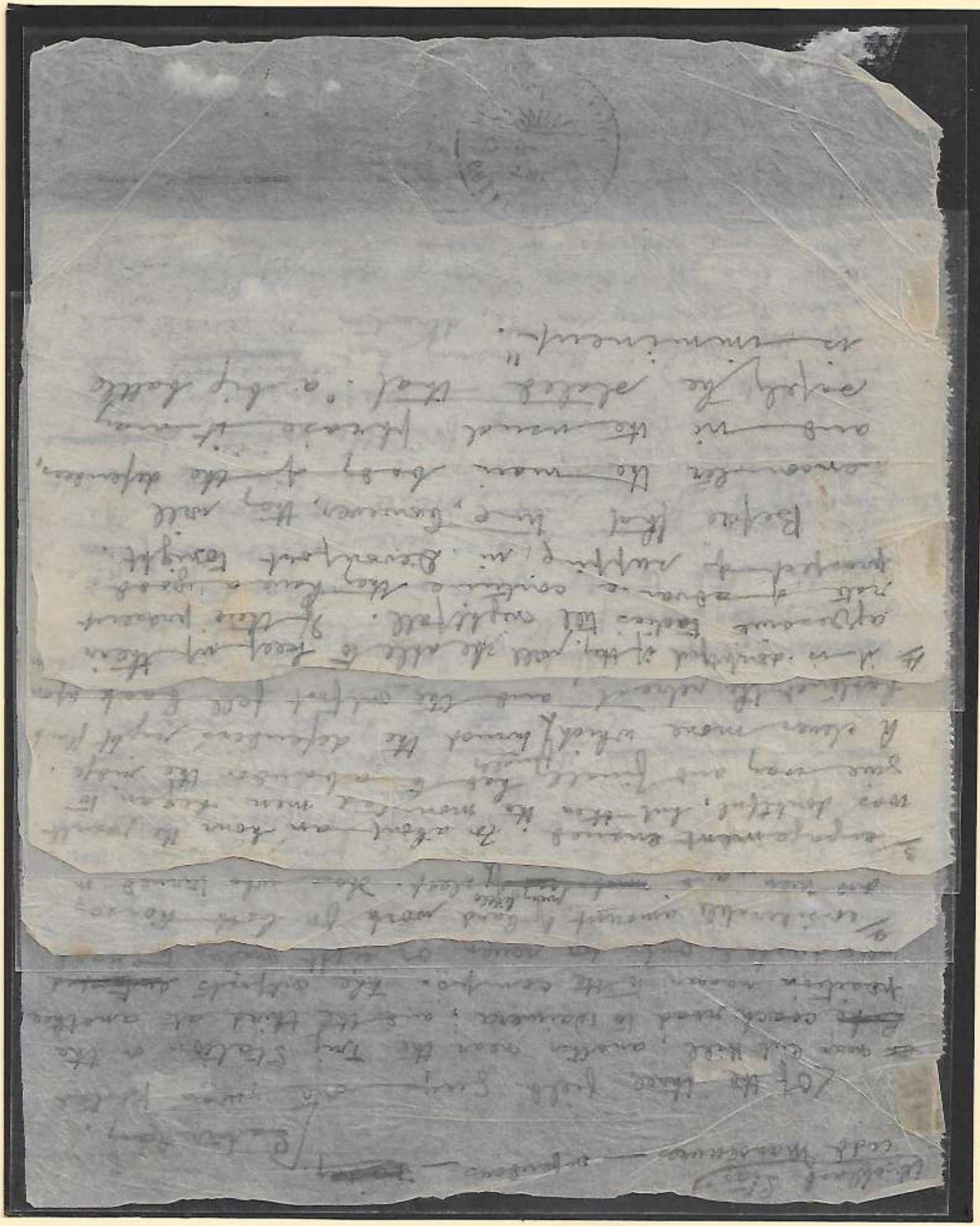
Flimsy dated 26.1.1904, sent from ***Port Fitzroy*** *by Mr.* ***Warren,*** *to Mr.* ***S. H. Howie*** *saying: "Dear Sir, Please send birds next week as we are sending the last away this morning." Being the "post Office" it is not franked.*

Pigeongram Agency Type 2 cancelation.



Special "Pigeongram" issued for "Special Event New Zealand Patriotic Fund" (in aid of the Boer War), carried on 29.1.1900 by pigeon from the steamer ***S.S. Mararoa*** *at sea, to Auckland. Adhesive tied by Pigeongram Agency mark type 2. The message reads: " The post is just off" (confirming that the birds were released at sea.)*

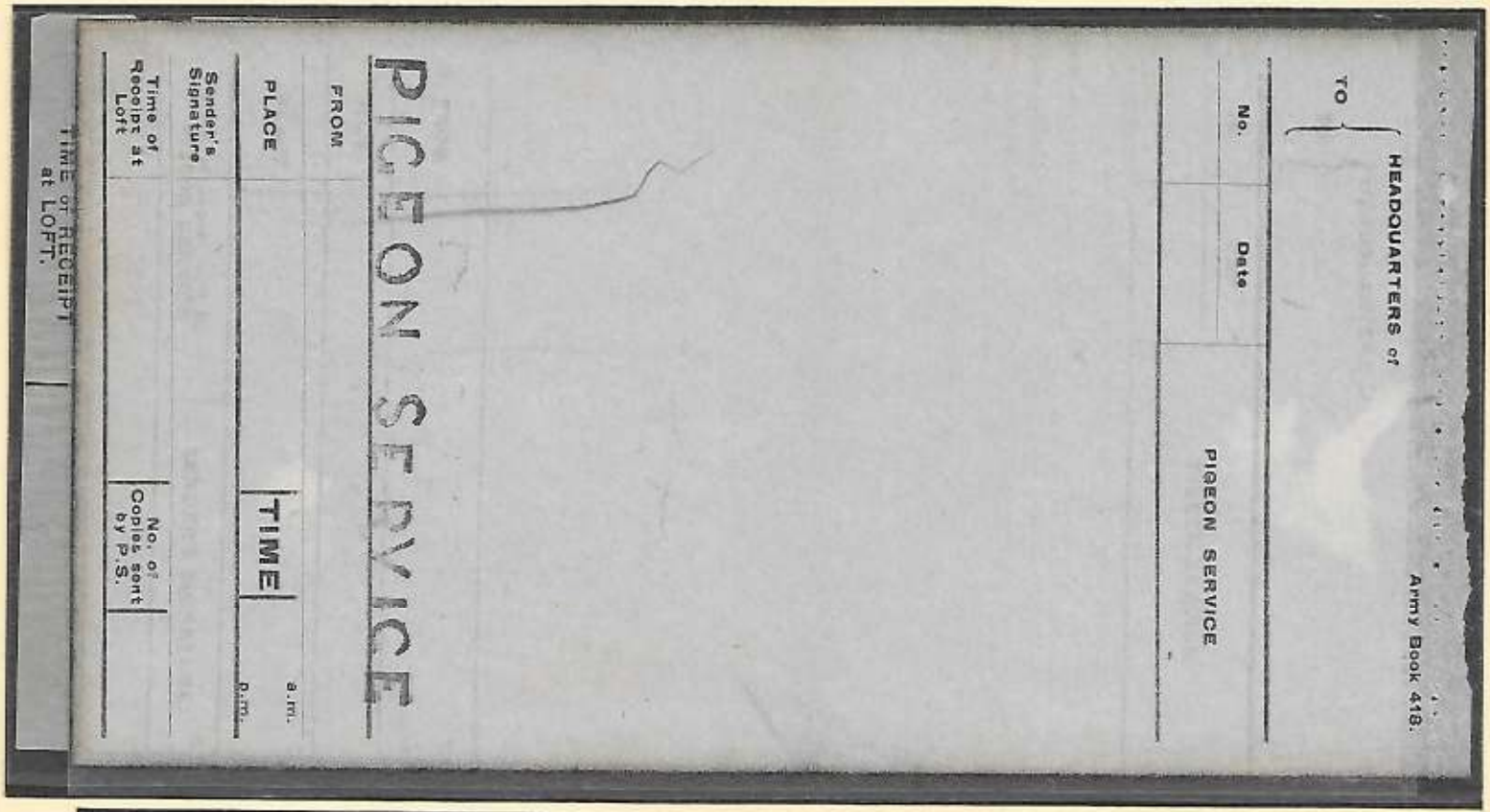
Military Mail - New Zealand

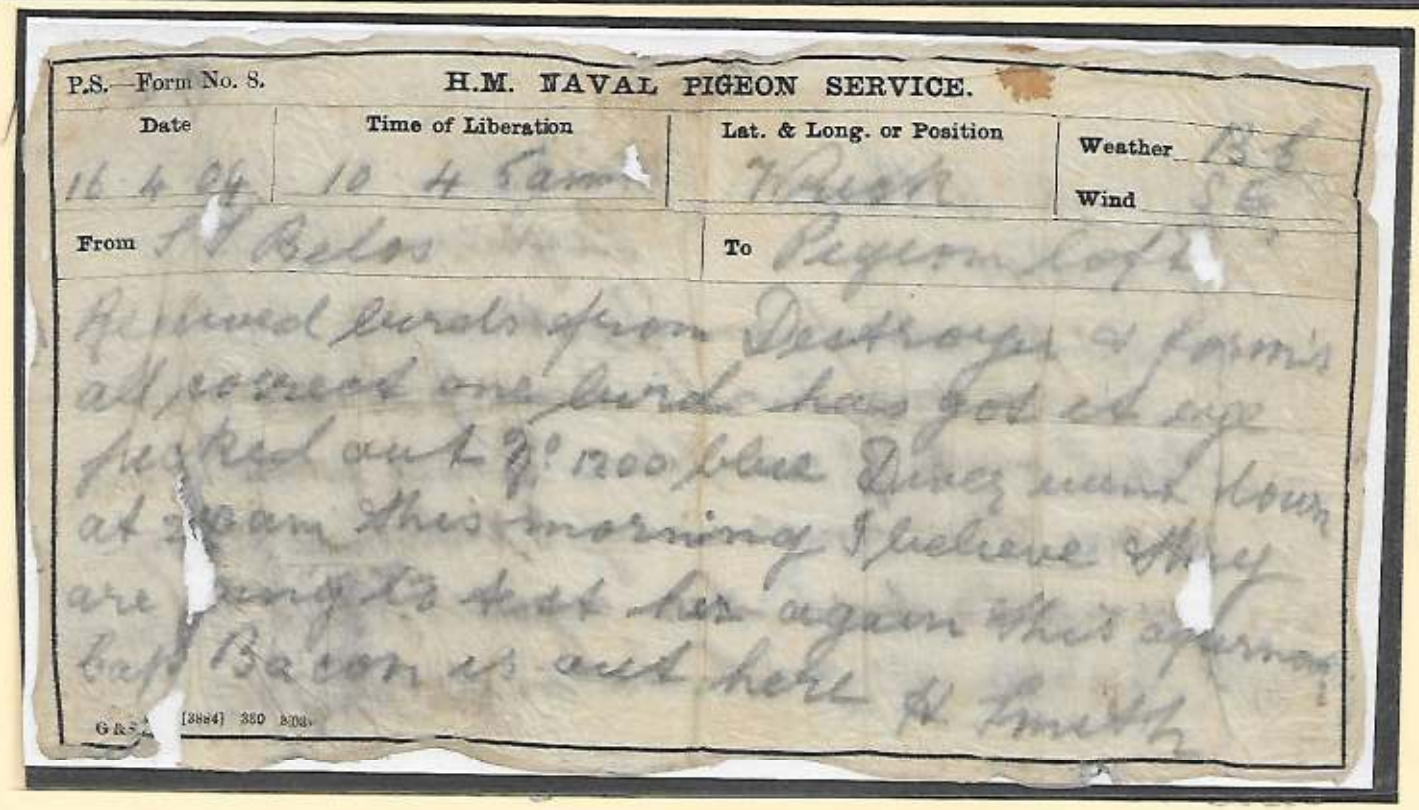


A military correspondent of the newspaper "Auckland Star" reported on military maneuvers of an infantry battalion on the ***Great Barrier Island.*** *The Pigeon Service was used in this case as military mail to send the report from the Island to Auckland. Date of dispatch is unknown, except it was on Saturday..... Probably between 1904 to 1908.*

Military Mail - England

The British Royal Navy established, in 1896-97, pigeon lofts in Portsmouth and Devonport for the Naval Pigeon Post. Homing pigeons were taken aboard the Navy vessels to transfer messages to their home ports. Special forms were printed, to be written in 3 copies for each message - 2 to be sent with 2 different pigeons, and one to be kept in the book as a record.





P.S.—Form No. 8. **H.M. NAVAL PIGEON SERVICE.**

Date	Time of Liberation	Lat. & Long. or Position	Weather / Wind
16 4 04	10 4 5am	7 Rock	B.C. / S.E.

From S.S. Belos To Pigeon Loft

Received birds from Destroyer & forms all correct one bird has got its eye pecked out No 1200 Blue Diver went down at 2.30 am this morning I believe they are going to float her again this afternoon Capt Bacon is out here H Smith

G R S [illegible] [3884] 350 8/04

The British submarine A1, while on exercise on March 18th, 1904 near the Isle of Wight, collided with the merchant ship 'Berwick Castle' and sunk. S.S. 'Belos' was one of many Navy vessels rushing to the rescue. On board were homing pigeons which were used to inform headquarters about the rescue efforts. The A1 was raised on 18.4,1904.

Pre-printed Pigeon Service Form No. 8 mailed from S.S. 'Belos' on April 16th, 1904 to "Pigeon Loft" reading: " From: S.S. Belos. Received birds from Destroyer & forms are all correct. One bird has got its eyes pecked out. No. 1200 Blue Diver went down at 2:30 this morning. I believe they are going to float her again this afternoon. Capt. Bacon is out here. H. Smith "

This is the only message from this event known, and the only pigeon message in private hands.

1.5 PIGEON MAIL

Military Mail - France **Spain**

Following the great success of the pigeon mail services during the Siege of Paris 1870/71, the French army decided to use pigeons to deliver messages from ships at sea as well as from units at battle. Special military units were formed - *'Colombier Militaire'* (Military Dovecots)' and starting September 1885 thousands of homing pigeons originated from civilian breeders ('Colombophile'), were part of the communications system of the Army. During WWI, the units were dismantled and replaced by electronic communications.

In 1879 the first military loft was set up in with 120 pigeons. By the end of the century It possessed thousands of pigeons under the command of the balloon units. In 1899 special Carrier Pigeon Service Units were established with 22 lofts based around the country and in the Canary Islands.

Messages were placed in small tubes, and attached to a feather of the pigeon's tail , or to the leg.

France conducted experimental flights with homing pigeons in its territorial possessions in North Africa. On the first trial, on April 7th, 1906, carrier pigeons were intended to cover the route from **Ghardaia** to **Algiers (Algeria)** with stop-overs on a numbers of stations, a total of approximately 500 km. A second similar experiment took place on April 27th, 1906.

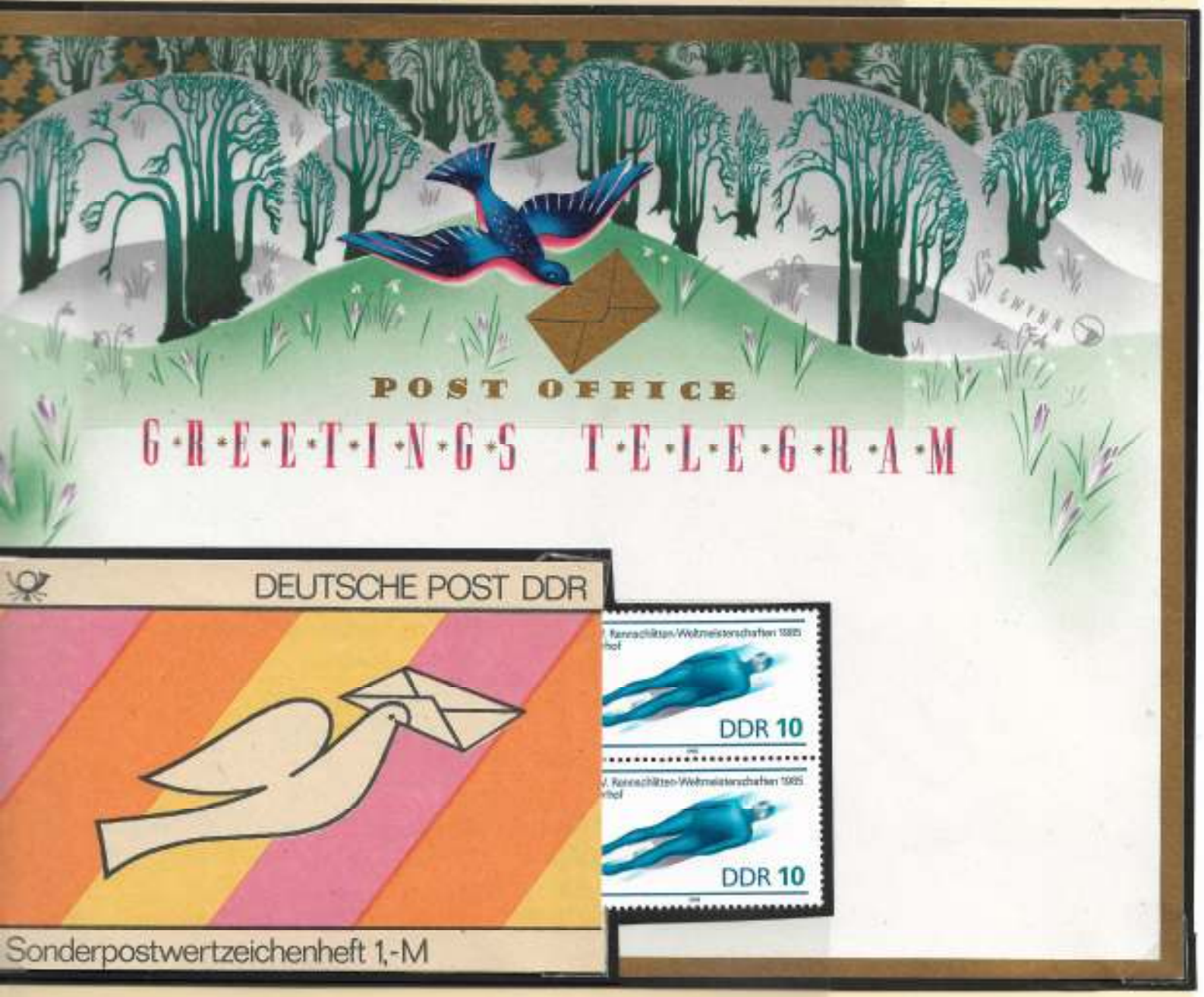
Message sent on April 27th, 1906, when 4 pigeons were sent on the route Ghardaia-Djelfa via Laghouat, a distance of approx. 300 km. Four pigeons were sent on this route. The message carries the cachet of the local (Algeria) military authority as well as a circular cachet of the Ghardaia unit Chief Commander. In handwriting are indicated the timing of the pigeons - departing Ghardaia in the morning, then seen over Laghouat and arriving at Djelfa at noon.(e).

1.5 PIGEON MAIL

A pigeon carrying a letter has become a symbol of fast transfer of mail

imperf

UPU specimen, ex Mauretania archives



Booklet 10 x 10 pf. domestic rate

Great Britain, 1938 Christmas greeting telegram

2.1.1 HOT AIR BALLOON

The invention of the balloon marks the great first period of achievments regarding aerial travel. The Brothers Joseph-Michel (1740-1810) and Etienne-Jaques (1745-1799) Montgolfier, paper-makers of Annonay near Lyon, France, constructed a balloon of linen/paper. A burning hay stack hanging underneath, filled the balloon with hot air, causing it to lift up.

The Brothers Montgolfier

"Montgolfier" was the 17th mail balloon to leave besieged Paris in 1870. It took off on Oct. 25th, 1870 piloted by **Herve Sane,** with 2 passengers, (Senior army officers), 2 pigeons and 5 mail bags (280 kg.) Due to harsh stormy, snowing, weather conditions the bags were droppedoff during flight, to reduce weight, **were later recovered by Prussian soldiers and most of it burned**. **Only a few letters were** kept as souvenirs. They landed after 4-hours flight in **Alsace, Prussia** 365 km. east of **Paris.** The balloonists managed to escape capture, took with them some of the letters which were later mailed to destinations.

*"**Correspondance Havas**" journal (French edition) - news agency publication - canceled **Paris** 23.10.1870, to **Nevers**. Mail was not forwarded to its destination, (being probably part of the confiscated mail, kept by Prussian troops as souvenirs) and therefore **does not have any arrival pmk**.*

2.1.1 HOT AIR BALLOON

The first, un-manned flight of the 30 m. diameter balloon, on June 5th, 1783 reached a height of 1800 m., and crash- landed 10 min., 2 km.f rom take-off.

A second, smaller balloon **'Le Martial'** took off on September 19th,1783, in front of **King Louis XVI.** In a small basket underneath the burning straw were a sheep, a duck and a cock. It landed after traveling 3 km. at a height of 500 m.

A large 'Montgolfier' of 30 m. diameter took off on January 19th, 1785, piloted by **Brother Joseph** accompanied by six passengers. The **'Le Flesselles'** rose to a height of 900 m.

The brothers were determined to fly a human passenger. **Francois Pilatre de Rozier** (1754-1785), their devoted technician, was given the honor to be **the first human aerial passenger.** On October 15th, 1783, he took off in Paris in a tethered hot-air balloon. Next step was a free, manned, flight! On November 21st, 1783, **de Rozier** and **Marquis d'Arlandes** took off from **Bois de Boulogne, Paris**, in a hot air balloon (**'Montgolfier'**), reaching a height of 900 m. After 25 minutes and 8 km. flight they landed safely. **THE FIRST MANNED, FREE FLIGHT LANDED!**

Pilatre de Rozier

Adopted design (1936) by ***C. Kiel***

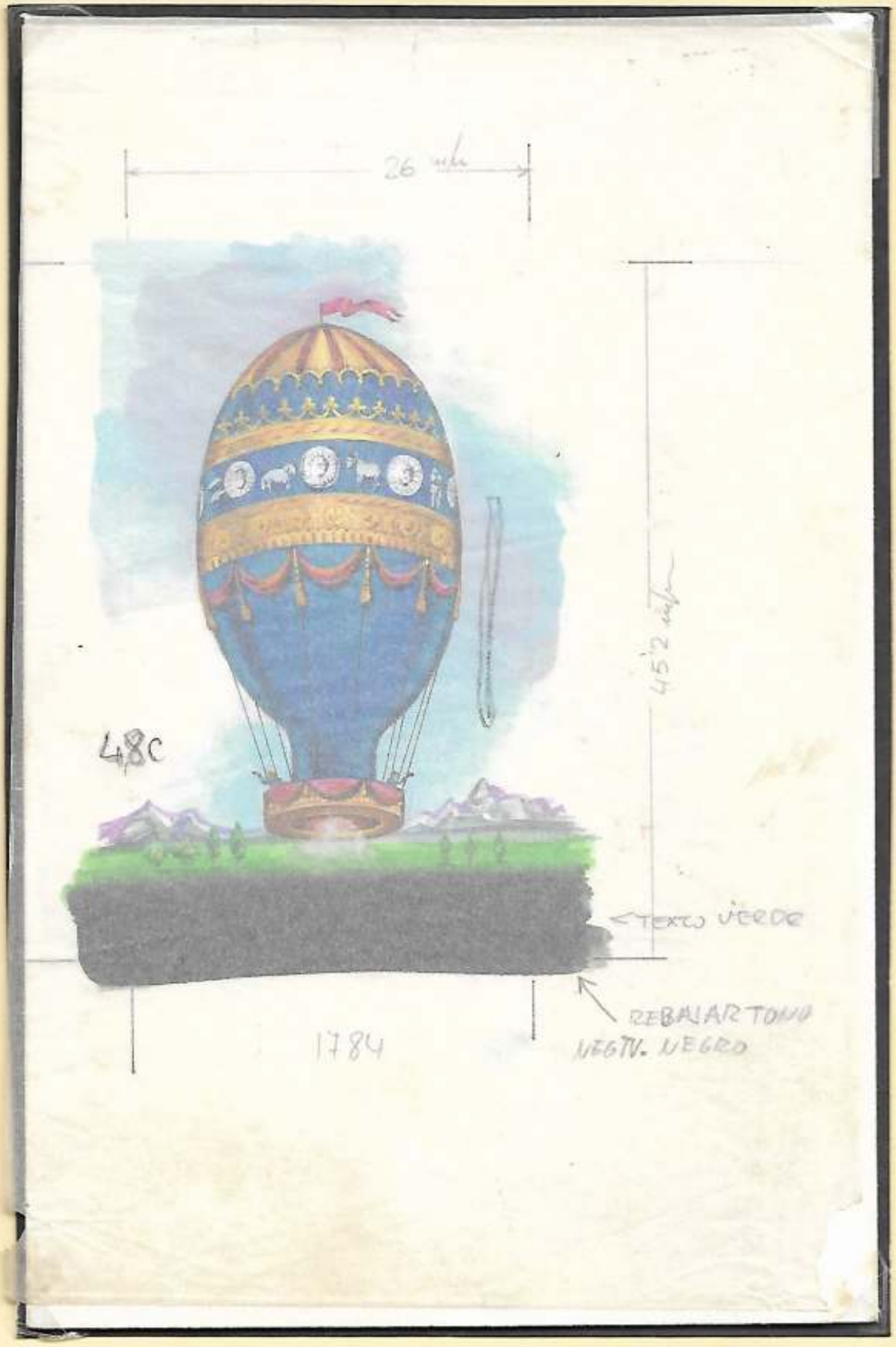
Unadopted design, submitted (1936) by artist ***Antoin Delzers*** *(1873-1943) (ex artist's archives)*

Artist sunken die proof, signed by engraver ***Jules Piel***

Pilatre de Rozier was Killed on 15.6.1785 when his own design of a combination hot-air - hydrogen balloon crashed.

2.1.1 HOT AIR BALLOON

The Frenchman **Francesco Adorne** intended to perform a balloon ascent in August 1784 with a 'Montgolfier'. He performed a 'test flight' on May 15th, 1784 in front of many spectators in Strassburg. The balloon caught fire, crashed on a building and ignited it. **Adorne** and passenger were saved.



*Original drawing of adapted design, not final, with artist's instructions – **Finbar** (1917-2010).*

2.1.1 HYDROGEN BALLOONS

Prof. Jaques Charles (1746 - 1822), the French physicist, was interested in ballooning. He favored hydrogen to inflate the balloon. Having problems in preventing leakage of the gas out of the silk fabric, the **Robert Brothers** developed for him a special rubberized silk fabric, which they experimented on small model balloons. The **first, unmanned, balloon "Globe",** filled with hydrogen, was released at the 'Champ de Mars', Paris, on 27.8.1783. After a flight of a distance of 24 km. in 45 min. it came down at the village **Gonesse**. The terrified villagers destroyed the balloon with pitchforks....

Charles constructed a new balloon. On Dec.1st, 1783, It made the first ascent, with **Marie-Noel Robert**, to a height of 550 m. He landed after 2 hours and 43 km. **Dukes de Chartres & Fitz Jame** handed Charles a certificate authenticating the flight. **THIS WAS THE BIRTH OF MODERN BALLOONING!**

MINISTÈRE DES POSTES & TELECOMMUNICATIONS

Régiment et Cie 8e RÉGIMENT D'INSTRUCTION DES TRANSMISSIONS

Bâtiment ou Formation

Cachet de l'Unité — Le Commandant de Compagnie — Régiment d'Instruction des Transmissions — C.P.

BON POUR UN PAQUET
en FRANCHISE POSTALE

Délivré le (1)

Bénéficiaire (1)
Nom et grade

(1) Partie à remplir par l'autorité militaire.

Paquet expédié par M
Nom et adresse

Timbre à date de la Poste

Bon valable pendant **trois mois** seulement à compter de sa délivrance. Les paquets en franchise postale (poids maximum 3 kg.) ne peuvent être recommandés et ne donnent droit dès lors à aucune indemnité en cas de perte ; de plus, ils ne sont pas acheminés par la voie aérienne. L'imitation et la contrefaçon de la présente formule exposent les contrevenants aux sanctions prévues par le Code pénal.

Étiquette à coller sur le paquet →

FRANCHISE POSTALE
(Loi du 24 Mai 1951.)

Special Parcel Coupon, issued by the French Postal Authorities, to be used by the Army. One part of the coupon is kept by sender, and the lower part is kept by the dispatching branch.

Charles constructed in 1785 another, larger, balloon, which by then was commonly called **'Charliere'**.

Color Artist sunken die proof pulled from the original die . Number of color and initials of color manufacturer – bottom right.

2.1.1 HYDROGEN BALLOONS

The **Godard** family: **Edme Pierre** (1802- 1873), father of **Eugene, Louis, Auguste, Jules, Eugenie** - were famous balloon constructors in France. Some of the balloons breaking the siege of Paris (1870-71)were theirs or piloted by them.

*Inscribed **F** instead of **E***

Jean-Pierre Godard (1827-1890) made several ascents (1850) with his huge balloon **'Flotilla'** at the Paris Hippodrome.

The **"Etats Unis"** (United States), the 3rd mail balloon, was constructed and piloted by **Louis Godard**. Two old balloons were combined: the "**Napoleon**" (800 cu. M.) and the '**Hirondelle**' (500 cu. m.). Passenger was **J.G. Courtin**. The cargo included 2 mail bags (83 kg.), and 6 pigeons. The balloon took off from Paris on September 29th, 1870, and landed after 2½ hours flight near Mantes, 49 km. from Paris.

*Letter from **Pauline de Witt**, daughter of Minister **F. Guizot**, dated 24.9.1870, mailed to England on 25.9.1870 at Rue Montaigne, 6th collection, flown on board the "Etats Unis". Franked 30 c. (correct franking for England) was canceled by "Star 9". Arrival postmark of Derby, England, 21.10.1870.*

During the Saxonian-Thuringen Industry and Trade Exhibition in **Leipzig**, **Germany**, from April 24th to October 19th, 1897 captive balloon flights were performed by **Louis Godard**. 13019 passengers were taken, in 1120 flights, to a height of 150 m.

Souvenir card showing the captive balloon over the exhibition grounds, postmarked at the exhibition, 18.10.1897

2.1.1 EARLY BALLOON VOYAGES

Very early in ballooning history, numerous adventurers used balloons to travel long distances, or over seas and mountains – previously unbeatable challenges. Some of these long journeys were unplanned and unexpected, being totally dependant on wind direction and weather.

J.P. Blanchard and **Dr. John Jeffries** were the **first to cross the English Channel** by air (1785) from **Dover to Calais**, in 2 hours.

Charles Green (1785-1870), one of the greatest showmen of the balloon age – made over 500 ascents!! With the balloon **"Royal Vauxhall'** He flew from **London to Weiburg, Germany,** a distance of 1770 km., with two passengers on board, on 7.11.1836, in 17 hours.

Color die proof on thick paper

On the rear of proof: 'zkuzmy tisk' = experimental print and ' Benes' (expert)

balloon 'Atlantic'

John Wise (1808 – 1879), American balloonist, flew his balloon '**Atlantic**' on July 1st, 1859 from **St. Louis, Missouri to New York,** a distance of 1300 km. On August 17th, 1859 he tried to carry mail, with his balloon **'Jupiter'**,from **Lafayette to New York,** but was forced down after only 50 km.

balloon 'Jupiter'

Aaron de Anchorena, (1877-1965), Argentinian diplomat, and **Jorge Newbery** (1875-1914) aviator, crossed the **River Plate** with balloon 'Pampero' on 25.4.1907.

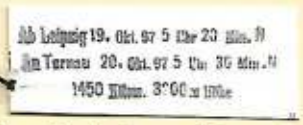
The balloon 'Mammoth', sponsored by the 'Daily Graphic' journal, took off from Crystal Palace, **London,** on October 12th, 1907. Pilot **J.L. Tanner**, with 2 passengers, crossed the North See,, crash-landed in **Sweden,** on October 14th, after flying over 1200 kim.! The mail bags they carried spreaded all over the place, in the snow. School Headmaster **A.V. Mikov** found part of the mail, some of it 2 months later. He franked the cards with Swedish stamps and mailed them to their destinations.

Card franked with Swedish stamp, mailed from Mellerud ***2 months later****, on Dec. 12th, 1907. Arrival pmk. London 16.12.1907, and tax mark "T" inspite of correct franking. 15000 cards were sold but only part of them flown, OF WHICH ONLY A FEW SURVIVED.*

2.1.1 EARLY BALLOON VOYAGES

Another brave aerial voyager was **Solomon August Andree** (1854 – 1897), who was the first to try to reach the **North Pole** by air. Together with two friends he took off on July 11th, 1897, with his balloon ' **Oernen**'. Harsh weather conditions forced the balloon to crash-land on ice, killing the three brave air pioneers, whose bodies were never found.

The Saxonian-Thüringian General Exhibition was held in **Leipzig, Germany**, from April to August 1897. Captive balloon flights were demonstrated by **Capt. Louis Goddard** with his balloon **"Aug. Polich".** On the last day of the exhibition **Godard** made a free balloon flight from the exhibition grounds, with the balloon **"Aug. Polich"** (sponsor's name). On board were also one assistant and 6 passengers. He landed after **24 hours!** at **Tarnau (Tarnov – Poland** today), after a trip of **1450 km.** 5000 special postcards were prepared and sold, only 2400 were taken on board.

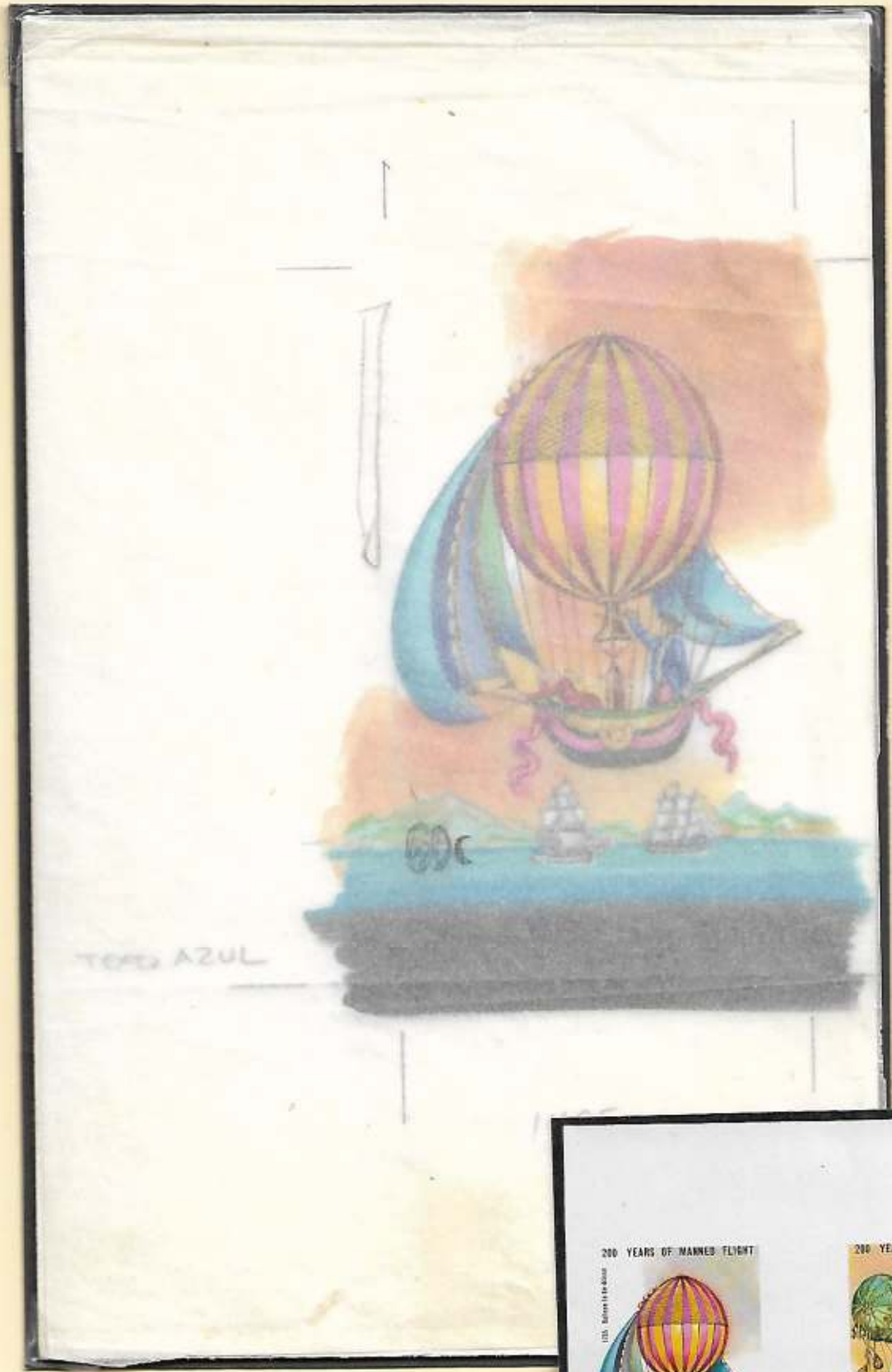


Special card flown on the flight to Tarnau, postage stamp canceled at **Tarnau** *on 22.10.1897 (2 days after landing), forwarded to its final destination* **Köln,** *where it was postmarked 23.10.1897.* ***One of 1000 registered flown cards.***

2.1.2 "DIRIGIBLE" BALLOON

The invention of the balloon solved the problem of lifting up into the air but dirigibility remained unsolved. Many designs were published, some of them applied, others quite peculiar – obviously - without success.

Design of an unknown balloonist (1785) of a hydrogen dirigible balloon equipped with sails.
It is not known if it was tested.



Original artwork, painted onartboard, without Face value, with artist's instructions. Stamp designer ***Finbar Kenny*** *(1917-2010).*

Progressive proof, without face value.

2.1.2 "DIRIGIBLE" BALLOON

The 45th mail balloon to leave besieged Paris was the **'Deqesne'** , piloted by **Charles Richard**, officer of the **National Navy**
dmiral Charles Denis Labrousse (1828-1898) suggested to equip the balloon with a **hand-driven propeller**. The balloon
eft Paris on 9.1.1871. On board were 3 passengers, all of them **sailors**, who's task was to operate the propeller. It proved to
e useless!!. The cargo consisted of 130 kg. mail and 3 pigeons. The balloon landed after 12 hours, 131 km. from **Paris**, in
russian occupied zone. It is assumed that some of the mail was captured by the Prussians.

olded letter, canceled ***Paris***
e D'Enghien, 7.1.1871
. pmk. ***Lille*** *11.1.1871.*

Alban and **Vallet** constructed the balloon **'Comte d'Artois'** fitted with a **propeller and paddles**. There is no evidence of any practical test.

The French balloonist **Jean-Pierre Blanchard** (1753-1809) attached wing-like oars with which he tried to navigate a balloon on March 2nd, 1784.

ustard de Massi (1750-1790) attempted to
wer a balloon (1784) by oars, in France.

Vincenzo Lunardi , Italian diplomat based in **London**, made hus firs gas balloon ascent in **London, England**, on Sept. 15th, 1784. He took with him oars, to "row' his way in the air! He landed after a flight of 29 km. Lunardi discontinued trials after his assistant in a balloon crash.

Louis-Bernard Guyton de Morveau (1737-1816) attached two wing-like surfaces to his balloon on April 25th, 1784, failing to control the balloon.

2.1.3 RESEARCH BALLOONS

It was curiosity, and the desire to learn, that lead man to strive to fly. No wonder, that balloons were used, successfully, for researching the upper layers of the atmosphere.

The first to perform an **'aerial research'** was **Montgolfiere.** On September 19th, 1783 on the 2nd unmanned flight, he attached a basket carrying animals, "to investigate feasibility of life up in the atmosphere"....

Dr. John Jeffries, a Bostonian physician, joined **J.P. Blanchard** (1785) while crossing the English Channel in a balloon. He analyzed the properties of the air at altitude .

L. J. Gay-Lussac (1778-1850), French physicist, used balloons to study the atmosphere, at heights of up to 7,000 m.

2.1.3 RESEARCH BALLOONS

Camille Flammarion (1842-1925), French astronomer, published many scientific works, as well as science fiction books. He maintained a private observatory at Juvisy-sur-Orge, France. In 1867 to 1869 he used **Eugene Godard**'s **balloon 'Imperial'** to carry out a series of 12 scientific ascensions.

Artist sunken die proof, signed by artist/engraver ***Raoul Serres***

The **balloon 'Imperial'** was chartered (1870) by the Administration of Posts, to be the 11th mail balloon to leave Paris during the siege of 1870-71, renamed 'Jean Bart'. It was piloted by aeronaut **Albert Tissandier.** On board were 400 kg. mail, 5 pigeons and 2 passengers. The balloon took off from Paris on Oct. 14th, 1870 and landed safely 4 hours later 95 km.away from Paris.

Gaston Tissandier (1843-1899) was famous for his design of an airship fitted with an electric motor. He managed to leave Paris during the siege on **board the balloon** piloted by his brother **Albert Tissandier.**

Cover flown on board the 'Jean Bart', franked 20 c. – domestic rate. Canceled 'Star 5' and double circle

2.1.3 MILITARY AND RECONNAISANCE BALLOONS

As soon as balloons became a practical means of traveling through the air, their military use was appreciated. First – tethered balloons were used. Later – free flying reconnaissance balloons were successfully introduced on numerous occasions.

Jean Marie Joseph Coutelle (1784-1835) Commander of the French Balloon Observation Corps, constructed a balloon, "l'Entrepennant", used on June 26th, 1794, on the Battle of Fleurs.

Guyton de Morveau (1737-1816), French scientist, proposed (1794) the use of observation balloons.

On June 2nd, 1794 a tethered balloon of the French army "spied" over besieged Austro-Dutch army in Maubeuge.

specimen

In 1885 the Prussian Army established a permanent balloon unit. During flights the pilots used to drop postcards, with flight data, asking the finder to take the cards to the nearest post office.

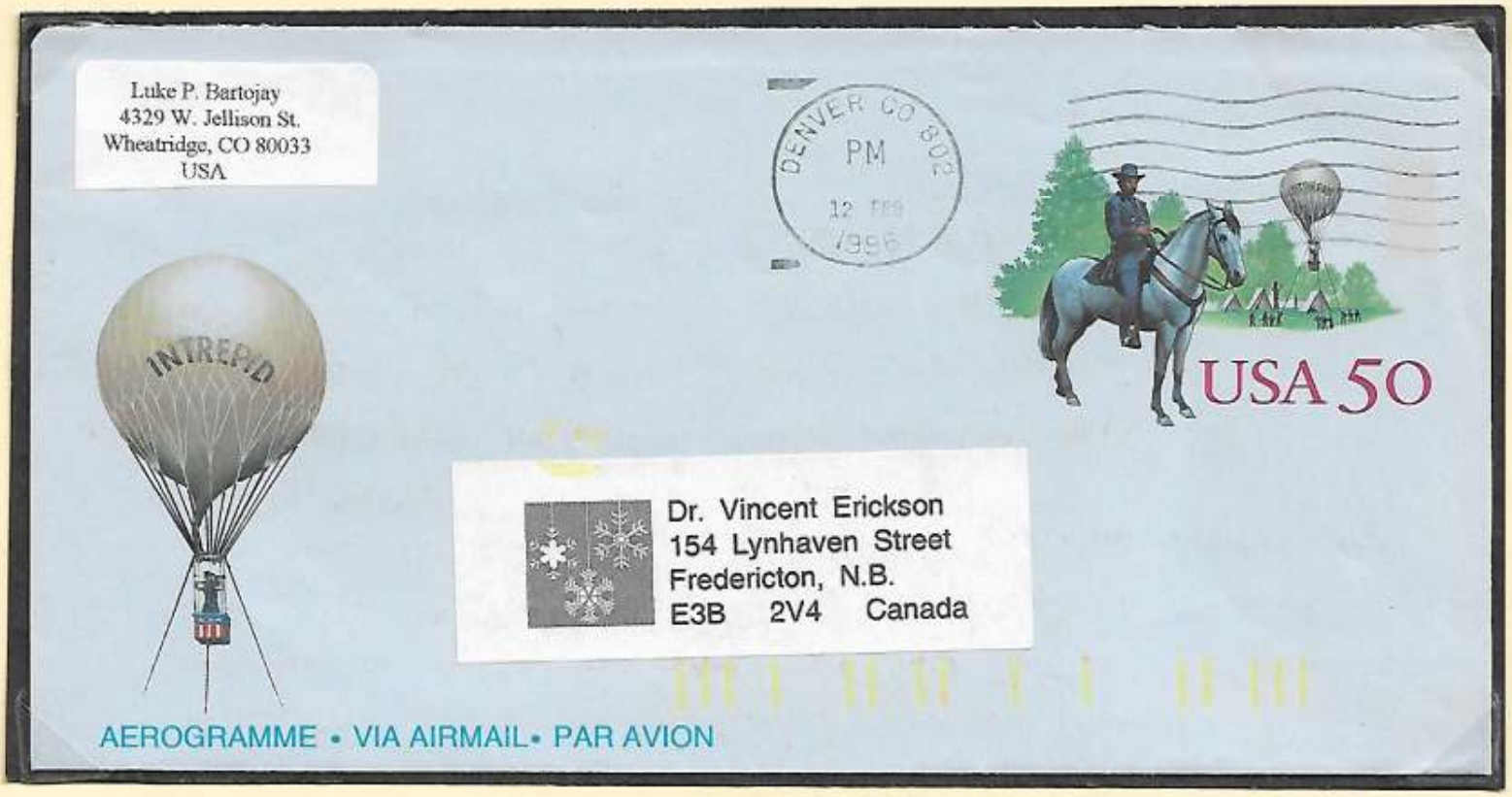
Special cachet of the Balloon Unit, Berlin

Postcard dropped from a military balloon on 30.4.1887 , found in Falkenthal and mailed to Headquarters, Schöneberg, near Berlin.

2.1.3 MILITARY AND RECONNAISANCE BALLOONS

Thaddeus S.C. Lowe (1832-1913), formed the **Balloon Unit** of the **Union Army** (Federal Army of the United states 1862, for reconnaissance purposes during the **Civil War** (1861-1865) in America. From the balloons **'Washington'** and **'Intrepid'**, he reported on enemy positions.

missperforated



The **Lowe's** tethered balloon **'Washington'** operated from board of a ship. On May 31st, 1862 it saved the **Union Forces** from a defeat, reporting on the build-up of **Confederate** forces in the battle of **Fair Oaks, Virginia.**

General George Armstrong Custer (1839-1876) joined **Lowe** on many balloon missions. He was killed on duty in 1876.

2.1.3 MILITARY AND RECONNAISANCE BALLOONS
Siege of Paris (1870/1)

55 mail-carrying balloons left Paris during the siege, carrying mail and passengers. A number of these were on **military service-pilots and passengers were army officers** carrying official and secret mail besides private messages.

Color proof, issued color, gummed

*sunken die proof, unissued color (designer & engraver **R. Serres**).1714 – color code, Lx – manufacturer's ink*

One such mail balloon was the 36th mail balloon to leave Paris during the siege - the **'Parmentier,** It left Paris on December 17th, 1870, piloted by **Louis Paul, a sailor** of the **National Marine.** On board were 2 passengers: a professional **photographer**, and a messenger **carrying secret messages to General Faidherbe, commander of the Army of the North.** On board were 160 kg. of mail and 4 pigeons. The balloon landed safely after 8 hours, 125 km. north of Paris and all messages were safely handed over to the appropriate destinations.

*Folded letter, canceled **'star 20', R. St. DOM**, pmkd **Paris** 16.12.1870. Arr. pmk. **Arras** 1.1.1871.*

2.1.3 MILITARY AND RECONNAISANCE BALLOONS

Another 2 balloons to leave Paris during the Siege utilized, among others, for **military missions** were:

The 12th mail balloon 'Jules Favre 1' : It left Paris on Oct. 16th, 1870, and landed after 5 hours across the Belgian border, 202 km. from Paris. It was piloted by **Louis Mutin Godard**, one of the famous Godard aeronauts family. On board were 3 passengers, 195 kg. mail and 6 pigeons. One of the passengers was **Charles Bureau, military officer, carrying in his shoe sole secret documents**.

Folded letter franked 20 c. domestic rate, pmkd. Paris, Belleville. After landing in Belgium the mail bags were brought into France and mailed to destinations. Arrival transit postmark Valence-s-Rhone 21.10.1870 and then at final destination Etoile (Drome) 21.10.1870.

The 52nd mail balloon, the 'General Daumesnil' was piloted by **Elisee Robin, a sailor in the French Navy.** The balloon took off from Paris on January 22nd, 1871 at a cold with 5 mail bags weighing 280 kg. on board , 3 pigeons and no passengers. Due to loss of gas Robin dropped the mail bags before landing. He landed near **Charleroi, Belgium.** The local villagers helped him to collect the bags, and he took them by train to Lille, France, from where the mail was forwarded to final destinations. Robin left for Bordeaux with the pigeons and official messages for the exile Delegation.

*Folded letter for **London, England**, franked 20c. + 10 c. correct franking for Europe, canceled 'Star 1' – Pl. de la Bourse. Postmarked same post office 20.1.1871 6th collection Arr. pmk. London 23.1.1871. Cacheted circled R (Redirction) due to change of address.*

2.1.4 BALLOON SHOWS AND RACES

In the 19th century, when ballooning became an accepted flying method, balloon flights were demonstrated at many shows and exhibitions. Early in the 20th century balloon racing became a popular sport and entertainment.

Wilhelmina Reichert (1789-1848) the first woman to fly a balloon in Germany (1811), made balloon flights at the 'Oktoberfest' (Munich 1820).

A General Exhibition was held in **Lyon, France** (Apr.-Nov., 1894). Captive balloon flights were performed, carrying passengers on board. Altogether 35,000 passengers.

Souvenir postcard, depicting the exhibition grounds with the captive balloon, mailed from Lyon on July 8th, 1894. 4,000 cards were sold. No mail was flown.

The World Exhibition in **Paris**, May-Nov.,1878 marked the recovery after the Franco-Prussian war 1870. Captive balloon flights were shown.

The "International Electromechanical Exhibition" was held in **Frankfurt, Germany** from May 16th to October 19th, 1891. The main feature was the first long distance transmission of high power electrical current. During the exhibition tethered gas-balloon flights were demonstrated. Passengers were flown on board the "Augusta . Victoria" , piloted by **Georg Rodeck**, to heights of 300-600 m. .

Special postcard, mailed from Frankfurt 4.8.1891. Arrival postmark Kiel 5.8.1891.

2.1.4 BALLOON SHOWS AND RACES

The National Swiss Exhibition was held in **Geneva**, **Switzerland,** (1.5.-15-10.1896). A captive balloon rose to a height of 400 m., piloted by **Leon Lair**, taking 10-15 passengers in the basket. 2279 ascents were made during the exhibition, carrying 30000 passengers. Special souvenir postcards were issued and a post office was opened at the exhibition.

Postcard mailed from the temporary "Ambulant" post office at the exhibition grounds on 21.6.1896. Arrival postmark Avenches 21.6..1896. No mail was flown.

The "Industrial, professional and art Exhibition" was held in **Düsseldorf** May 1st to October 20th, 1902. Over 5 million visitors attended the richly decorated pavilions. During the exhibition **Louis Godard** piloted the tethered balloon **"Deinhard Cabinet"**, taking passengers to a height of 500m.

Special postcard mailed from Düsseldorf on 8.8.1902 with special rubber cachet of the exhibition. Arr. pmk. Wiltingen 9.8.1902. No mail was flown.

2.1.4 BALLOON SHOWS AND RACES

Alberto Santos-Dumont (1873-1932), a wealthy Brazilian domiciled in Paris, became interested in powered airships, after experiencing balloon flights.

Vertical watermark

photoessay on thick paper

In 1900 **Henri Deutsche de la Muerthe** offered a prize of 100,000 francs to the first person to fly from Saint-Cloud around around the **Eiffel Tower**, and back, in less than 30 minutes. **Santos Dumont** made his first flight, trying to win the prize, on July 13th, 1901, with airship **'No. 5'**. Engine failure caused him to land before completion. On October 19th, 1901, he took off with 'No. 6', and completed the route in 29 minutes, to win the 100,000 francs prize.

Airship **'No. 6'** was completed early Sept. 1901. It was 22 m. long and with a larger capacity than 'No. 5'.

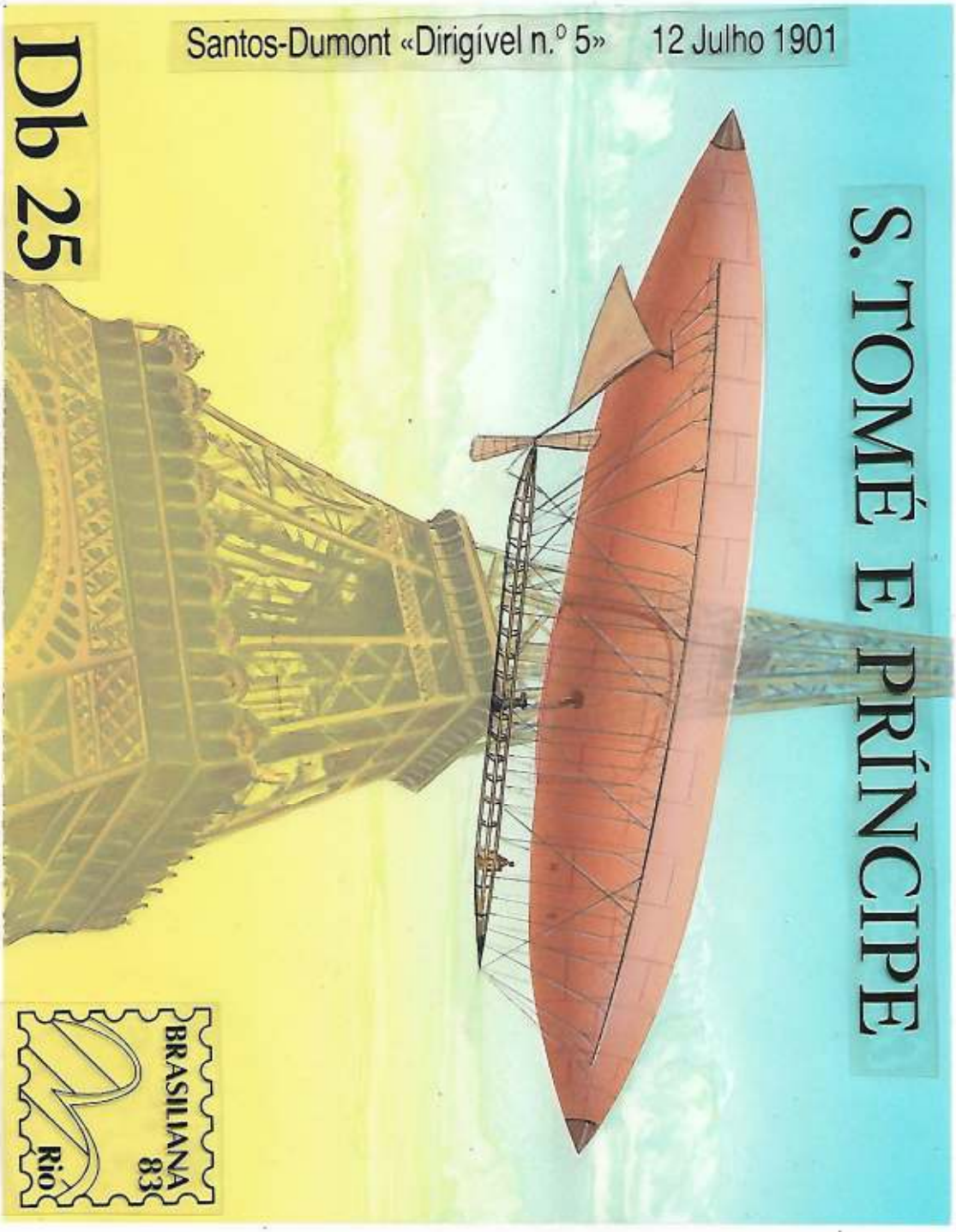
Perf. 11 *perf. 12½x13½*

Photoessays on thick paper

*Artist sunken (unhardened) die proof, signed by artist **Jacky Larriviere**, with embossed post office control seal*

Airship 'No 9' - the **'Baladeuse'**–was the smallest airship **Santos Dumont** considered practical.

He continued to construct airships until 1905 – altogether 16 models. Following the **Wright Brothers**, he abandoned airships and moved to aircraft



Original artwork, on art paper, with inscription on acrylic overlay. Designed by ***Estudio Baques, Barcelona, Spain***

2.1.4 FIRST PARACHUTING FROM BALLOONS

Parachuting was always considered to be a way of flying - or gliding. Many of the early dreamers tried a way of jumping from a tower or a bridge. The balloon era boosted the development of practical parachuting.

The oldest known design Of a parachute is **Leonardo da Vinci's** tent-shaped design (1485).

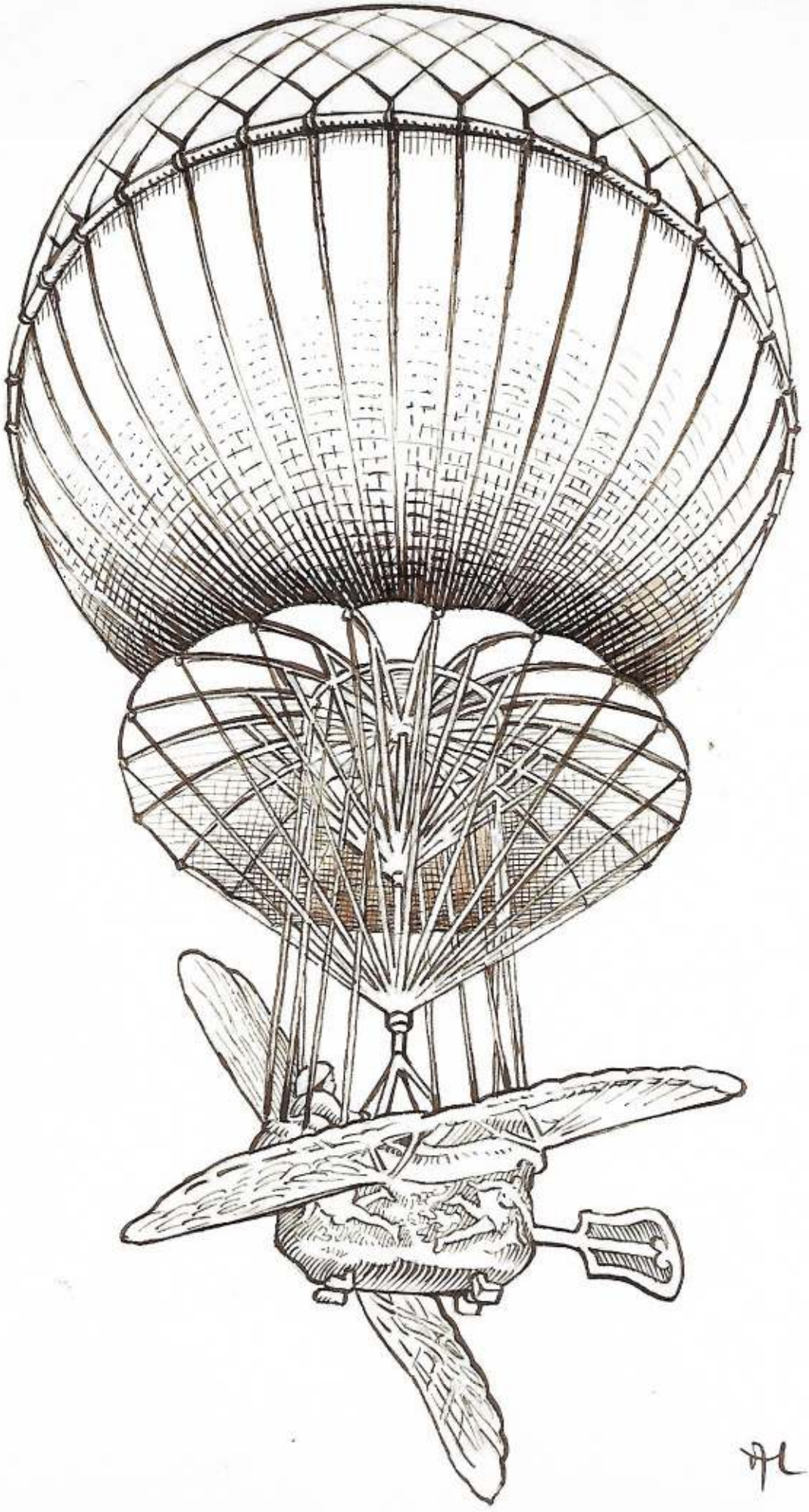
Veranzio published in Venice (1595) a dictionary for Latin, Italian, German, Hungarian, for more than 5000 entries!

The Italian **Francesco Fausto Veranzio** (1551-1617) published (1615) his masterwork "Machinae Novae" describing 56 different " machines. One of them - 'Homo Volans' (The Flying Man) – was a design for a ship sail-like parachute. It was claimed that he jumped with it from a tower in Venice.

Andre - Jaques Garnerin (1769-1823) is regarded as he creator of the parachute. He jumped from a balloon on 22.10.1797, in Paris, from a height of 1000 m. *Wrong date on stamp - d.o.b 1796!*

Louis-Sebastian Lenormand (1757-1837), French physicist and inventor, is considered **the first human** to make a witnessed, parachuting, though Garnerin is the more known one. Lenormand jumped on Dec. 26th, 1783 from a tower in Montpelier, France, in the presence of Joseph Montgolfier.

Original accepted design, on cardboard, signed by designer & engraver **A. Lavergne.**

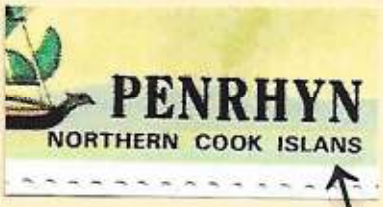


Original accepted design, on cardboard, signed by designer & engraver **A. Lavergne.**

2.2 AIRSHIPS

At the turn of the 19th century, balloons have become an acceptable means for lifting men and cargo into the air. Their dependence on the wind and therefore lack of maneuverability, prevented them from becoming a practical air vehicle for traveling from point to point. Many pioneers have embarked on developing a cigar-shaped balloon with a variety of driving means. At the end of the 19th century efficient engines enabled airships to become feasible.

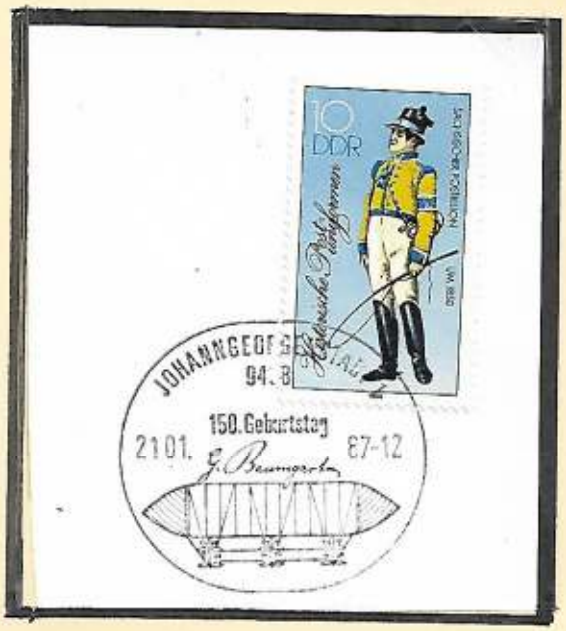
Sir George Cayley (1773-1857) published papers on "driving" balloons.
He described (1816) an airship with flapping 'wings', driven by a steam engine.



black print – D missing

Jean Baptiste Meusnier de La Place (1754-1793) was **the first to perceive a practical idea to direct a balloon.** He suggested (1785) a balloon with "ballonettes" to compensate for volume change due to temperature changes. It is used today in advertising 'blimps'.

The first practical dirigible airship was constructed by **Henri Giffard** (1825-1882),French engineer, who made his fame and fortune developing steam engines. His 45 m. long airship 'The Dirigible', with a steam engine, took off on September 24th, 1852, in Paris, and flew a distance of 25 km.



Progressive color proofs, Ex Fournier printing house archives, Spain, on stamp paper, gummed. **Pierre Fournier Le Jeune** invented (1737) the printing font measuring system.

Ernst Georg Baumgarten (1837-1884) constructed airship models powered by clockwork mechanism, including a full-scale manually powered airship (1879).

2.2 AIRSHIPS

David Schwarz (1854-1897), an Austrian engineer, was the **first to conceive the idea of a rigid aluminum airship**. His 1st model (1893) failed, and in 1895 he started again. The aluminum airship was powered by a **Daimler** engine. When his application for a patent was approved, he collapsed and died. His widow completed the airship, which took off on Nov. 11th, 1897. The airship crashed on landing.

Count Ferdinand von Zeppelin (1838-1917) had his first aviation experience in a balloon during the Civil War in North America. He acquired (1897) the patent for a rigid airship from **David Schwarz's widow**, formed a company to promote airship flights and perfected Schwarz's design for the giant airship. For four decades thereafter the **Zeppelin** airships cruised around the world, carrying passengers and mail, and '**Zeppelin**' became synonymous to the term **'airship'.**

horizontally ribbed gum

vertically ribbed gum

Zeppelin's first airship – **LZ-1** - was of an aluminum construction., 128.m. long, powered by two 14.7 **Daimler** engines. It first flew for 75 minutes on July 2nd, 1900 over **Lake Bodensee,** south Germany.

Postcard pmkd. October 17th, 1900 ***Friedrichshafen*** *– date and venue of the 2nd flight of the* ***LZ-1****. Arrival pmk.* ***Geneve*** *19.10.1900*
LZ-1 *taking off from* ***Lake Konstanz*** *on its 1st flight, with message: "My Dear, The second start today was wonderful. I was very close'.*

LZ-3 , powered by 2 **Daimler** engines, first flew on 9.10.1906. Used for training It was dismantled in March 1913.

Proof, final design, imperf. on card.
ONLY ONE KNOWN

2.2 AIRSHIPS
Count Ferdinand von Zeppelin

The success of the LZ-1 paved the way to a vast industry of air ship production. Graf Zeppelin established a company – the "Zeppelin Metal Werke", in Friedrichshafen, which produced some 20 huge air ships until 1937, when the LZ-129 – "Hindenburg" exploded in the USA. Some of the air ships were used by the German Army and Navy during WWI.

Meter "Hasker 'Mailmaster'"

In 1905 the LZ-2 was completed, equipped with 2 Daimler engines. Its maiden flight was on November 30th., ending with a forced landing.

The **LZ-4**, powered by 2 Daimler engines, 136 m. long, first took off on June June 20th, 1908, made a number of successful flights. On August 4th, 1908 it took off from Friedrichshafen for a 24-hour endurance flight to Mainz and back. On the return from Mainz, engine problems forced landing at Echterdingen. A wind gust crashed the airship, it caught fire and completely destroyed.


Vom Luftschiff des Grafen v. Zeppelin
aus der Höhe über Mannheim
Fahrt nach Mainz
den 4 August 1908 2 Uhr 45 Min.
F. Zeppelin

Card carried on the flight to Mainz, 4.8.1908, signed by ***Zeppelin****, dropped from the air over* ***Mannheim*** *on the way to* ***Mainz.***

2.2 AIRSHIPS

Augusto Severo de Albuquerque (1864-1902), a Brazilian living in Paris, constructed in 1894 a 'dirigible' balloon/airship which has proven a failure. On May 12th, 1902 he took off, with the 'PAX', accompanied by his mechanic **Sachet.** The airship rose fast, they lost control , it exploded, and they plunged to their death.

perf. 11

perf. 12

proof on thick paper
ungummed, unwatermarked

imperf.

The French **'Societe Astra'** constructed non-rigid airships, designed by Spanish designer **Leonardo Torres Quevedo** (1908-1922). **Henri Deutsche De la Muerthe** bought an airship **'Ville de Paris'** from **"ASTRA"** - it's first flight was On November 11th,1906.

On February 2nd, 1910, an airship station **(Luftschiffstation)** was inaugurated in **Luzern, Switzerland**, capable of housing two airships. **'Ville de Pau'** was renamed **'Ville de Lucerne'** and used the Station for one year, carrying more than 2500 passengers. The Air Ship Station was closed in the autumn of 1912, proving uneconomical.

*Special souvenir postcard showing Luzern with the Airship Station and the **'Ville de Lucerne'**, cacheted with the special violet circular cachet of the Station, addressed to **Paris,** postmarked **Luzern 26.8.1910.***

Ville de Lucerne

Proof, original die, imperf. on ungummed paper

progressive color proofs

Original artwork, final design, on art paper, with acrylic with inscription overlay. Designed by ***Waddington Studio, Leeds, UK.***
Stamps probably printed by ***The House of Questa Ltd.*** ***Ex S. Tome e Principe archives.***

2.3 BALLOON MAIL

In the 19th century, gas balloons established themselves as a reliable means of air transportation, although non-dirigible. Being able to travel long distances, experiments were made to carry mail by air by balloons.

SIEGE OF METZ – 'Papillon de Metz'

During the Franco-Prussian War in 1870, the French Army was surrounded within the walls of **Metz** by the Prussians from Aug. 19th to Oct. 27th, 1870. By then the besieged population and French army were starved and exhausted. 200,000 French soldiers were taken P.O.W. During September the besieged army made efforts to keep contact with the rest of France by operating balloon mail services. Two balloon mail services functioned:

The 1st: Pharmacist **Jeanel** and **Dr. Papillon** released (Sept. 1st-14th) small balloons.

The 2nd service – the **'GARRISON MAIL'** - operated by **Lt. Breguet,** officer **Schulz** and the 'Manchester Guardian' reporter **George T. Robinson,** released (16.9. to 3.10.) 11 gas balloons, 3 to 6 m. high, each carrying 5000-16000 messages of very light paper (hence the name **"Papillon" – butterfly**), stampless. Most did not receive any pmk. Over 150,000 "Papillons" were carried, of which more than 70,000 were never found. 6 balloons were **captured by the Prussians** and destroyed. It is unclear how mail of the captured balloons managed to reach the addresses!

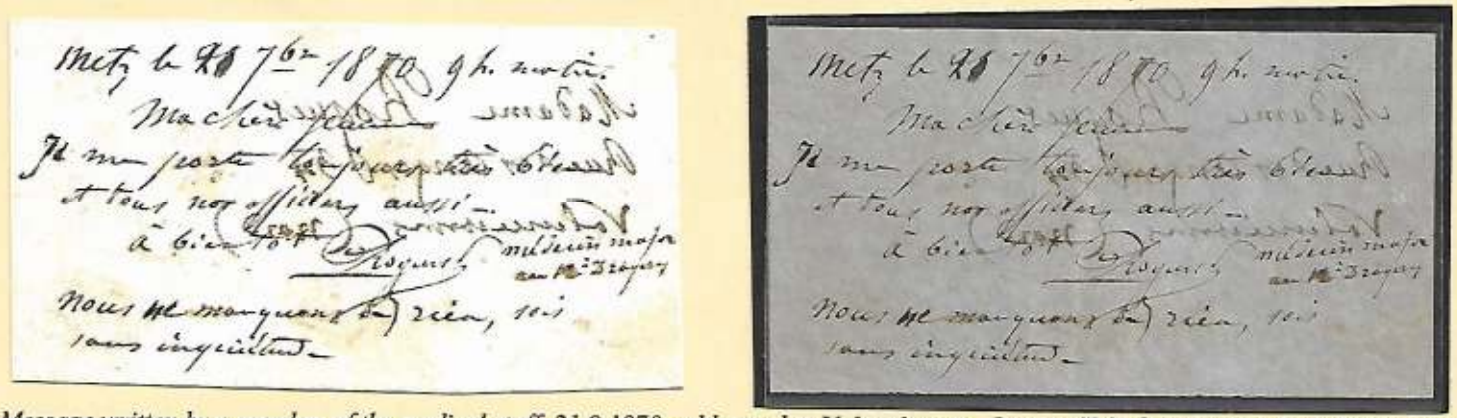
Today, it is estimated that some 1500 survived, but only 180 are known.

The Garrison Mail

Balloon No. 3 was launched on September 20th, 1870,carrying some 32000 messages. **It was shot down by the Prussians near Metz.** Only a few "Papillons" were kept by Prussian soldiers as souvenirs, the rest were **destroyed**.

Message written on September 19th, 1870, probably by a soldier, saying: "wounded lightly at my right shoulder on the August 18th incident. I am much better now." Mailed to ***Bignois*** *near Lyon.*

Balloon No. 4 was launched on September 21st, 1870, carrying more than 20000 messages, and landed safely near near **Fresnes-en-Voevre,** 40 km. west of **Metz.** The mail was taken to **Tours**, to be dispatched to addressees.



Message written by a member of the medical staff, 21.9.1870, addressed to ***Valenciennes.*** *It says: "My dear Jeanne, I am feeling very well as are all my officers. See you soon. We lack nothing, don't worry. Roger, medical officer of the 12th Dragon." (Cavalry dragoon).*

Balloon No. 9 was launched on 28.9.1870, carrying 16000 messages (2.2 kg.) and 2 homing pigeons. **It was shot down by the Prussians near Metz. Most of the mail was destroyed,** except a few 'souvenirs' kept by Prussian soldiers.

Message dated 28.9.70 mailed to ***Birac (Lot et Garonne)*** *(e)*

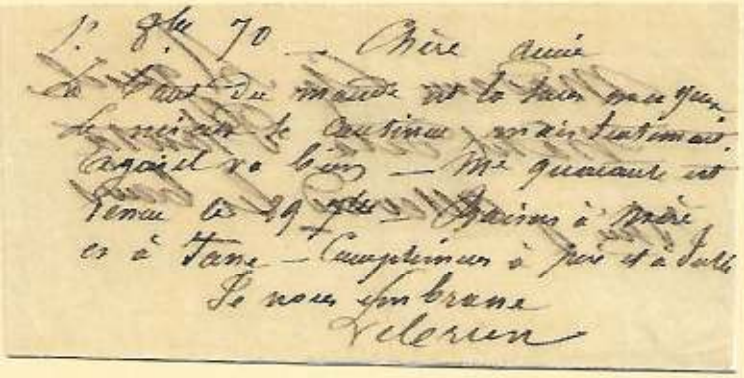
2.3 BALLOON MAIL

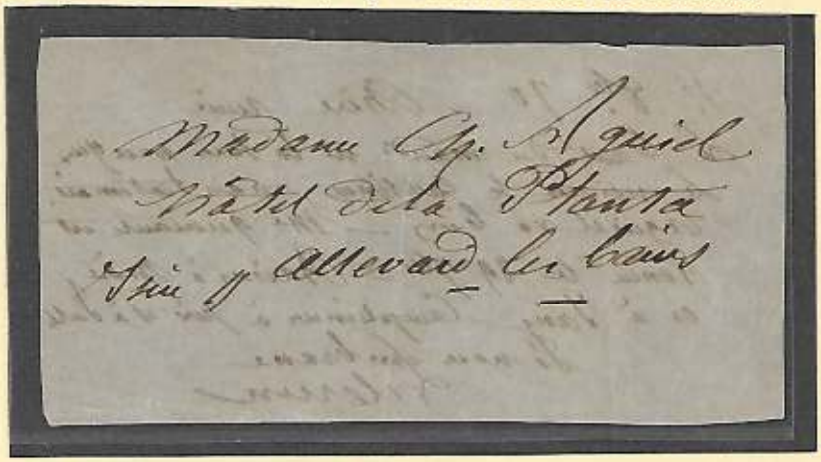
'Papillon de Metz'

Balloon No. 10 was launched on September 30th, 1870. The number of 'Papillons' is unknown. The balloon landed safely and the messages were sent to destinations.

Message dated 30.9.1870 mailed to ***Leut., Lametz*** *in* ***Bourg–en-Bresse*** *, 70 km. North-east of* ***Lyon****.*

Balloon No.11 (the last of the Garrison Mail) was launched on October 3rd, 1870. (bad weather conditions on the 1st and 2nd of October prevented launchings). It carried 12000 messages (2kg.). It was **shot down by the Prussians near Metz. Most of the mail was destroyed,** except a few "Papillons" which were kept by Prussian soldiers as souvenirs.





Message dated October 1st, mailed, to ***Allevard les Bains, Isere.***

*Message dated 3.10.1870 addressed to Paris It certainly could not be delivered to its destination - besieged Paris...)****(e)***

2.3 BALLOON MAIL
Siege of Paris

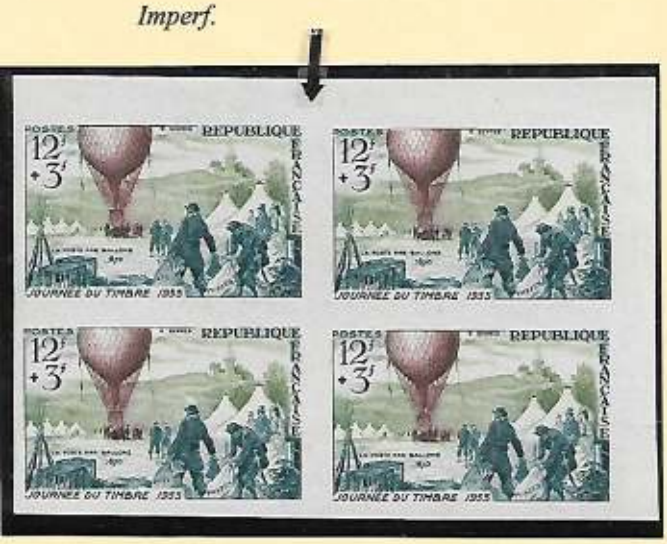
Paris was besieged by the Prussians (Sept.18th, 1870 - Jan. 28th, 1871). The Parisians embarked on what became the **world's first commercial air mail**. The first balloon - 'Neptune' - took off on Sept. 23rd. 67 balloons left Paris, 55 of them carrying some 3 million private and official messages, totaling 11,000 kg.! **The first balloons took off during day time to enable easier navigation – relying mainly on eye sight.**

Color proof

Artist sunken die proof signed by designer & engraver Raoul Serres

Restrictions were placed upon letter writers: initially letters of one small sheet of thin paper up to 11x7 cm., no more than 4 gram, Postal rates were like before the siege: in France – 20 c., to Europe – 30 c., to the U.S.A. – 70 c., to the Far East – 80 c.

Imperf.



Henri Giffard sold one of his balloons to the Postal Administration to carry mail out of Paris. It was then named **"Celeste"** and became the 4th mail balloon, to leave Paris, on Sept. 30th, 1870, on 9:30 a.m., piloted by **Gaston Tissandier** . The balloon carried 3 mail bags (80 kg.) and 3 homing Pigeons It landed after 2 hours, 72 km. from Paris.

*Folded letter, **conforming with the regulations**, mailed from Paris, 29.9.1870, franked 30c., rate for **Europe**, canceled 'star 17' and **r. Point Neuf , transit pmk. 'France Ouest'** , Oct. 3rd, 1870 and arrival postmark **Brussels** 3.10.1870. Marked 'PD' in spite of correct franking.*

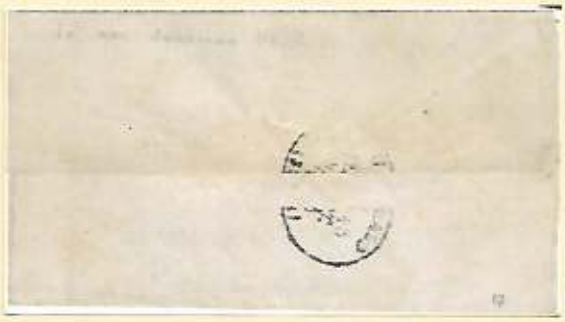
2.3 BALLOON MAIL
Siege of Paris

Balloon
"Armand Barbes"

The **"Armandes Barbes",** the 6th postal balloon, started at Place St. Pierre, Montmartre on 7.10.1870, piloted by **Alexander Trichet**, and with passengers **Leon Michel Gamberle**, known as "**Gambetta**" – Minister of the Interior - and his secretary. Their task was to gain responsibility of the Government's operations in the Province. On board were 4 mail bags weighing 100 kg. and 16 pigeons. After travelling for 3 hours they landed near the village of Epineuse, 63 km. away from Paris.

Leon Gambetta in the balloon basket

Gambetta *Essay, pencil on cardboard*



***Folded** letter mailed from S. Denis-s.-Seine on 30.9.1870. Stamp canceled "Rhombus 568". Arrival postmark St. Malo 15.10.1870. Late date as found on mail dropped as ballast during flight, captured by the Prussians and mailed later to final destinations.*

2.3 BALLOON MAIL
Siege of Paris

NAVIGATION DIFFICULTIES

Although the compass was in use by the aeronauts, they still could not assess distances and locations. They therefore started off in the morning and flew at low altitudes to facilitate identifying their location and decide where to land, avoiding occupied territories. But here was the trap: the Prussians spotted them on take-off, followed them, and sometimes shot them down or captured them on landing. It was therefore decided to take off after dark. From then on balloons were not captured but some of them landed at far sites or crashed or lost at sea.

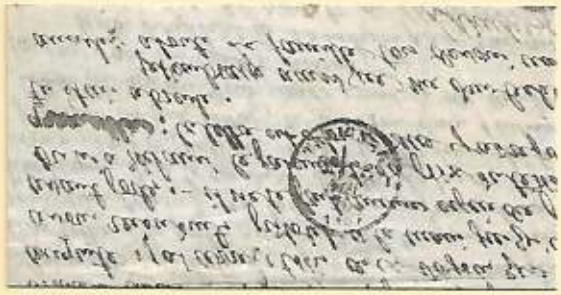
The **'Daguerre'** was the 25th mail balloon, was the **last balloon to leave Paris at day light**, on Nov. 12th, 1870, **9:15 a.m.** in the presence of high rank army officers. Pilot was **Sylvain Jubert, sailor of the Marine Force.** Passengers were an **artillery officer** and a **pigeon expert**. On board were 5 mail bags (260 kg.), 30 pigeons and **photographic equipment** for the production of films for the pigeon mail. It was hit by Prussian fire, landed after 1 hour, only **32 km. from Paris, in in enemy territory** and the 3 men were taken prisoners. The mail and pigeons were captured, the mail was inspected and sent to destinations!

Form letter mailed from ***Paris, Rue d'Enghien,*** *9.11.70. Arr. pmk.* ***St. Romain*** *30.11.1870. Delayed arrival due to capture by the Prussians.*

"General Ulrich" - the 26th mail balloon, was **the first balloon to leave Paris at night.** The 2000 cu. m. balloon took off on November 18th, 1870 at **11:15 p.m** from the North Station. On board were pilot **Louis Lemoine**, 3 passengers, 2 mail bags (80 kg.) and 34 pigeons. Due to a frosty windless night, the balloon landed in the morning, after 9 hours, in **Luzarches,** only 33 km. from Paris, in a German occupied territory. The mail was successfully smuggled to free France, from where it was mailed to its destination, though with some delay.

Folded letter with 20 c. canceled ***Paris*** *Rue d'Enghien on November 12th, 1870, arrival postmark* ***Treignac*** *25.11.1870.*

Take off by night



2.3 BALLOON MAIL
Siege of Paris 1870/71

Once the Prussians realized, that the Parisians managed to break the siege, at least outwards, using balloons. They commissioned the **5th Regiment** of the "1st Siege Artillery" ('**Belagerungs-Artillerie**') to chase and shoot down balloons leaving Paris, using **Krupp guns.** Success was very limited! The Prussian forces left France in 1873, ending the occupation.

*Letter mailed from the 5th Battalion of the "**Belagerung Artillerie**' mailed to Berlin after the lifting of the Siege. Sender was **Prof. Dr. Hirhelson, Chief physician of the East-and-North Front** of the **Prussian** forces during the Siege. Mailed on 17.5.1871. Black postmark indicates :'K.(oniglich)PR(eussisches) Feldpost/ 17.5. (1871)/1. Infantry Division. Violet cachet is the seal of the Niederschlesisch 1. Regiment. Arrival in **Berlin** on 20.5.1871 , 9:30-11:30 a.m.*

Crashed Balloons

The 8th mail balloon to leave Paris was the **'Washington'** piloted by **Albert Bertaux.** On board were 2 passengers, 5 mail bags (300 kg) and 25 pigeons. The balloon took off from the Orleans station on October 12th, 1870 in the morning. Due to the heavy load on board, the balloon cruised at low altitude, attracting heavy **Prussian fire**. The pilot dropped off a mail bag, which was recovered 5 days later. 3 hours after take-off, due to wild winds, the balloon **crash-landed** 165 km. north of Paris. The 3 men on board were thrown out and badly injured

*Form-letter (6x11 cm.) mailed from **Paris, le Chapelle St. Denis**, 10.10.1870. Arrival - **Brussels, Belgium,** October 18th, redirected to **Gand**, and returned to France ("addressee unknown"), same day. Black '**PD**' in spite of correct franking – **30 c. for Europe.***

2.3 BALLOON MAIL
Siege of Paris 1870

A number of balloons landed in **Prussian occupied territories**. Sometimes the mail or part of it was destroyed, but in most cases the balloon passengers managed to smuggle part of the mail.

'Citta di Firenze' was the 2nd mail balloon to leave Paris, on Sept. 25th, 1870 – the 7th day of the siege. The balloon was the property of **Eugene Godard.** It was piloted by the professional aeronaut **Gabriel Mangin** (1836-1905). On board was one passenger, 3 bags of mail weighing 150 kg. and 3 pigeons. They took off in the morning, as did the first balloons, and landed after 2 hours 30 min. 28 km. away from Paris, in an **occupied territory**. Being chased by the **Prussians**, they managed to hide most of the mail, and secure its safe delivery to its destinations.

*Folded letter mailed by a member of the **'Armee de Paris'**. Pmkd. Paris 22.9.1870., carried on board the **'Citta di Firenze'**, to **St. Nazaire (Loire inferieure)**. No postage required, being military mail. Arrival postmark **St. Nazaire** – 30.9.1870. **(e)***

The 35th mail balloon to leave besieged Paris was the **'Ville de Paris'**. It was piloted by Mr. **Delamarne**, of the **'Aerial Messenger Corps'**. On board were 2 passengers (one of them Mr. **Lucien Morel**, editor of the **'La Gaulois'**), one mail bag of 63 kg. and 12 pigeons. The balloon took off from **Paris** on December 15th, 1870 early in the morning (still dark!). The wind drove them towards **Prussia**. They landed, after almost 8 hours flight, near **Coblenz , Prussia**, 510 km. from Paris! Upon landing the 3 passengers were taken prisoners. The pigeons were released by the pilot. The mail bags were dropped off before landing, and the mail was scattered all over the place. It is not known how many mail pieces were collected and saved by the Prussians. Much of the mail was allowed to be mailed to destinations.

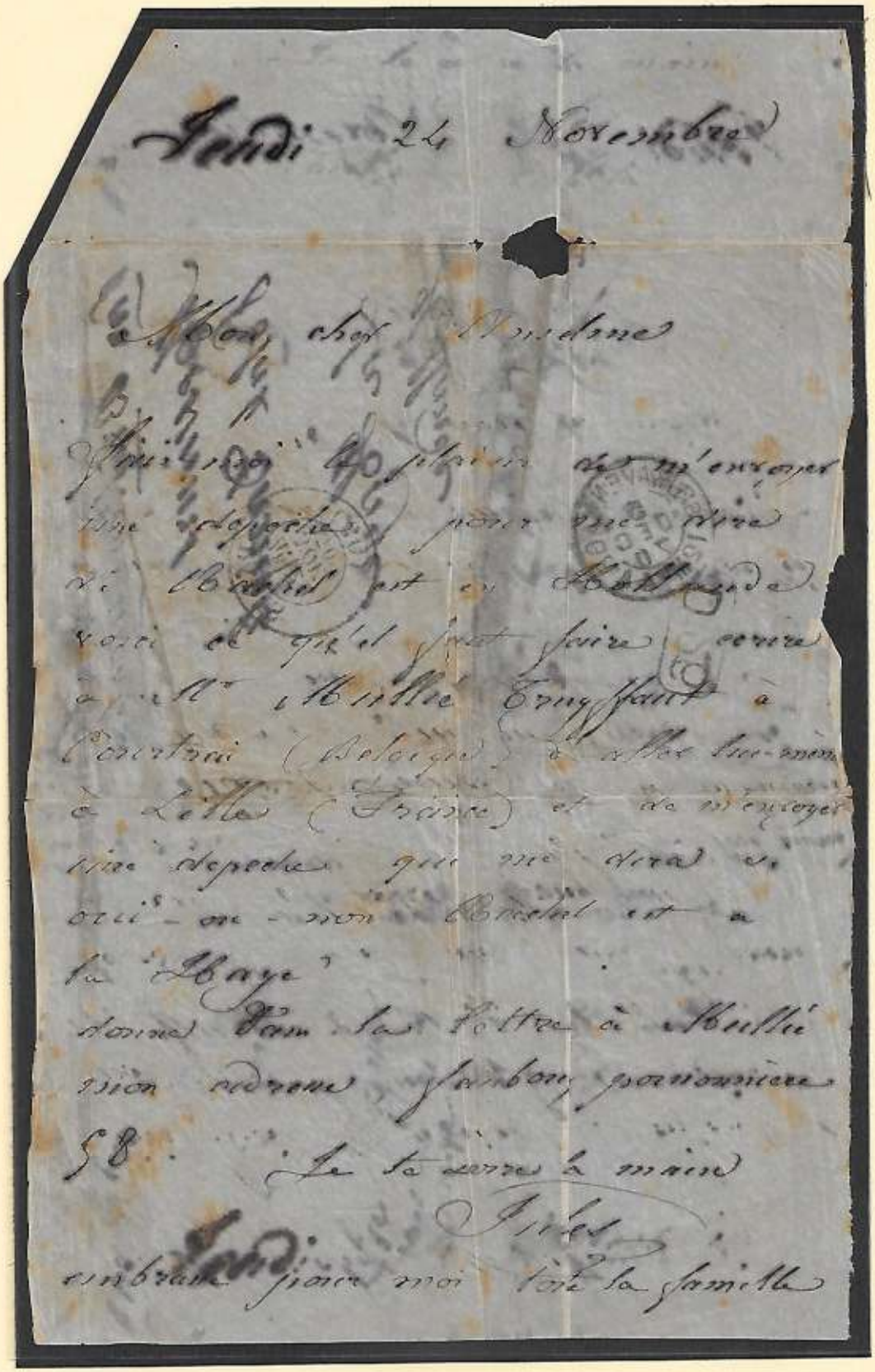
*Folded letter postmarked at **Paris** Rue de la Madeleine, 11.12.1870, canceled 'star 3'. Mailed to **Lion sur Mer in Normandy**. Carried on board the ' **Ville de Paris'**. Has no arrival pmk. as the mail was confiscated by the **Prussians.***

2.8 BALLOON MAIL
Siege of Paris

Crashed balloons: 4 of the mail balloons crashed on landing, 2 of them in the sea, and disappeared.

The 28th mail balloon to leave Paris during the Siege (1870/71) - the **"Ville D'Orleans"** – made an **unintended "voyage"**, which became probably the **most adventurous balloon** of the siege. It left Paris from the North Station, on November 24th, 1870, on a moonless night, piloted by aeronaut **Pauk Rolier**, with a passenger, 4 mail bags (230 kg.) and 6 pigeons. In the darkness, with a strong wind, the pilot lost track, and found himself over the sea. To avoid landing, he sacrificed a 60 kg. mail bag (it was later recovered and mailed to Tours, France). Upon landing, 15 hrs after take-off, they realized they are in **Norway**, **1235 km. from Paris**, 120 km. shouthwest of **Christiana** (later **Oslo**). On landing pilot and passenger jumped off the basket, the balloon got lose, and was recovered later with all its mail on board. The two Frenchmen took the mail to France, by sea, and it was mailed to its addressees.

'Ville d'Orleans'



*Letter mailed from **Paris,** canceled Paris (60) – Cardinal-Lemoine - 24 Nov.1870. Letter was probably in the mail bag dropped over the sea and recovered later. Postage stamp was washed off. Letter was then mailed to its final destination in **Holland** where it was taxed due to missing stamp, canceled "**Graven Hague** 5 Dec., 1870" 12 M-AA" and "D26".*

2.3 BALLOON MAIL

Siege of Paris 1870-71 2 balloons crashed into the sea and lost

The 29th mail balloon **"Jacquard"** made also a very long, **unplanned, journey**, with a fatal end. It left Paris on Nov, 28th, 1870 at night.. Pilot was **Alexander Prince,** without passengers, and 4 mail bags weighing 250 kg. The violent wind drove the balloon quickly away and only on the next morning, the balloon was spotted by a ship captain over **Land's End – the far west of England, 600 km. from Paris!!** It then disappeared and **the balloon and pilot were never seen again**. It was reported on Dec. 1st that a mail bag was thrown to the coast by the tide. It was forwarded to **London and then to Paris.**

Folded letter recovered from the salvaged mail bag, pmked. ***Paris*** *Bd. Beaumarchais 28.11.1870, 3rd collection (11:30 A.M.). (too late for the balloon 'Ville d'Orleans'). Postage stamp was washed off by sea water, and faint traces of the 'star' cancel (44) can be seen. Arr. pmk.* ***Lamargelle*** *27.12.70 (transit) and* ***St. Seine*** *27.12.70 (final).*

The 54th mail balloon '**George Wallace**' left Paris on January 27th, 1871 early in the morning – **ONE DAY BEFORE THE SURRENDER OF PARIS TO THE PRUSSIANS !** It was piloted by **Emile Lacza,** of the air corps. He was alone, taking with him 4 mail bags (220 kg.), 3 pigeons and packages of the Official Journal. Being un-experienced in piloting balloons, he lost orientation, and after some 12 hrs. in the air, he was seen heading for the ocean - and never seen again! **The balloon, pilot and cargo disappeared in the sea!** On February 9th and 10th some 300 letters were washed to the shore of **Sables-d'Olonne**, 400 km. south west from **Paris.**

'Gazette des Absents' No.31 carried on board the missing balloon, mailed by ***Prof. Jules- Emile Péan*** *(1830-1898), famous surgeon, to his wife in* ***London****. It is one of the salvaged letters washed out of the ocean. Immersion in the water probably displaced the postage stamp, which then was placed in the wrong direction. Pmkd.* ***Paris (60)*** *January 25th, 1871. Arr. pmk.****London*** *Feb, 17th, 1871.* ***(e)***

2.3 BALLOON MAIL

Siege of Paris 1870/71

Crashed Balloons

The 30th mail balloon, **"Jules Favre No. 2"** took off from the North Station in **Paris**, on November 30th, 1870 at 11:55 p.m. On board were pilot **Alfred Martin,** one passenger, **1** mail bag (100 kg.) and 9 pigeons. The Prussians **fired heavily** at the balloon, which hovered relatively at low altitude. The wild wind pushed the balloon towards the **Ocean.** Spotting a tiny island,they managed to crash-land into the sea near **Belle-Ile-en-Mer,** at 8:30 a.m., **548 km. from Paris**! Pilot and **passenger were badly injured**, but survived. The mail was salvaged by boat, taken to **Nantes** and **Tours** and sent to its final destinations.

*Folded letter canceled with "**star 32" , Paris, Rue de la Chapelle** / 29.Nov. 1870. Mailed to **St. Leonard**, arr. pmk. 4.12.1870.*

"Lavoisier" was the 39th balloon to leave besieged Paris (1870). It was piloted by **Joseph Sauveur Ledret,** with 1 passenger, 3 bags of mail (175 kg.), and 6 pigeons They took off from Orleans Station on December 22nd, 1870 on a stormy night. The **balloon crash-landed** at **Le Mentire**, 245 km. away from Paris. On landing the balloon **was badly damaged, injuring the pilot and passenger**.The mail was saved, taken to the nearest post office at **Beaufort** and ailed to its destinations.

*Cover, with its contents, written double-sided on a small piece of paper. Pmkd. "**Ministere des Finance**" 21.12.1870. Arr. pmk. 24.12.1870, **Livarot** (dpt. **Calvados, Normandie**. Population approx. 1500)*

2.3 BALLOON MAIL
Siege of Paris

The private news agency founded by **Charles-Louis Havas (1783 - 1858)** printed a number of publications **'CORRESPONDANCE HAVAS"** in French and German .These were on thin, light paper, to be carried by balloons.


Paris, Vendredi 27 Janvier 1871.
Correspondance Havas

'Correspontance Havas', French version, dated January 27th, 1871, franked with 20 c. tied by Paris "Star", carried by the 55th, last, mail balloon "General Cambronne" which left Paris on January 28th, 1871, piloted by **Auguste Tristant**, with a mail bag of 20 kg., and landed after 7 hours near **Saint Georges-le-Gaultier**, 187 km. from Paris. **The next day, the siege was lifted.**

The news agency **'Correspondance Havas'** was the exclusive agent in France for the German newspaper **"Algemeine Zeitung"** published at that time in **Augsburg, Germany**. They used to send reports from Paris, even during the siege, by balloon mail, in the form of a regular letter, hand-written in German.

*News report delivered by the **'Correspondance Havas'** news agency in **Paris**, in German, to the **'Algemeine Zeitung'** in Augsburg, **Germany**. Dated Nov. 1st, 1870, postmarked **Paris** Nov. 1st , franked 40 c., rate for Europe, canceled star. The mail was carried on board the 20th mail balloon **"Fulton"**. It started from the Orleans Station on November 2nd, 1870, while on board pilot **Le Gloarnec** and one passenger **Louis Cezanne**. The postal shipment comprised 4 sacks of mail weighing 250 kg. , and 6 pigeons. The balloon landed safely near **Chazeanx**, 290 km. from Paris. The letter was taxed (PD) in spite of correct rate. Arrival cachet **Augsburg** Nov. 6th, **Augsburg Main Railway Station**. (was delivered from France by train).*

2.3 BALLOON MAIL
Siege of Paris

The **"Le Ballon Poste"** was published on Sundays by **Richard Gabriel** in large format on thin paper. 22 issues were published during the siege, sold at 20 c.


Poids maximum du Journal : 3 gr. 20 c. Le Numéro, 20 centimes. N°. 10 — Dimanche 4 Décembre 1870.

LE BALLON POSTE

Journal du Siége de Paris, publié pour les Départements et l'Étranger.

DIRECTEUR-GÉRANT : Gabriel Richard

Aux bureaux de la Publication, 19, rue des Martyrs, Paris.

LE BALLON-POSTE

Dimanche 27 novembre. —

Par Ballon monté

Mr Alfred Fleuriot —
Manufacturier.
Chez M. Lirand à Lisieux,
Calvados

Département

The 'Denis Papin' was the 32nd mail balloon to leave Paris. It took off on December 7th, 1870 at night , Piloted by **Domalin,** a sailor, with 3 passengers on board, 55kg. of mail and 3 pigeons. They landed after 6 hours near **Ferte-Bernard**, 142 km. away from Paris.

"Le Ballon Poste" No. 10, published on December 4th, 1870. Mailed on board the balloon 'Denis Papin'. Canceled 'Star 37, postmarked R. D'Enghien 5 Dec 70. Arr. pmk. Lisieux 8 Dec 70.

The **"Le Journal-Poste"** was published on Thursdays and Sundays by **Jules Lesage**. !7 numbers issued during the siege.

"General Ulrich" - the 26th mail balloon, **the first balloon to leave Paris at night**. It took off on 18.11.1870, piloted by **Louis Lemoine** with 3 passengers, 2 mail bags (80kg.) and 34 pigeons. Due to a frosty windless night, the balloon landed in the morning, after 9 hours, in **Luzarches,** only 33 km. from Paris, in a **German occupied territory**. The mail was successfully smuggled to Free France, from where it was mailed to destinations, with **delay.**


Le N° 10 centimes N°5. Jeudi 17 Novembre 1870. Le N° 10 centimes

PARAIT les jeudi et dimanche

JOURNAL-POSTE

CORRESPONDANCE AERIENNE

DÉPOT chez tous les Libraires

ABONNEMENTS:

ADMINISTRATION: Rue de Hanovre 76

Jules LESAGE, Rédacteur

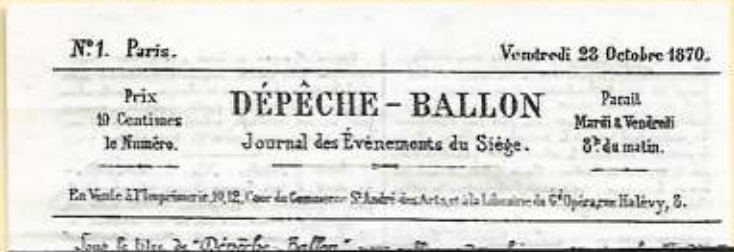
Nouvelles des Départements

Militaire.

*"Journal Poste" No. 5, dated 17.11.1870, sold at 10 c. Carried on board **"General Ulrich"**. Franked 20c. – domestic rate, postmarked 18.11.1870, **Paris, St. Lazare**. Arrival pmk. **Neuvy-le-Roi** (central France) 27.11.1870. Due to a frosty windless night, the balloon landed in the morning, after 9 hours, in **Luzarches,** only 33 km. from Paris, in a **German occupied territory**. The mail was successfully smuggled to free France, from where it was mailed to destinations, with **delay**.*

2.3 BALLOON MAIL
Siege of Paris

The **"Dépêche Ballon"** was a journal published only during the siege. Published on Tuesdays and Fridays, sold at 10 ct. Holding 4 pages, 2 to be used by the sender. Altogether 31 issues were published, the last one after the siege, on 31.1.1871.



N°1. Paris. Vendredi 23 Octobre 1870.

Prix 10 Centimes le Numéro.

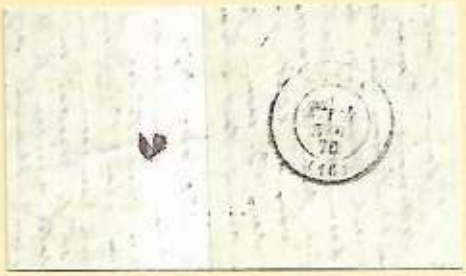
DÉPÊCHE – BALLON

Journal des Événements du Siége.

Paraît Mardi & Vendredi 8h du matin.

En Vente à l'Imprimerie [illegible] Cour du Commerce St André des Arts, et à la Librairie de l'Opéra, rue Halévy, 8.

The 22nd mail balloon, the **'Fulton'**, took off from Paris on Nov. 2nd, 1870 in the morning. On board were pilot **Le Gloarnec**, sailor of the Marines and one passenger, as well as 4 mail bags weighing 250 kg. and a basket with 6 pigeons. They landed after 6 hours northwest of **Chalet** - 290 km. from **Paris.**



"Depeche Ballon" No. 1, published on October 28th,1870. Carried on board the 'Fulton'. Franked 20 c. – domestic rate. Canceled 'star' and postmarked ***Paris*** *rue Bonaparte Oct. 29th, 1870. Arr. pmk.* ***Royan,*** *Nov. 4th, 1870.*

"La Cloche" was a daily newspaper published in **Paris** since 1869, founded by **Louis Ulbach** (1822-1889). The paper closed down in 1871. During the Siege of Paris, 2 editions were photographically reduced and printed on thin paper to be used for for balloon mail: No.322 on 26.11 and No.326 on 30.11.1870. These were sold at 15 ct., with 2 blank pages for sender's use.

Peut être même probablement quand vous recevrez ces lignes, Paris sera de Blocqué, la joie au plus

N° 326. 1re Année. Prix du Numéro 15 cts Mercredi 30 Novembre 1870.

LOUIS ULBACH

LA CLOCHE

ABONNEMENTS

Édition de la CLOCHE

CORRESPONDANCE AVEC LA PROVINCE

ÉDITION PHOTOGRAPHIÉE

LES TRAITRES

Çà et Là

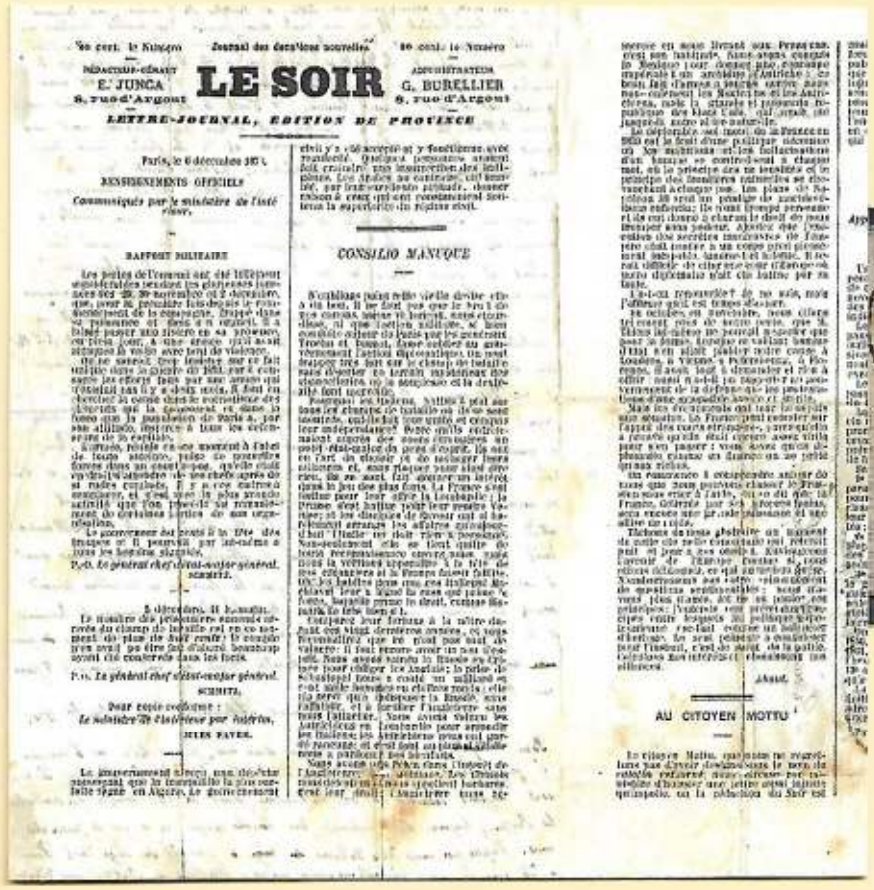
"Franklin", the 31st mail balloon, took off on December 5th, 1870, from the Orleans Station, **Paris.** The 2045 cu.m. balloon was piloted by **Pierre Marcia**. Passenger was the **Count of Anderecourt,** carrying secret reports about the military situation around Paris. The cargo comprised **of** 2 mail bags weighing 100 kg. and a basket with 6 pigeons. The balloon landed near **Nantes**, a distance of 347 km. from Paris, after travelling 7 hours at a 1500 m height.

"la Cloche" No. 326 published on November 30th, 1870, carried on board the "Franklin". Franked 30 ct., canceled "star" and postmarked ***Paris*** *Rue St. Domesque 3.12.1870. The letter was addressed to the Rabi Wolff, Chief Rabi of Denmark. Arr. pmk.* ***Kopenhagen,*** *and red 'PD' due to postage short of 20 ct.*

THE ONLY "LA CLOCHE" KNOWN WITH DESTINATION KOPENHAGEN.

2.3 BALLOON MAIL
Siege of Paris

"Le Soir" was a daily newspaper, which between Nov. 29th to Dec. 15th,. 1870, printed 15 reduced issues, in a form of folded letter, sold for 20 c. each, to be mailed by balloons to the provinces. Part of the letter contained the news and the rest – blank space to be used for messages. The 34th mail balloon **"LeGeneral Renault"** took off from Paris on Dec. 11th, 1870, Piloted by **Henri Joigneray,** it carried 2 passengers, 3 baskets with 12 pigeons and 102 kg. mail. After a flight of ca. 3 hours it landed safely 115 km. from Paris.



LE SOIR

LETTRE-JOURNAL, EDITION DE PROVINCE

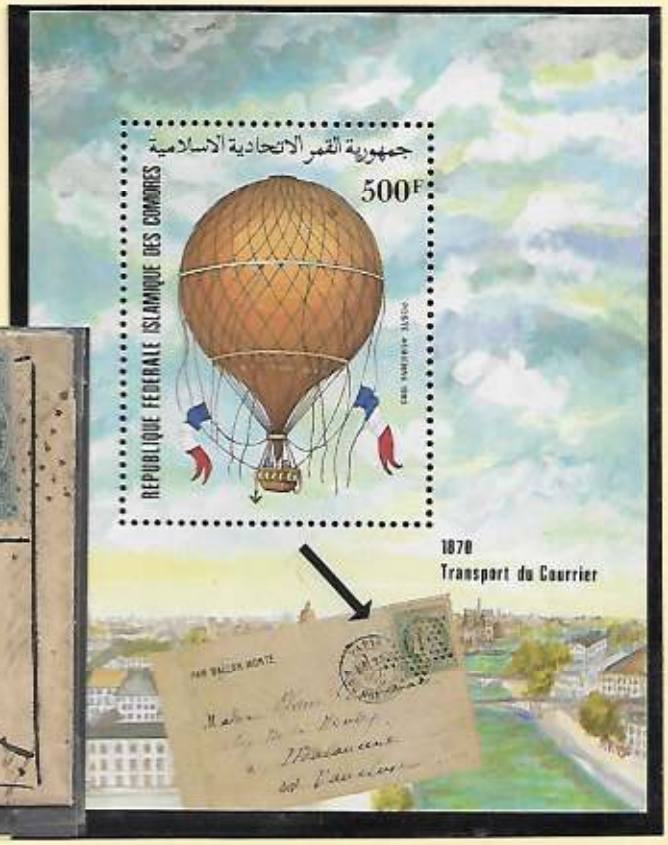
CONSILIO MANUQUE

AU CITOYEN MOTTU

"Le Soir" as folded letter, carried on board "Le General Renault". Canceled with mute star, pmkd. Paris (60) (R. Cardinal Lemoine) 7.12.1870. No arrival pmk. since the balloon landed in ***Prussian occupied*** *territory and the mail was speedily carried away from the area.* **(e)**

"Le Soir" dated Dec. 6th, 1870 carried on board the "Le General Renault

The 19th mail balloon, **"Colonel Charras"**, left Paris on October 29th, 1870, from the North Station at 12:00 noon, piloted by **Ferdinand Giles**. On board were 8 mail bags (460 kg.) - the heaviest load ever - and 6 pigeons. After a 4-hour flight the balloon landed near Langres, 250 km. away from Paris.



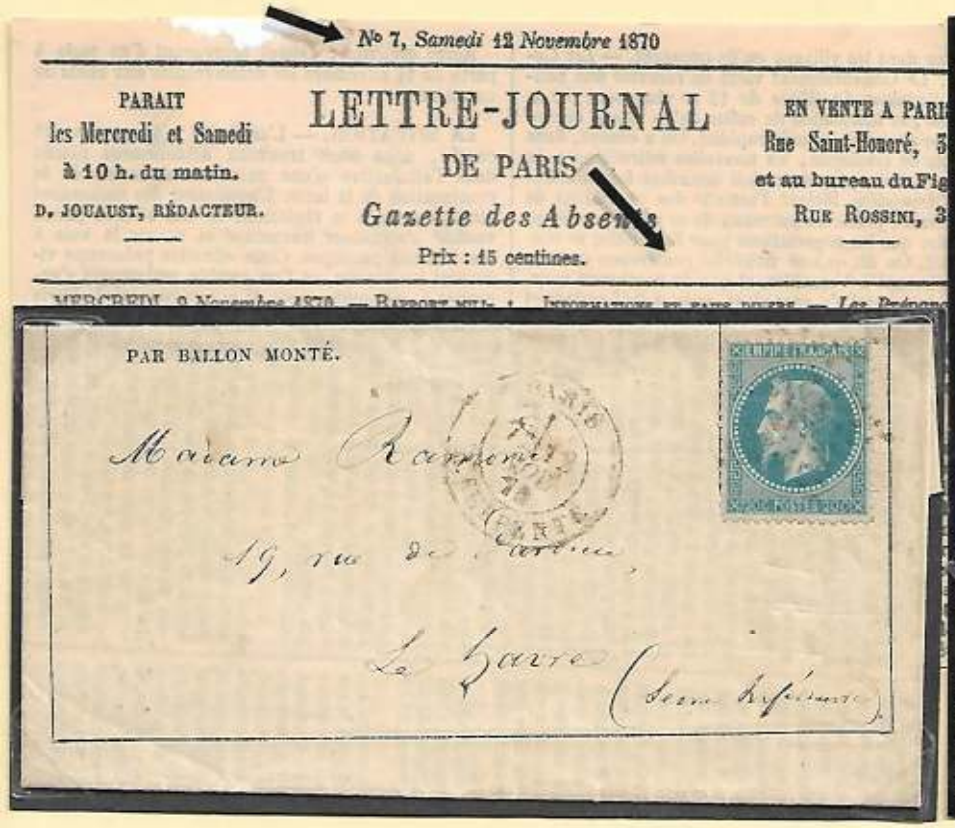
'Lettre – Journal' - "Gazette des Absents" No. 2, 28.10.1870, franked with 20 c., domestic rate tied, with "Star 3", Paris, Place de la Madeleine, 28.10.1870, 5th collection. Arrival postmark Marseilles 2.11.1870.(e)

Souvenir sheet depicts a letter dated ***28.10.1870, 5th collection. It means*** *it was carried by* ***"Colonel Charras".***

2.3 BALLOON MAIL
Siege of Paris

A variety of newspapers were issued in Paris during the siege, printed on special paper, to be mailed by balloons to the Province, informing on the situation and providing official messages.

The most popular publication was the **"Gazette des Absents".** Starting on 22.10.1870, 40 issues were published, 2 or 3 per week, and provided large writing space. The last 8 issues were published after the siege.



"Gazette des Absents" No. 7, dated Nov. 12th,1870, mailed on board the 26th mail balloon ***"General Ulrich"****, franked 20 c., posted from Paris on November 12th, 1870, arr. pmk. Le Havre Nov. 27th. 1870.*

The souvenir sheet depicts the ***'Gazette des Absents' No. 7****, dated Nov. 12th, 1870.*

The 55th,- the last mail balloon was the **"General Cambronne"**. piloted by **Auguste Tristant**, with a mail bag of 20 kg. private mail, the balloon departed in the morning of January 28th,1871, from the East Station, and landed after 7 hours near Saint Georges-le-Gaultier, 187 km.from Paris.
The next day, the siege was lifted.

"Gazette des Absents" No. 32, the last published during the siege*, 26.1.1871. Franked 2o c. canceled "star 1" and pmk. Paris, Pl. de la Bourse, 27th January, 1871, 6th collection. Arr. pmk. Ambulant Post Office Perigueux-Toulouse, 4.2.1871.*

Siege of Paris

'Le National' was a daily newspaper introduced in **Paris** on January 3rd, 1830. It was published until December 31st, 1851, when it disappeared for political reasons. During the Siege of Paris 1870/71 they decided to renew publishing a special reduced-size edition, to be mailed by balloons to the Province. Eventually, **only one issue was published**, to inform on the siege news in Paris, from November 6th to 13th, 1870. No space was provided for personal text.

'Le National' only issue, dated Nov. 6th to 13th, 1870 mailed folded in an envelope , carried on board the balloon 'Vile de Paris'.

(e)

ÉDITION BALLON — Du Dimanche 6 Novembre au Dimanche 13 Novembre 1870. — NUMÉRO 1

LE NATIONAL

De 1869

42, Rue N.-D.-des-Victoires. | *Rédacteur en chef: I. ROUSSET.* | 42, Rue N.-D.-des-Victoires.

Chers abonnés,

Combien de fois, depuis l'investissement de Paris, *le National* a-t-il formé le projet de se mettre en rapport avec ses fidèles lecteurs des départements!

Nous avions tout d'abord eu l'espoir de pouvoir fréter un ballon spécial à votre intention, et déjà un numéro relatant tous les faits qui s'étaient produits avait été préparé.

Mais le Gouvernement n'a pas cru devoir nous donner l'autorisation nécessaire, parce que cette autorisation, il aurait dû la donner aussi à tout autre qui serait venu la lui demander, et parce qu'en principe il a jugé qu'il ne devait pas se

que nous l'aurions voulu, mais en n'accordant aucun ravitaillement.

Cette prétention équivalait au rejet de l'armistice; c'est ce qui a eu lieu.

Donc, nous allons reprendre les armes que nous n'avions d'ailleurs pas quittées; nous allons, plus encore que par le passé, nous consacrer à la vie militaire adoptée par tous les Parisiens avec une ardeur et une abnégation que nous ne saurions dépeindre suffisamment par des paroles insuffisantes pour reproduire le spectacle que présente aujourd'hui la capitale.

Ceux de nos lecteurs qui l'ont visitée récemment seraient bien surpris s'ils pouvaient s'y transporter

ne immense caserne où l'on
militaires.
spare; chacun, dans l'inter-

The 35th mail balloon - the **'Ville de Paris'**, piloted by Mr. **Delamarne** of the **'Aerial Messenger Corps'**, took off from **Paris** on December 15th, 1870. On board were two passengers (including Mr. **Lucien Morel**, editor of the **'La Gaulois'**), one mail bag of 63 kg. and 12 pigeons. The wind drove them towards **Prussia**. They landed, after almost 8 hours flight, near **Coblenz , Prussia**, 510 km fromParis! and the 3 passengers were taken prisoners.The pigeons were released by the pilot and the mail bag was dropped off before landing. It is not known how many mail pieceswere collected and saved by the Prussians. Much of the mail was allowed to be mailed to destinations.

*Folded letter canceled 'star 29' and postmarked at **Paris** Pl. de la Bourse 13.12.1870. Mailed to **St. Symphorien d'Ozon**. Carried on board the **'Ville de Paris'** and containing the **'Le National'**. Has no arrival pmk. as the mail was confiscated by the **Prussians**.*

Switzerland

Capt. Eduard Spelterini (1852-1913) was Switzerland's first aeronautical postman. During his balloon flights he took with him postcards mailed by friends or by himself, dropped them by small parachutes, and the finder was asked to take them to the nearest post office. He made more than 570 flights all over the world, during which he also became a devoted aerial photographer. He was the first to cross the Alps by balloon at a height of 6800 m. on October 3rd, 1898.

*Postcard flown on board the balloon **'Jupiter'** piloted by **Spelterini.** It took off on August 1st, 1900 from **Rigi-First** train station at the **Rigi Mountain** (1800 m.) and landed at a point on the **Alps.** Canceled **'Rigi-First** 2.8.1900, and at destination **Luzern** 2.8.1900.*

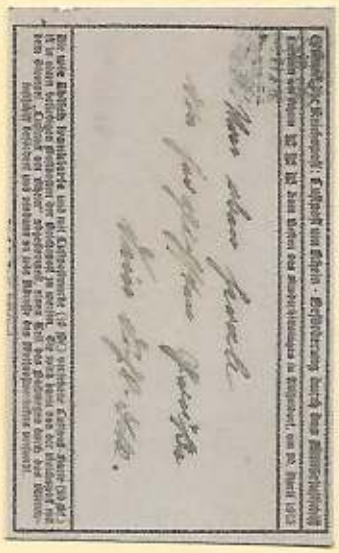
***Spelterini** took off with his balloon "**Sirius**" on August 4, 1913 from **Kandersteg, Swiss Alps**, (elevation 1200 m.). He reached a height of 7700 m. and landed in **Alagna Valsesia, Northern Italy** (elevation 1200 m.). Postcard pmkd. at take off site on 3.8.1913, and after landing 70 km. away from starting point, pmkd. There 4.8.1913 and mailed **to Geneva, Switzerland**. Signed by **Spelterini** on the rear.*

2.3 ZEPPELIN MAIL

As soon as airships established themselves as a relatively reliable means for air travel, they became a popular Means for mail carrying. Count Zeppelin constructed large airships, which for three decades, until WW II, carried passengers and mail over continents and oceans.

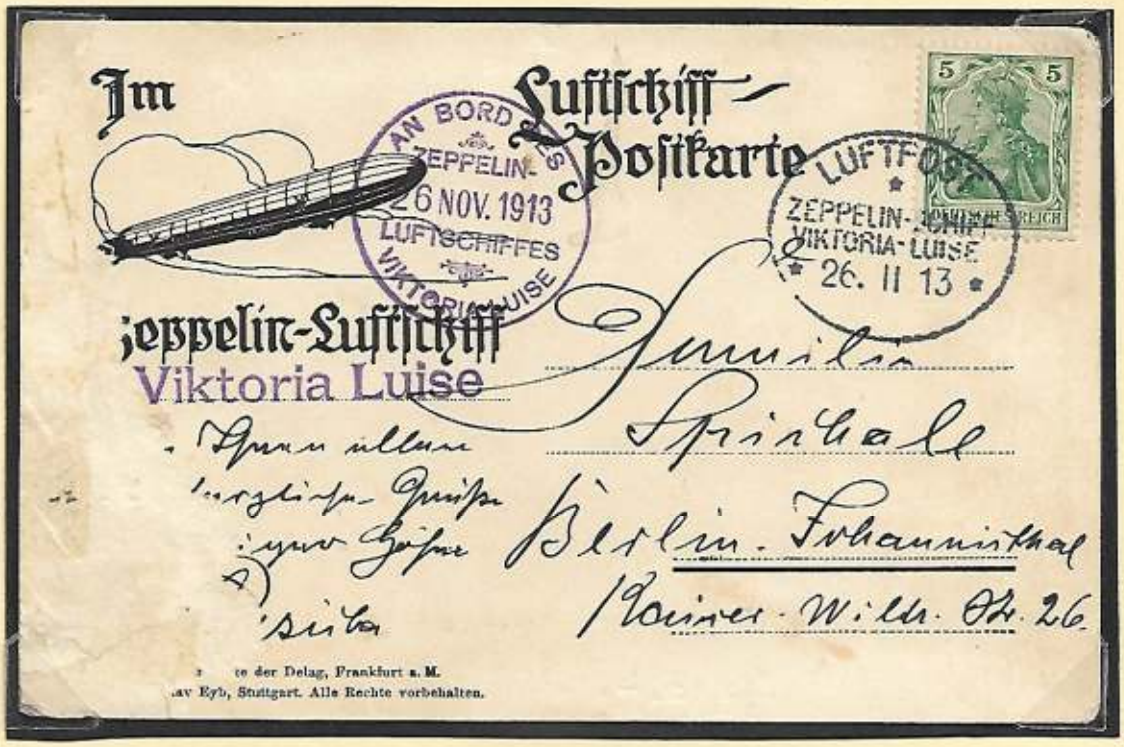
The Zeppelin airship **LZ 9** made its maiden flight in October 1911. It later became a military airship, re-named '**Z II**'. The airship was decommissioned in August 1914.

The military airship **"Z II"** (former – **LZ 9**) made on April 22nd, 1913, a special flight from **Düsseldorf** to Köln. Only special postcards were allowed, bearing the special 10 pf. Air stamp. Proceeds were for the benefit of orphan children. Mail was posted in any mail box in Düsseldorf, between April 20th and 22nd, 1913. 22nd, 1913.



*26,000 cards were sold for 20 pf. Aad flown on board the **"Z II"** - operated by the Prussian Airship Battalion No. 3 stationed in Köln. Card canceled on April 20th, 1913.*

The **LZ-11 - "Viktoria Louise"**– made its maiden flight, equipped with 3 **Maybach** engines, on February 14th, 1912 and the first passenger flight - on March, 4th, 1912. It made more than 1,000 passengers and mail flights until 8.10.1915.



Postcard mailed on board the LZ-11 on its 400th flight, over Frankfurt, which was a crew training flight, postmarked 26.11.1913 with the "on board" post office pmk. and the airship cachet.

2.3 ZEPPELIN MAIL

The **LZ-17 – "Sachsen"** made on Oct. 1st, 1913, a round trip **Leipzig-Zeitz-Leipzig**.

Postcard mailed on board the LZ-17 , 1.10.1913, pmkd. at the post office on board, as well as with airship cachet.

A flight of the LZ-17 "Sachsen" was scheduled on October 20th, 1913 from **Dresden to Haida (Bohemia).** Heavy fog forced the airship to return to Dresden. Only on November 9th, the airship made all the way to Haida and back.

*Special souvenir postcard printed by the Austrian post office with imprinted 5 heller postage stamp cancelled at Haida airport with the first officially approved special Zeppelin postmark – November 9th, 1913. Some **1000 cards** were prepared and sold, many of them used by passengers on board the air ship.*

2.3 ZEPPELIN MAIL

The **LZ-13 "Hansa"**, with three 170 HP engines, first took off on July 30th,1912. Owned by **DELAG**, it made until July 31st, 1914 some 400 flights carrying mail and passengers. In 1913 it became a **Navy** airship.

*Postcard carried on board the **LZ-13** on its flight over **Hamburg** on September 2nd, 1912 carrying German Parliament members for around trip to **Bodensee**. Postmarked with the Airship Post Office pmk. as well as the Board Cachet.*

The air ship **LZ 17** ***"Sachsen"*** made its test flight on May 3rd, 1913, and then - handed over to the **DELAG** company for commercial flights. The 140 m. long airship could carry cargo and passengers, totaling up to 7.4 ton. Until **WWI** it made 419 flights carrying 9837 passengers. In 1914 it became a military airship, and was decommissioned in September 1916.

*Postcard flown on board the airship **"Sachsen"** on October 30th, 1913, over **Dresden**, pmkd. at the post office on board the airship and cacheted with the airship's purple cachet.*

2.3 ZEPPELIN MAIL

The **LZ-11 "Viktoria Luise"** made a roundtrip on August 15th, 1913, taking off from its station near **Baden-Baden** to Oos and back same day. It carried a number of passengers on this trip..

Postcard issued by DELAG, mailed to the U.S.A., canceled at the post office on board, as well as with the airship violet cachet.

From October 12th to November 7th, 1912, aviation days and races were organized by the "National Aviation Fund", **Germany.** A few airplanes and the Zeppelin airship **LZ-11 – "Viktoria Louise"** took part. On October 15th, the LZ-11, piloted by **Capt. Horn** and **Airship Leader Blow,** carried mail from **Frankfurt** to **Wiesbaden** and back.

Special postcards were printed, with imprinted 5 pf. postage stamps and *canceled with the special commemorative postmark - Wiesbaden, before the flight, on October 14th and Frankfurt – after returning on October 16th. 20000 cards were carried on both flights.*

Major August von Parseval (1861 – 1942) was Mainly interested in military tethered balloons and airships for observation purposes. The only airship he constructed for civilian purposes was the **PL-6 "Stollwerck",** sponsor by the company for advertizing purposes. It first flew on June 30th, 1910, capable of carrying up to 12 passengers and 4 crew members. During the **"Oktoberfest 1910"** in **Munich, Germany,** the weekly **"Münchener Illustrirte Zeitung"** dropped from the **PL-6** double postcards of which one part was a **"Premium Schein"** (Free Coupon), entitling the finder for 3 weekly issues, worth 10 pf. each.

Front side of the card

Die „Münchner Illustrirte Zeitung"

ist bekanntlich die einzige in München erscheinende Familien-Wochenschrift aktuellen Inhalts zum Preise von wöchentlich 10 Pfg. Mit ihren vortrefflichen Bildern und ihrem gediegenen Text ist sie

das Lieblingsblatt aller Süddeutschen.

Prämien-Schein.

Als Finder dieser aus dem fliegenden Parseval-Ballon geworfenen Karte ersuche ich um **kostenfreie Zusendung** der ersten drei Oktober-Nummern der

„Münchner Illustr. Zeitung"

Falls keine Abbestellung erfolgt, wünsche ich die weitere Zustellung zum Preise von 10 Pfennig für die Wochen-Nummer.

Name, Stand und genaue Adresse.

Gruß aus den Lüften!

Die „Münchner Illustrirte Zeitung" kostet wöchentl. 10 Pfg. Probenummer an jedermann gratis u. franko.

Double postcard, dropped over Munich from the PL-6 0n Sept. 27th, 1910 during the Oktoberfest 14,000 cards pre-franked 5 pf., were dropped by passengers of the day. The finder mailed the card on 30.9.1910 to an address in Munich. Violet cachet stating 'Dropped from the Parseval, Oktoberfest 1910'

3.1 KITES AND GLIDERS

Kites have played a long, honorable role in the history of aviation. The origin of the kite is obscure, but it seems to have arisen in China, at around 3000 B.C., probably as play toys. In early days of aviation, scientists and constructors have used them as a means of investigating air lift. During the Civil War in North America in the 19th century, kites were used to transfer mail over the Potomac River.

Benjamin Franklin (1706–1790), a Founding Father of the U.S.A., a noted politician, scientist, inventor, diplomat. He was the first Postmaster General of the United States after the revolution ((1775-1776). He served as the 6th president of Pennsylvania (Governor – 1785-1788). In 1750 he used a **kite** during a storm, to prove that lightening is electricity. It led to the invention of the **'lightening rod'**.

Painting by painter
***Benjamin West** (1816)*

1917-19 issue
Perf. 11

1898 issue

ATM

The **Town of Franklin**, Massachusetts, USA was first settled in 1660, named **Exeter** (settlers were Europeans). **Benjamin Franklin** donated books to the local library, and the local citizen renamed the town to **Franklin.**

Booklet pane 1907

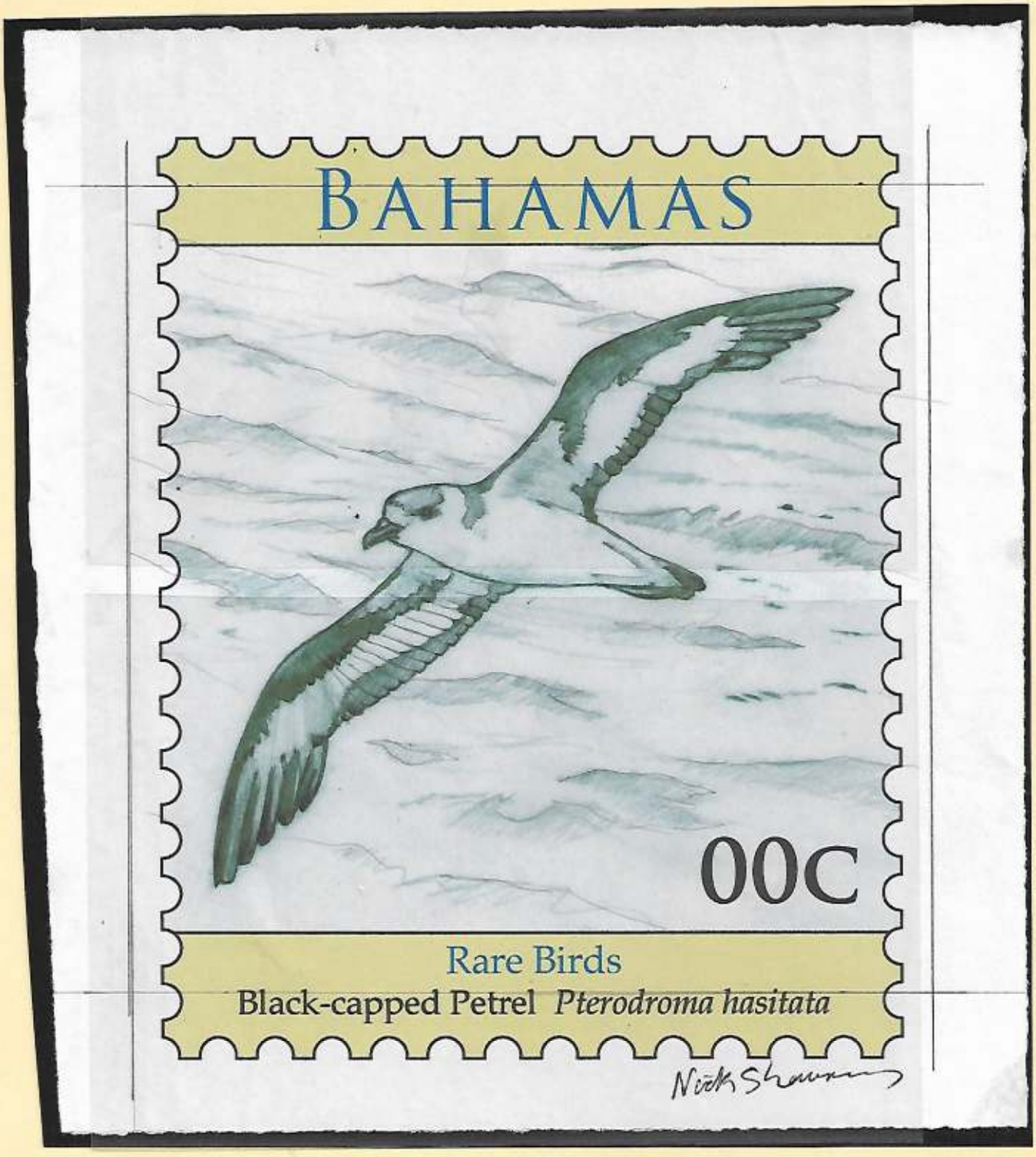
Coil 1910 issue

*Folded letter mailed from **Franklin**, Massachusets, to Marlow, New Hampshire, postmarked September, 24th, 1849. Taxed 5 c. (rate for up to 300 miles distance).*

"Franklin" was the name of the 31st mail balloon to leave besieged Paris in 1870, Pilot was aeronaut **Pierre Marcia.** On board: 1 passenger, 2 mail bags (100kg.) and 6 homing pigeons. The balloon took off from Paris on December 5th,1870 at night, and after a 7-hour flight it landed near Nantes, 347 km. from Paris.

Folded letter franked 20 c, domestic rate, canceled Paris 2.12.1870 2nd collection. Arr. pmk. Le Havre 8.12.1870, redirected to Trouville-sur-Mer, arr. 9.12.1870.

The early practical "aviation pioneers" in the 18th and 19th centuries realized that heavier-than-air powered flight is still beyond reach due to lack of appropriate driving means. So, they turned to gliding. They all started with imitating birds' wings. The imitation sometimes seemed to be perfect, but the wings frequently disintegrated due to limited choice of appropriate materials, and the brave adventurers crashed to their death!



Original, final artwork, pencils on thick paper, without face value, computer-printed frame, signed by artist ***Nick Shrewrin***

4.1 KITES AND GLIDERS

Jean-Marie Le Bris (1817-1872), French aviator, constructed a glider **'L'Albatros Artificiel'** inspired by the shape of the albatross. In December 1856 he flew briefly to a height of 100 m. and a distance of 200 m. towed by a horse. A second model (1868) failed

Original, adopted, artwork. One detail of a set of designs comprising the complete souvenir sheet designed by artist/engraver ***Andre Lavergne.***

3.1 KITES AND GLIDERS

Otto Lilienthal (1848 - 1896) – German engineer – constructed many kites and gliders, which lifted him up in the air numerous times. On August 9th, 1896, he crashed to his death with one of his gliders.

horiz. Ribbed gum

vert. ribbed gum

Color proof, face value 25 rp., paper, presented on card

Lilienthal was very much Influenced by **Leonardo da Vinci's Ornithopter** designs.

Meter 'Francotyp' – "Cc/Com"

Glider No. 3, constructed in 1891, had a wing span of 7.5 m.

Lilienthal constructed a small "hill near Berlin, from which he executed his experimental glides.

3.2 FIRST POWERED FLIGHT ATTEMPTS

The first "un-manned" powered projectiles were, actually the rockets – far ahead of the winged aircraft.The earliest documentation of fireworks dates back to 7th century China, where they were used for festive events. Hence, the fireworks gun powder was later applied in rocket technology.

A 'Rocket Festival" - a traditional ceremony practiced by ethnic Lao and Northern Thailand people. It is held to encourage the coming of the rain, prior to the planting season. It started before the 9th century with the discovery of black powder.

Imperf.

Artist proof signed by French designer ***George Betemps****, with embossed seal of French Post Office Control*

The first use of true rockets was during the Chinese-Mongol war (1232). The **Chinese** used batteries of 'flying arrows' filled with gunpowder, named 'bees nest', creating much panic among the Mongol troops.

3.2 FIRST POWERED FLIGHT ATTEMPTS

Jeanne d'Arc (1412-1431) French national heroine. As a young girl. led the French army to important victories on the English invaders during the 'hundred years' war. She used **rockets** defending the city of Orleans and lifting the 2-year siege (1428-29). She was later captured by the English and executed at the age of 19 !

Proof, face value € 0.89 final design € 0.77

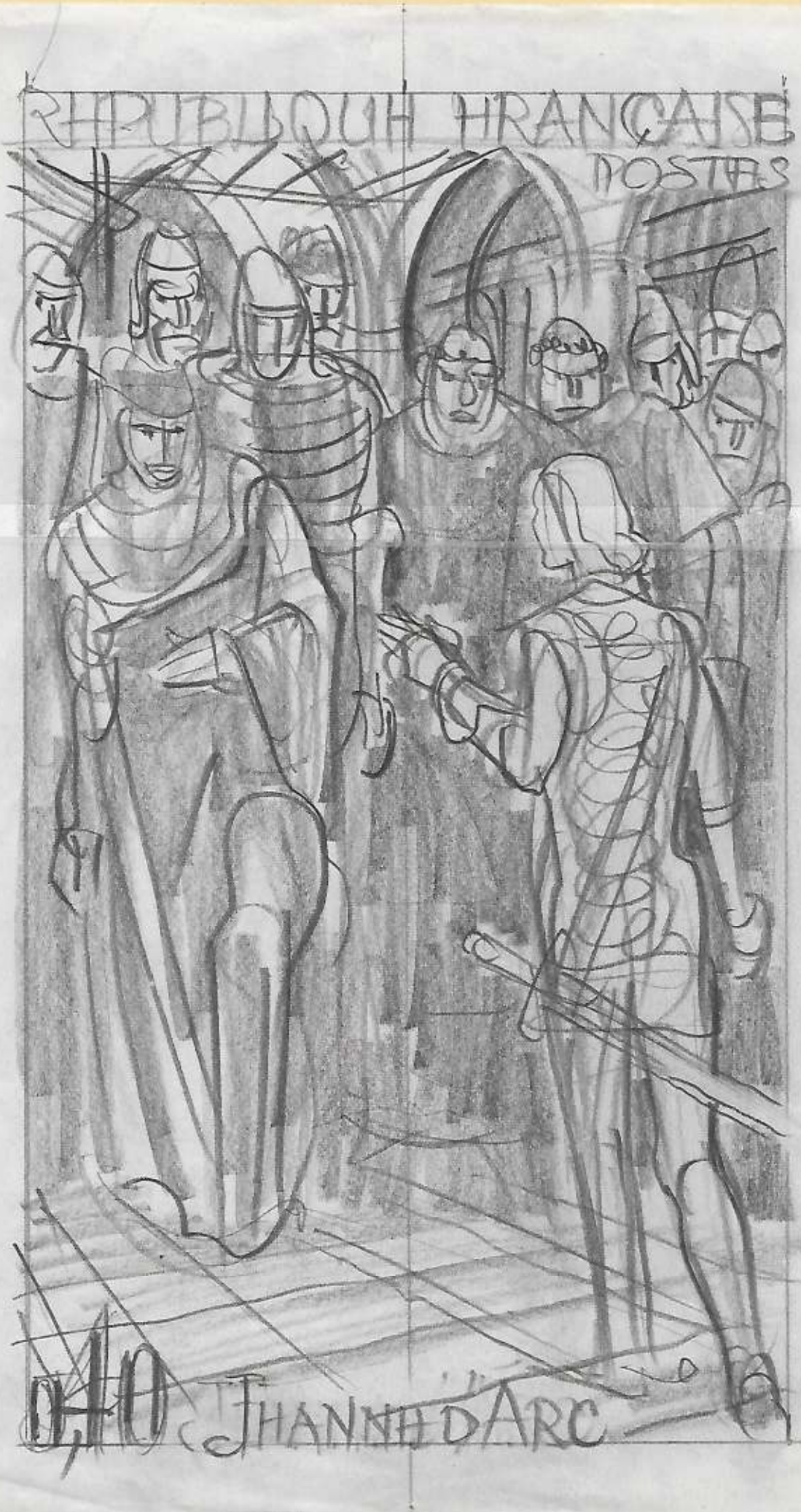
When agreed on a bi-lateral issue the French face value was changed.

Artist color proof (Atelier) no. 414. Artist: ***Gabriel-Antoine Barlangue*** *(1874-1956), engraver:* ***Abel Mignon*** *(1861-1936).*

Conrad Haas (1509 - 1576), Austrian engineer, wrote a book (1529-1556)in which he described rocket technology

Haas described a variety of rocket types, including multi-stage rockets.

*Preliminary sketch for Jeanne d'Arc issue 1968, signed by artist **Albert Decaris** (1901-1988). Pencil on paper.*



*1968 issue, artist and engraver **Albert Decaris** (1901-1988)*

115 x 115

Decaris

3.2 FIRST POWERED FLIGHT ATTEMPTS

Rockets

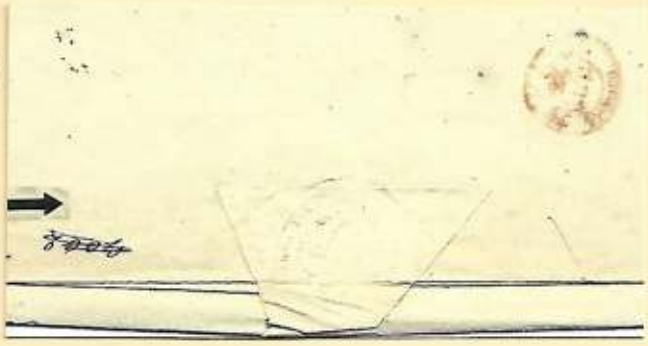
Tipu Sultan (1750-1799) or Ali Khan Shahab, the ruler of Mysore (India), launched hundreds of metal rockets when the British troops invaded causing them to retreat.

After the defeat at the Mysore wars, **Sir William Congreve** (1772-1828) developed for the British Army (1805) long range rockets, which were used during the War in U.S.A.

Alexander Dmitrievitc Zasyadko (1779-1837), constructed (1815), gunpowder rockets for the Russian army, allowing firing 6 rockets at a time. He later established the first rocket unit in the Russian army.

Vincenz von Augustin (1780-1859), Austrian officer. He studied carefully in England **Congreve**'s developments of military rockets, and decided to employ this new technology in the **Austrian Army**. In 1814 he founded the **"K.u.K. Feuerwerkscorps Comando'**, **(Rocket Commando)** stationed in **Wiener-Neustadt**. He headed this unit until 1838.

Folded letter mailed on October 27th, 1841, from the ***'Feuerwerkscorps Commando'*** *(the Rocket Commando) from Wiener-Neustadt. Arrival Vienna, inscribed by receiver, 29.10.1841. Postage free, being military mail.*



The letter was sealed on the rear with the Unit's embossed seal ***'K.K Feuerwerks Corp'***

3.2 FIRST POWERED FLIGHT ATTEMPTS

Throughout the 19th century, many aviation pioneers were busy to develop heavier-than-air aircraft through the study of aerodynamics, lifting and directing the aircraft, and engine construction and improvement. Some of them even claimed being successful in making manned powered flights ahead of the Wrights (1903).

William Samuel Henson (1812-1888) designed and patented (1842) the 'Aerial Steam Engine' monoplane. In 1847 he tested with **Stringfellow** a large model of this monoplane without success.

Color proof mounted on presentation cardboard, unissued color. Designer ***Johannes Troyer*** *is not mentioned.*

Clement Ader (1841-1925), French inventor, modified Bell's telephone invention (1880)..

Ader based his aircraft design on bat wings

Ader then built his most known 'Avion III'(1890). It is said to have made a short 'hop'. There is no known evidence.

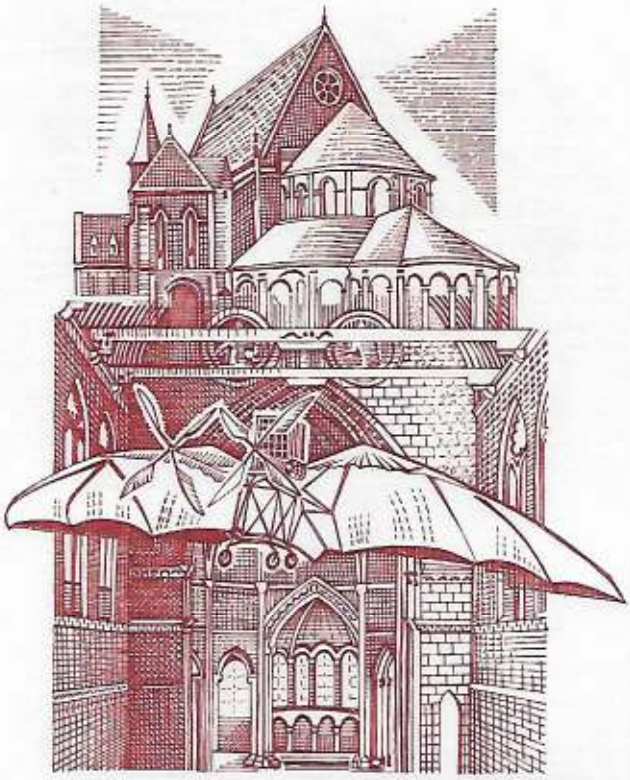
He turned to aviation, but was concerned with power rather than aerodynamics, leading to his failure His first man-carrying machine - the **Eole'** (the Greek Wind God) (1889) - crashed on its first test.

sunken artist die proof, signed by designer and engraver ***Michel Monvoisin*** (1932-1982), *with embossed seal*

3.2 FIRST POWERED FLIGHT ATTEMPTS

thick paper

thin paper



Pierre Bequet

Sunken artist/die proof, unadapted design, signed by artist ***Pierre Bequet*** *(1932-2002), with seal of control unit.*

3.2 THE WRIGHT BROTHERS

Wilbur (1867-1912) and Orville (1871-1948) Wright owners of a bicycle workshop in Kitty-Hawk, North Carolina, U.S.A., read about Lilienthal's gliders, and after his death followed his steps. From 1900 to 1902 they designed and flew many gliders. These led to the to the FIRST HEAVIER THAN AIR, the 'Flyer I', which took off on the sand dunes of Kitty-Hawk on December 17th, 1903, thus opening a new era in aviation!

blue color shift

brown color shift

'Flyer I': wing span 12 m. weight 270 kg.
First flight: 12 sec., distance 150 m.

Self -made engine,12 HP, used with 'Flyer I'

'Model A' : constructed in 1908-1909 in U.S.A. and Europe.

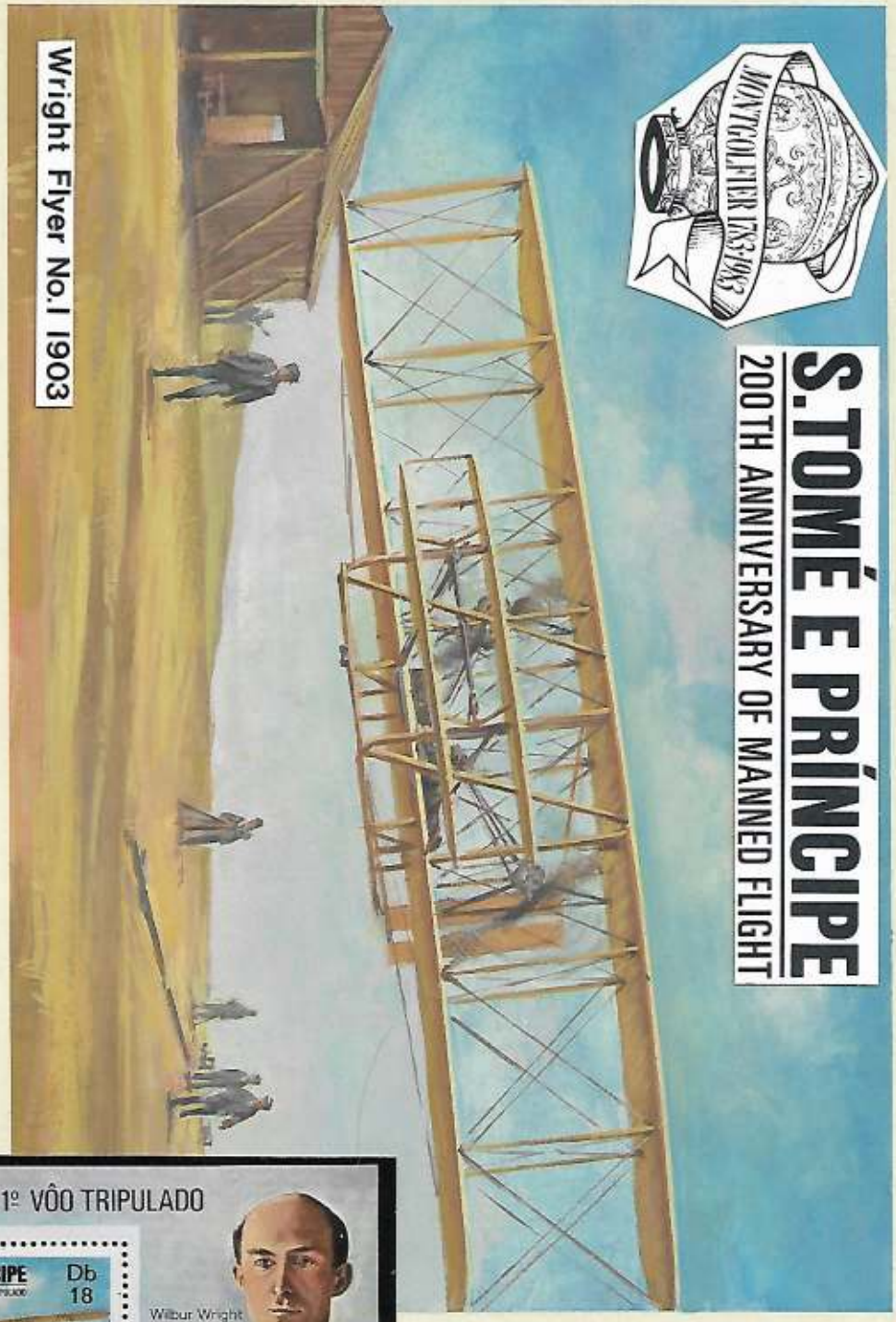
In 1915 the "Jamaica War Stamp League" issued and sold special fund-raising stamps, to be voluntarily used next to the postage stamps. £ 20,000 were raised to assist the British Red Cross and the Jamaica Aeroplane Fund.

Letter mailed from Annotto Bay, Jamaica, Nov. 2nd, 1916 to the U.S.A. Transit pmk. on rear side Kingston , Nov. 3rd. Franked 2½ p. rate for U.S.A. with fund raising stamp , sold at ½ p., alongside the postage stamp.

4.3 THE WRIGHT BROTHERS

Original artwork, final design, one of set of two, on art paper, with acrylic with inscription overlay. Designed by ***Waddington Studio, Leeds, UK.*** *Stamps were probably printed by* ***The House of Questa Ltd.*** ***Ex S. Tome e Principe archives.***

ARTWORK DRAWN 4X. STAMP SIZE 35 X 50MM. ALL UNDER ON OVERLAY PRINT BLACK ON. VALUE TOP RIGH



3.3 VERTICAL TAKE-OFF

Although some aspects of vertical flight principles have their origins back to Archimedes, it is normally accepted to credit Leonardo da Vinci for the principle of the modern invention of the helicopter.

Leonardo da Vinci (1452-1519) was the first scientific worker in the field of aeronautics. The spring-driven helix helicopter was one of his most remarkable prophetic designs.

Imperf.

Meter- Neopost "Electronic"

Sir George Cayley (1773- 1857) constructed (1843) a model helicopter with counter rotating propellers. He later designed a number of glider models.

Artist color die proof, with embossed seal of control office, signed by the engraver **Claude Jumelet**

3.3 VERTICAL TAKE-OFF

Michael Lomonossow (1711 - 1786), Russian scientist, made experiments trying to construct a helicopter. In 1754 he constructed some kind of a helix, which is said to have lifted itself into the air. No proof exists to sustain such claim.

perf. 12½x12

perf. 12

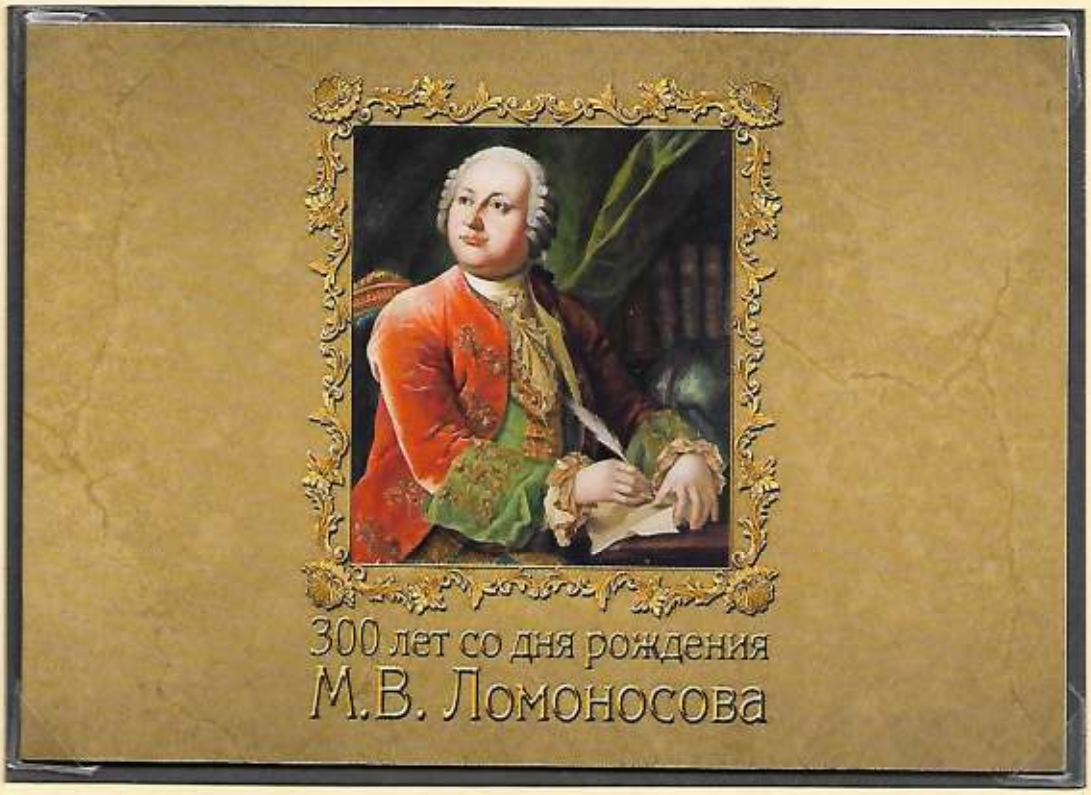
perf 13½

proofs, pooled from original die

copy of booklet pane, reduced

imperf. thick paper unwatermarked

imperf. thick paper watermarked



prestige booklet

perf. 12½x13 thin paper watermarked

perf. 13½x14½ thick paper unwatermarked

perf. 12 thick paper unwatermarked

Artist sunken die stage proof signed by artist/engraver Andre Lavergne

The first known model helicopter to fly **was Launoy's** toy model (1784).

Jan Bahy (1856-1916) Slovak inventor, was granted (1895) a patent on a helicopter.

Ponton d'Amecourt (1825-1888) designed (1863) a steam driven model helicopter - which was a failure!

3.3 HYDROPLANES

At a very early stage of aviation, aircraft designers realized that water is a very convenient surface to take off from. Zeppelin took off with his first air ship from Lake Bodensee, and later on, many aircraft were fitted with floats to take off and land on lakes and rivers.

Wilhelm Kress (1836-1913) – an Austrian engineer – made experiments with helicopter models. Later he constructed sea-planes, taking off from a lake. On 3.10.1901 the aircraft crashed and Kress gave up aviation.

imperf.

specimen

Samuel Pierpoint Langley (1834-1906), American scientist and inventor, constructed a steam-powered 'Aerodrome No. 5' which was catapulted from a boat on River Potomac on May 6th, 1896 and flew 400 m. A large model of the 'Aerodrome' crashed (1903) and he gave up aviation. An improved version flew shortly after his death (1907).

Langley Air Base was established in 1917 commemorating **S.P. Langley.**

Cdr. Eugene Ely took off on Nov.14th,1910, with a 'Curtiss' bi-plane with floats, from the cruiser 'Birmingham' – **the first aircraft carrier!**

In 1910, the Voisin company started modifying their box-kite model, resulting in a new Voisin box-kite which became a popular bomber in WWI. Additionally, a model was constructed, fitted with floats, - the 'Hydro Canard I'. it was first flown (August 1911) by aviator **Maurice Colliex** from the river Seine.

ATM - *Basic rate*

overseas rate

3.3 HYDROPLANES

The British **HMS Africa** battleship was launched on May 20th 1905. In January 1912 was fitted with a 30 meter downward-sloping runway for aircraft experiments. On January 10th, 1912 **Lt. Charles Samson** made the **first British shipboard aircraft take-off** with a Short S.27 pusher seaplane. He landed safely at an airfield ashore.

Issued stamp depicts a 'Farman III' instead of the 'Short S.27', which was an imitation of the, Farman..

Original artwork, final design. Water color on thin card, showing a ***Farman III*** *bi-plane fitted with floats on board HMS Africa. This aircraft was later used by the British Navy. The inscription on the stamp erroneously says* ***'Short S.27'*** *instead 'Farman'. Artist* ***John Batchelor****, stamp designer* ***Stephen Perera.*** ***EX GIBRALTAR PHILATELIC BUREAU ARCHIVE.***

3.3 HYDROPLANES

Henri Fabre constructed the "**Canard**" monoplane with floats, and first took off on March 28th, 1910 in a lagoon near **Marseilles**. The aircraft crashed on another test on April 12th, 1911. The aircraft was 8.5 m. long, wingspan – 14 m. and was equipped with a 50 HP engine. It achieved a maximum speed of 89 km/hr.

Printed Colour Proofs
from
BDT International Security Printing Limited

Final proof on paper, presented on cardboard. (ex archives)

Printers logo PDT International security printing Ltd. Shown on rear

3.3 HYDROPLANES

Edouard Louis Surcouf, French engineer, founded (Paris 1906) the **Astra Societe De Constructions Aeronautiques",** constructed (1912) the hydroplane ' Astra Hydroavion'.

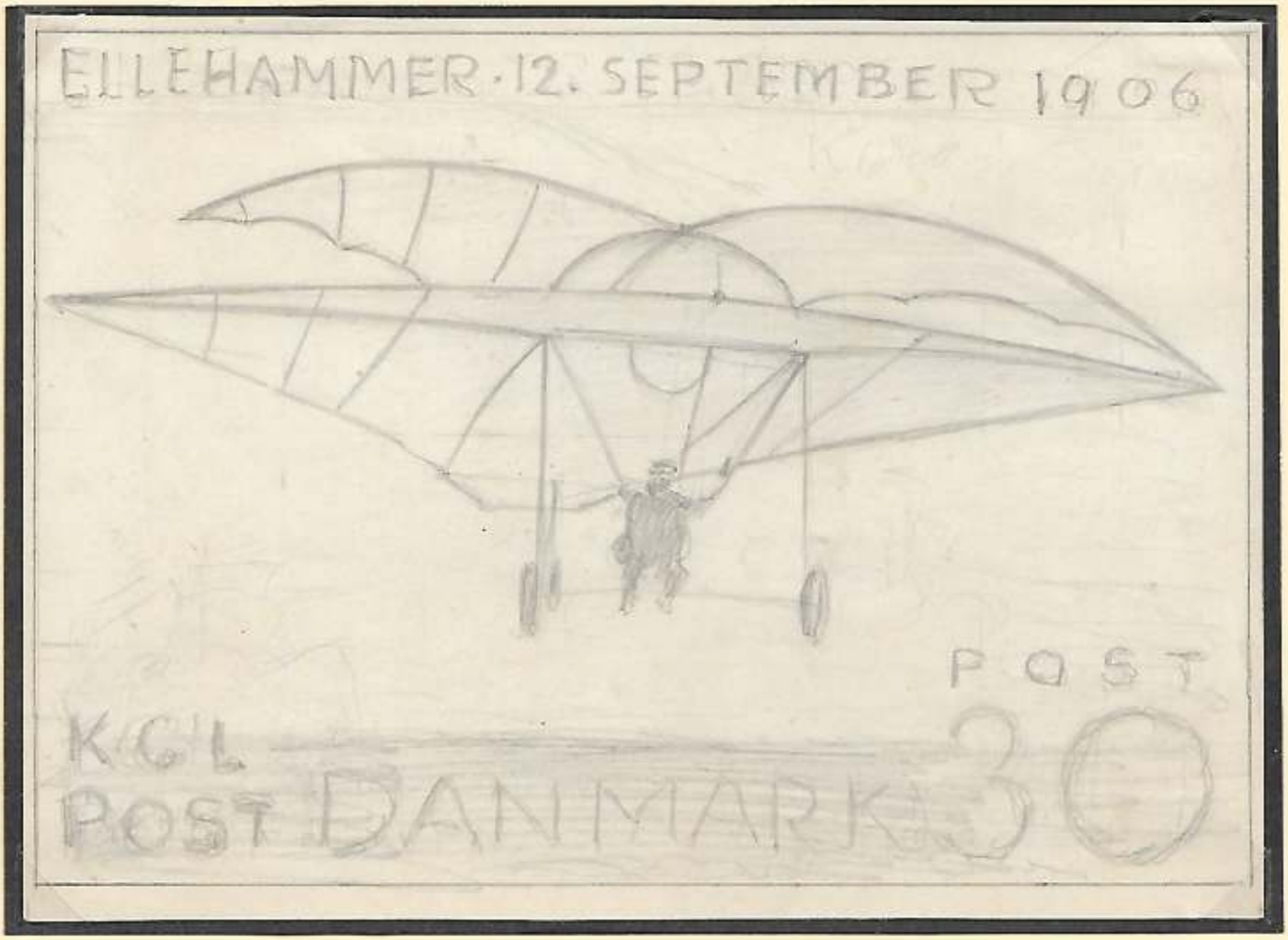
Claude Grahame-White (1879-1959), won the 'Daily Mail' £ 10,000 prize, flying (1910) from **London** to **Manchester** at night, with a self-built ('Farman') 'Boxkite' – 'Variant'. In June-August 1912, during the 'Circuit of Britain' flights organized by the "Daily Mail", a 'Waterplane Demonstration Tour' took place, in co-operation with **Graham-White Aviation Co. Grahame- White** carried mail and passengers along the South Coast of England. flew a 'Farman' bi-plane with floats.

Postcard posted during the 'Waterplane Tour' from Portsmouth Aug. 6th, 1912, flown same day from ***Brighton to Southampton,*** *and from there posted (Aug. 7th,) to final destination - London*

13.4 AVIATORS AND AIRCRAFT CONSTRUCTORS

The U.S.A. witnessed the first powered flight in 1903, but the cradle of aviation, aircraft industry and air mail was in Europe. Giants like Bleriot, Santos-Dumont , Voisin, Farman and many more, pushed forward the industry, exported know-how and technology across the world.

Jacob Christian Hansen Ellehammer (1871-1946) flew a bi-plane of his own design, on September 12th, 1906, over the island of Lindholm, Denmark. He covered a distance of 43 m.



Original, preliminary, artwork, pencil on thick paper, by designer Viggo Bang

Original artwork by designer Viggo Bang

3.4 AVIATORS AND AIRCRAFT DESIGNERS

Alberto Santos Dumont (1873-1932), inspired by the **Wright Brothers**, gave up airships and turned to aircraft construction. On October 23rd, 1906 he first flew his box-kite type **'14-bis'** aircraft for 60m.

Color proof, thick paper, ungummed.

Photographic essay unadopted design, on thick paper.

Dumont designed later a small small monoplane **'Demoiselle'**, of which he constructed in 1908 15 units.

*One of set of 2 Artist sunken (unhardened) die proof signed **Andre Lavergne** (artist name not shown on proof)*

3.4 AVIATORS AND AIRCRAFT CONSTRUCTORS

The 'Demoiselle', designated initially 'No. 19', was completed by Santos-Dumont in 1908, and crashed beyond repair on one of its first flights. He constructed an improved versions, 'No. 20', 'No. 21' and 'No. 22'. It had a wingspan of 5.10 m., 8 m. long and total weight of 143 kg. During 1909 Santos-Dumont made numerous flights with the 'Demoiselle', some of them 8 km. long.

Color proofs

Artist sunken die proof signed **Serres**

Original artwork, final design, on art paper, with acrylic with inscription overlay.
Designed by ***Waddington Studio, Leeds, UK.*** ***One of two drawings.***
Eventually - the stamp was not issued. ***Ex S. Tome e Principe archives.***

Photoessay of the final (unissued) souvenir sheet, on art paper

ARTWORK DRAWN 2 X. ALL WORK ON OVERLAY PRINT BLACK ON.

Louis Bleriot (1872-1936), French engineer and inventor, became interested in flight in 1900. He founded (1900), with **Gabriel Voisin,** a company to develop aircraft. In 1909 he constructed the famous **'Bleriot XI'** with which he later crossed the English Channel.

The **'Bleriot XI'** was an upgrade of the 'Bleriot VIII'. It started with a 35 HP engine and a wingspan of 76 m. Later on **Raymond Saulnier** was involved in the design; He replaced the motor with a 25 HP **Anzani** and a wooden propeller. Wingspan was increased to 7.80 m. It first flew on June 26th, 1909. After the Channel crossing in July, Bleriot's fame Brought him orders of hundreds of units, and his **'Bleriot XI'** was widely used by the French Army during WWI.

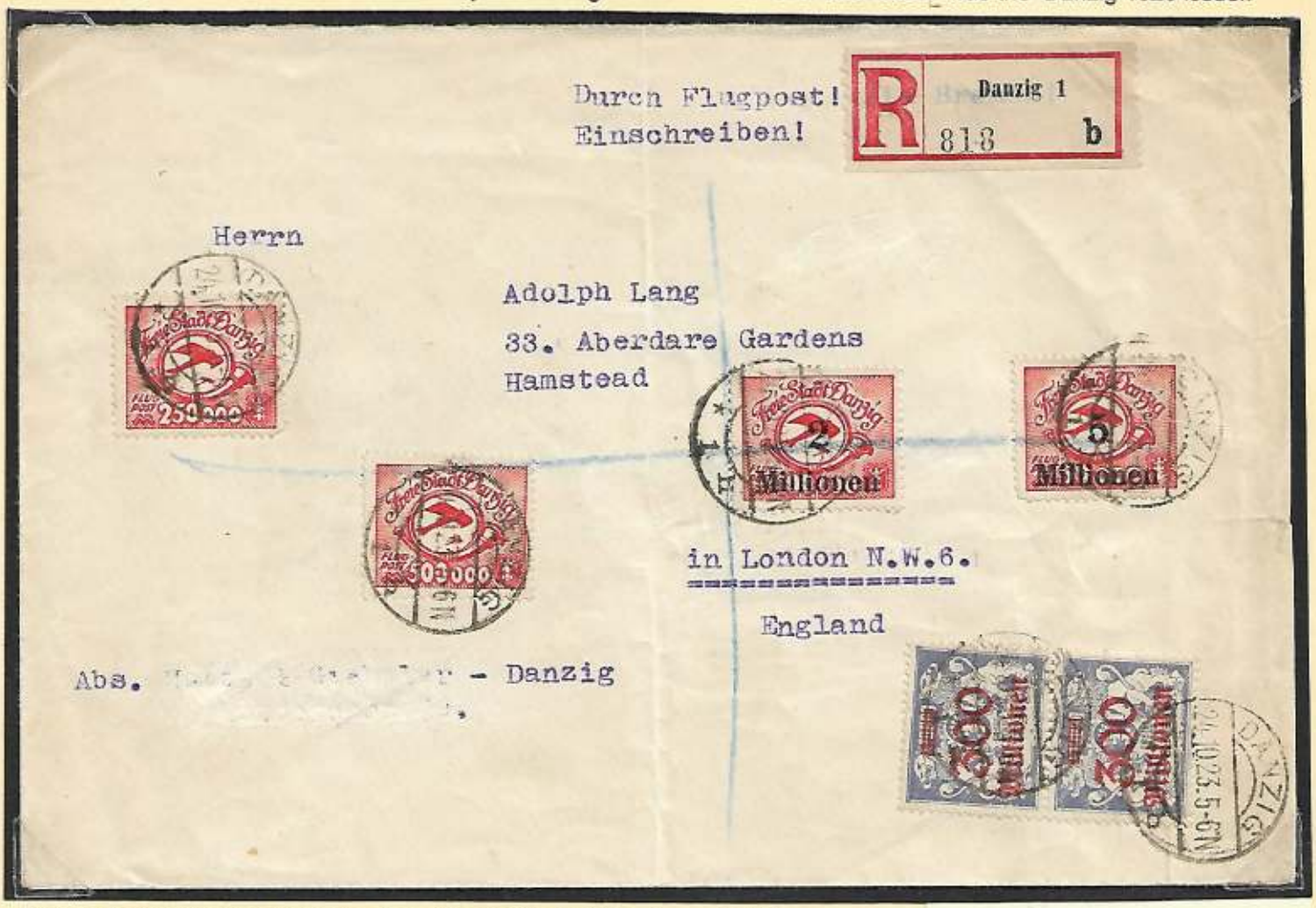
Special Delivery

Imperf. , one sheet of 100, imperf, was reported issued

Bleriot's 'Model XI' monoplane was widely used on air mail stamps or as overprint to symbolize air mail.

A special wrapper prepared in 1912 for flights between ***Vienna*** *and* ***Budapest,*** *with imprinted 3 Heller stamp. Imprinted on back (in German):' TRIAL EXPERIMENTS/upon demand/ FREE OF CHARGE'. Flights were never made. Wrapper pmkd. 18.2.1913*

The **'Rumpler-Taube'** was later used to symbolize flight and air mail. One such case was the Danzig 1923 issue..



Registered air mail letter, to London. Posted Danzig 24.10.1923. Arr. pmk Kilburn (London) 26.10.1923. The postal rate of registered international 20 gr. letter from 22nd to 25th October was 6 mill. Mark. This letter was probably heavier, hence the 8.350 mill. Mark franking. Due to the extreme inflation and fast devaluation of the Mark, these stamps were valid only between October 18th and November 2nd, hence the very few genuinely posted covers franked with these stamps are known.

vertical wmk.

imperf. color proofs gummed

5 m. on 10000 instead on 50000 on one stamp. Other 3 are 50000.

double print

50000 without ovpt. imperf.(e).

missperf..

error

imperf.

3.5 AIR SHOWS AND RACES

A few years after the Wright's success, when a variety of aircraft were available commercially, Numerous air shows and aerial races were announced worldwide. Wright, Farman, Voisin, Bleriot and other models were used, competing for distance, duration and height records.

On Nov. 11th, 1907, aiming at winning the **'Deutsche-Archdeacon'** Prize, **Henri Farman** flew his 'Voisin' bi-plane a 1-km.closed circuit in less then 1 minute. No observers witnessed it and he repeated it on January 13th, 1908, in **Issy-les Moulineaux**, wining the prize.

An aviation week was held in 1910 at **Rouen, France,** on June 19th to 26th. 20 aviators participated in the event. **Dickson** won 1st prize on a **'Farman'** biplane for a distance of 747 km.
Special postcard with special red vignette and postmarked with the hexagonal pmk. 'Rouen Aviation – Seine', 23 .6.1910

Henri Farman

Color proof, gummed

3.5 AIR SHOWS AND RACES

On February 6th- 13th, 1910, the French National Aviation League organized in **Heliopolis, Cairo, Egypt,** the **first Aviation Week in Africa**. 11 pilots with 17 airplanes participated in the competition, including **Hubert Latham** and **Hans Grade. Hubert Latham** (1883-1919), French aviation pioneer, demonstrated flights with his **"Antoinette"** monoplane.

'Antoinette'

A temporary post office was operated, and a large variety of souvenir cards were sold. Card above canceled with the special postmark used at Heliopolis Aerodrome, 13.2.1910 (last day).

The most exciting air event in **Italy** in 1910 was the 'Circuito Aereo Internazionale' of **Milano**, September 24th to October 3rd, 1910. 27 aviators participated, among them **Chavez, Paulhan, Cattaneo, Audemars.** Prizes of up to 300000 L. were awarded. The Week began with a competition to cross the Alps from Brig, Switzerland, to Domodossola, Italy. Only Chavez succeeded – crashing on landing. No mail was flown during the Week.

Souvenir postcard with the special cachet commemorating the 'Circuito Aereo', and the special cachet of the airfield. The postage stamps were canceled at the temporary post office operating during the Week, 1.10.1910.

3.6 PIONEER FLIGHTS AND AIR MAIL

A few years after the Wright's first take-off, numerous pioneering pilots all over the world acquired or constructed aircraft, flying over airways unknown before, in many cases carrying mail on board. Some of the mail flights were of private nature, but many others were semi-official, or even fully authorized by the postal authorities.

Louis Bleriot (1872-1936) was the **first to cross the English Channel** by air, with the monoplane '**Bleriot XI**'.He flew from **Barraques** on the French coast, on July 25th, 1909, to **Dover, England**, in 27 minutes , winning the **"Daily Mail"** promised prize of £ 1,000.

Original design, not final, pencil on cardboard, signed by designer-engraver ***Achille Ouvre.***

Sunken die color proof, pulled from original die, with Printing Works control punch

PIONEER FLIGHTS

Louis Bleriot

ARTWORK DRAWN 4X. STAMP SIZE 35 X 50MM. ALL WORK ON OVERLAY PRINT BLACK ON. VALUE TOP RIGHT.

Original artwork, final design, one of set of two, on art paper, with acrylic with inscription overlay. Designed by ***Waddington Studio, Leeds, UK.*** *Stamps were probably printed by* ***The House of Questa Ltd.*** ***Ex S. Tome e Principe archives.***

Louis Bleriot

Proofs, imperf. without gum . ***EX LATVIA ARCHIVES.***

Imperf.

Original artwork, gouache on thick paper. Designer : ***Prof. R. Sarrinsch***

3.6 PIONEER FLIGHTS AND AIR MAIL

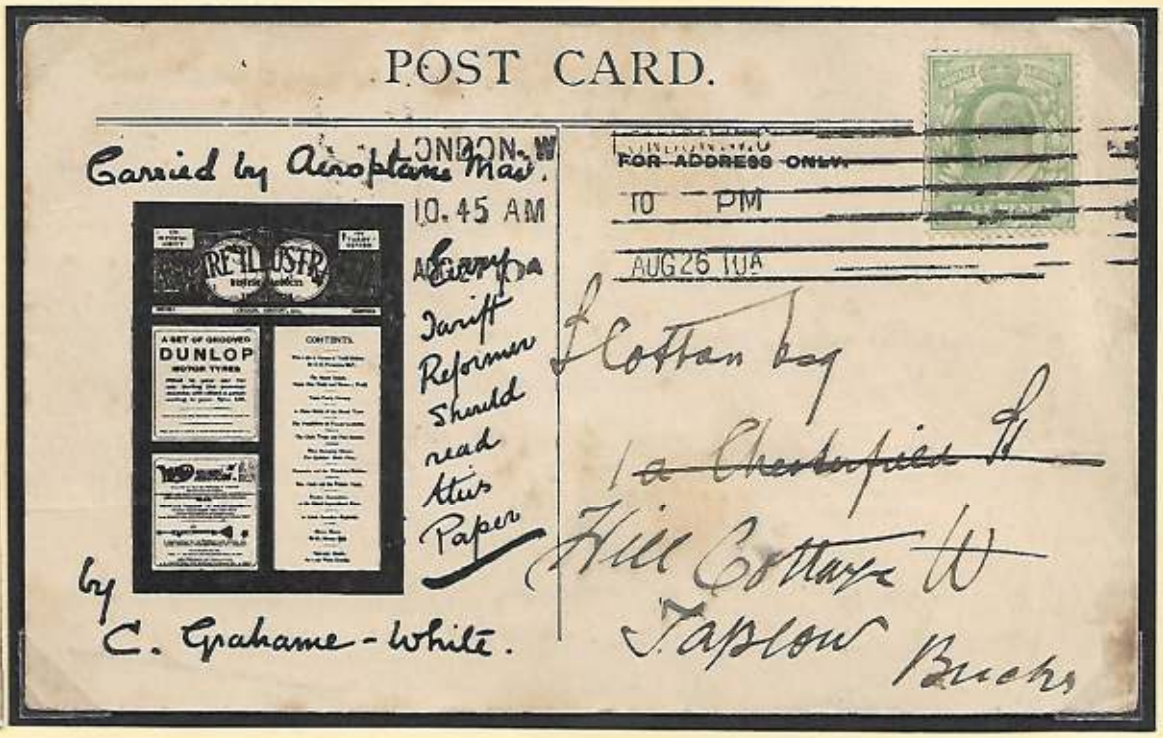
Harry Houdini (1874-1926), the famous American- Hungarian "escapologist", purchased (1909) a French 'Voisin' biplane. He was **the first to make a powered flight** in **Australia**(18.3.1910).

Juan Pablo Aldasoro (1893-1962), Mexican aviation pioneer. With his brother **Eduardo** he began (1908) designing gliders, and later - an engine. He was the **first to fly in Mexico** (1909) with a self constructed monoplane.

Juan Olivert Serra (1888-1949), Spanish aviation pioneer, was the **first to fly in Spain** (1909) a self constructed bi-plane based on the Farman bi-plane design.

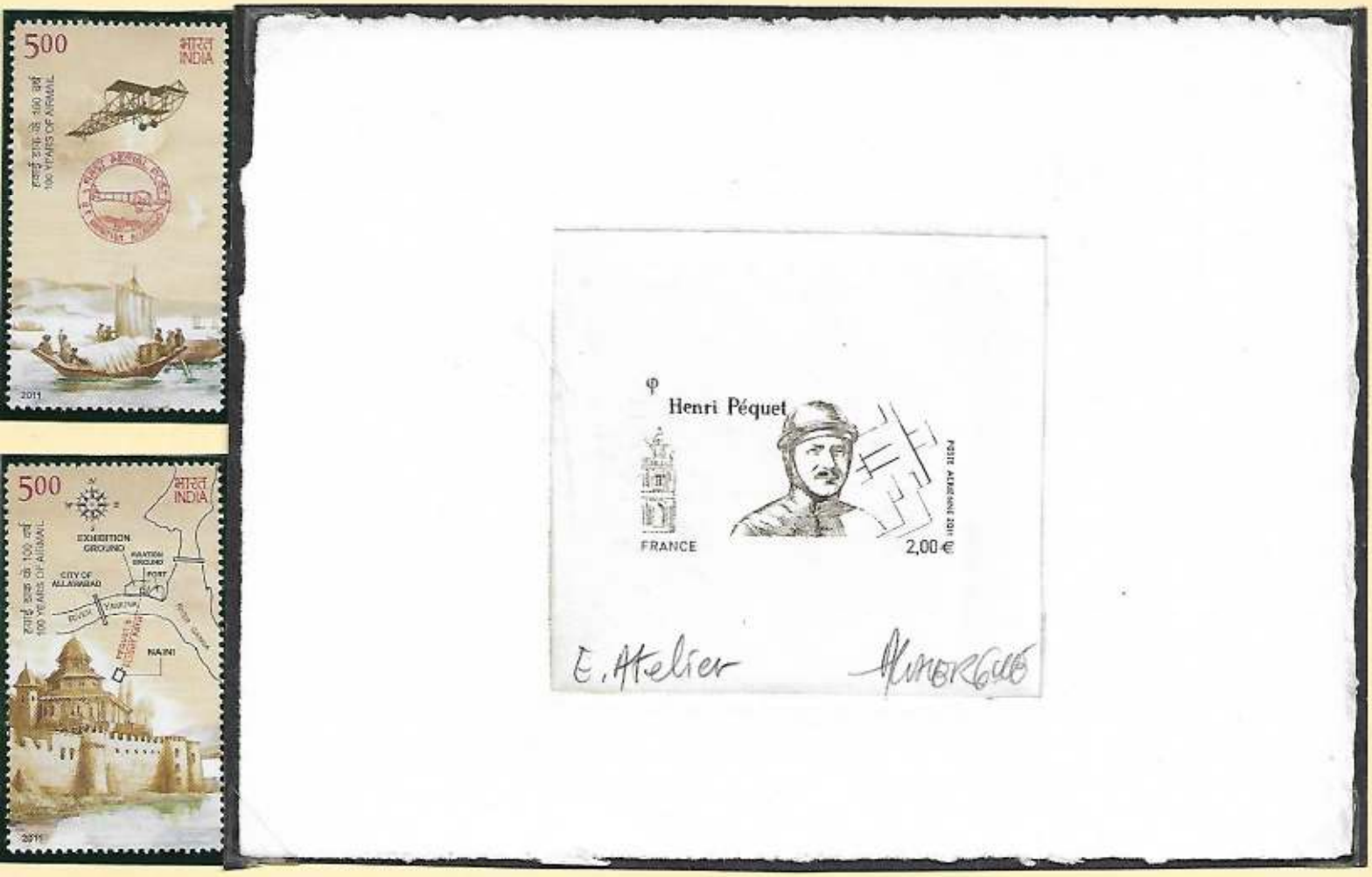
Claude Graham-White

THE FIRST ATTEMPT TO CARRY MAIL BY AN AIRCRAFT IN ENGLAND, AND IN THE WORLD, was made during the Blackpool Flying Carnival, (1910). **Claude Graham- White** (1879 - 1959), the first English licensed pilot flew a British-made 'Farman' bi-plane, on 20.8.1910, carrying cards sold by "The Empire Illustrated" – sponsors of the event. Stormy weather prevented completion of the 12 m. route from **Blackpool to Southport,** and he landed after 7 miles.



Special card carried on the abortive flight, canceled London, August 26th, 1910. On the reverse – a message from the publication, with an overprinted notice on the failed flight. The number of flown cards was hundreds. It is estimated, that ***some 20 cards exist today.***

THE FIRST OFFICIAL AIR MAIL IN THE WORLD took place in **India** in 1911. **Walter Windham**, an English car producer, organized a mail flight in conjunction with the annual Commerce and Cultural Exposition of Allahabad, India. The French aviator **Henri Pequet** (1888-1974) came to India to carry the mail on his 'Sommer-Farman' bi-plane.On Feb. 18th, 1911, he took off from **Allahabad** over the River Yamuna carrying mail to **Naini**, a distance of 8 km., in 13 minutes.



Stage sunken die proof signed by engraver ***Andre Lavergne.*** *Marked* ***E. Atelier.*** *(designer: James Prunier)*

Registered mail, franked with 1 anna 6 pies – inland registered rate including a surcharge for charity– mailed from the exhibition campcacheted with the special violet rubber stamp Arr. pmk. Allahabad 18 Feb 1911. 6500 cards and covers were flown.

3.6 PIONEER FLIGHTS AND AIR MAIL

On the occasion of the Coronation of King George V, special postmarks and cards were used on the **first aerial post in the United Kingdom and Europe**. Cards were sold at 6 penny each and covers – at 1 shilling each. Two 'Bleriot' monoplanes and two 'Farman' bi- planes were used to fly the mail from London to Windsor and back. Pilots were **Gustav Hammel, Clement Greswell, Charles Hubert, E.P. Driver.** From September 9th to 26th, 16 flights were carried out, carrying 11,300 cards and covers from London to Windsor, and 11,000 - from Windsor to London.

Envelope franked 1d. inland letter rate, flown from London, pstmkd. on the first day of flights, Sept. 9th,1911. The 'Bleriot', piloted by **Gustav Hammel,** *took off from Hendon Aerodrome, with 10 kg. of mail, landed in Windsor, after 15 min.*

booklet, panes showing **Gustav Hammel**

3.6 PIONEER FLIGHTS AND AIR MAIL

The first air mail flights in South Africa were organized in 1911 by the "African Aviation Syndicate" , authorized by The Minister of Post. 2 flights were scheduled from **Kenilworth** to **Muizenberg and back** – a distance of 13 km., (near **Capetown**). Special postcards were printed and sold for 1 shilling each.

Pilot **Evelyn Driver** carried the mail on board a **'Bleriot XI'** monoplane.

729 cards were flown on the first flight from ***Kenilworth****. Card to* ***Berlin, Germany****. franked with 1 d. - rate for overseas. Special pmks. Of* ***Kenilworth*** *27.12.1911 and (arrival)* ***Muizenberg*** *27.12.1911, and the post office arr. pmk. Muizenberg, 28.12.1911.*

The second flight was scheduled for Dec. 30th, 1911, but due to bad weather conditions was postponed to Jan. 3rd, 1912.

1479 cards were flown on the second flight from ***Kenilworth****. Card franked with ½ d. – domestic rate. Special pmk. of* ***Kenilworth****30.12.1911 (all cards were postmarked that day), arrival* ***Muizenberg*** *30.12.1911 (originally planned flight), and the ordinary post office actual arr. Pmk* ***Muizenberg****, 3.1.1912, and then at destination –* ***Cape Town*** *3.1.1912.*

3.6 PIONEER FLIGHTS AND AIR MAIL

The **first (experimental) air mail flight** from **Nancy** to **Luneville**, **France**, a distance of 27 km., was authorized by the French Post Office, to be carried-out on July 28th, 1912. Special cards and a 25 centime semi-official 'air stamp' were issued, to be used on flown mail. 50,000 stamps were printed, of which 15000 were sold. Bad weather conditions delayed the flight, performed by pilot **Lt. Nicaud**, until 31.7.1912.

The Farman bi-plane flown by **Lt. Nicaud.**

Postcard franked with 5 c. postage stamp and the semi-official air stamp, both pmkd. ***Nancy*** *28.7.1912 – scheduled date for take-off. Canceled again on 31.7.1912 – the date of the flight. Pmkd. on arrival,* ***Luneville*** *31.7.1912.Number of flown cards is unknown.*

The first official air mail delivery in Sweden was carried out by **Lt. Olle Dahlbeck.** The "Children's Day" organization arranged mail flights in September 1912 to raise funds for charity. Special semi-official stamps, sold at 60öre each, were affixed alongside the postage stamps. Three flights were performed, by a 'Somer-Farman III' bi-plane. On the second flight the aircraft crashed into the bay. Pilot and mail were rescued, the water-soaked mail was dried and mailed forward.

3000 cards and covers were carried on the flights.10,000 special semi- official air stamps were printed: 5,452 were sold and 3000 used on flown cards. Card carried on the 2nd flight, Sept. 22nd, 1912, from ***Stockholm*** *to* ***Lidingö*** *– 8 km. distance – franked 5 öre - postcard rate - as well as the special air post stamp, tied by the special rubber cachet. Arr. pmk.* ***Lidingö*** *25.9.1912 and* ***Alfsbacka*** *28.9.1912 was damaged by sea water, and stamps were re-attached.*

Hans Grade (1879-1946), German aviator and constructor, designed his first tri-plane (1907),which first flew a short "hop" on 28.10.1908.

In 1910 he founded his aircraft Company in Bork – where he constructed the "**Grade**" mono-planes – **'Libelle'** and founded the first German flying school.

In February 1912, **Hans Grade,** first German pilot license holder , established **the first, unofficial, air mail service in Germany,** between **Bork** and **Brück**, near **Berlin** - a distance of some 10 km., using his own- constructed **'Grade'** monoplane. The first flight, by pilot **Herman Pentz**, was on 18.2.1912, until 25.6.1912.

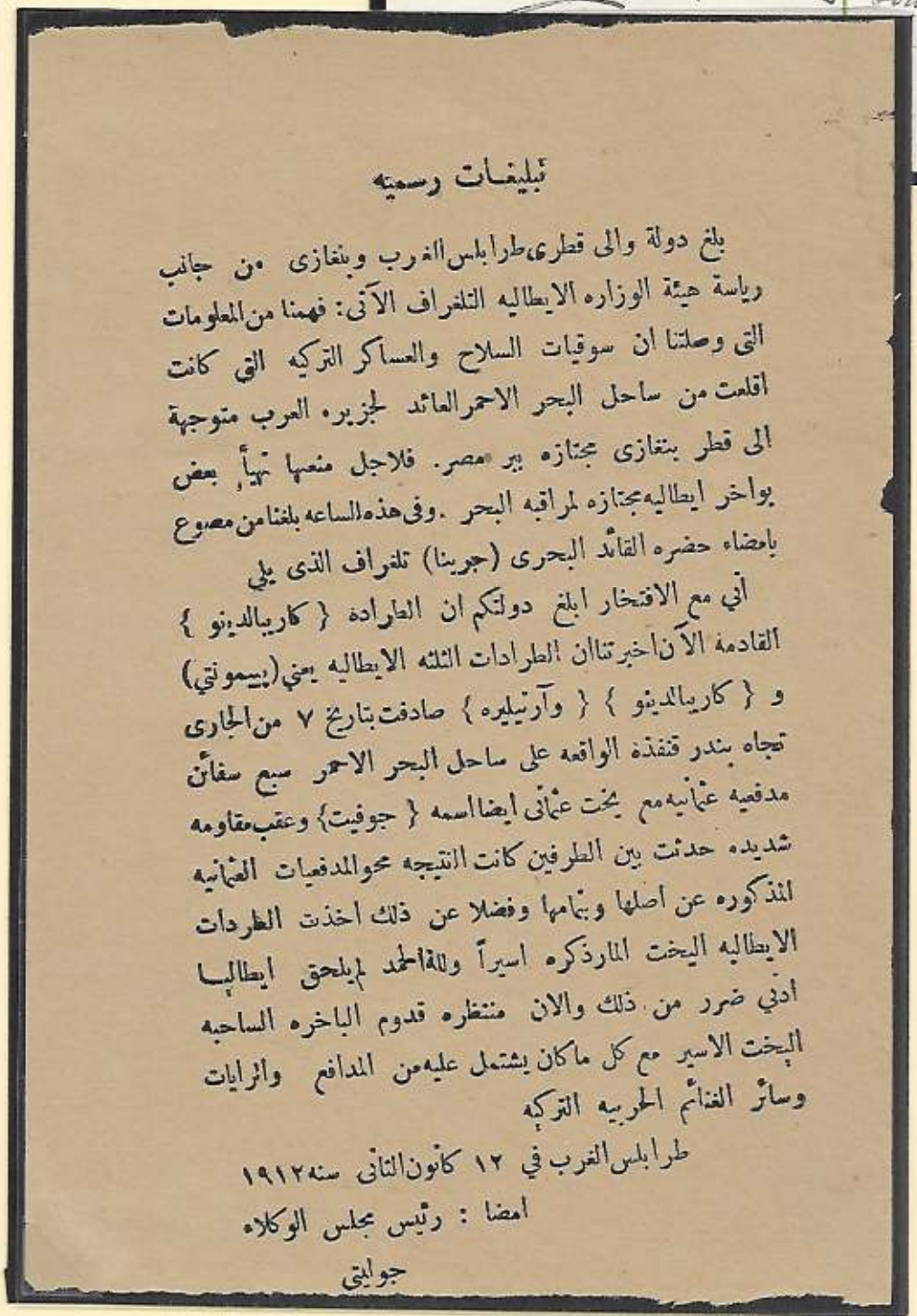
Special air stamps were issued, in 3 different designs and had to be affixed alongside the postage stamps. Special postcard, addressed to ***Elberfeld****, with type II air stamp, tied with the special cachet '4 April 1912'. Postage stamp canceled* ***Brück*** *5.4.1912. The sender of the card was* ***Kurt Schäfer****, Chairman of the* ***Transportation Society of Bork Region.***

3.6 PIONEER FLIGHTS AND AIR MAIL

Italy declared war on the Ottoman Empire claiming territories in North Africa.- today's Libya. The war lasted from Sept. 29th, 1911 to Oct. 18th, 1912 when Italy captured Fezzan, Cyrenaica and Tripoli. During the war Italy used aircraft to bombard the Ottoman troops, as well as throwing **propaganda aerial leaflets** over the enemy troops.

A number of detachments were stationed in Lybia during the war , equipped with 'Bleriot' aircraft and **Parseval** airships. Each unit had its post services with its own postmarks.

*Postcard mailed from 'Battaglione Specialisti del Genio – Cantiere Dirigibili – **Tripoli**'. Postmarked 'Corpo d'Armata-Tripolitania', 20.8.1912. Adressed to a Lt. Capitan stationed in **Zuara**, some 100 km. to the west.*



تبليغات رسميه

بلغ دولة والى قطرى طرابلس الغرب وبنغازى من جانب رياسة هيئة الوزاره الايطاليه التلغراف الآتى: فهمنا من المعلومات التى وصلتنا ان سوقيات السلاح والعساكر التركيه التى كانت اقلعت من ساحل البحر الاحمر العائد لجزيره العرب متوجهة الى قطر بنغازى مجتازه بر مصر. فلاجل منعها تهيأ بعض بواخر ايطاليه مجتازه لمراقبه البحر .وفى هذه الساعه بلغنا من مصوع بامضاء حضره القائد البحرى (جرينا) تلغراف الذى يلي

اني مع الافتخار ابلغ دولتكم ان الطراده { كاريبالديتو } القادمه الآن اخيرتا ان الطرادات الثلثه الايطاليه يعني (بيمونتي) و { كاريبالديتو } { وآرتيليره } صادفت بتاريخ ٧ من الجارى تجاه بندر قنفذه الواقعه على ساحل البحر الاحمر سبع سفائن مدفعيه عثمانيه مع يخت عثمانى ايضا اسمه { جوفيت } وعقب مقاومه شديده حدثت بين الطرفين كانت النتيجه محو المدفعيات العثمانيه المذكوره عن اصلها وبتمامها وفضلا عن ذلك اخذت الطردات الايطاليه اليخت المار ذكره اسيراً وللحمد لم يلحق ايطاليا ادني ضرر من ذلك والان منتظره قدوم الباخره الساحبه اليخت الاسير مع كل ماكان يشتمل عليه من المدافع والرايات وسائر الغنائم الحربيه التركيه

طرابلس الغرب في ١٢ كانون الثانى سنه ١٩١٢

امضا : رئيس مجلس الوكلاء

جوليتي

*Official message signed by "Governor of the Italian Regime", in Arabic, **dropped from air** over Berber tribesmen in **Libya**, dated 12.1.1912. It informs on the naval battle at the Red Sea on 7.1.12, the sinking of the Turkish ships, and that the captured yacht is expected to arrive in **Tarabulus**, (today's **Tripoli**).*
12 different versions of messages were dropped. Only 20 LEAFLETS altogether are known to survive.

On January 7th, 1912 the **Italian Navy** in the **Red Sea** attacked 12 **Ottoman** ships spotted near Saudi Arabia. The battle resulted in the sinking of the Ottoman fleet, and a yacht captured, which was brought to **Tripoli.**

The Italian Air Force utilized Etrich "Taube" monoplanes. Italian pilot **Giulio Gavotti** was the first to carry out an aerial bombardment on Nov.1st, 1911, From his **Etrich "Taube"** monoplane.

3.6 PIONEER FLIGHTS AND AIR MAIL

Stone's 'Bleriot XI'

The first attempt to carry mail by air in Australia was scheduled for June 6th, 1914. **Wizard Stone**, the American aviator, organized the flight authorized by the Post Master General, sponsored by **Sir Arthur Rickard**. Stone took off with his **'Bleriot XI'** monoplane on June 1st, 1914 for a test flight. The aircraft crashed, Stone was wounded, and The mail flight was canceled. The mail was sent by rail to Sydney. Stone's mechanic was the young Australian **Bert Hinkler** (1892-1933). He designed and built early aircraft and was the **first to fly solo from England to Australia** (1928) and later - the **first to fly solo across the Southern Atlantic**. He died when crashing over the Tuscan mountains.

Bert Hinkler

Special postcard from the crashed mail canceled on arrival (not flown), at Sydney, on July 16th, 1914 (coinciding with Guillaux's flight on same day). 2000 cards were sold at 1 shilling each.

Sir Rickard engaged **Maurice Guillaux** (1883-1917) to carry the **first Australian air mail.** On July 16th, 1914, he flew **a** 'Bleriot' monoplane from **Melbourne** to **Sydney** (1000 km!) and landed on the 18th. Guillaux was killed in a plane crash.

Commemorating 50th anniversary of the flight

Special postcard franked with 1 d + 2x ½ tied with the special rubber cachet. Postmarked on arrival Sydney 18.7.1914, and at destination Powlett River 21.7.1914. 1,785 special postcards were flown.

1914 - THE WAR – THE END OF AN ERA

The break-out of the war marked the end of the adventurous, pioneering era, from myths and legends to first manned balloon flight, through dirigible airships, leading to first heavier-than-air aircraft, and the start of a fast-growing aircraft industry, based on "Bleriot", "Farman", "Wright" and other well proven and accepted designs.

When World War I broke out in August 1914, Count von Zeppelin and Hugo Eckner offered their services to the German Army and Navy. Giant air ships were constructed to carry out air raids on England and other military missions. Hundreds of balloons, mainly from Germany, Austria and Hungary, were handed over by the aviation associations to the armies and navies, to be used for reconnaissance tasks.

Postcard mailed from the Airship Unit of the Air Battalion No. 13.

Fund raising postcard issued by the Air Fleet Association, mailed from the 'Kaiserliche Marine'- 'Tethered Balloon Unit'.