

THE AEROSTAT INVENTION

THE CRAZY PRIEST



Color Proofs

The Brazilian priest Bartolomeu Lourenço de Gusmão was born in Santos in 1686 and died in Europe when he was forty years old.



Proof

DOES MAN FLY ?



Pegasus, the winged steed that caused Hippocrene, the fountain of the Muses on Helicon, was later transformed in a constellation. Apollo, the god of sun, used a charriot which was able to fly.



Nike, the goddess of victory, is always shown with wings on her back.

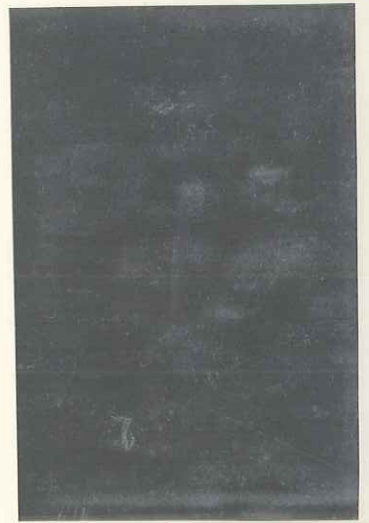
THE AEROSTAT INVENTION



Paperfold



Proof



Misplaced Perfor.

In 1709 Gusmão obtained from the King of Portugal a patent for a flying machine called the Passarola. On August 08 he gave a demonstration of hot air balloon before the King using a model built by himself.



Misplaced Perforation



Though his flying machine was not built in the full size version, Gusmão was the first to prove that flight was possible.

STRATOSPHERE BALLOON FLIGHTS



Professor August Picard made the first stratosphere balloon flight on May 27, 1931, rising approximately 52.000 ft. The flight was made for scientific research.



Registered Airmail
José Mauro Caldeira Reis
P. O. Box 93
37410 - Três Coracoes - MG
BRASIL

LOOKING FOR THE GREAT MOMENT

ALEXANDER MOZHAISKI



The russian engineer Alexander Mozhaiski designed a steam-engined monoplane which made a short powered hop in 1884, after running down a slope.



LOOKING FOR THE GREAT MOMENT

WILHELM KRESS



Imperforated

In 1901 the Austrian engineer Wilhelm Kress constructed and tested in Austria the world's first powered marine aircraft, but it failed to fly.



LOOKING FOR THE GREAT MOMENT



WILLIAN HENSON

Willian Henson designed an aeroplane which was patented in 1847. Though it could not fly, the design was, nonotheless, one of the great stepping stones between the theories of Cayley and the reality of flight in the twentieth century.

CLEMENT ADER



The first aeroplane designed by Clement Ader in 1890, a steam engined monoplane, was called the Eole. The experiments with the Avion III, a two engines monoplane, were made in 1897 without success.



EXPERIENCES WHICH OPENED THE WAY



Lilienthal supported himself in his gliders by his arms, so that after a running take-off his hips and legs dangled below the aircraft, allowing him to swing his body in any desired direction to achieve stability and control.

<p>Absender</p> <p>(Vorwahl) (Rufnummer)</p> <p>Bohlien Karl-Heinz</p> <p>Johannes-Palm-Str. 20</p> <p>(Straße und Hausnummer oder Postfach)</p> <p>7900 Ulm</p> <p>(Postleitzahl) (Ort)</p> <p>Metzgerei Soldner</p> <p>Rosengasse 33, Ulm</p> <p>Spanferkel</p>	 <p>175 Jahre Fliegerversuch Schnöder von Ulm</p> 
	<p>Postkarte</p> <p>Lukullus-Preisrätsel</p> <p>Postfach 528</p> <p>(Straße und Hausnummer oder Postfach)</p> <p>4010 Hilden</p> <p>(Postleitzahl) (Bestimmungsort)</p>

WHO WAS THE FIRST ?

THE WRIGHT BROTHERS EXPERIMENTS



Printing
Variety

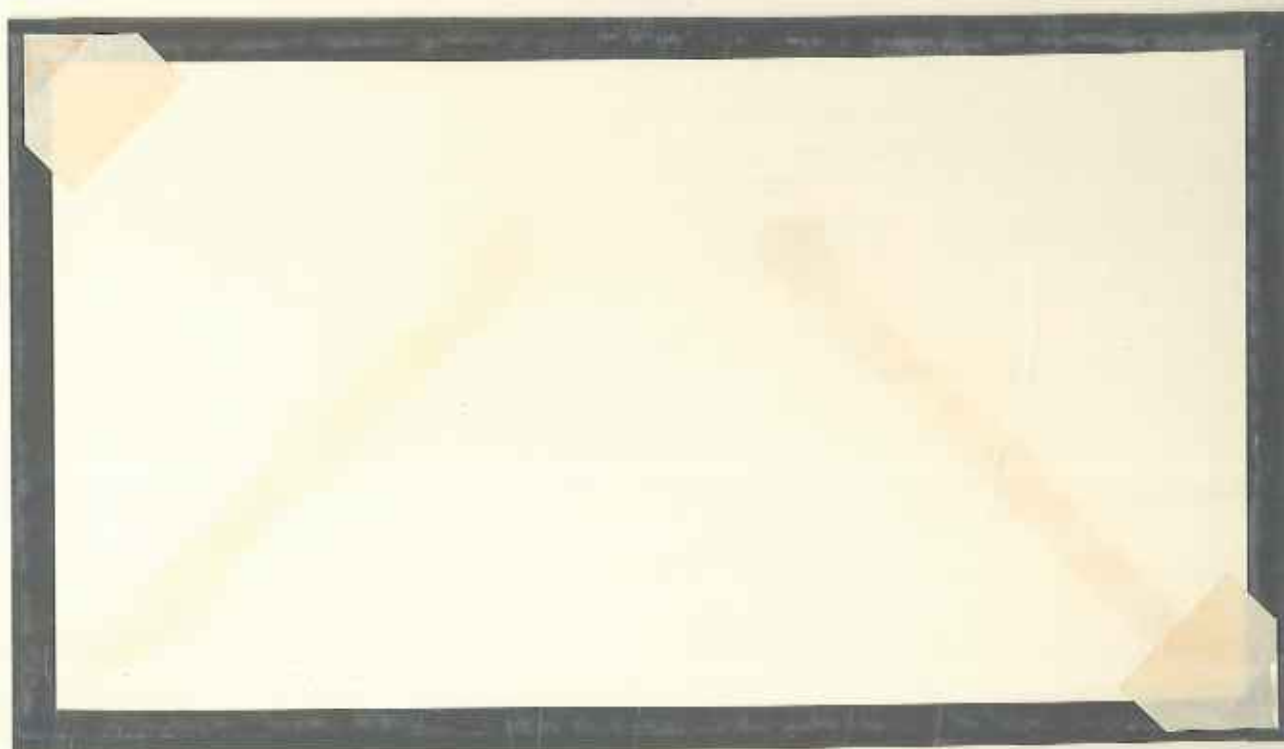
Wilbur and Orville Wright were bicycle makers at Dayton, Ohio. By August 1899 they completed their first aircraft, a biplane kite.



WHO WAS THE FIRST ?



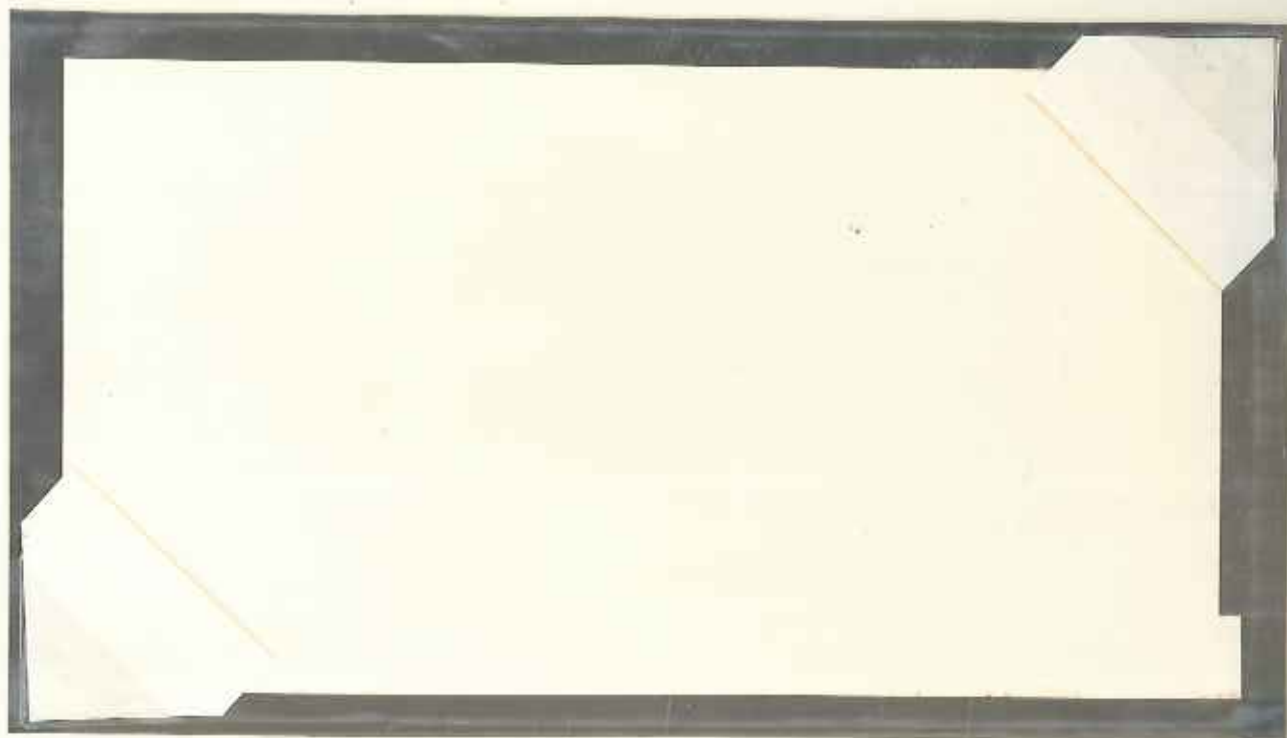
The "Flyer" was the first powered machine built by the Wright brothers. With this flying machine they claimed to have made the first heavier than air sustained flight of the world, on December 17, 1903, at Kitty Hawk sand-dunes.



WHO WAS THE FIRST ?



The Kitty Hawk flight, however, could only be made by using a launching track, since the "Flyer" didn't have wheels.



The first public demonstrations of the Wright brothers in Europe were made in 1908, but nobody there saw the airplane take off by itself. The inconvenient catapult was still being used.

WHO WAS THE FIRST ?

THE FIRST HEAVIER THAN AIR FLIGHT



After having built many successful airships, Santos Dumont began to experiment with aeroplanes.

The "14-Bis", as Santos Dumont called it, was a box-kite biplane which had a 50 HP petrol engine.

WHO WAS THE FIRST ?



Joined Paper

The first flight of the 14 Bis was made on September 13, 1906. It covered about 7 meters before landing heavily and being damaged. The plane was then repaired for the October/November flights.



WHO WAS THE FIRST ?



Paperfold

Proof

On October 23, 1906 in the Bagatelle Field, Santos Dumont made the first officially-observed powered flight in the world.



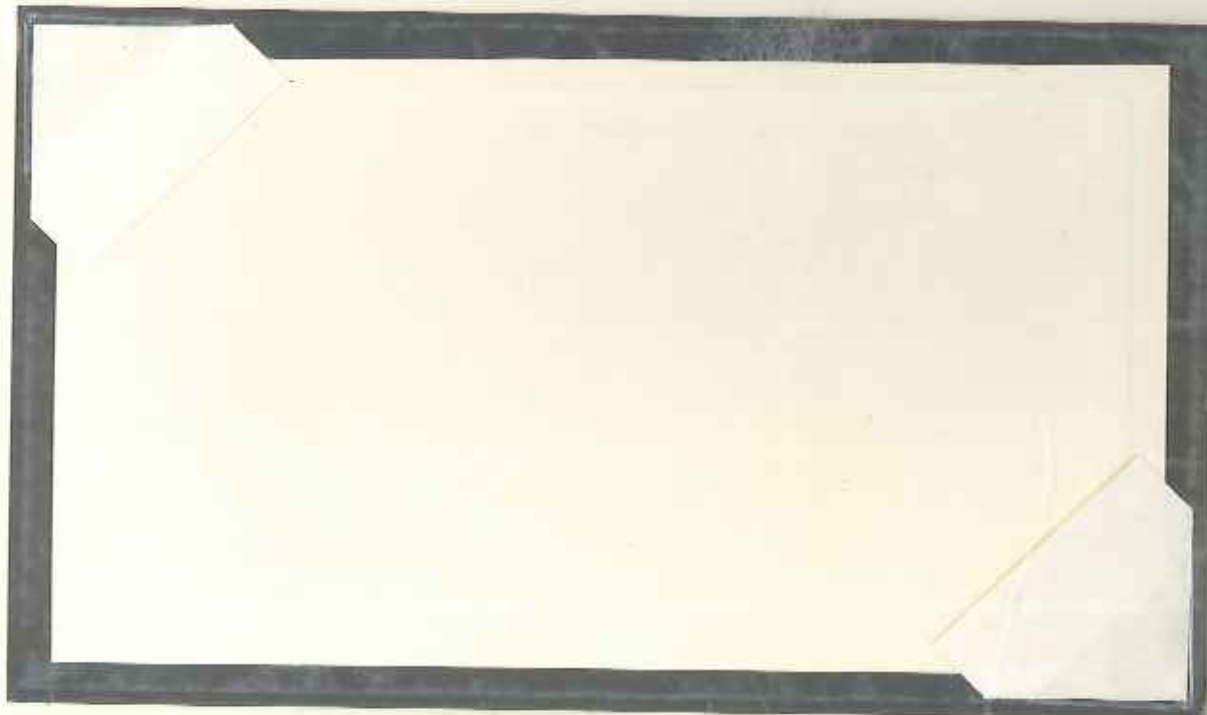
Before the official observes of Aero Club of France the "14-Bis" flew about 60 meters for seven seconds. A second flight was made on November 12, covering 220 meters.

WHO WAS THE FIRST ?



Color Error

In 1907 Santos Dumont turned his attention to a monoplane. It was called the "Demoiselle" and was a ultra-light successful aeroplane.



The recognition of Santos Dumont pioneering is engraved at Saint Cloud's Icarus as follows:

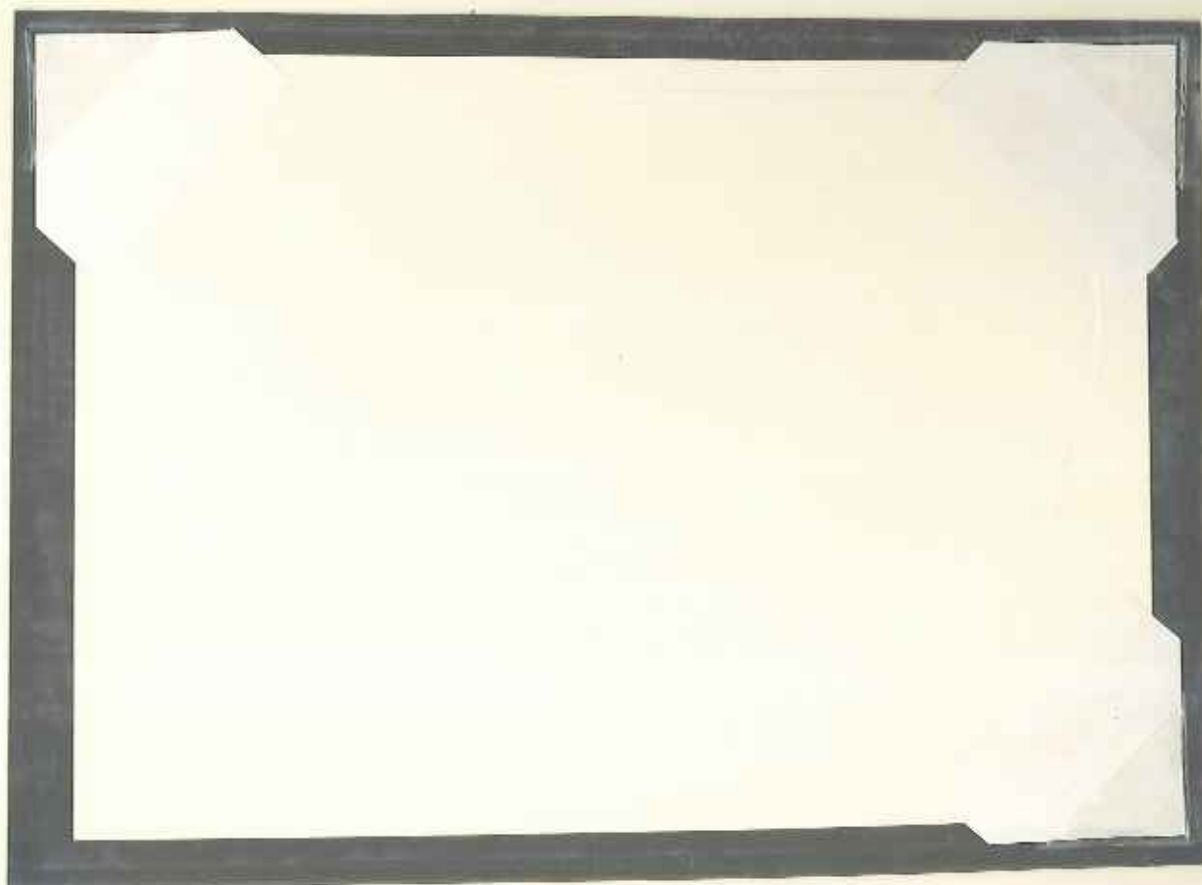
" This monument was erected by the Aero Club of France to honour the experiments of Santos Dumont, aerial locomotion pioneer. October, 19 1901 and October 23, 1906."

THE FIRST FLIGHTS

TRIUMPH OVER THE CHANNEL


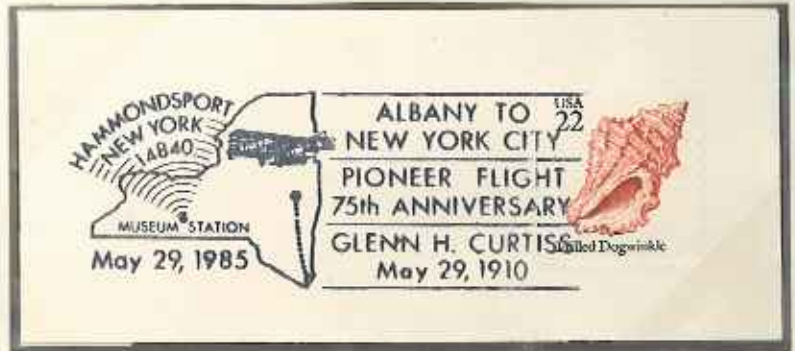


The french pilot Louis Blériot was the first man to cross the English Channel. On July 25, 1909, he landed on the downs above Dover 37 minutes after leaving France.

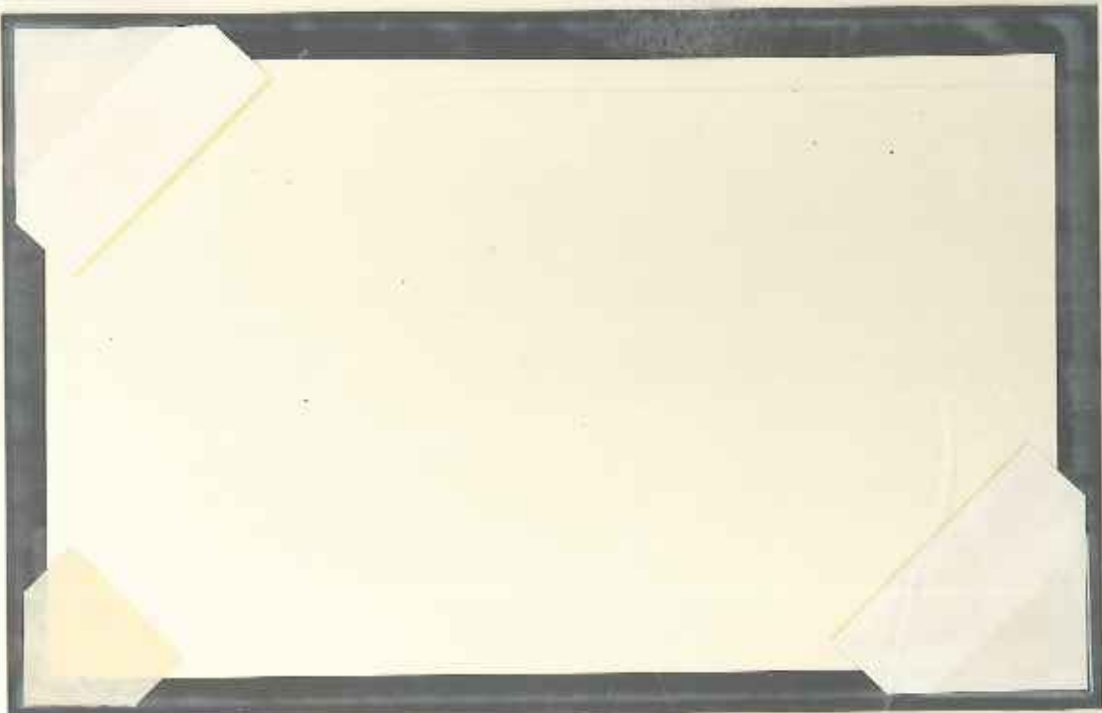


THE FIRST FLIGHTS

GLENN CURTISS



The american Glenn Curtiss built his first aeroplane in the Spring of 1909.

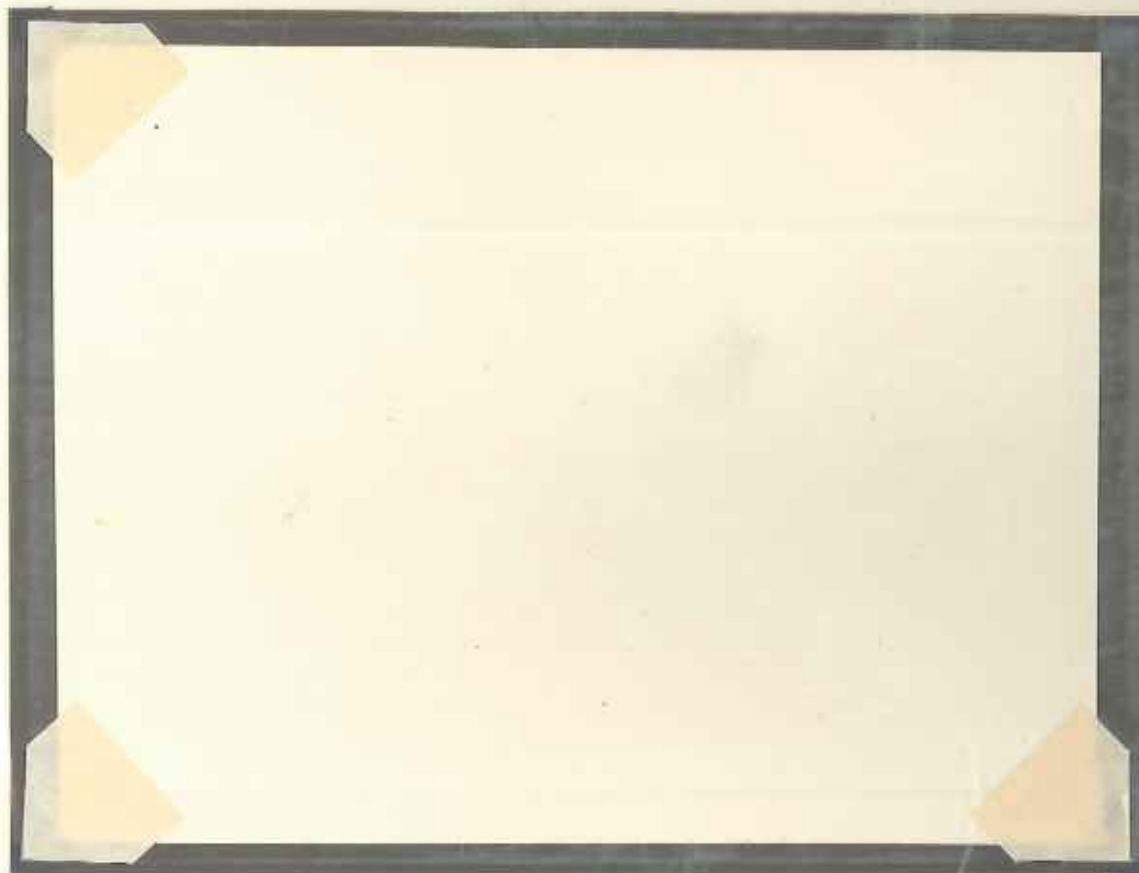


"Betheny-Aviation Marne" August 27, 1909.

From August 22 to August 29, 1909, a great international event was scheduled at the Betheny Airfield, near Reims. The prize for the greatest speed reached over a 30-kilometer run was won by Glenn Curtiss.

THE FIRST FLIGHTS

JORGE CHAVEZ



Rouen Aviation Meeting - June 21, 1910



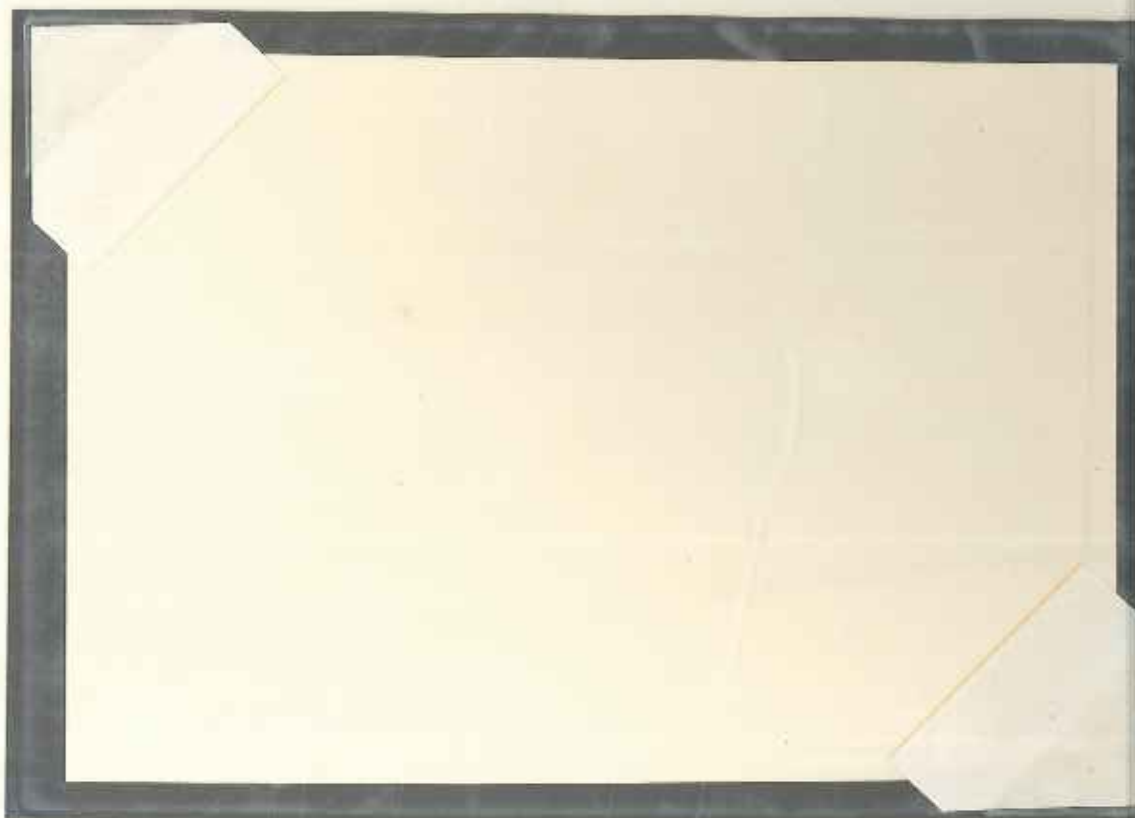
The Peruvian Jorge Chavez was the first aviator to pilot an airplane over the lofty peaks of the Alps. In 1910 he took part in the main aviation meetings held in France.

THE FIRST FLIGHTS

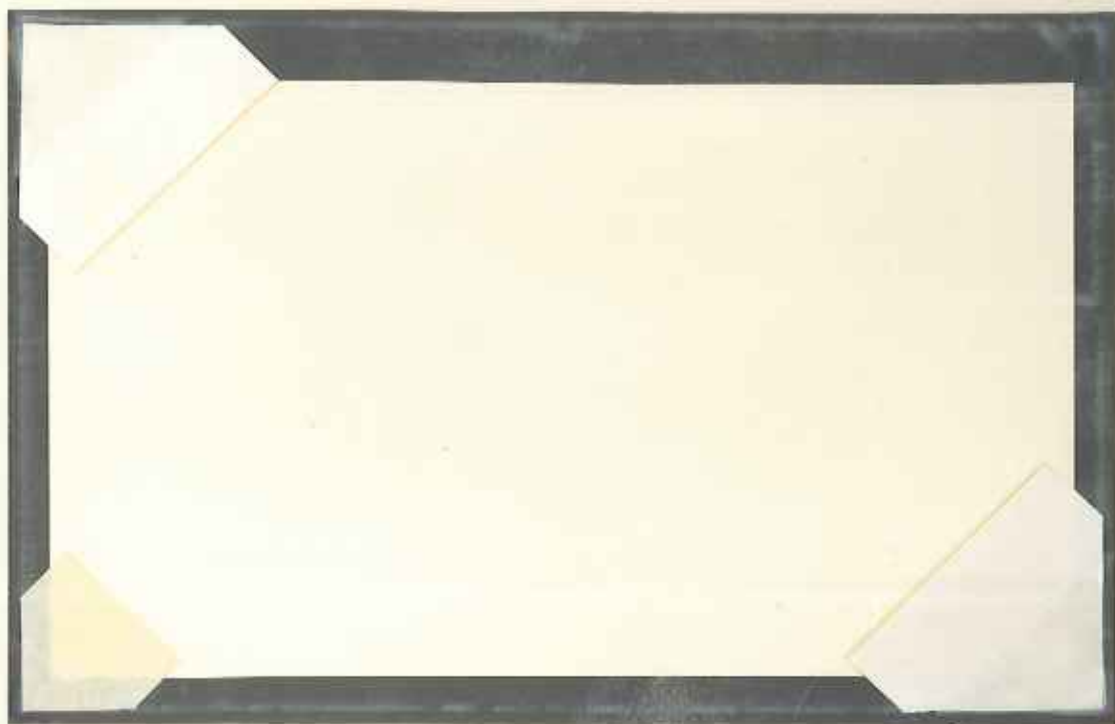
JAN KASPAR



The engineer Jan Kaspar made the first flight in Czechoslovakia on October 1909, using a Farman-type machine. One year later he founded the first aviation school in his country.

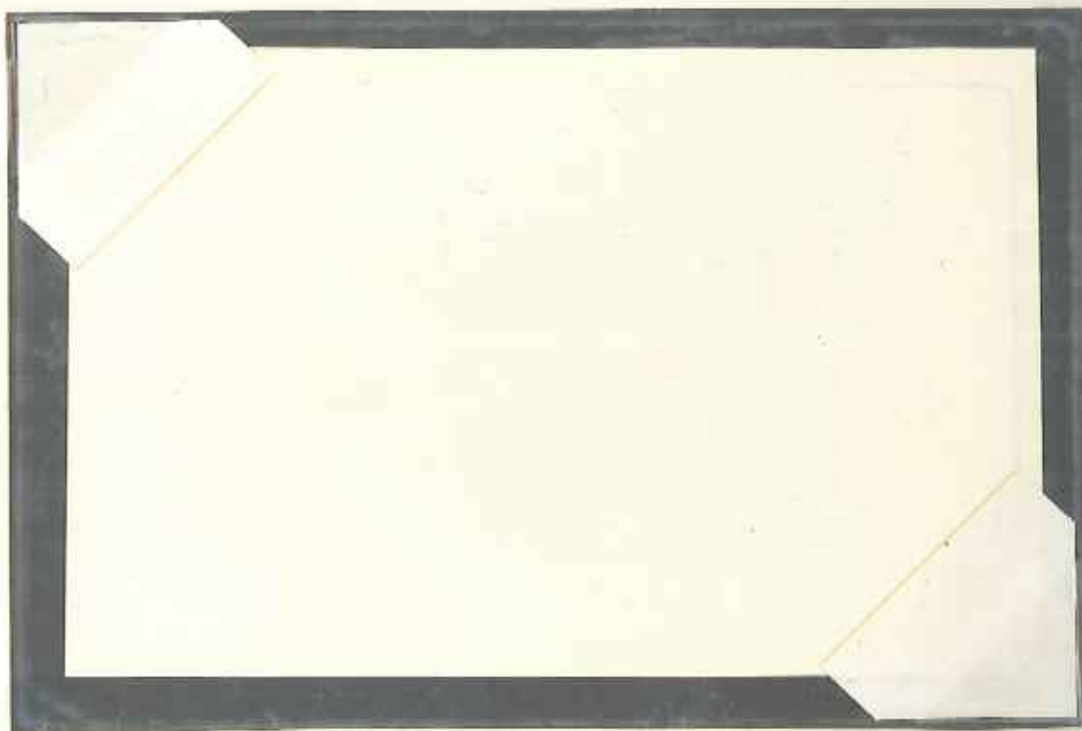


ROLAND GARROS



In the Spring of 1914 the French Roland Garros won the first Aerial Rallye of Monaco. With a Morane Saulnier monoplane, he flew from Monaco to Paris in 12 hours, 14 minutes and 21 seconds.





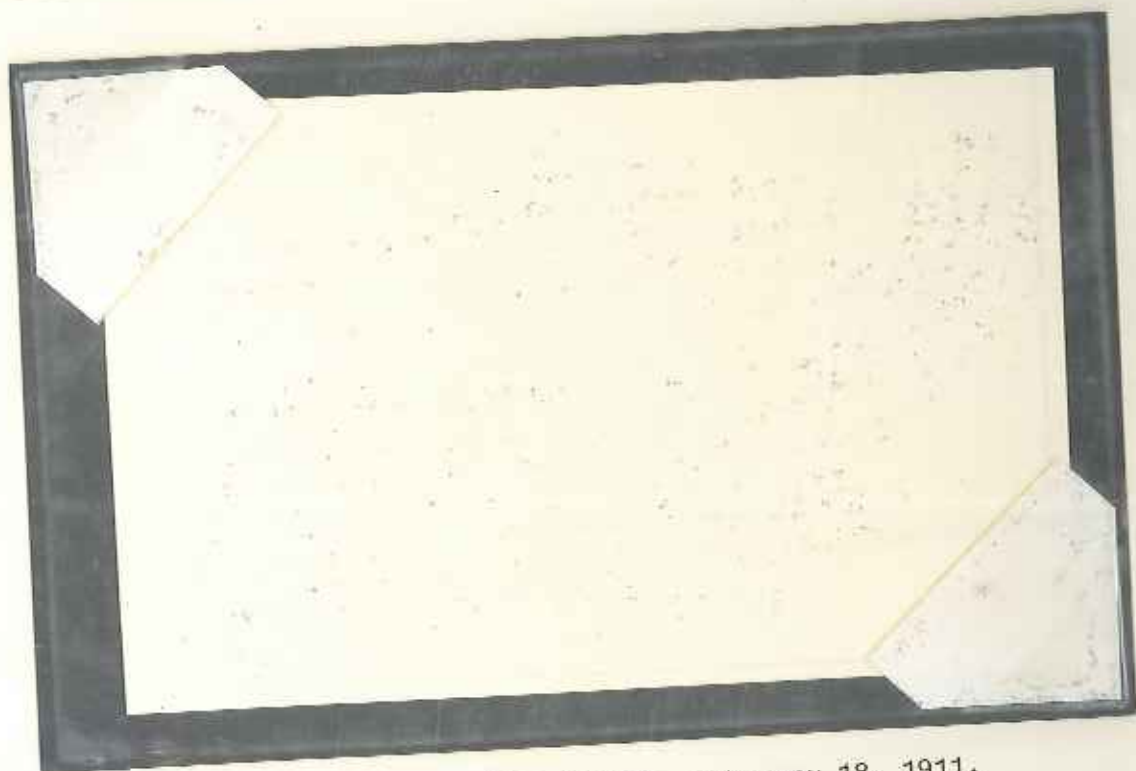
The Swiss Oskar Bider made on April 27, 1913 several demonstration flights in Liestal. On July 13, in the same year, he completed the aerial crossing of the Alps leaving Berne (Switzerland) and flying up to Milan (Italy).



THE FIRST POSTAL FLIGHTS



On February 18, 1911 the first official air mail flight in the world was made at Allahabad, India by the French pilot Henri Pequet.



World's First Official Air Mail Flight, February 18, 1911.

THE FIRST POSTAL FLIGHTS



The airpost flights between London and Windsor were organized as a part of the celebration of the Coronation of King George the Fifth. The first flight was made on September 09, 1911 by Gustave Hamel. It was the second official airmail flight in the world.

EUROPA
FLIGHT
50TH ANNIVERSARY
1ST U.K. AERIAL POST

BIRMINGHAM
LONDON
WINDSOR
TORQUAY

BEA AIRWAY LETTER SERVICE

50TH ANNIVERSARY
LONDON to WINDSOR
September 1911
to Windsor



50TH ANNIVERSARY OF
FIRST AERIAL POST
1911 — 1961

The B.E.A. Agent
C.E.P.T.
Town Hall
TORQUAY
Devon

THE FIRST POSTAL FLIGHTS

Offizielle Luft-Post-Karte

Verkehrs-Vereine Mannheim und Heidelberg

Offizielle Luft-Post-Karte

Verkehrs-Vereine Mannheim und Heidelberg

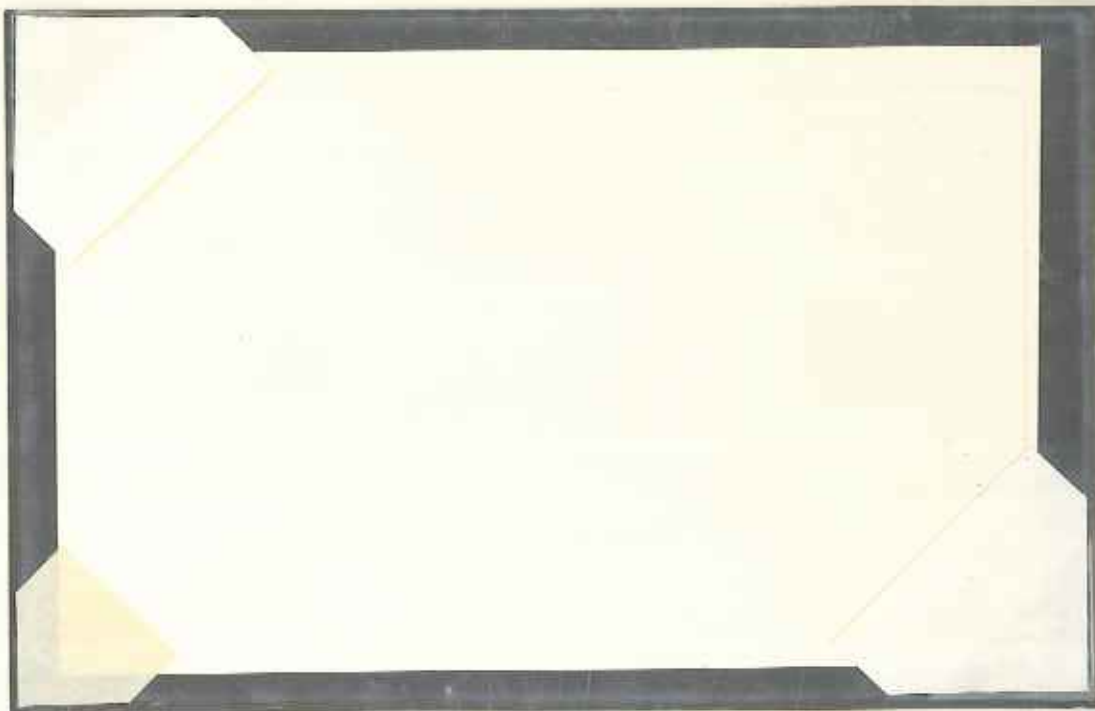
Preis ohne Marke 20 Pfg. — Beförderung mit Luftpost nur, wenn auf dem Fluggelände oder in der Stadt in Spezial-Briefkasten eingeworfen.



John Peter Refinari
Kaufmann
Mannheim
Waldparkstr. 36

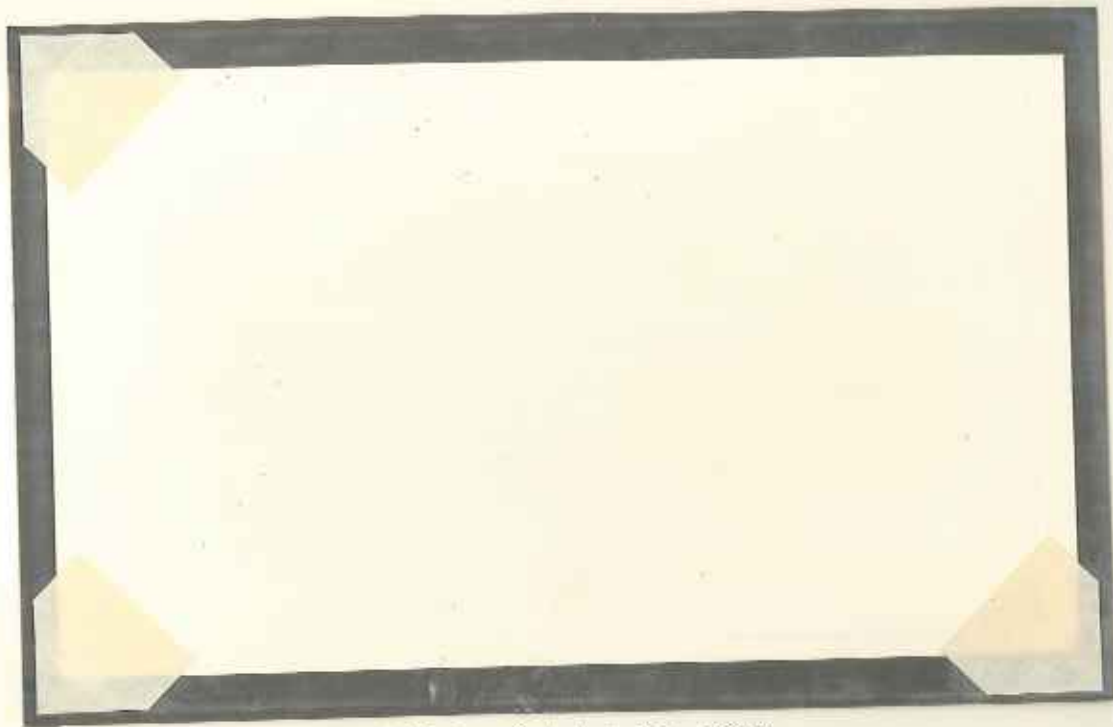
6. May

The first postal flight between Mannheim and Heidelberg (Germany) were made on May 19, 1912. For the flight from Mannheim a Wright biplane was used by pilot Abramowitch. For the return flight a Rumpler monoplane was used with Mr. Krieger as pilot.



On May 12, 1914 the aviator Rumpler made the first postal flight between Dresden and Leipzig.

THE FIRST POSTAL FLIGHTS



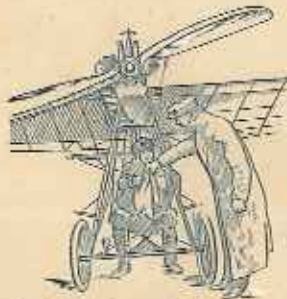
Frankfurt-Wiesbaden Flight - October 13, 1912

In 1912 two important experiment postal flights were made in German. On October 13-26 the route Wiesbaden-Frankfurt and return was flew by an Euler biplane. From February 18 to June 25 many flights were made between Bork and Nearby Places.



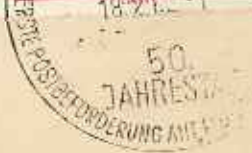
DEUTSCHE
REICHSPHIL
PAR AVION
DDR
MIT LUFTPOST

50. Jahrestag
ERSTE DEUTSCHE LUFTPOST
BORK-BRÜCK 1912-1962



2. Flämingschau
Kreis-Briefmarkenausstellung
in Borkheide

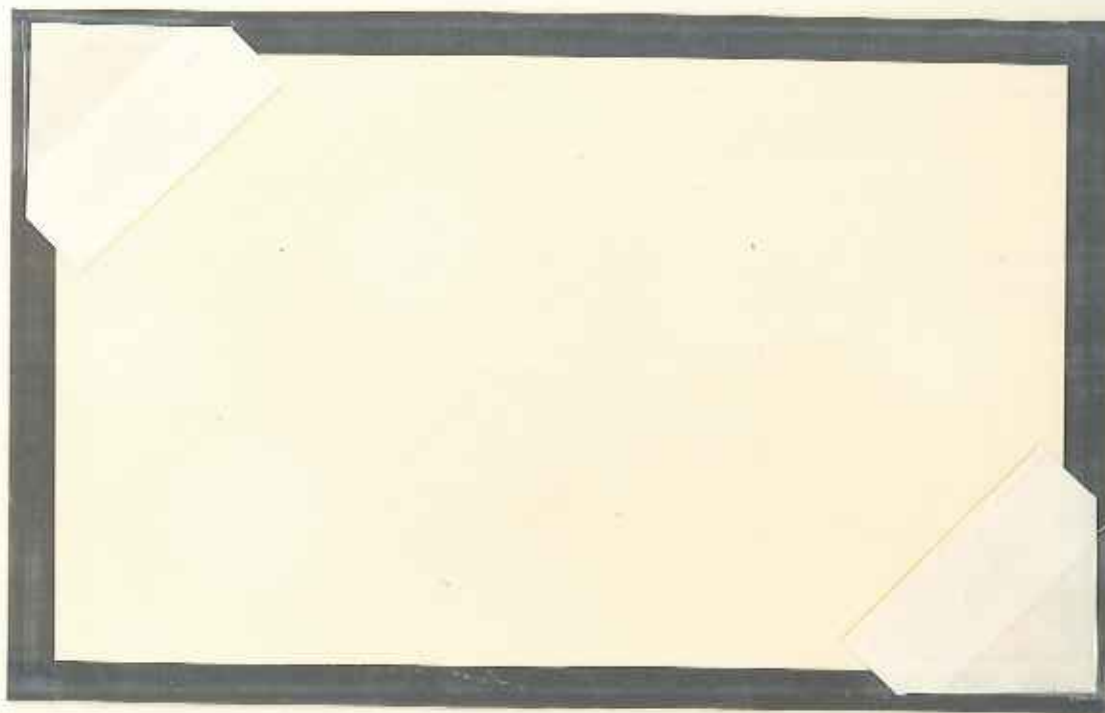
DDR
20



Herrn
Manfred Kramer
Cas. correo 1946

Buenos Aires
Postfach 61

THE FIRST POSTAL FLIGHTS



The mail experiment flight Turin-Rome-Turin was made on May 20, 1917. During the flight the plane stopped in Pisa and arrived in Rome on the same day. For this occasion a special stamp was issued, which was the first special air mail stamp ever issued in the world.



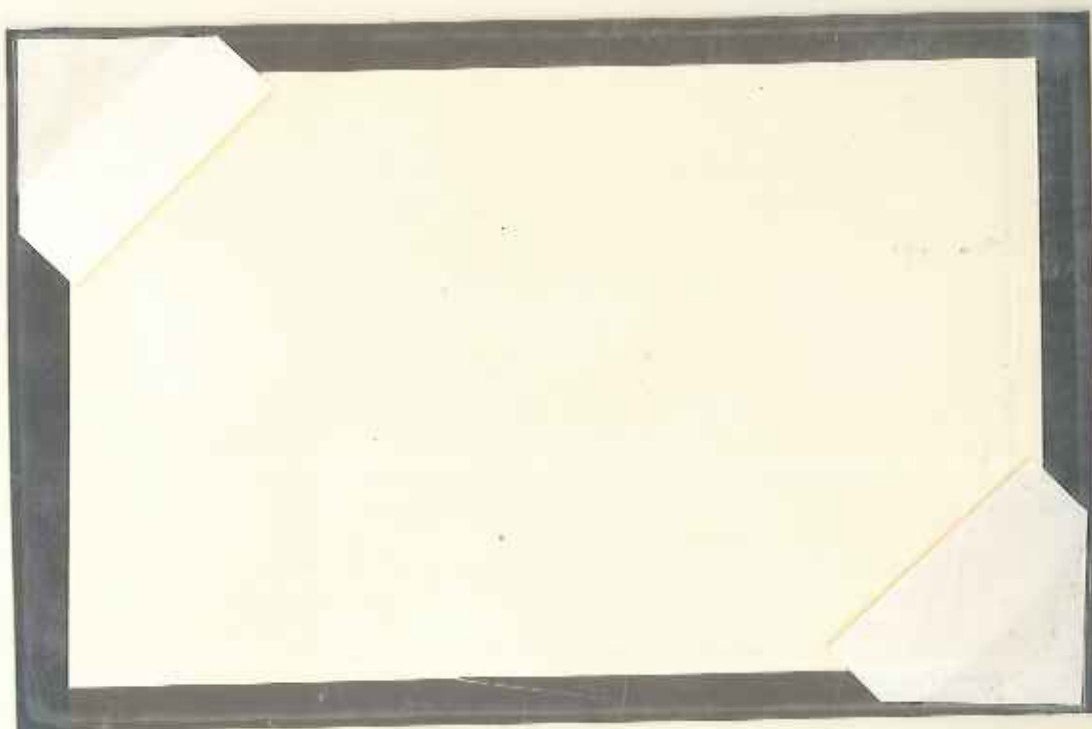
The mail flight Napoli-Palermo-Napoli was made on June 28, 1917 by a seaplane that had Franzoni as pilot.

THE ADVENTURE OF ZEPPELINS



LZ-11 Special Flight Frankfurt to Wiesbaden - October 15, 1912.

The "Viktoria Louise" (LZ-11) made its trial flight on February 14, 1912. When it crashed on October 08, 1915 more than one thousand trips had been made.



LZ-11 Flight - May 29, 1913.

THE ADVENTURE OF ZEPPELINS



LZ-17 Flight - August 8, 1913

The "Sachen" (LZ-17) was the last of the commercial ships built up to 1914. One of its more important trips took place on October, 1913 when it visited the city of Haida, Austria. When the war began and the passenger flights stopped, 10,197 people had paid to be carried in the zeppelin ships.



LZ-17 Haida Flight - October 20, 1913

THE ADVENTURE OF ZEPPELINS



The "Graff Zeppelin" (LZ-127) made its trial flight at Friedrichshafen on September 18, 1928. It was powered by five 550 HP engines and had luxury accommodations for 20 passengers.

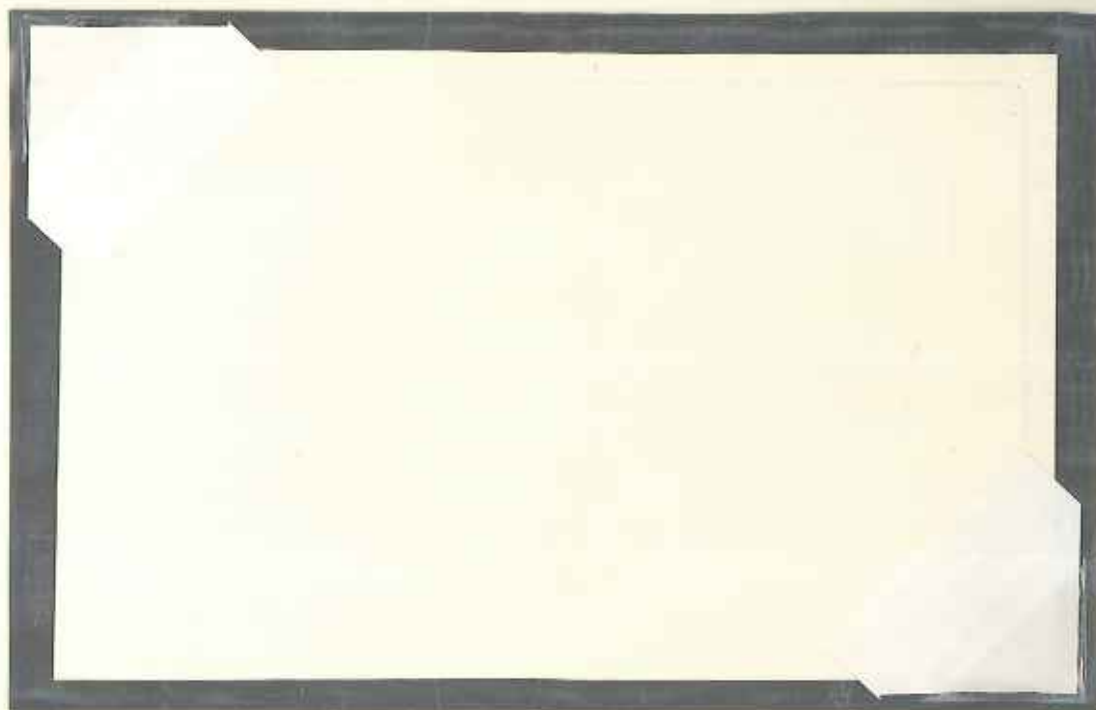


THE ADVENTURE OF ZEPPELINS

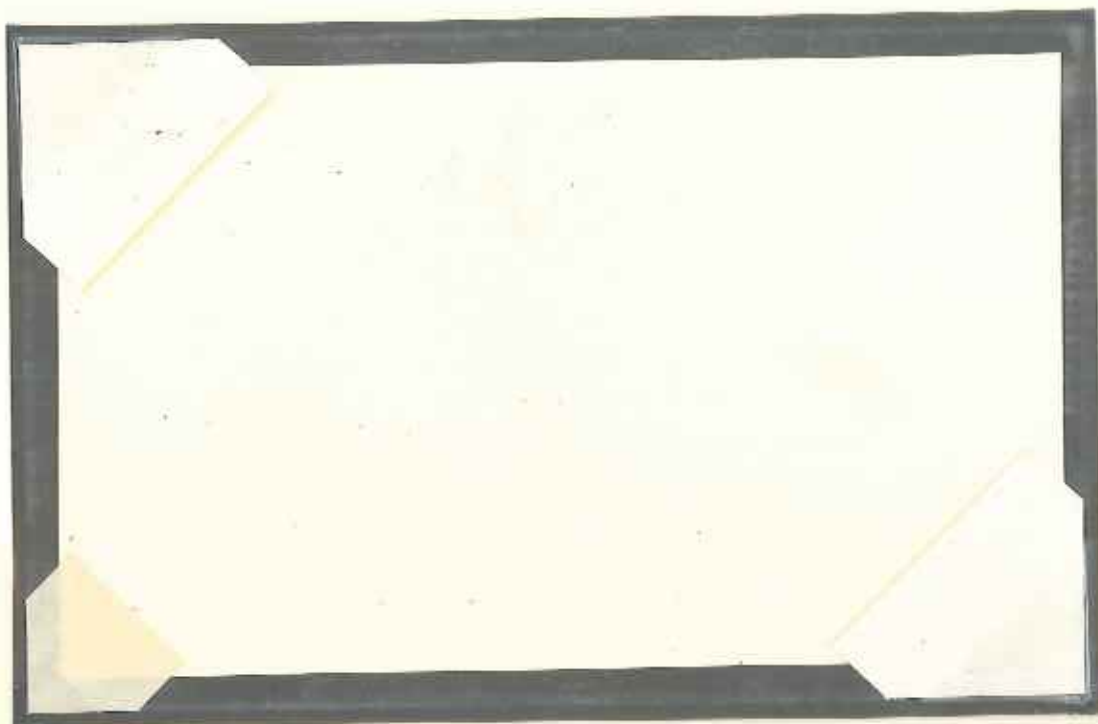


Prova

Most successful of all the passenger-carrying German airships, the Graf Zeppelin made several hundred flights during the 1930s, of which well over 100 were across the South Atlantic.



ADVENTURE OF ZEPPELINS



LZ-127 Round-the-World flight - Lakehurst to Lakehurst

In 1929 the Zeppelin owners made extensive plans for a trip around the world. The ship started from Lakehurst on August 8 and made stops at Friedrichshafen, Tokio and Los Angeles, arrived back at Lakehurst on August 29. The whole journey had taken 21 days, 7 hours and 34 minutes.



LZ-127 Round-the-World flight - Tokio to Los Angeles



THE ADVENTURE OF ZEPPELINS

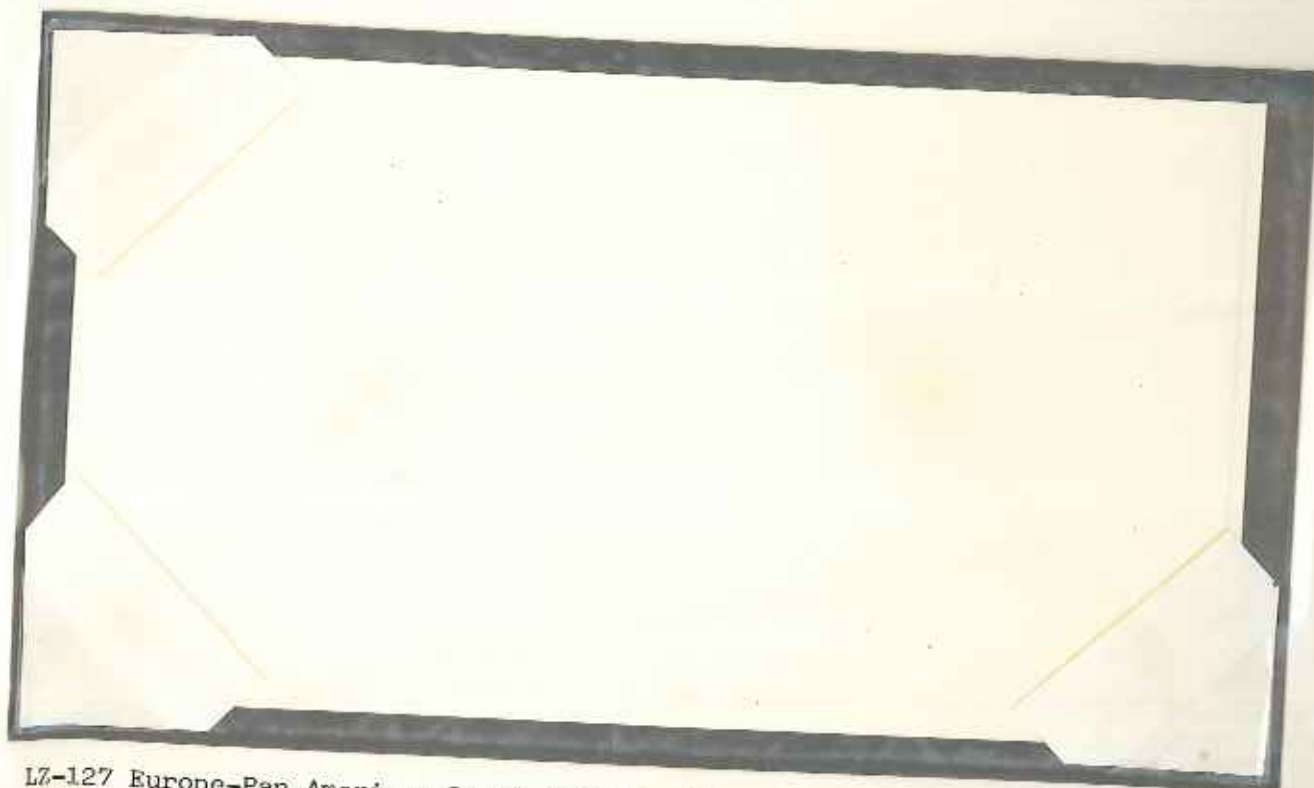


The Europe-Pan America round flight was one of the most important and interesting trips of the "Graf Zeppelin".



Double Overprint

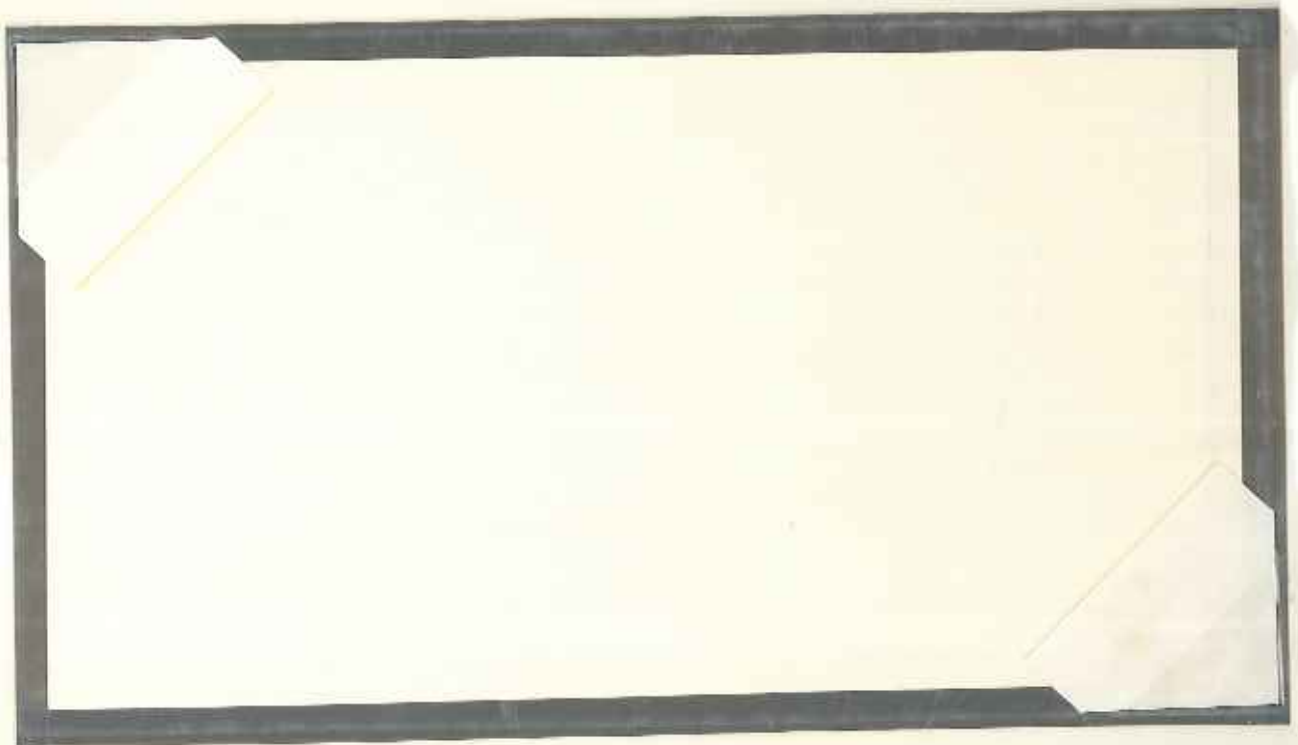
Its route carried it from Germany to South America, thence to Lakehurst and back to Germany in a huge triangle. The flight began on May 18, 1930 and was completed on June 6.



THE ADVENTURE OF ZEPPELINS



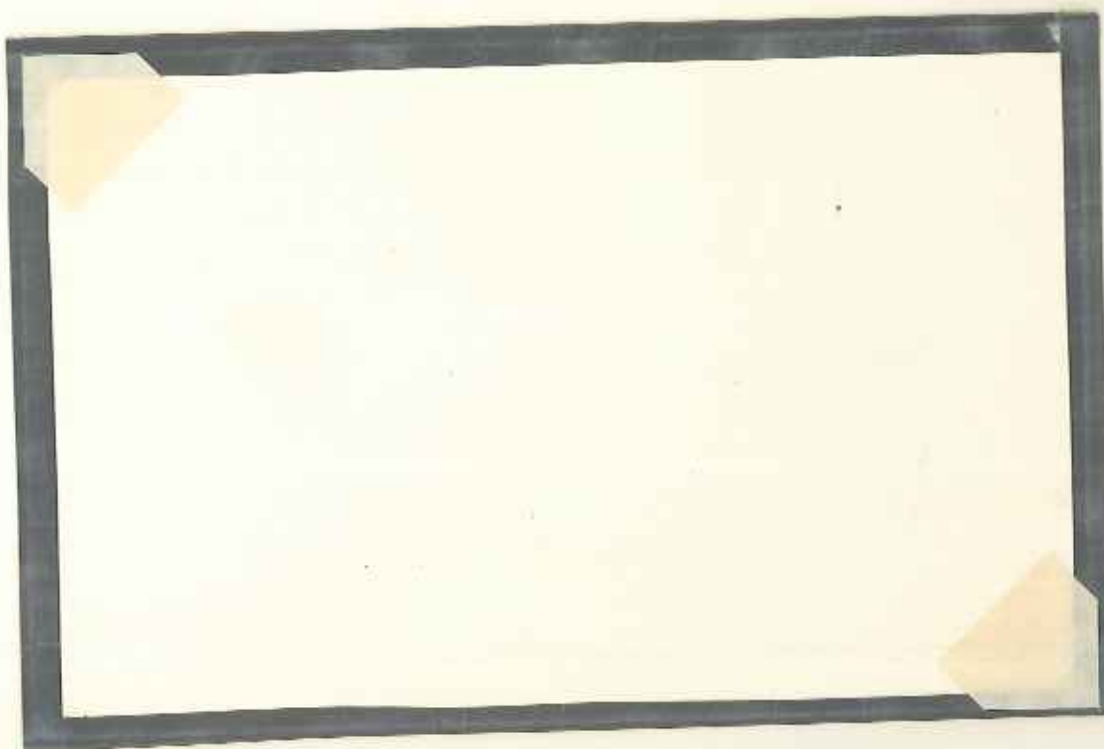
On October 14, 1933 the "Graff Zeppelin" left Germany to visit the Century of Progress Exposition at Chicago. The trip was made via South America and marked the fifth anniversary of the ship.



THE ADVENTURE OF ZEPPELINS



After many successful commercial flights the LZ-127 was scrapped at Frankfurt in March 1940, the metal from the framework being used to build heavier-than-air machines for the Luftwaffe.

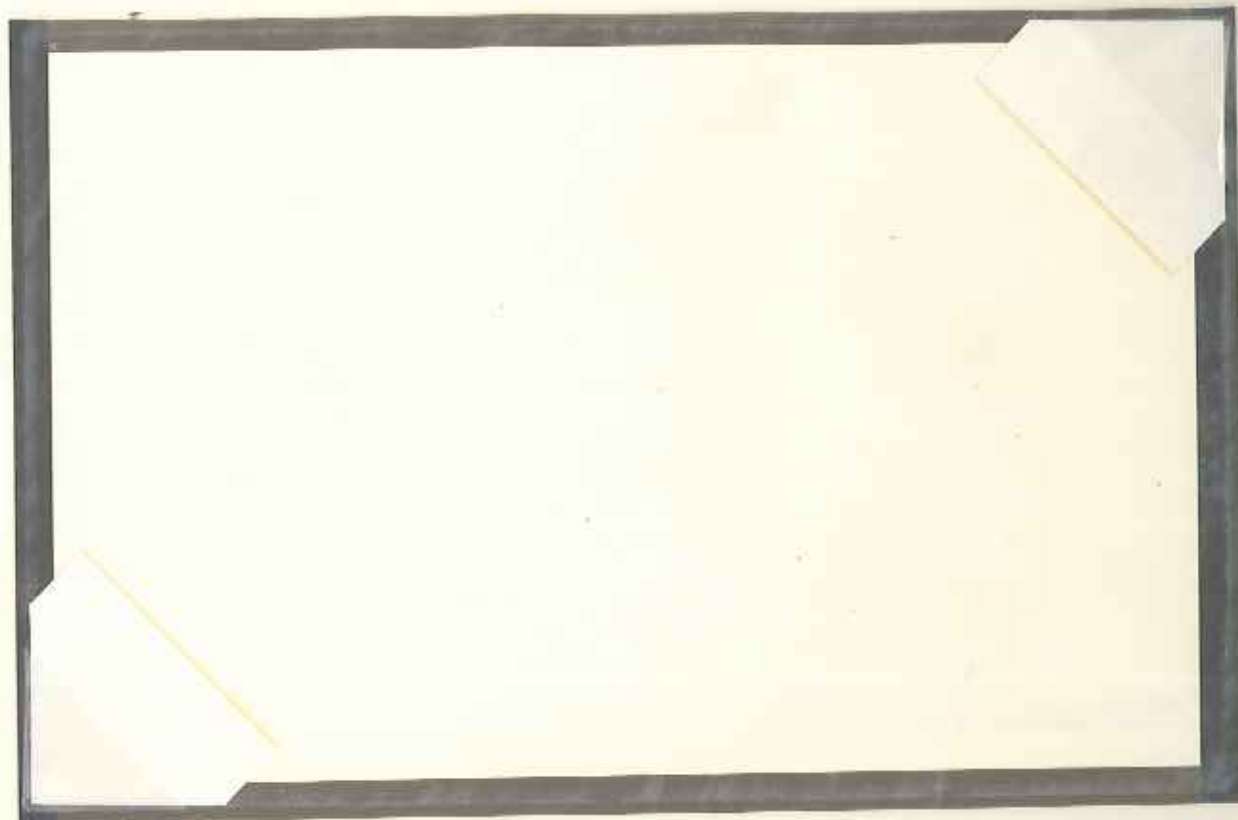


LZ-127 Ninth South America 1935 Flight - August 08

THE TRAGIC END



The construction of the "Hindenburg" (LZ-129) started at the end of 1934, and the ship was designed to be the safest airship yet built.



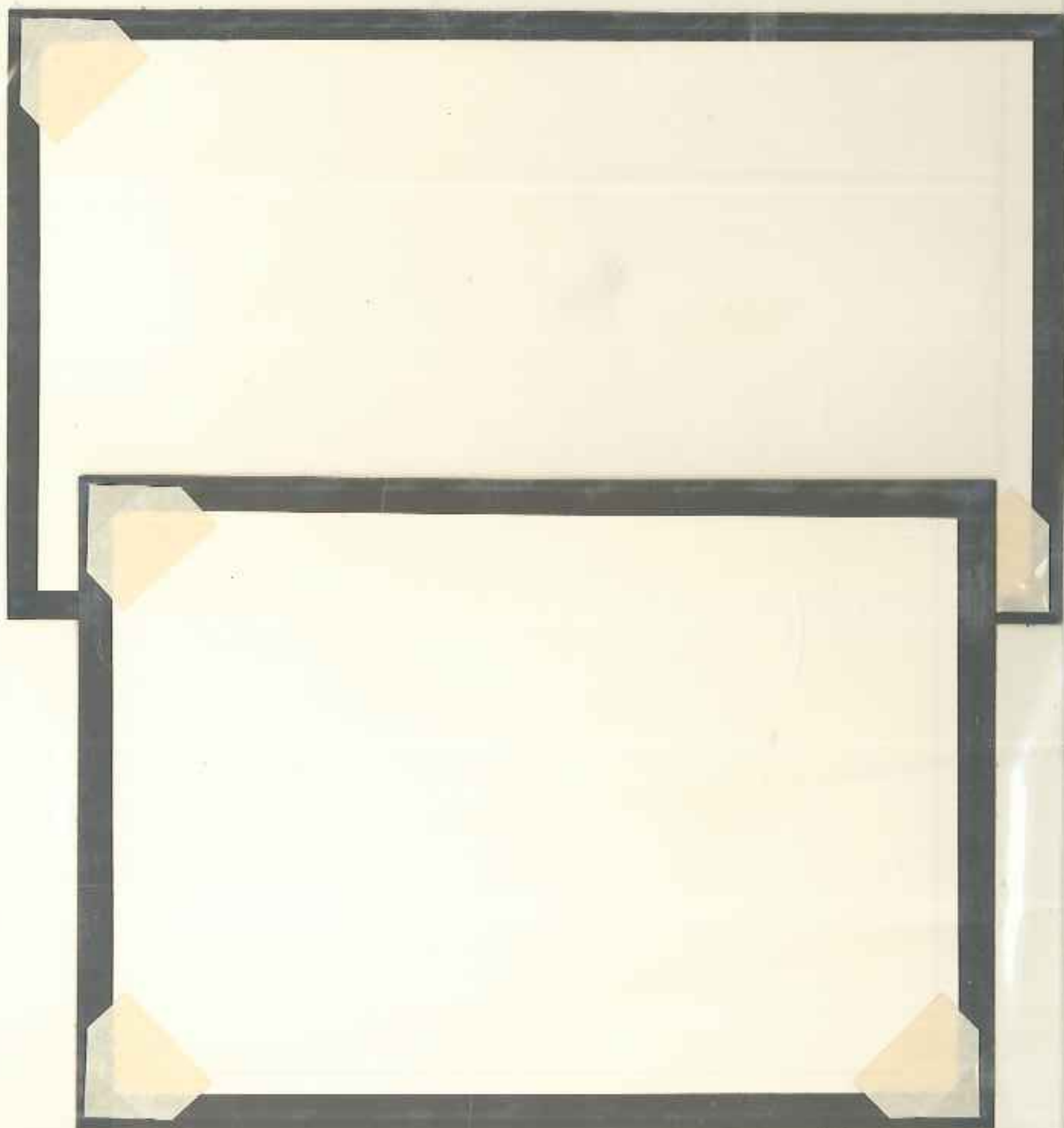
LZ-129 First North American Flight - May 06-14, 1936.

The first trial flight was made on March 04, 1936. On May 06 it left Germany to make the first North Atlantic crossing towards Lakehurst.

THE ADVENTURE OF ZEPPELINS



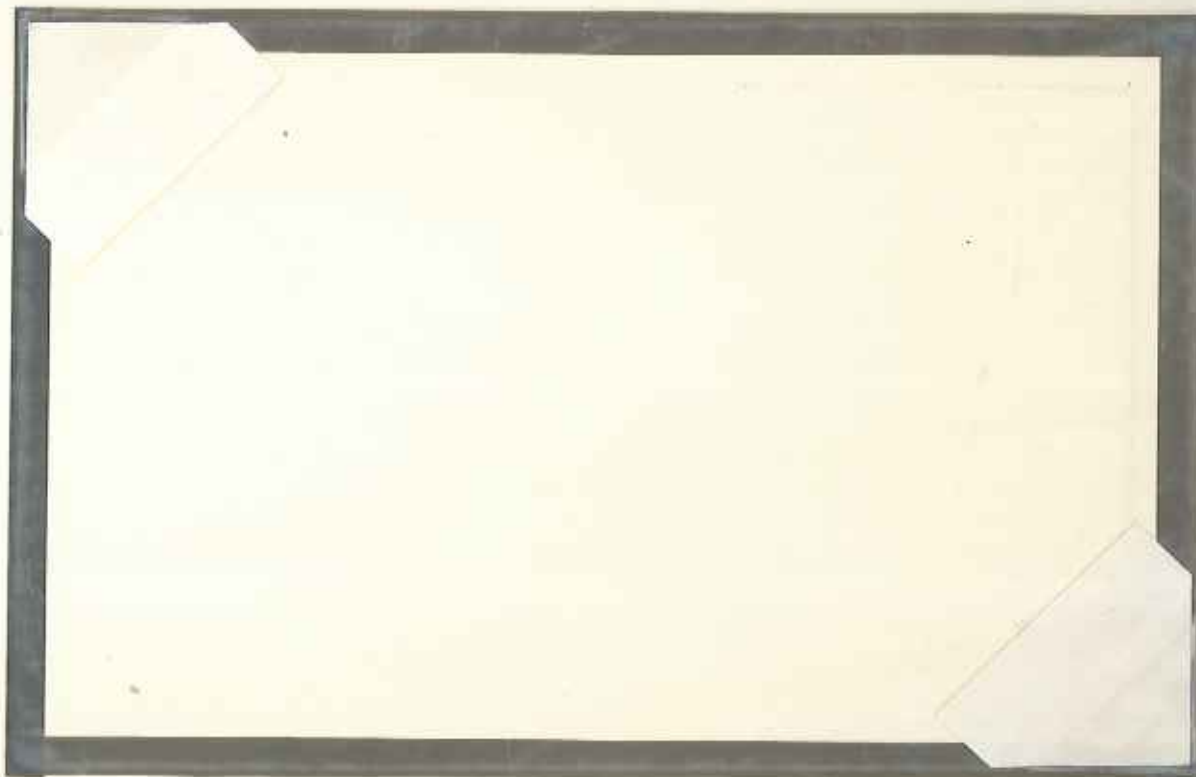
By May 1937 the Zeppelin service was discontinued after the Hindenburg burst into flames upon arrival in America, with the loss of 35 lives. The Lakehurst accident marked the end of an era.



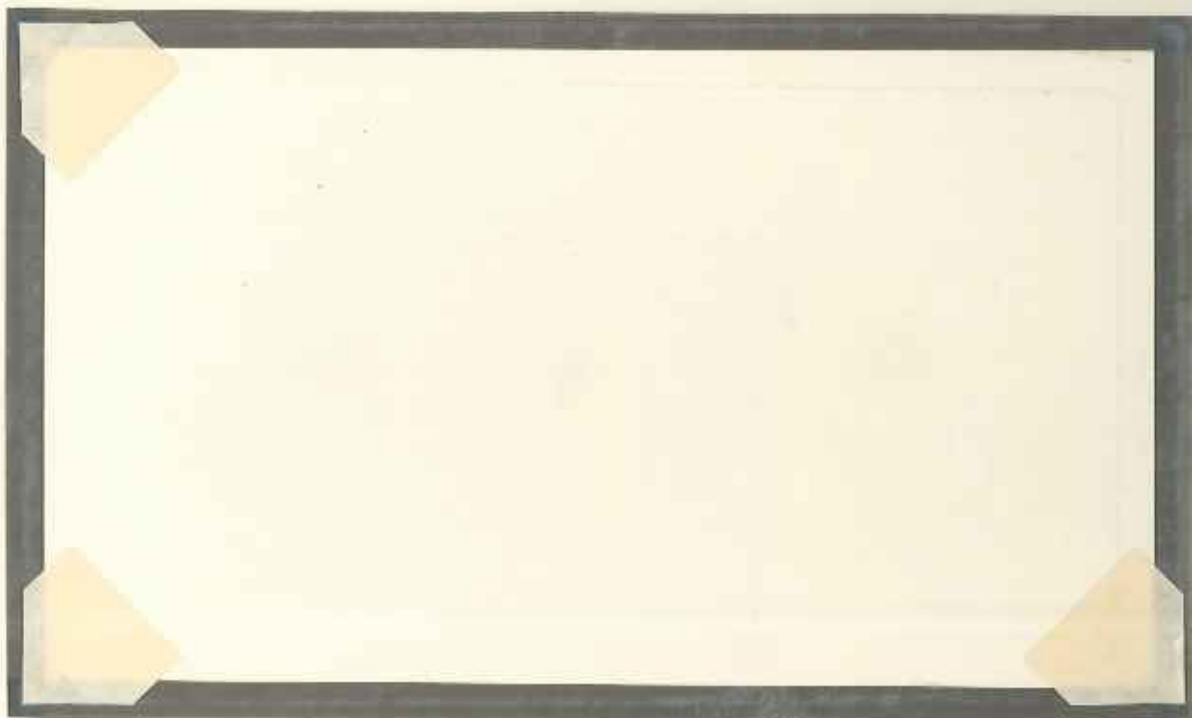
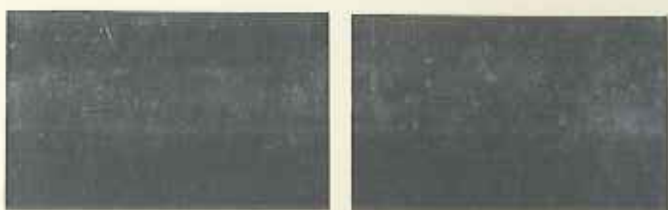
THE ADVENTURE OF ZEPPELLINS



The " Graf Zeppelin II " (LZ - 130) was completed by September 1938 and made a few flights before being grounded. It was scrapped in March, 1940, the metal from the framework being used to build heavier-than-air machines.



THE NORTH ATLANTIC CHALLENGE



The historic flight started from St. John's, Newfoundland, on June 14, 1919, terminating at Clifden, Ireland, on June 15.

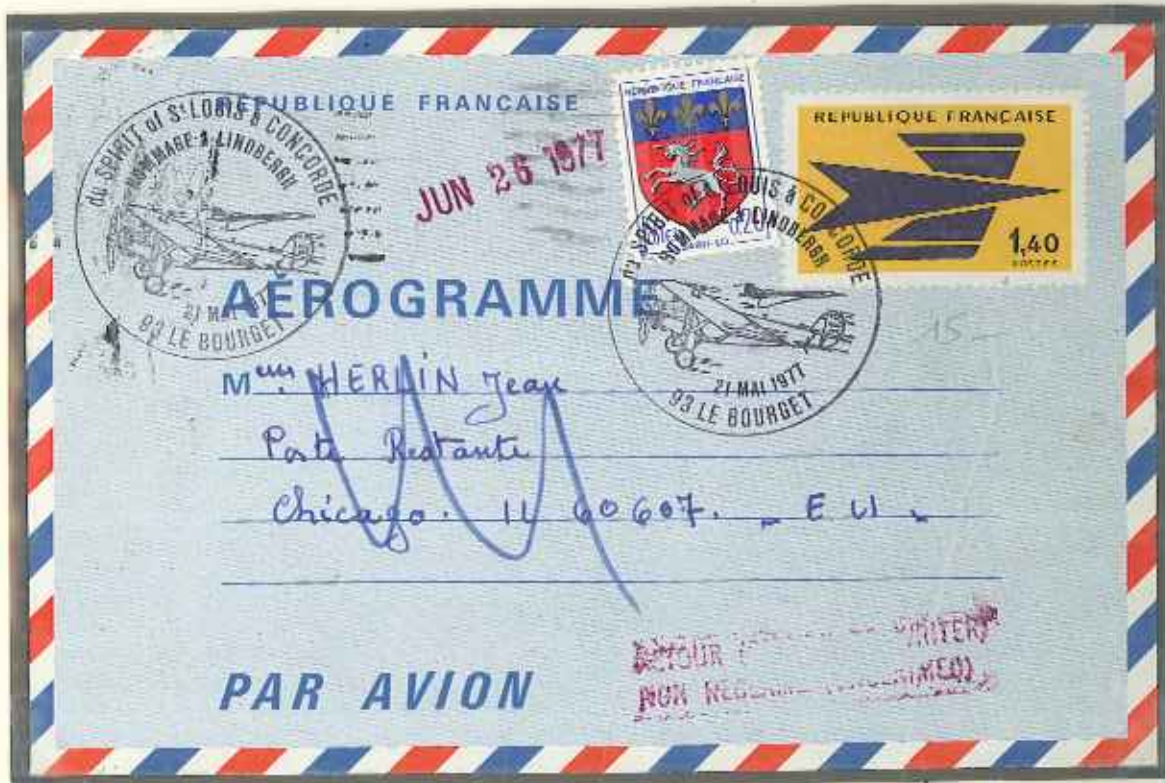


Herrn
Günter Kindler
D 43 Essen 1
Kölner-Str. 68
B R D

THE NORTH ATLANTIC CHALLENGE



Charles Lindbergh's 33,5 hours flight from New York to Paris was the 13th crossing of the North Atlantic by air, and the fifth non-stop crossing but it was the first between two great cities and the first to be achieved by a solo flier.

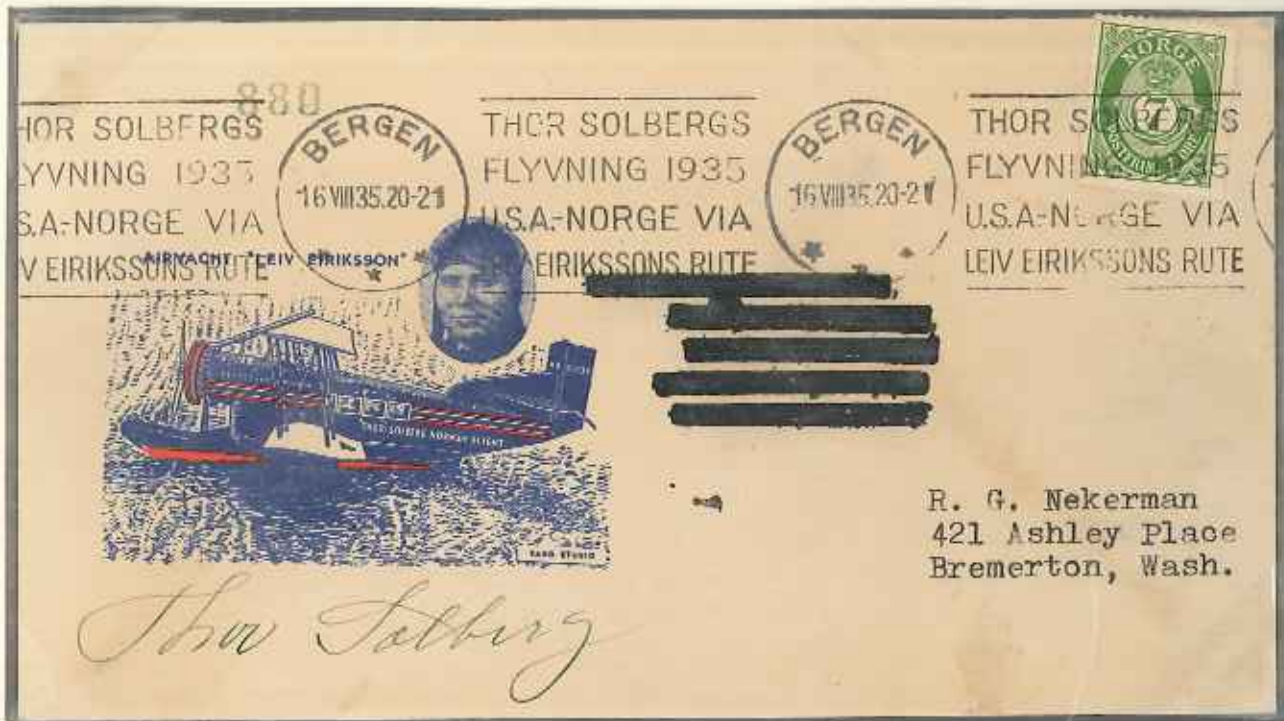


THE FIRST WESTWARD FLIGHT

The Germans Kochl and Von Huenefeld, accompanied by the Irish Fitzmaurice made the first aerial crossing of the Atlantic from Baldonnel, Ireland, to Greenley Island, Labrador, on April 12, 1928.



THOR SOLBERG



The Norwegian pilot Thor Solberg left New York on July 13, 1935 to make a flight by stages to Bergen, Norway, taking one month to complete the flight.