

JUAN CALVO AND VON GRONAU

ADVENTURES, RECORDS AND GLORY



Juan Calvo Manila to San Miguel Flight - March 21, 1929.

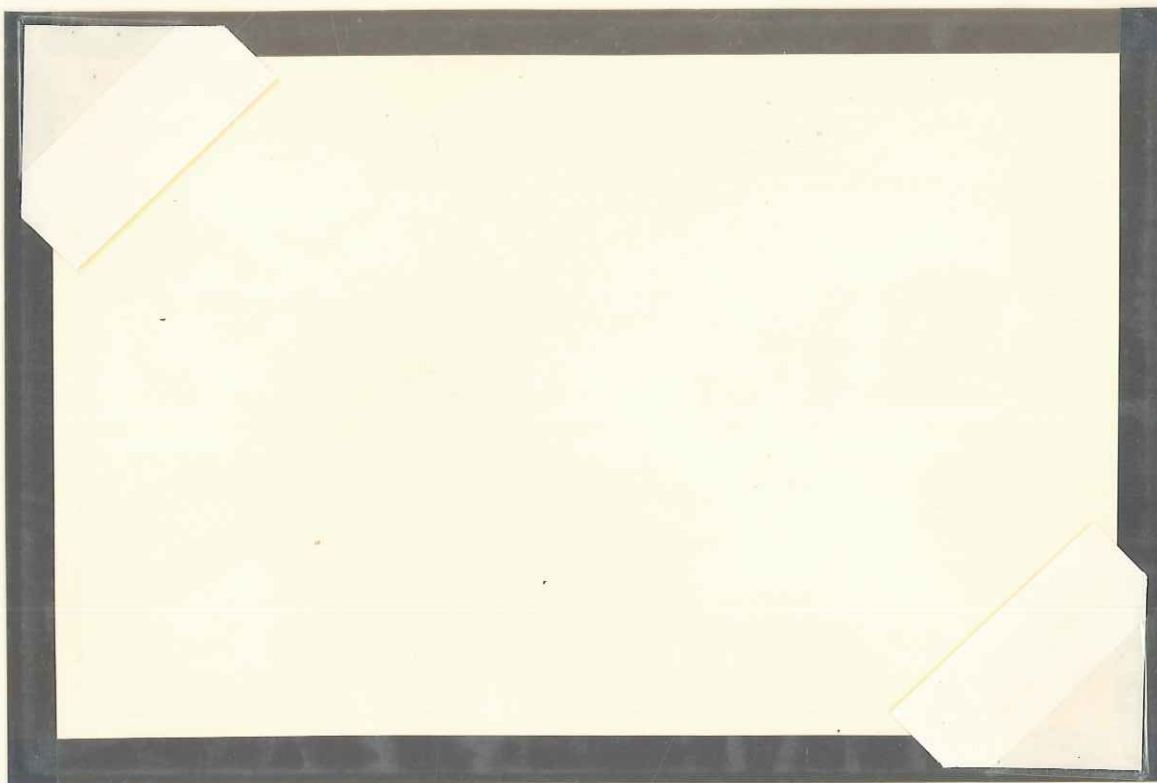
The Philippine aviator Juan Calvo made the first commercial flight
Manila - San Miguel on March 21, 1929.



Wolfgang von Gronau Flight, Manila to Java - September 29, 1932.

On July 21, 1932 Cap. Wolfgang von Gronau and a crew of three started from Germany to a round the world flight, using a Dornier Wal flying boat. After several stops at different countries, they arrived at Friedrichshafen on November 10.

ADVENTURES, RECORDS AND GLORY



Balbo Air Squadron Flight Rome to Chicago.

On July 01, 1933 the Italian Air Armada of 24 Savoia S55 flying boats commanded by General Italo Balbo took off from Orbetello, Italy, and successfully flew the northern route to Chicago. After several stops they arrived at the Century of Progress Exhibition on July 15, 1933.



ADVENTURES, RECORDS AND GLORY



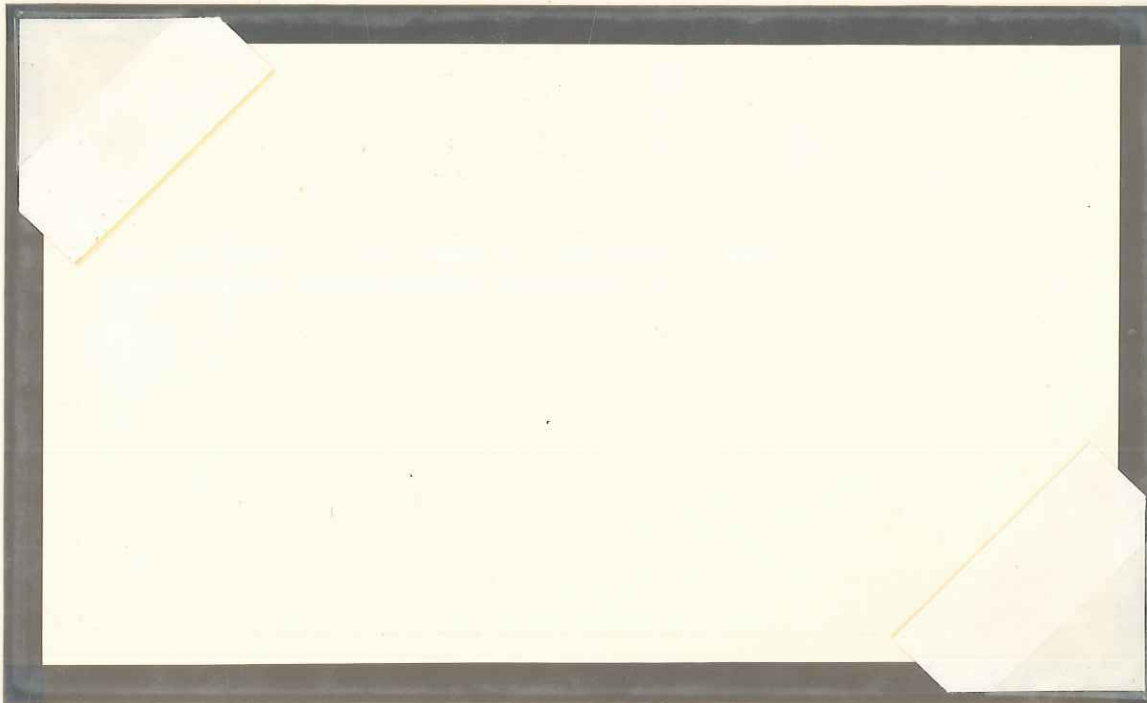
The return flight started on July 19 and the air squadron made stops at New York, Shediac, Shoal-Harbour, Azores and Lisbon. They arrived at Rome on August 12.



Balbo Air Squadron Return Flight - New York to Rome.

ADVENTURES, RECORDS AND GLORY


CHARLES ULM



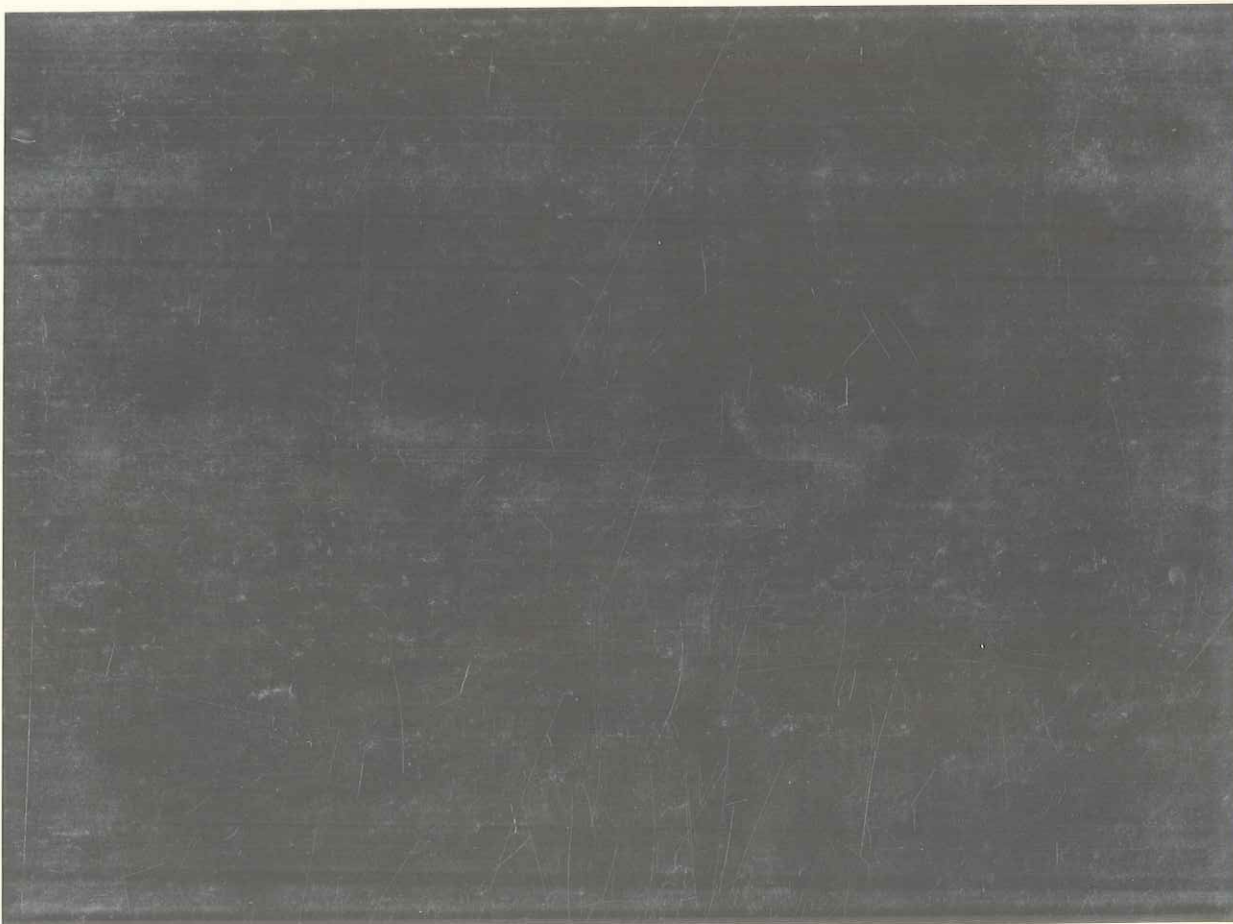
On February 17, 1934, under command of pilot Charles Ulm, the plane VH - UXX "Faith in Australia" successfully completed the first air mail service across the Tasman Sea, between New Zealand and Australia. The return flight was made on April 12.



MAURICE NOGUES



The French pilot Maurice Nogués piloted the machine which opened the airmail service between France and Beyrouth in 1928. He also inaugurated the regular airmail service from France to Indochina in 1931.



THE MOSCOW - SAN FRANCISCO FLIGHT



Mikhail Gromov, pilot, Andre Yumashev, co-pilot, and Sergei Danilin, navigator, all skilled Soviet fliers, established a new world's distance record, July 12-13, 1937. They took off from Moscow to a nonstop flight over the North Pole to San Francisco, California.

Авиа - PAR AVION

50-ЛЕТИЕ
беспосадочного перелета
В. И. Чкалова, Г. Ф. Байдукова
и А. В. Белякова по маршруту
Москва - Северный полюс -
Портленд (США)

МОСКВА СП-1 ПОРТЛЕНД
18-20.VI.1937

Куда

50-ЛЕТИЕ БЕСПОСАДОЧНОГО ПЕРЕЛЕТА
В. И. ЧКАЛОВА
Г. Ф. БАЙДУКОВА
И А. В. БЕЛЯКОВА
ПО МАРШРУТУ
МОСКВА - СЕВЕРНЫЙ ПОЛЮС - ПОРТЛЕНД (США)
18-20.VI.1937
МОСКВА - ПОЧТАМТ

70 ЛЕТ ПЕРВОЙ СОВЕТСКОЙ ПОЧТОВОЙ МАРКЕ
70 ЛЕТ ПЕРВОЙ СОВЕТСКОЙ ПОЧТОВОЙ МАРКЕ

10к 1988
10к 1988
15к 1976

Индекс предприятия связи и адрес отправителя

SR. ARTHUR R. CUELLAN
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CER 09400 Est. SÃO PAULO
BRASIL /БРАЗИЛИЯ/

HEROES OF INTERRUPTED FLIGHTS

AUGUSTO SEVERO



Proof



Watermarked Proof
"America Bank"



Lateral Imperf.

On May 12, 1902 the Brazilian aeronaut Augusto Severo, with his mechanic Sachet, went aloft in the balloon "PAX". The balloon exploded while over Paris and they lost their lives.



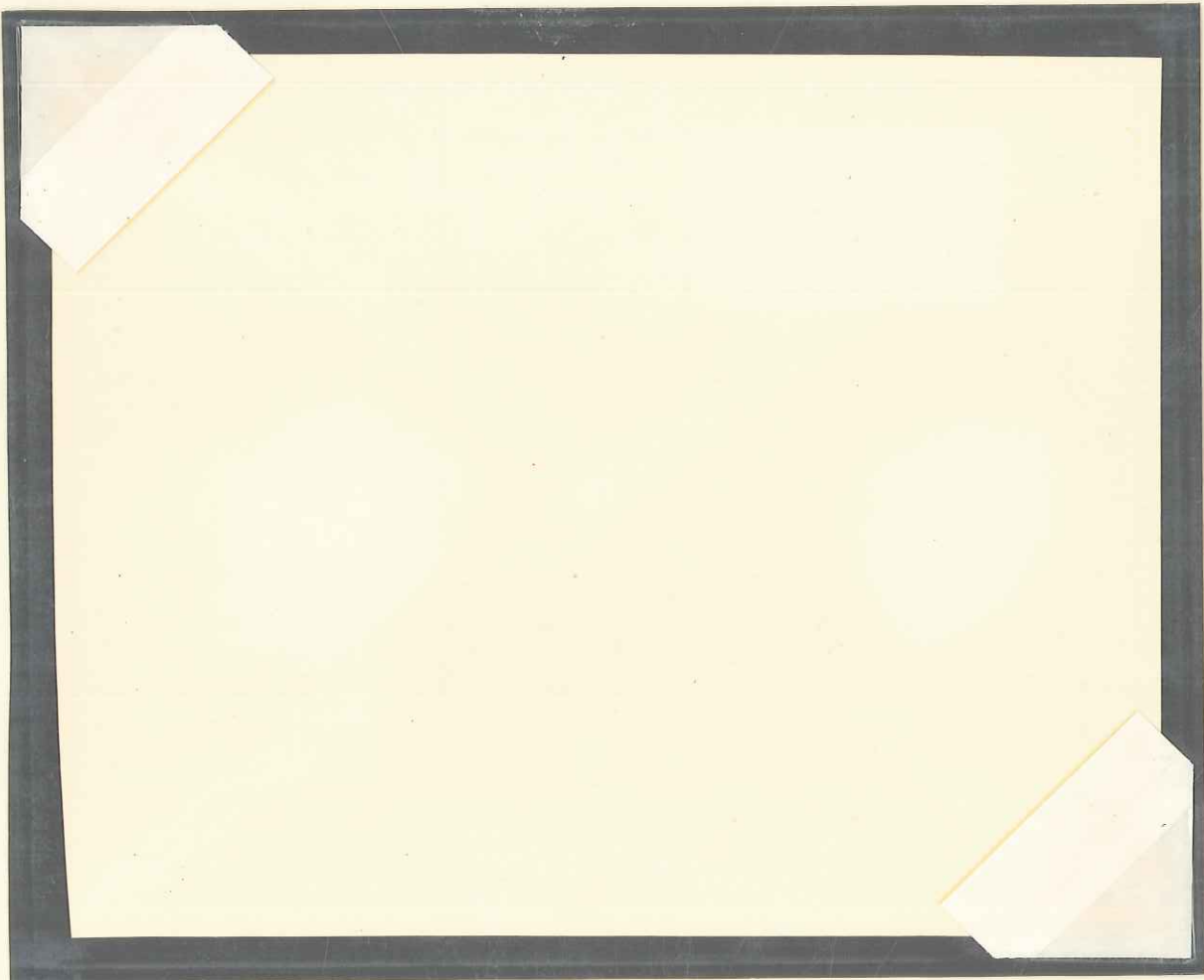
Proof

HEROES OF INTERRUPTED FLIGHTS

UMBERTO NOBILE



On May 1928, General Nobile started to a second flight over the North Pole in the airship "Italia".



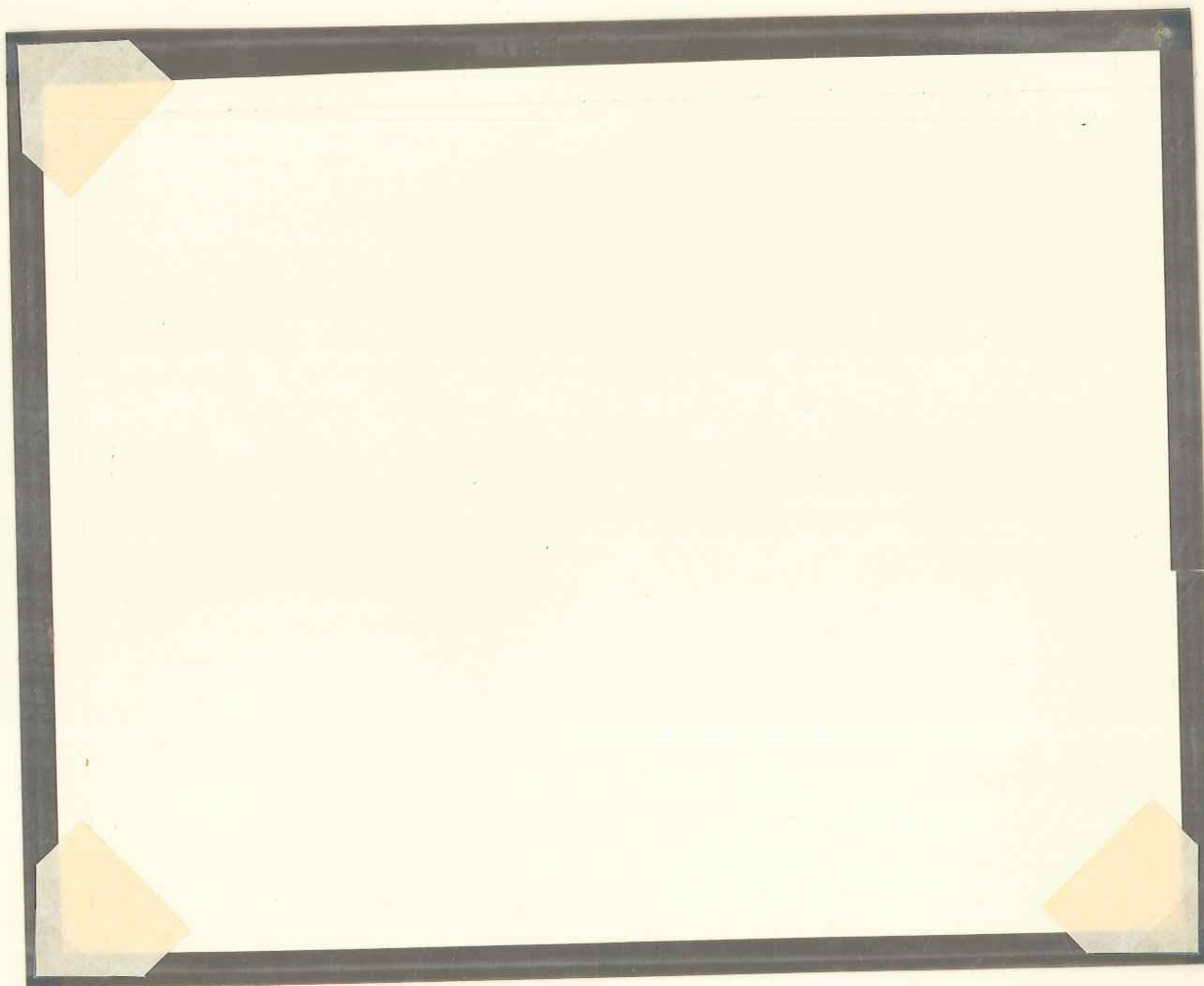
" R.N.C. DI MILANO - SPED. ARTICA " - May 18, 1928

The trip was successfull, but unfortunately the ship was wrecked in tragic circumstances on the return journey. Nobile and his crew remained lost for several days in the Artic region.

THE "DRAGON D'ANNAM" FLIGHT

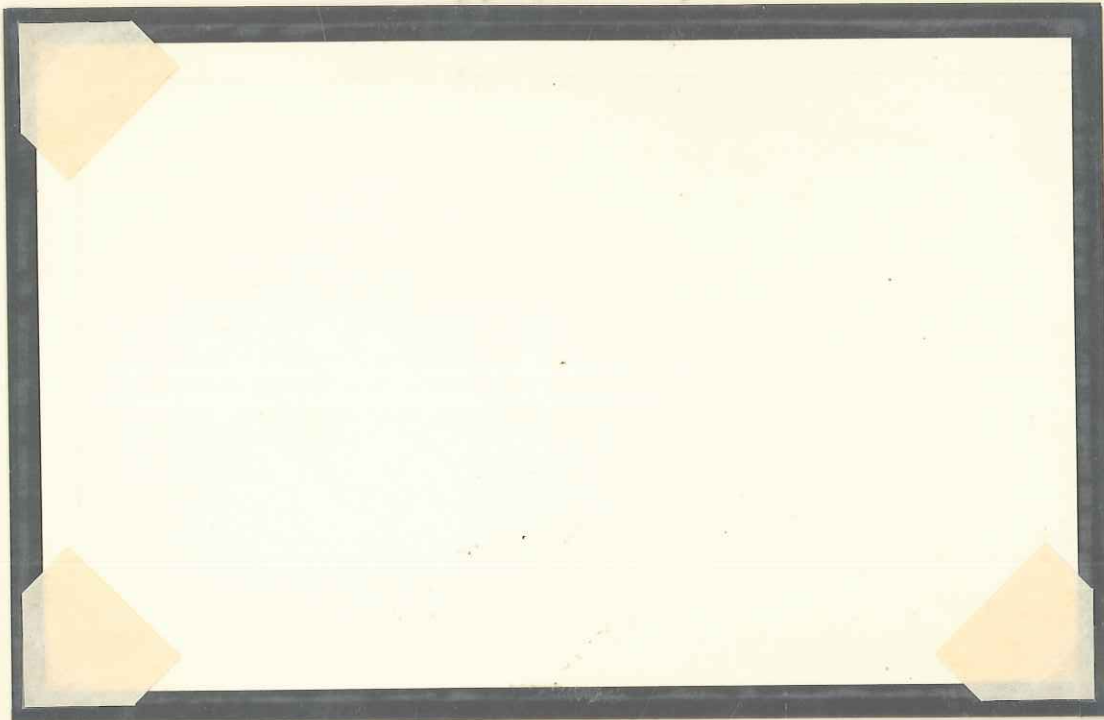


On February 19, 1929, the French aviators Costes, Codos and Bellonte attempted to fly from Paris to Hanoi in their plane "Dragon d'Annam". Only 8 kilometers from Le Bourget airport the engine failed and the plane crashed at Bondy, France.



Crash Cover - "Dragon d'Annam" Flight - February 19, 1929.

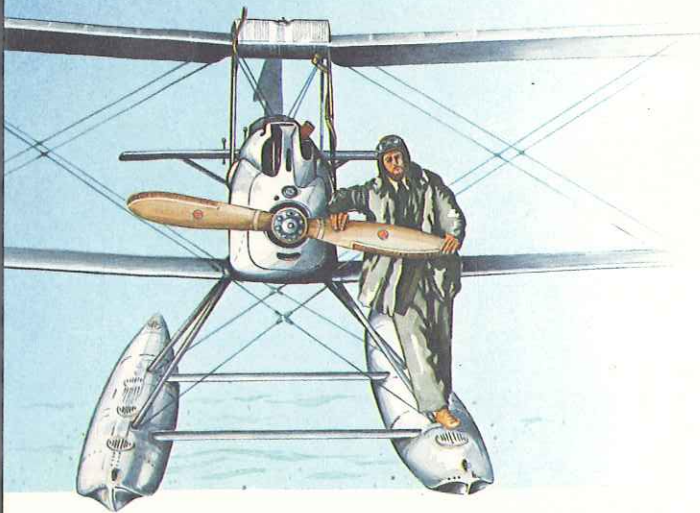
SIR FRANCIS CHICHESTER



Crash Cover - Katsuura, Japan - August 3, 1931

The first solo east-west flight across the Tasman Sea was accomplished by Francis Chichester in 1931. In July that year he left Australia for Japan with the intention of circumnavigating the world, but crashed near Yokohama, Japan, where the attempt was abandoned.

**50th Anniversary of Sir Francis Chichester's
Flight Across the Tasman**



Australia 22c

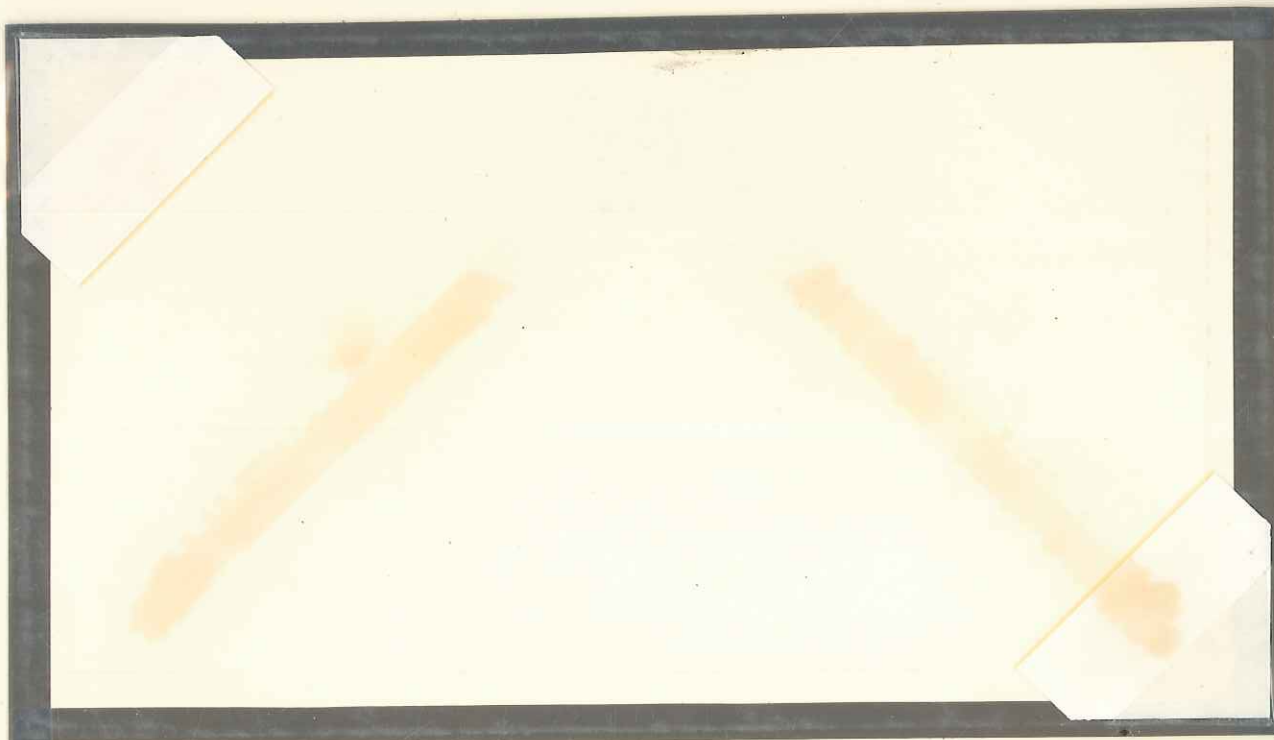


HEROES OF INTERRUPTED FLIGHTS

DARIUS AND GIRENAS



The Lithuanians, Cap. Stefan Darius and Stanley Girenas, attempted a flight from New York to Kaunas, Lithuania, in their plane "Lithuanica". After successfully crossing the ocean, the fliers lost their lives when their plane was wrecked at Soldin, Germany, about 400 miles short of their goal.



Crash Cover - New York to Lithuania flight - July 15, 1933

SPEEDING UP THE MAIL

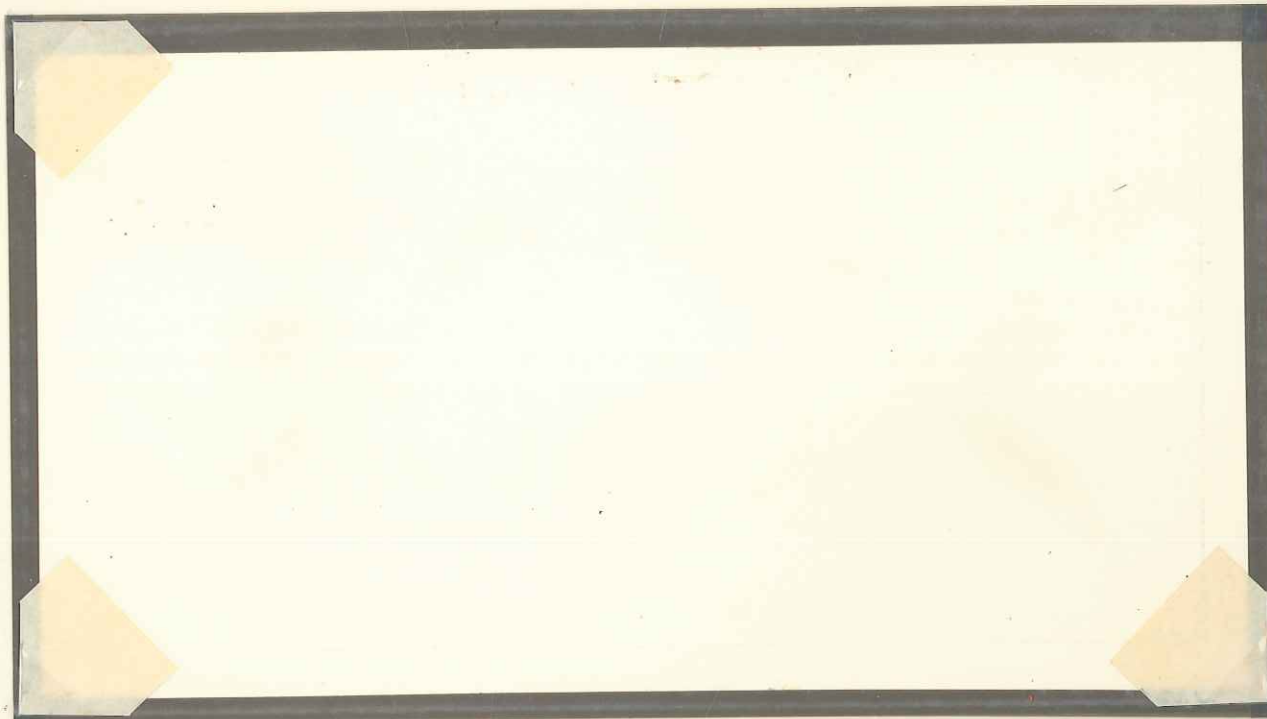
THE "ILE DE FRANCE"



"Ile de France" Catapult Flights - August 13, 1928 and September 3, 1928.

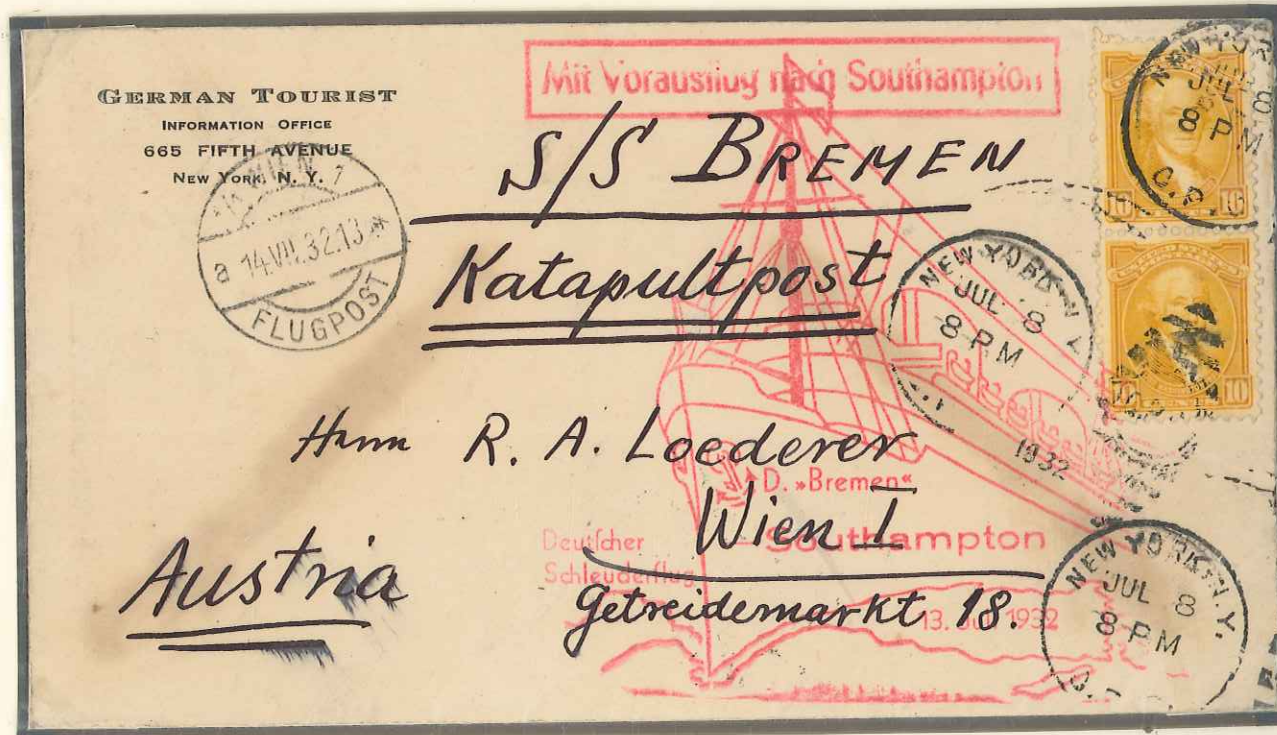
In order to accelerate the transatlantic mail service, the French liner "Ile de France" was equipped with a catapult so that a seaplane could be started from on board the ship 600-700 miles before she reached her port of destination. The first flight was made on August 13, 1928. Lieut. L. Demougeout was the pilot.

CATAPULT FLIGHTS FROM S.S. "BREMEN"



S.S. Bremen Catapult Flight - August 2, 1928

A regular and reliable service across the North Atlantic was achieved in 1929 when the German liners S.S. Bremen and S.S. Europa were equipped with catapaults. The first flight was made on July 22 from the S.S. Bremen to New York.



S.S. Bremen Catapult Flight - July 13, 1932

SOUTH ATLANTIC CATAPULT FLIGHTS

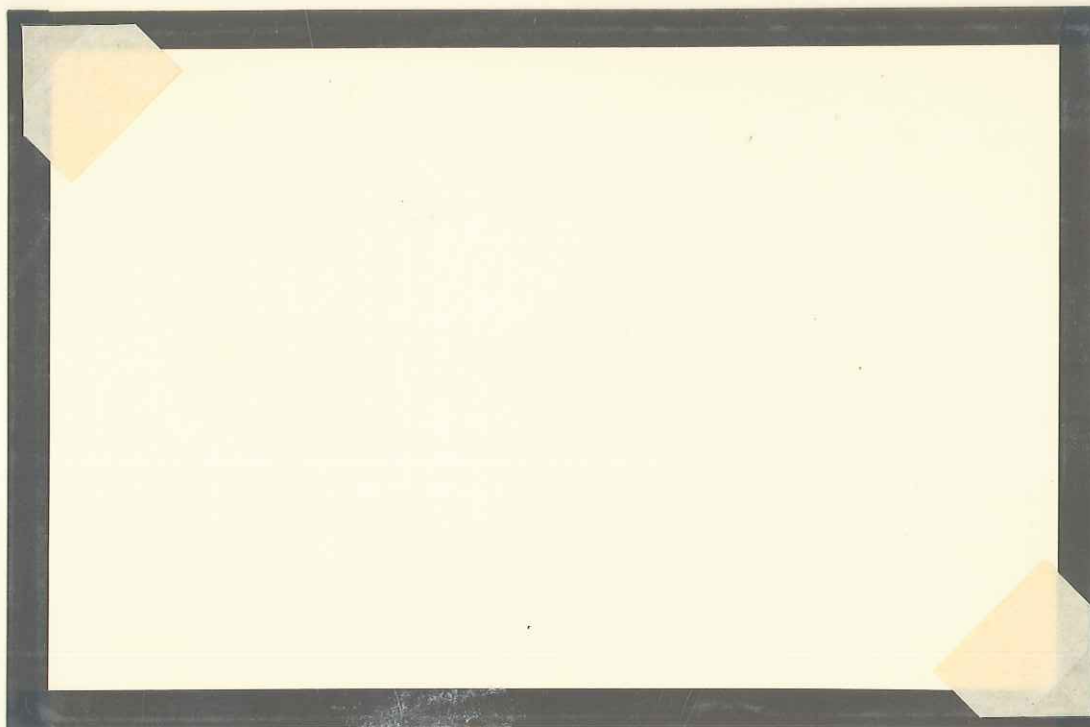


In 1934 DLH (Deutsche Luft Hansa) inaugurated a regular trans-Atlantic mail service between Germany and South America. This technique used a Dornier Wal twin engined flying-boat and the depot ship Westfalen, equipped with a catapult to launch the Wal and a derrick to lift it on board.



First Flight "Westfalen-Bathurst", June 02, 1933.

SPEEDING UP THE MAIL



South Atlantic Catapult Flight – August 16, 1934.

The Lufthansa service did not carry passengers, but only mail. It continued right up to the outbreak of war in 1939.



South Atlantic Catapult Flight – February 02, 1935.

THE AEROSTAT INVENTION

THE CRAZY PRIEST



Color Proofs

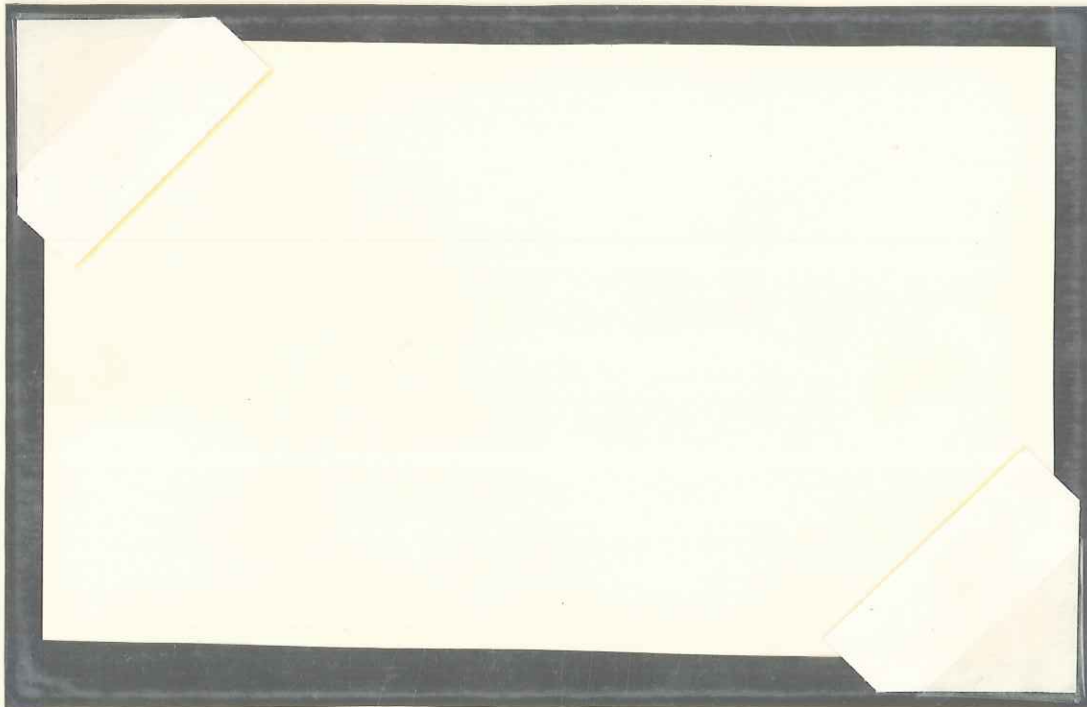
The Brazilian priest Bartolomeu Lourenço de Gusmão was born in Santos in 1686 and died in Europe when he was forty years old.

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.

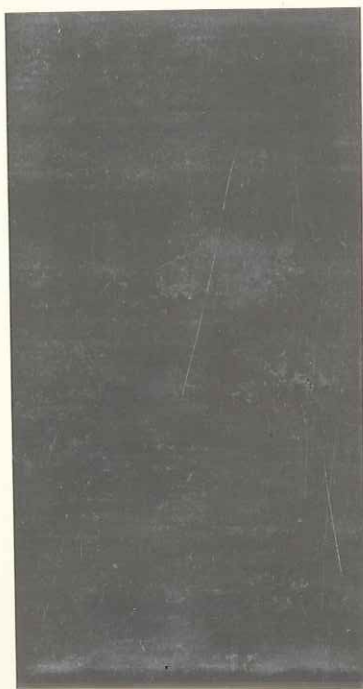


Nike, the goddess of victory, is always shown with wings on her back.

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.

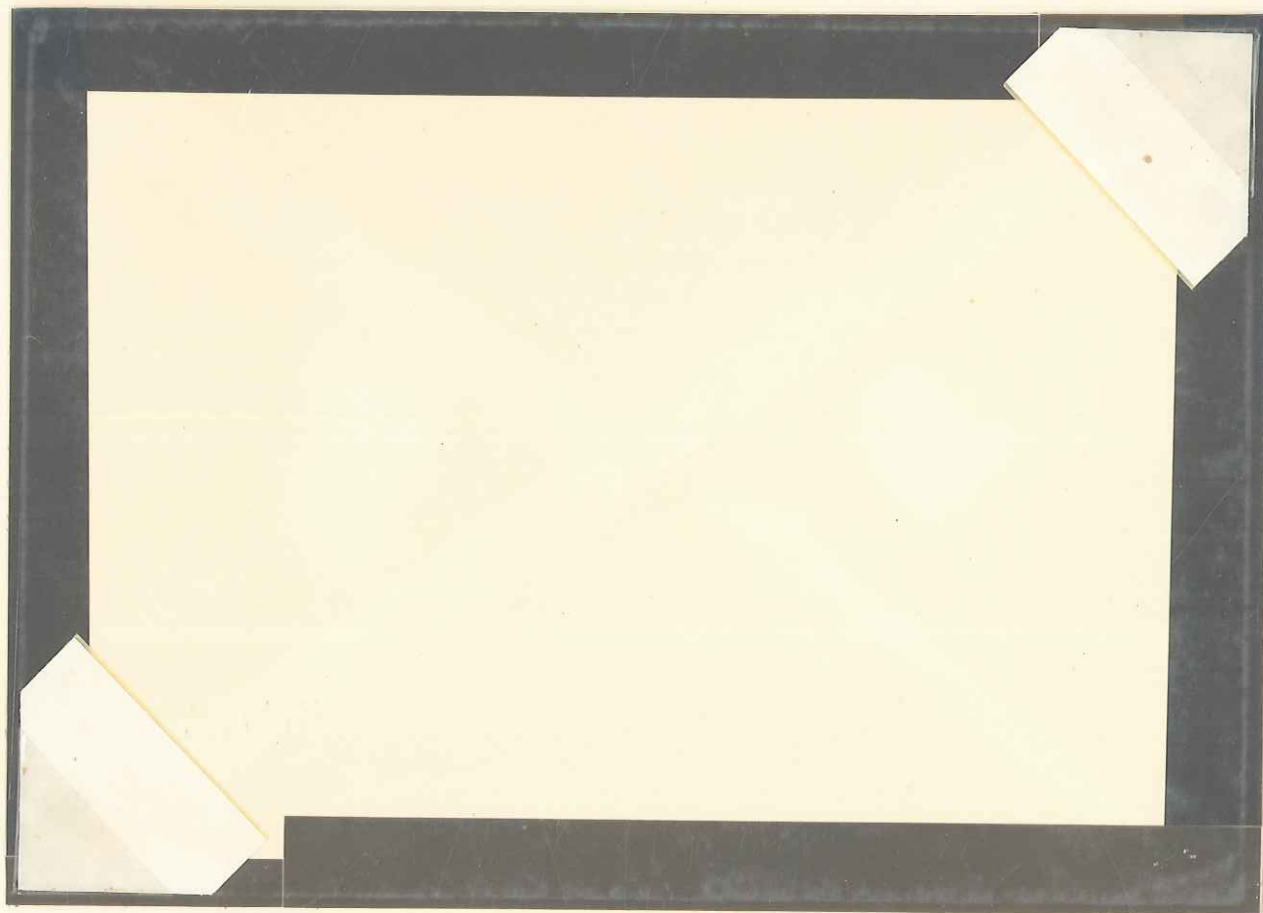


LOOKING FOR THE GREAT MOMENT

ALEXANDER MOZHAISKI

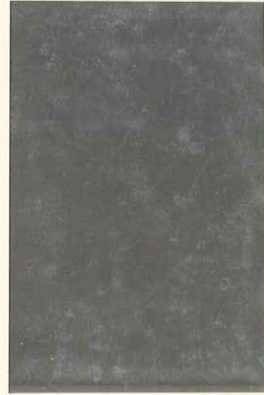


The russian engineer Alexander Mozhaiski designed a steam-engined monoplane which made a short powered hop in 1884, after running down a slope.



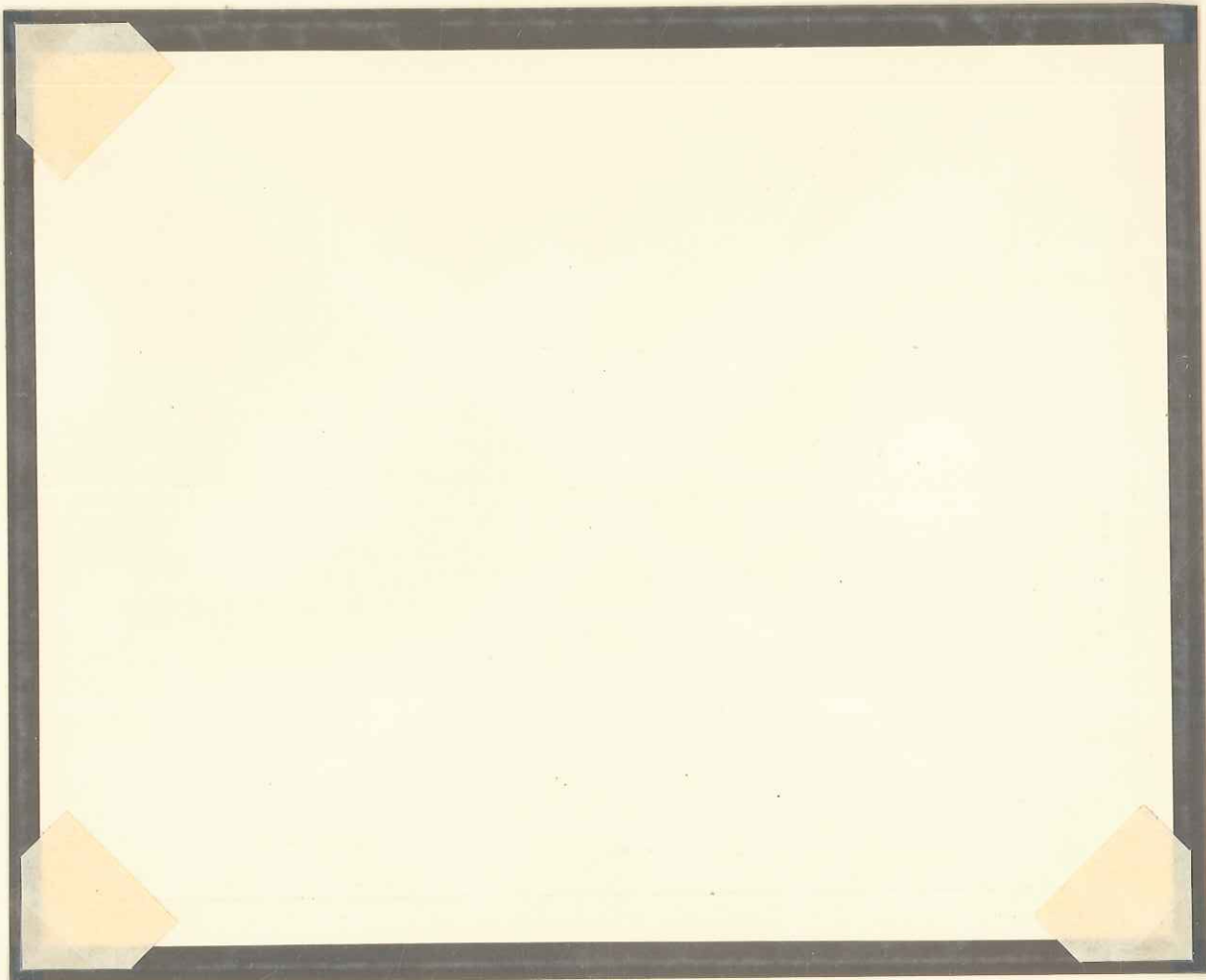
LOOKING FOR THE GREAT MOMENT

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, nonetheless, one of the great stepping stones between the theories of Cayley and the reality of flight in the twentieth century.

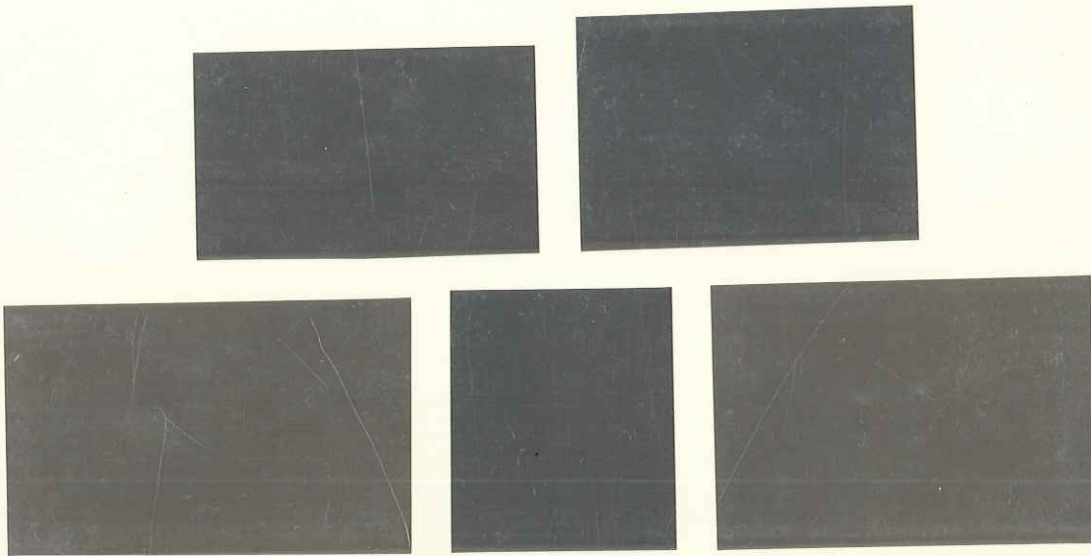
CLEMENT ADER



The first aeroplane designed by Clement Ader in 1890, a steam engine 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 (Straße und Hausnummer oder Postfach) 7900 Ulm (Postleitzahl) (Ort)</p> <p>Metzgerei Soldner Rosengasse 33, Ulm</p> <hr/> <p>S p a n f e r k e l</p>	 <p>175 Jahre Flugversuch Schneider von Ulm</p> 
	<p>Postkarte</p> <p>Lukullus-Preisrätsel</p> <hr/> <p>Postfach 528 (Straße und Hausnummer oder Postfach)</p> <hr/> <p>4010 Hilden (Postleitzahl) (Bestimmungsort)</p>

WHO WAS THE FIRST ?

THE WRIGHT BROTHERS EXPERIMENTS

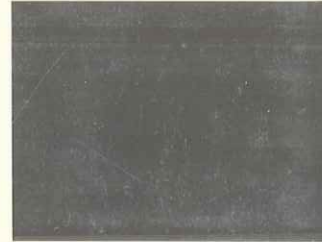
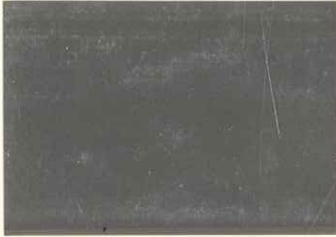


Printing
Variety

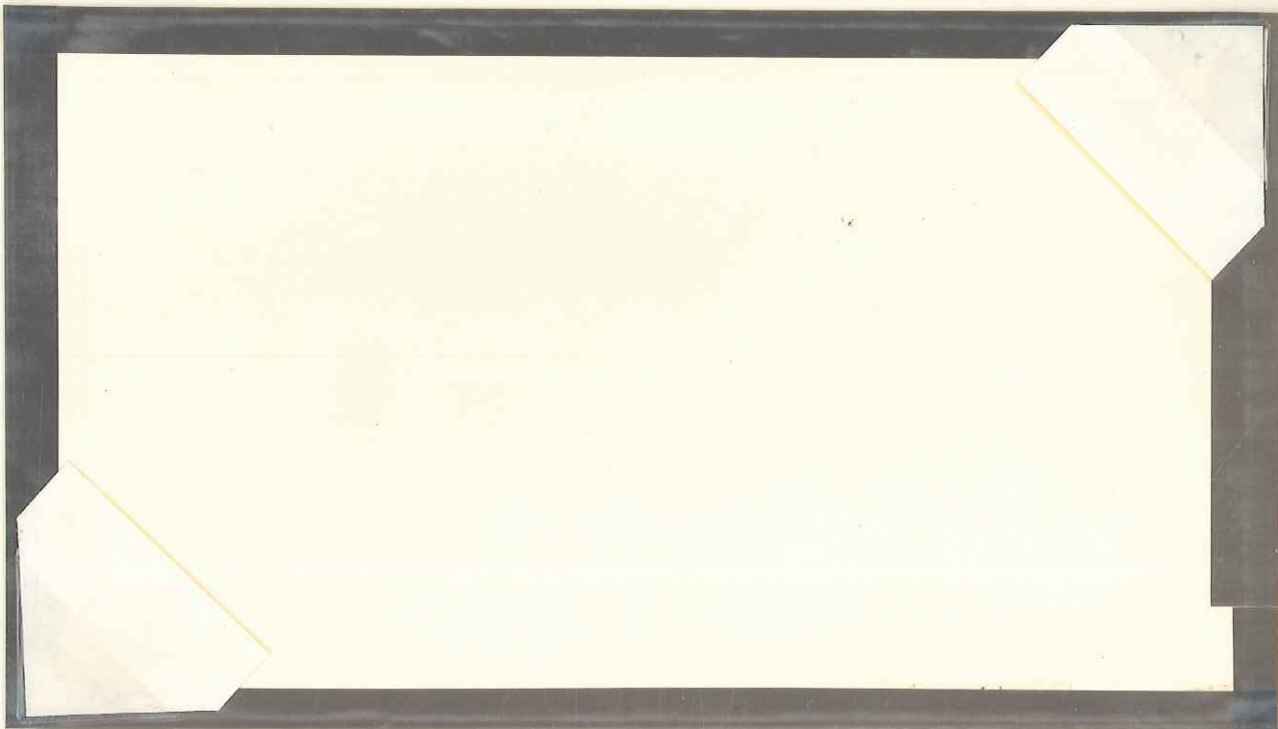
Wilbur and Orville Wright were bicycle makers at Dayton, Ohio. By August 1899 they completed their first aircraft, a biplane kite.



WHO WAS THE FIRST ?



The 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

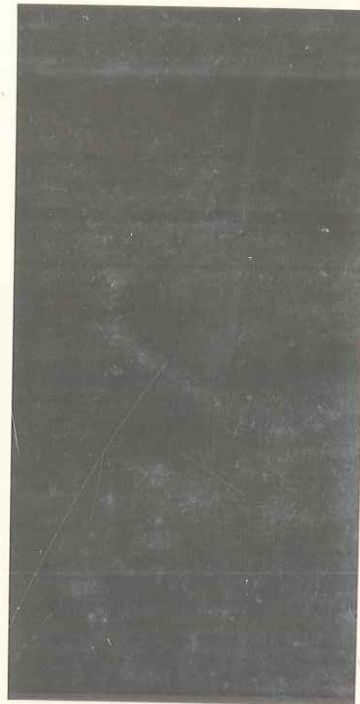
The first flight of the 14 Bis was made on September 13, 1906. It covered about 7 meters before landing heavily and being damaged. The plane was then repaired for the October/November flights.



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.



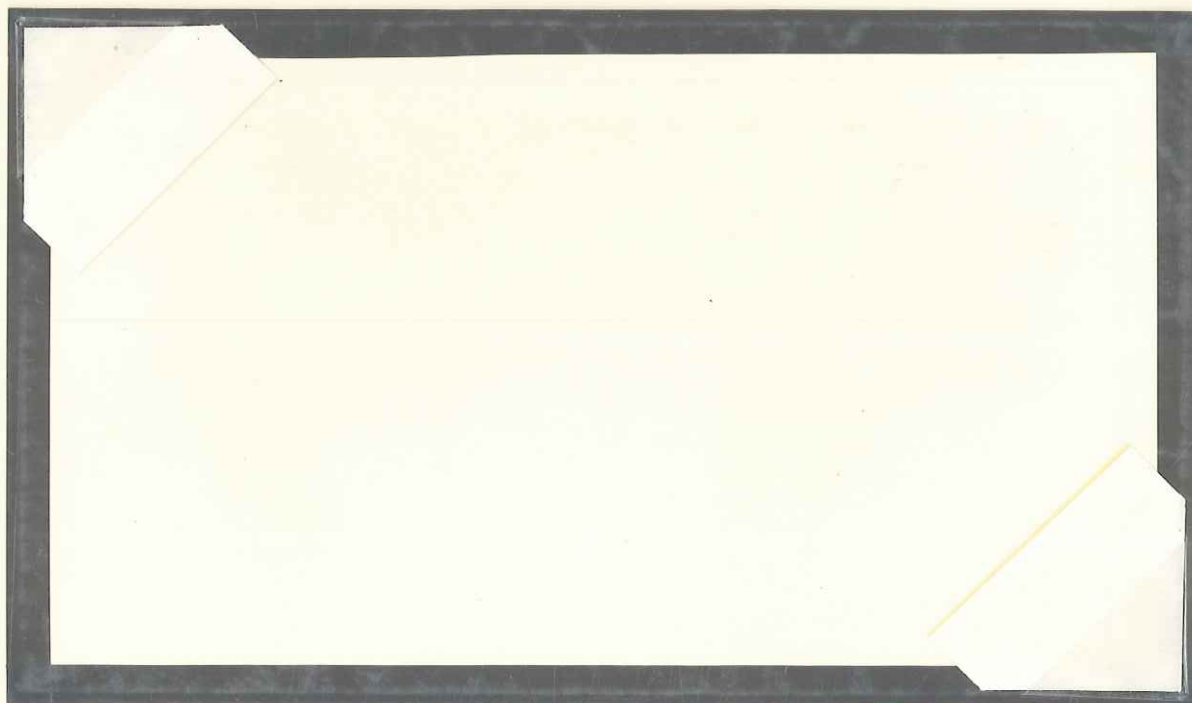
Before the official observes of Aero Club of France the "14-Bis" flew about 60 meters for seven seconds. A second flight was made on November 12, covering 220 meters.

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.

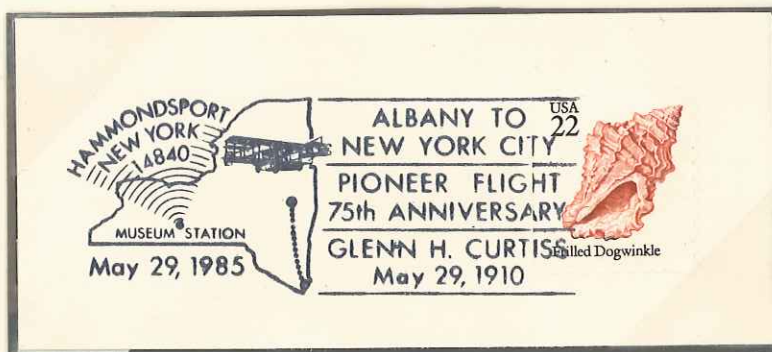


The recognition of Santos Dumont pioneering is engraved at Saint Cloud's Icarus as follows:

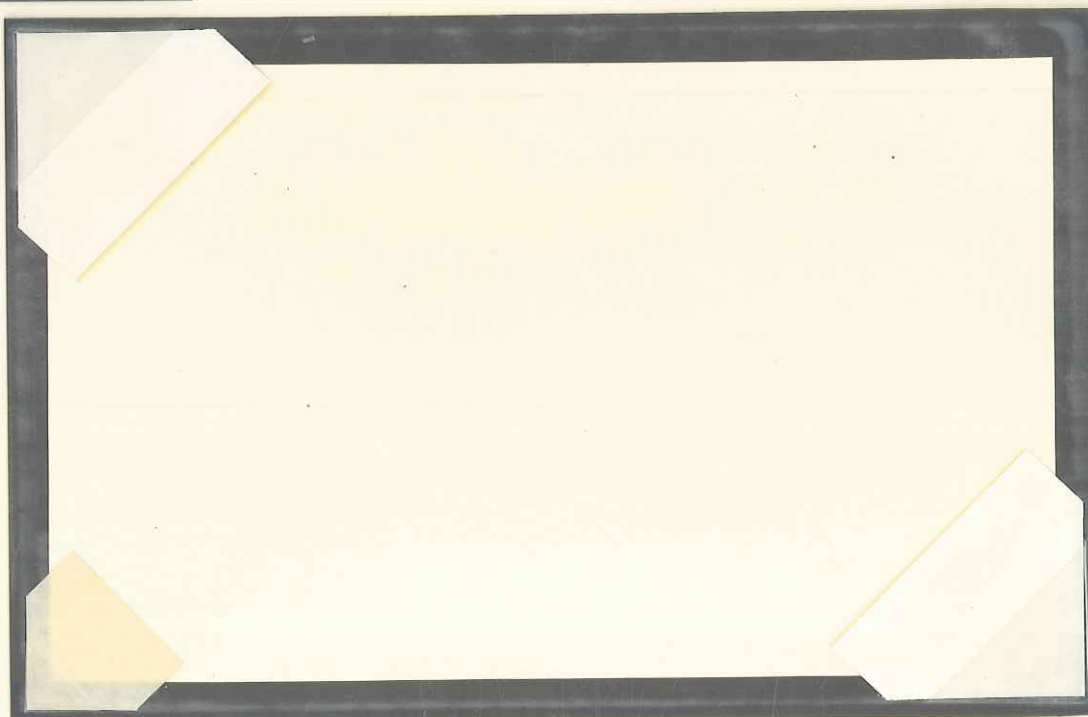
" This monument was erected by the Aero Club of France to honour the experiments of Santos Dumont, aerial locomotion pioneer. October, 1919 and October 23, 1906."

THE FIRST FLIGHTS

GLENN CURTISS



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

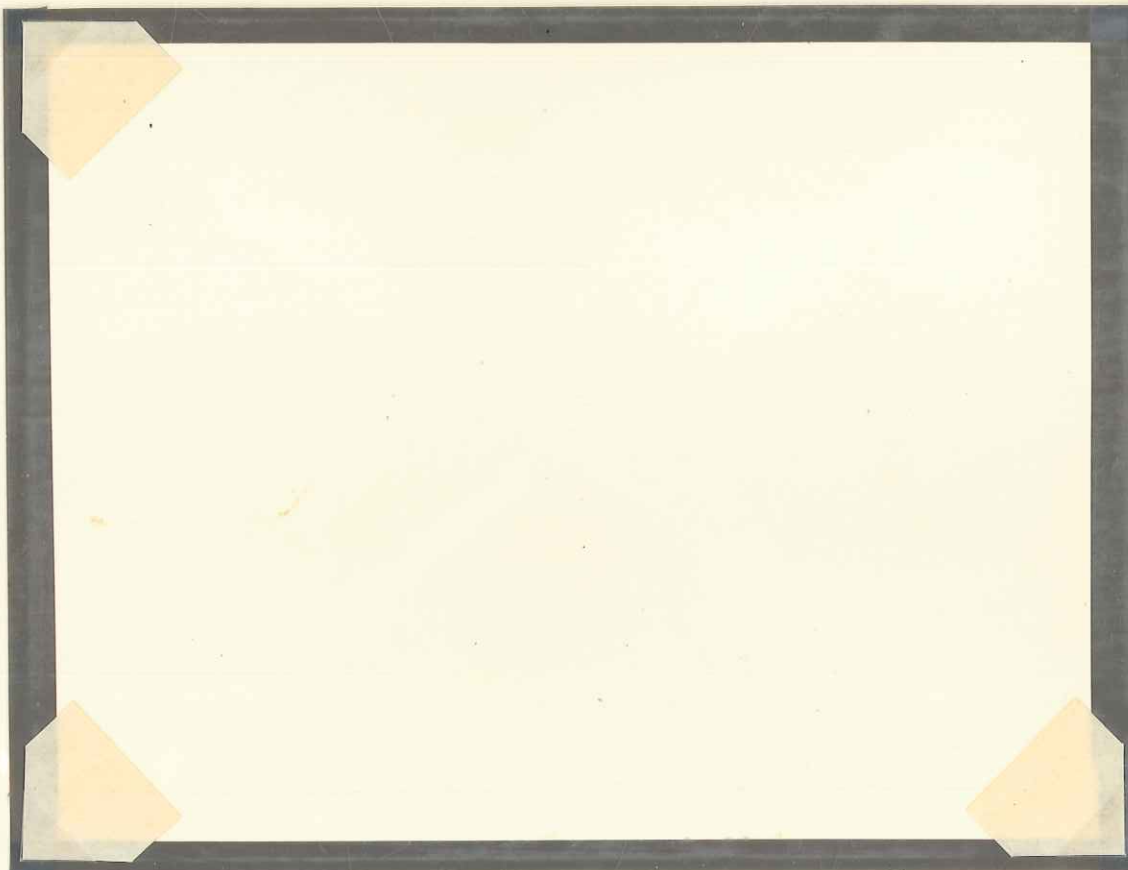


"Betheny-Aviation Marne" August 27, 1909.

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



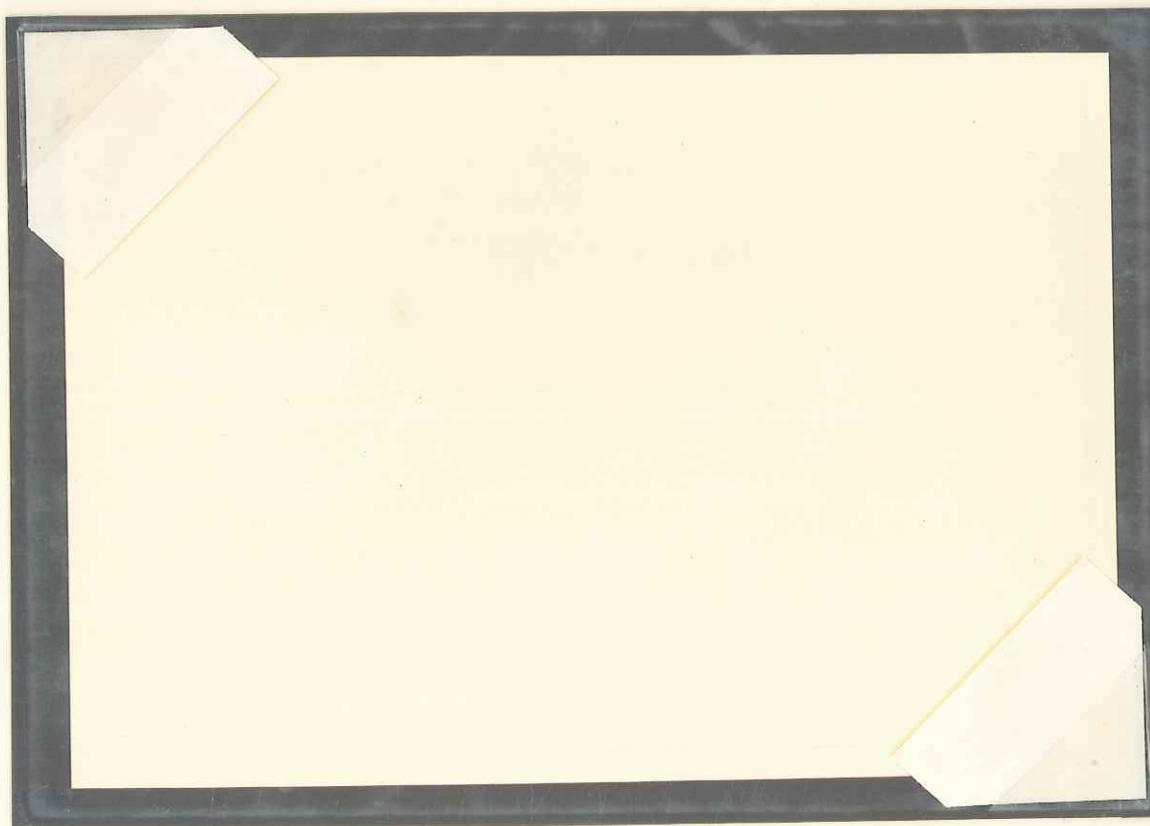
The Peruvian Jorge Chavez was the first aviator to pilot an airplane over the lofty peaks of the Alps. In 1910 he took part in the main aviation meetings held in France.

THE FIRST FLIGHTS

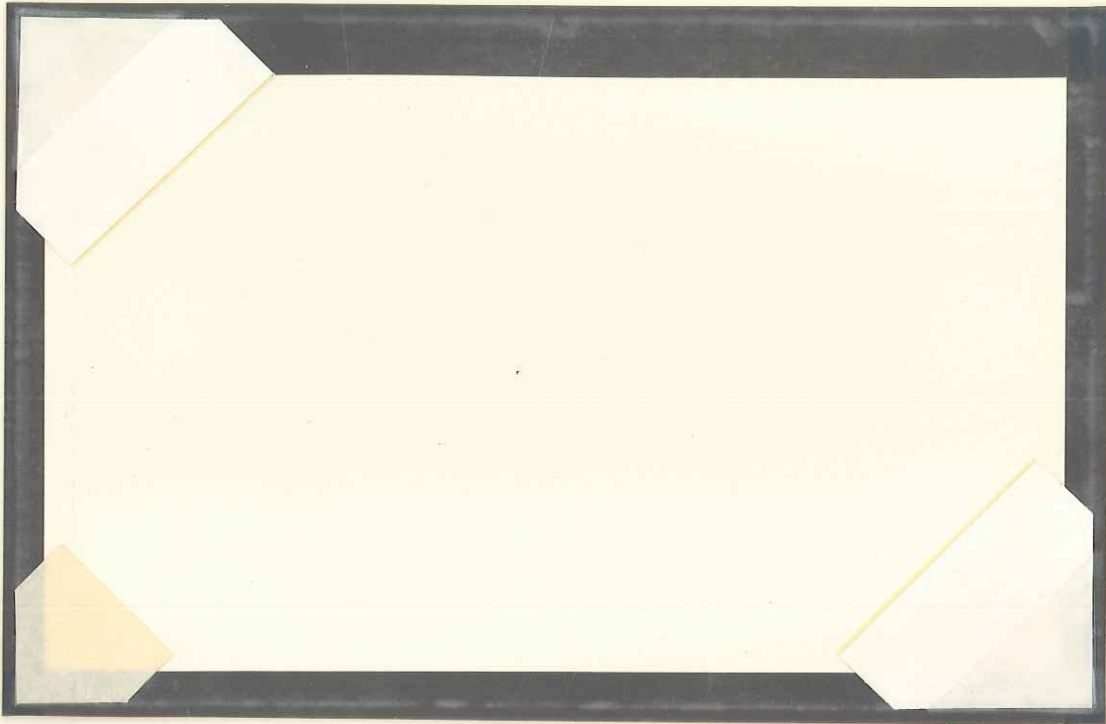
JAN KASPAR



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

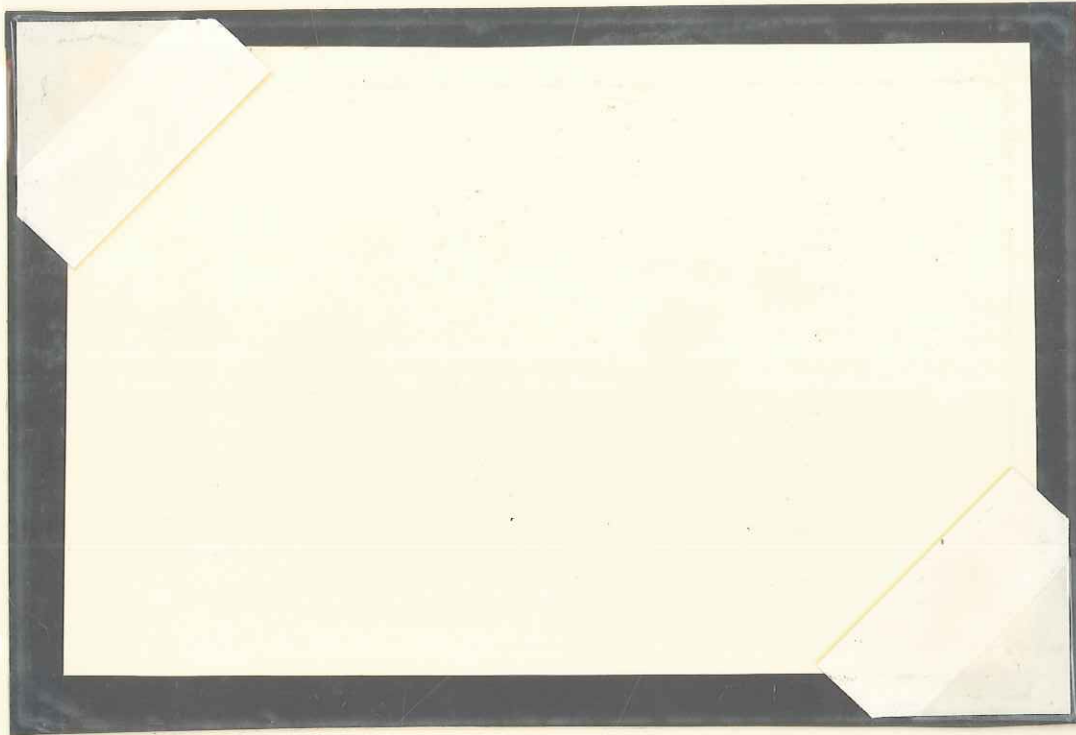


In the Spring of 1914 the French Roland Garros won the first Aerial Rallye of Monaco. With a Morane Saulnier monoplane, he flew from Monaco to Paris in 12 hours, 14 minutes and 21 seconds.



OSKAR BIDER

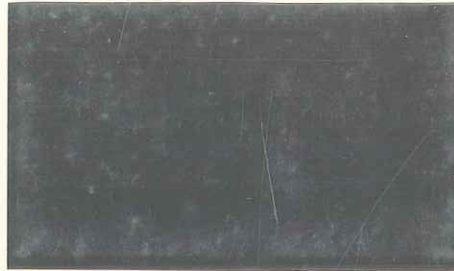
THE FIRST FLIGHTS



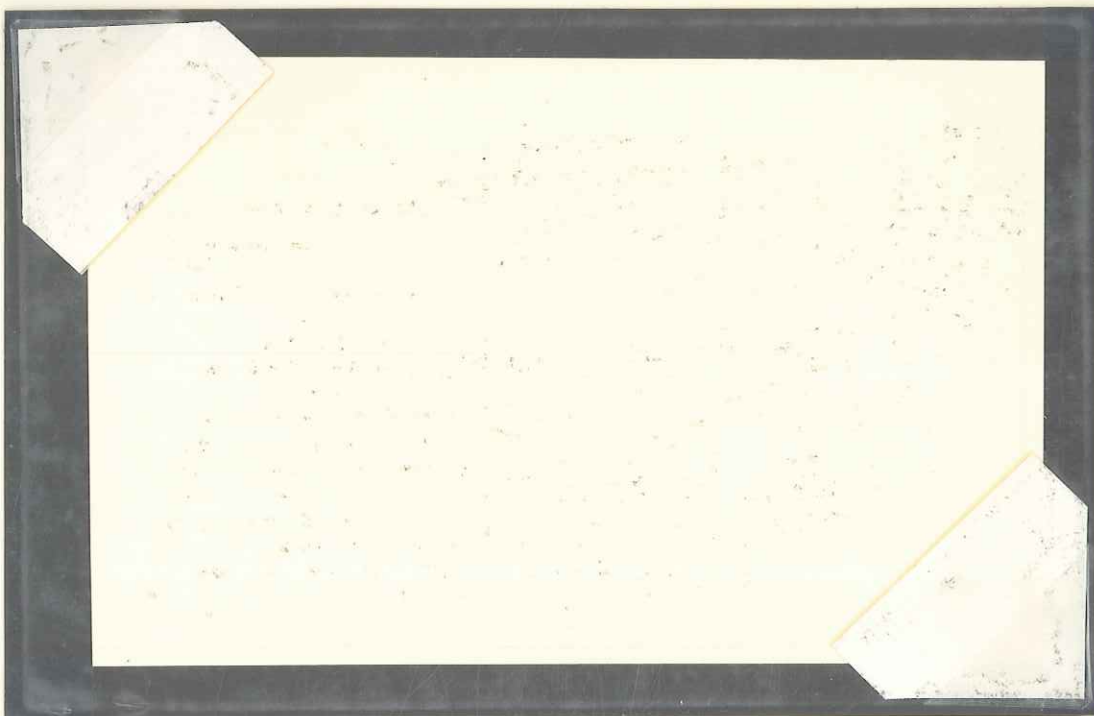
The Swiss Oskar Bider made on April 27, 1913 several demonstration flights in Liestal. On July 13, in the same year, he completed the aerial crossing of the Alps leaving Berne (Switzerland) and flying up to Milan (Italy).



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 **II^d**
AIRWAY LETTER SERVICE

50th ANNIVERSARY
LONDON to WINDSOR
September 1911
to Windsor

WINDSOR
2 -PM
9 SEP
1961
BERKS.

50th ANNIVERSARY OF FIRST AERIAL POST 1911 - 1961

POSTAGE & REVENUE 3d

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

Handwritten:
M
Mannheim
Heidelberg

Handwritten address:
Herrn Ober Refineri
Baumann
Mannheim
Waldperthstr. 36

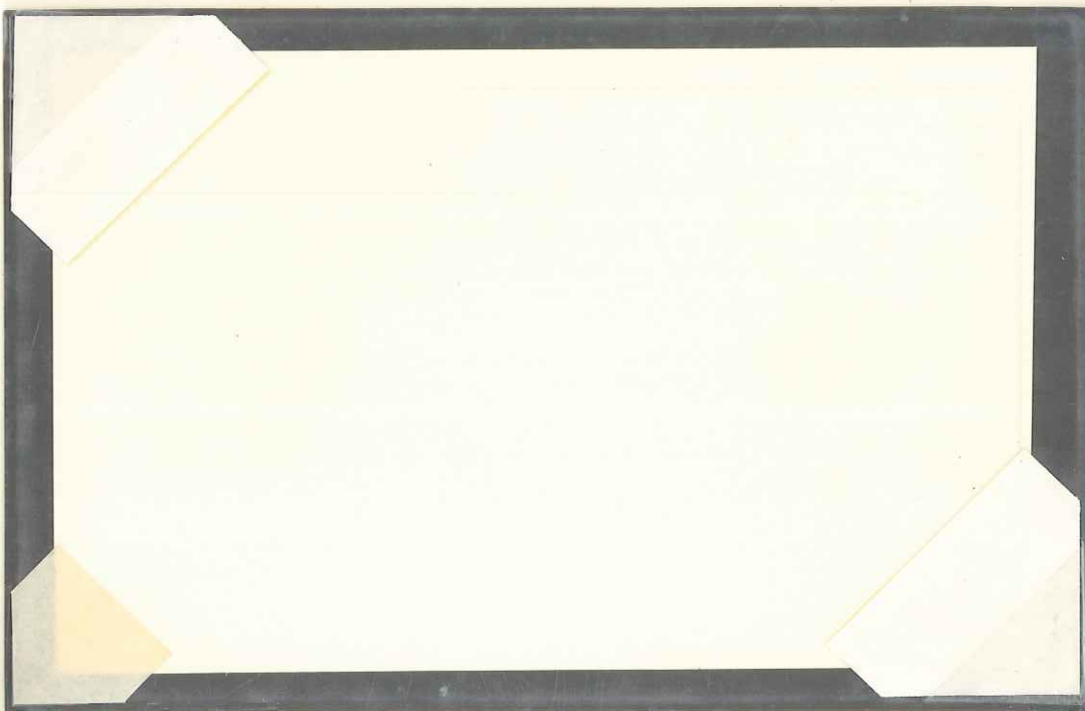


Preis ohne Marke 20 Pfg. — Beförderung mit Luftpost nur, wenn auf dem Fluggelände oder in der Stadt in Spezial-Briefkasten eingeworfen.

G.H.B.

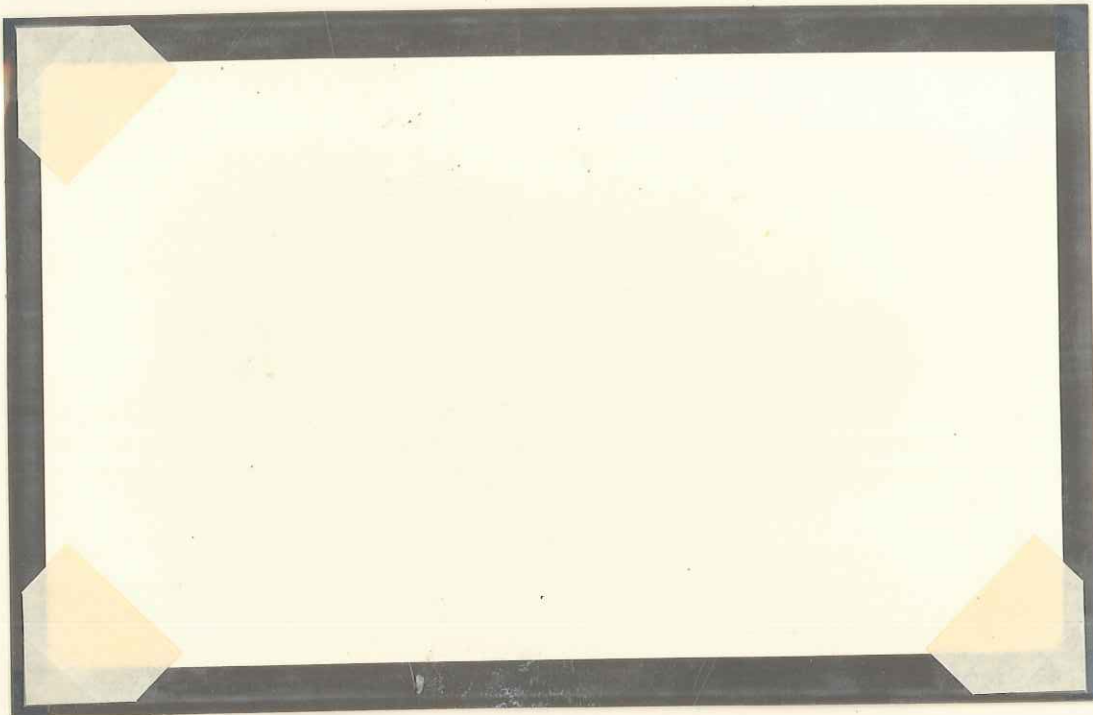
G.H.B.

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.



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



2. Flämingschau
Kreis-Briefmarkenausstellung
in Borkheide

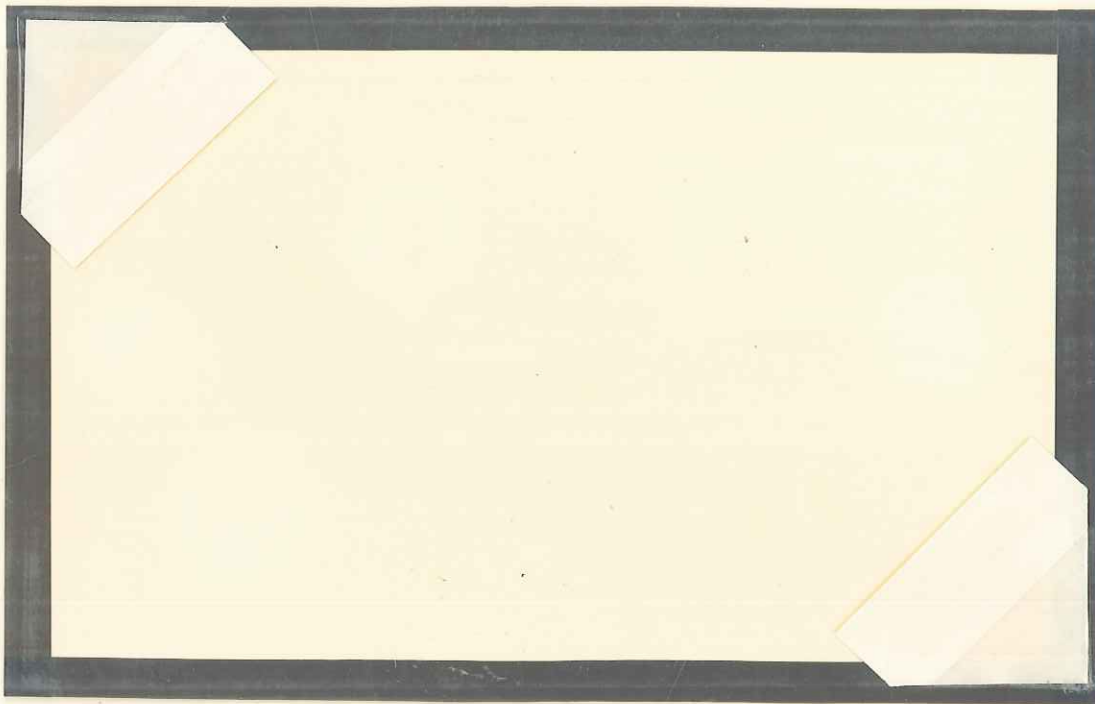



Herrn
Manfred Kramer
Cas. correo 1946

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.



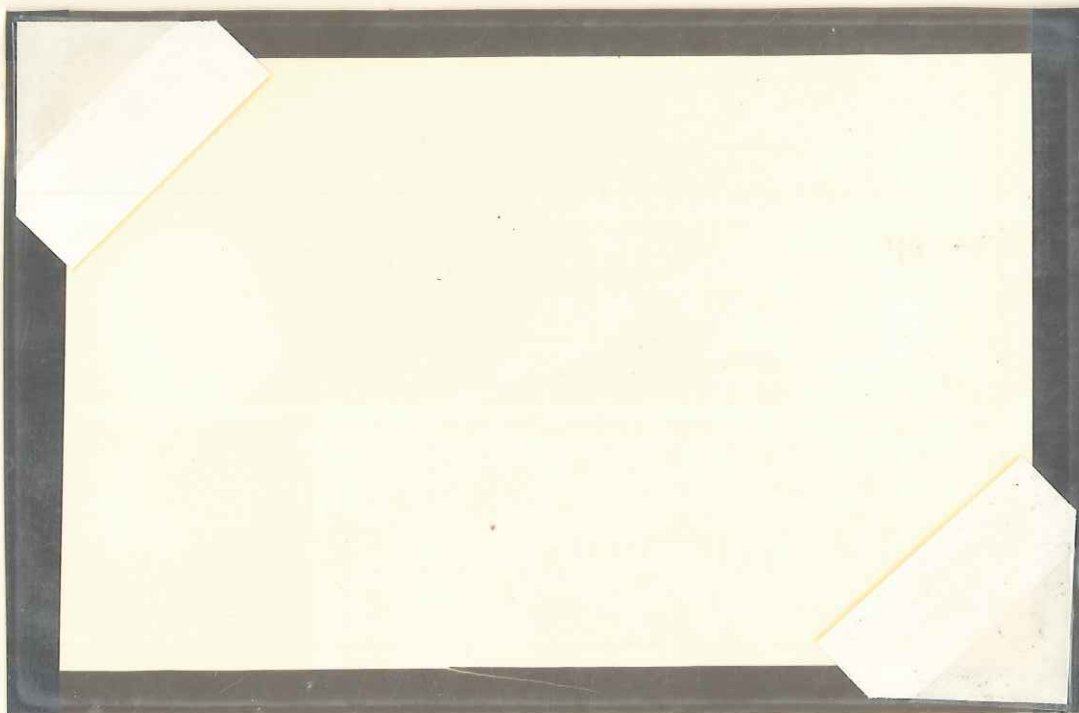
The mail flight Napoli-Palermo-Napoli was made on June 28, 1917 by a seaplane that had Franzoni as pilot.

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.

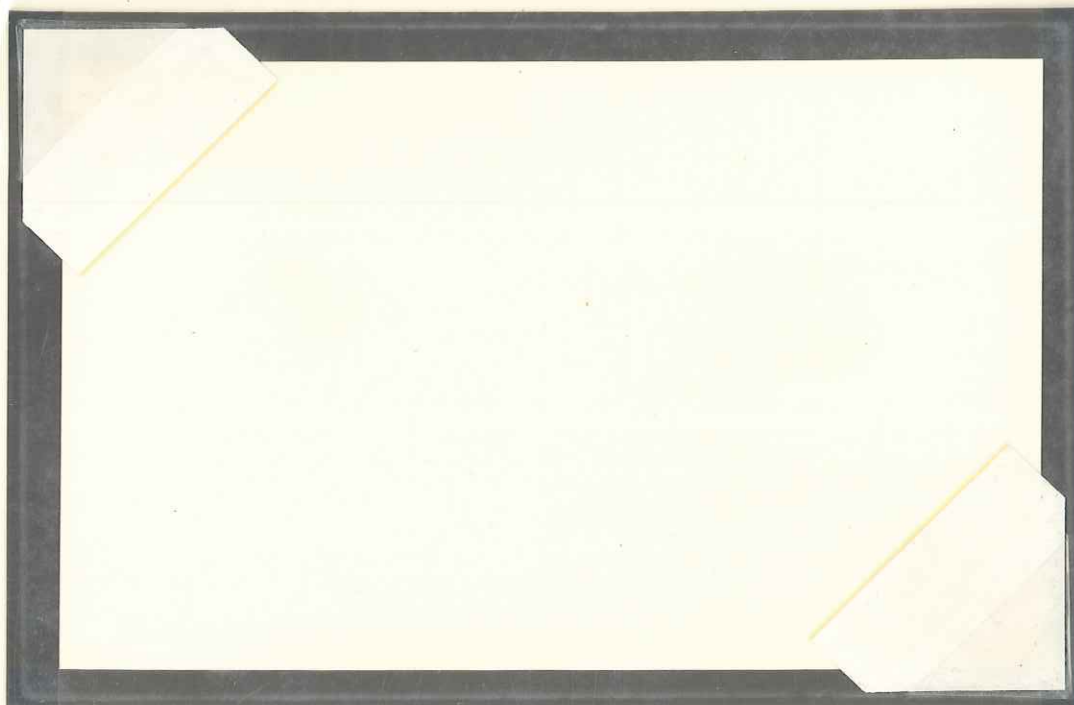


LZ-11 Flight - May 29, 1913.



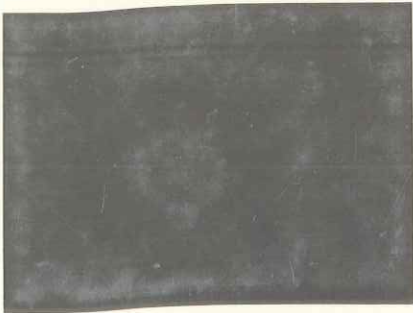
LZ-17 Flight - August 8, 1913

The "Sachsen" (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.

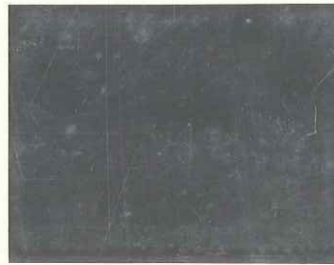
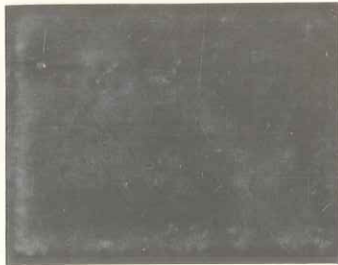


LZ-17 Haida Flight - October 20, 1913

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 accomodations for 20 passangers.

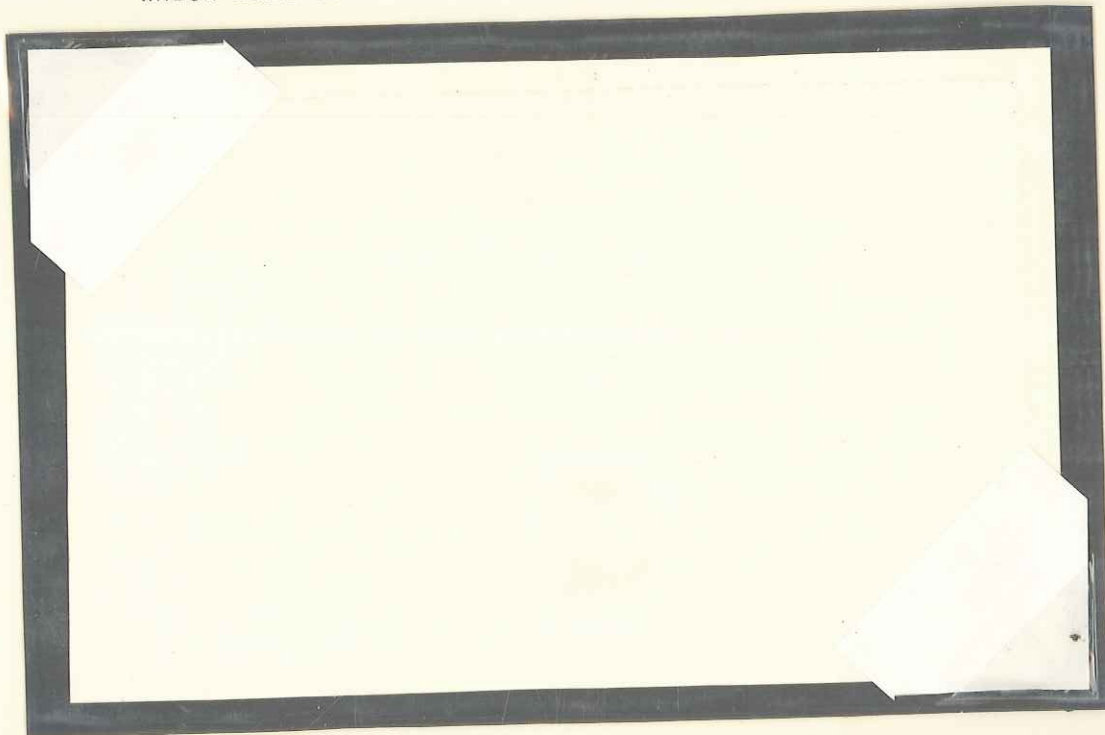


THE ADVENTURE OF ZEPPELINS

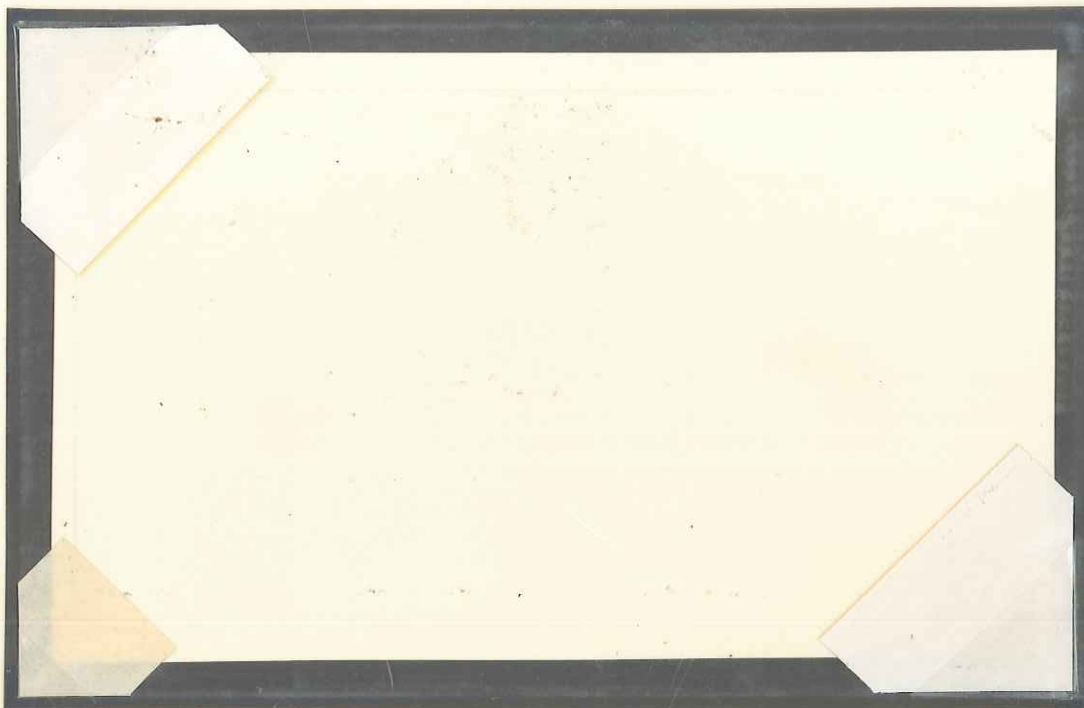


Prova

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.

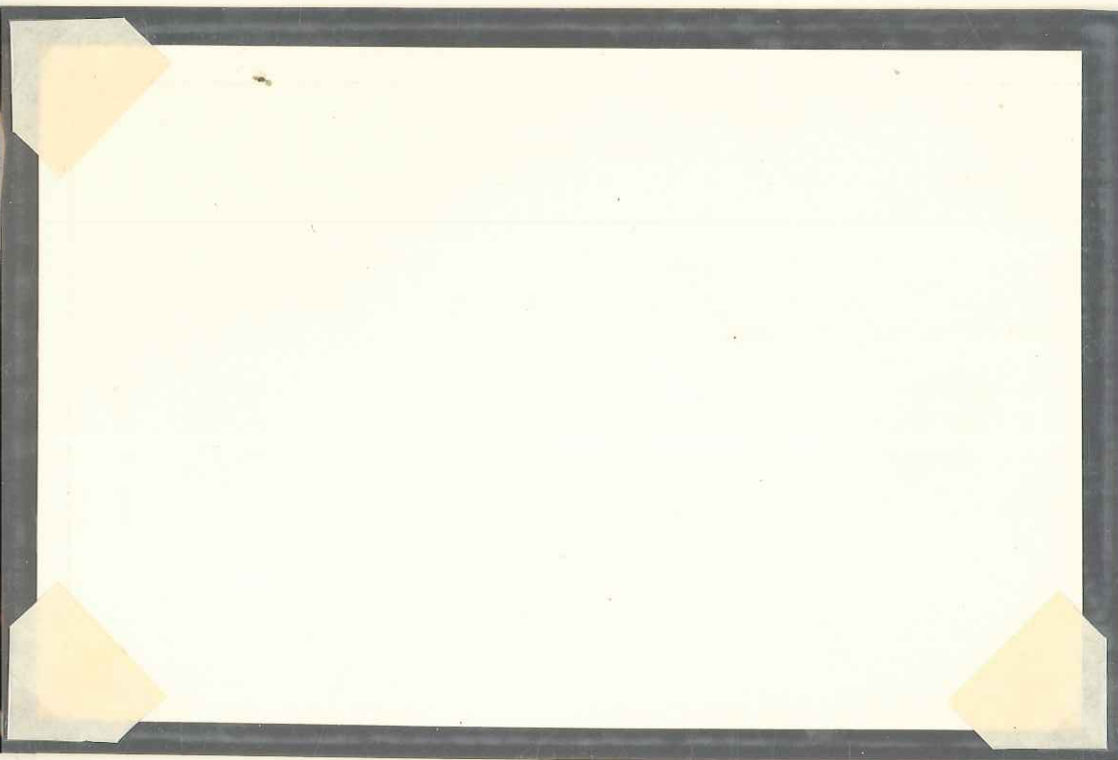


THE ADVENTURE OF ZEPPELINS



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

During 1929 the Zeppelin owners made extensive plans for a trip around the world. The ship started from Lakehurst on August 8 and after 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.

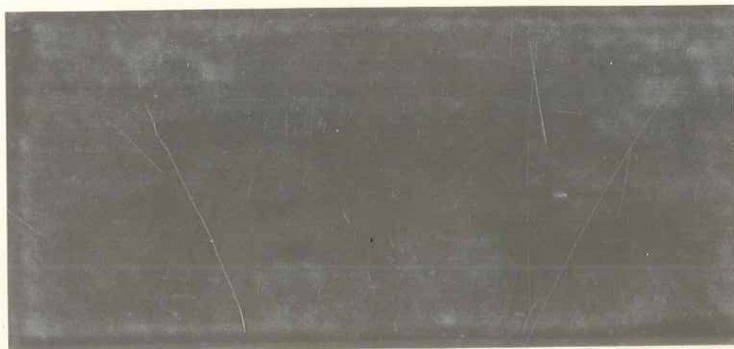


LZ-127 Round-the-World flight - Tokio to Los Angeles

THE ADVENTURE OF ZEPPELINS

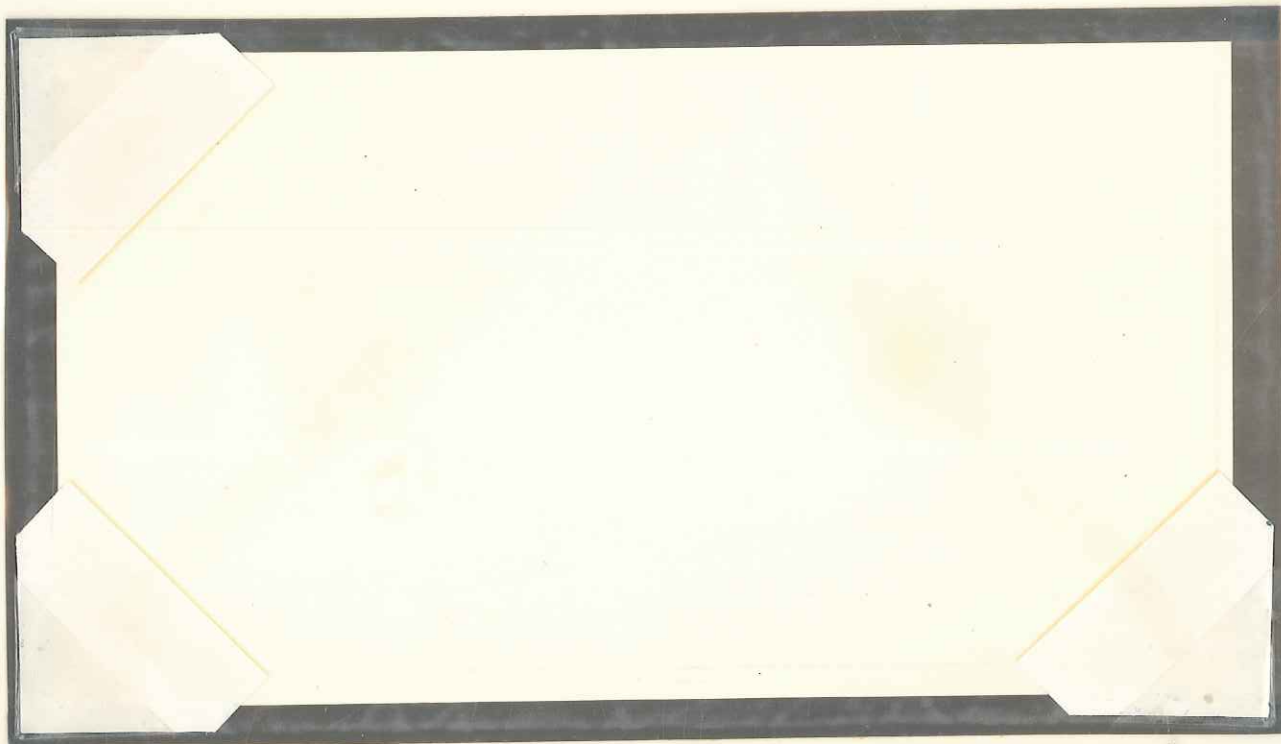


The Europe-Pan America round flight was one of the most important and interesting trips of the "Graf Zeppelin".



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.

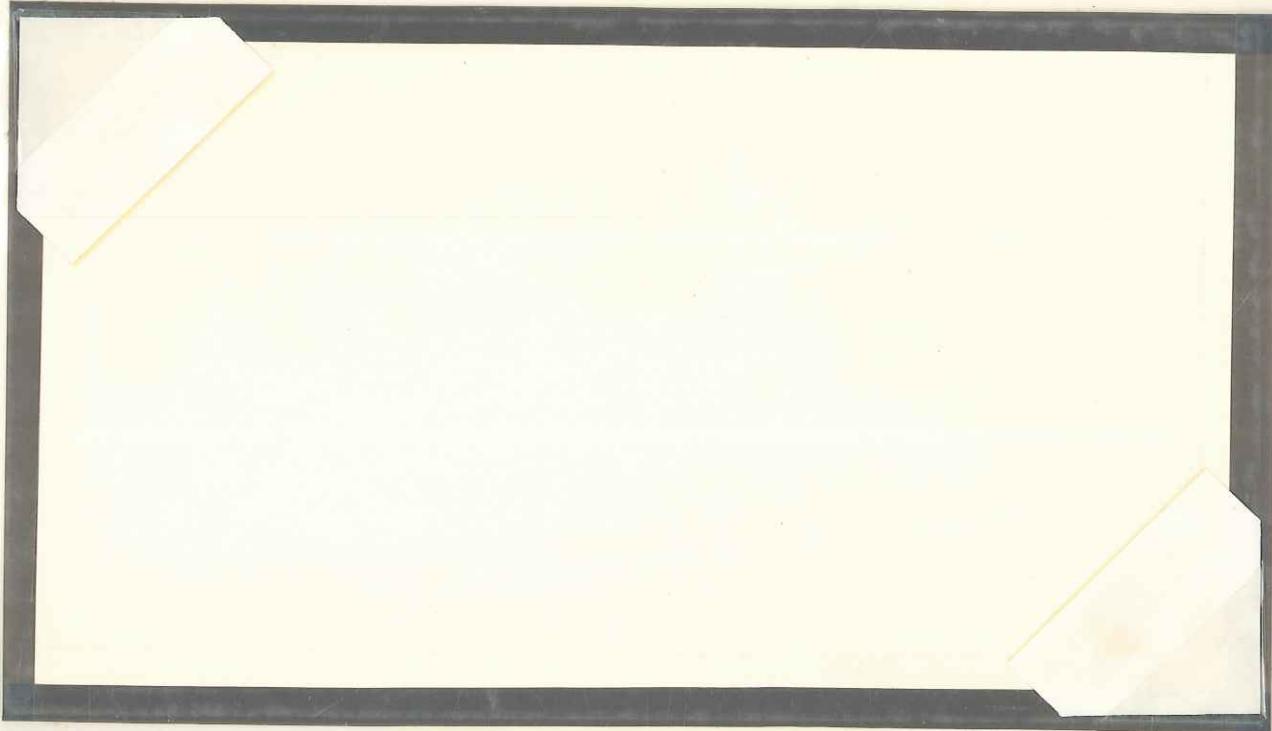


LZ-127 Europe-Pan American Round Flight - May 18 - June 6, 1930.

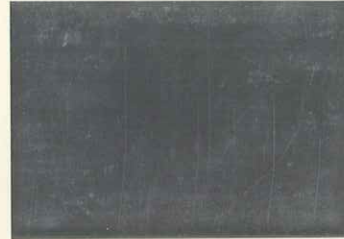
THE ADVENTURE OF ZEPPELINS



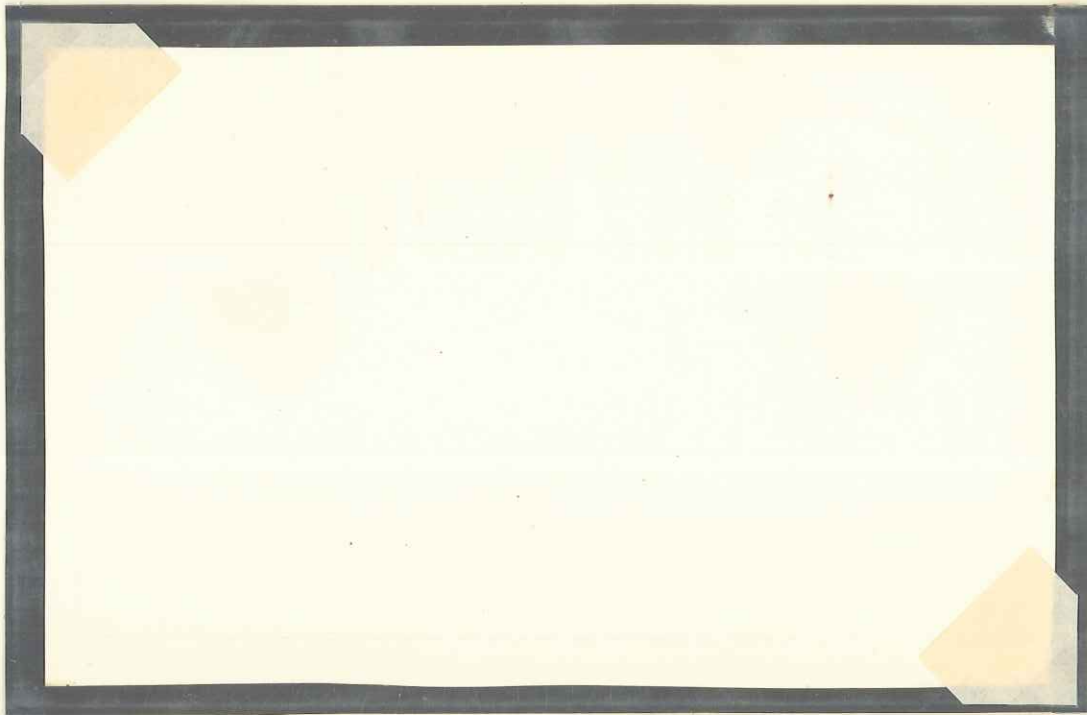
On October 14, 1933 the "Graff Zeppelin" left Germany to visit the Century of Progress Exposition at Chicago. The trip was made via South America and marked the fifth anniversary of the ship.



THE ADVENTURE OF ZEPPELINS

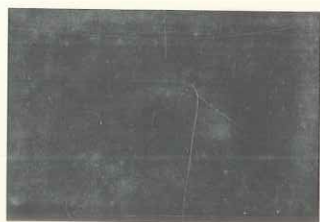


After many successful commercial flights the LZ-127 was scrapped at Frankfurt in March 1940, the metal from the framework being used to build heavier-than-air machines for the Luftwaffe.

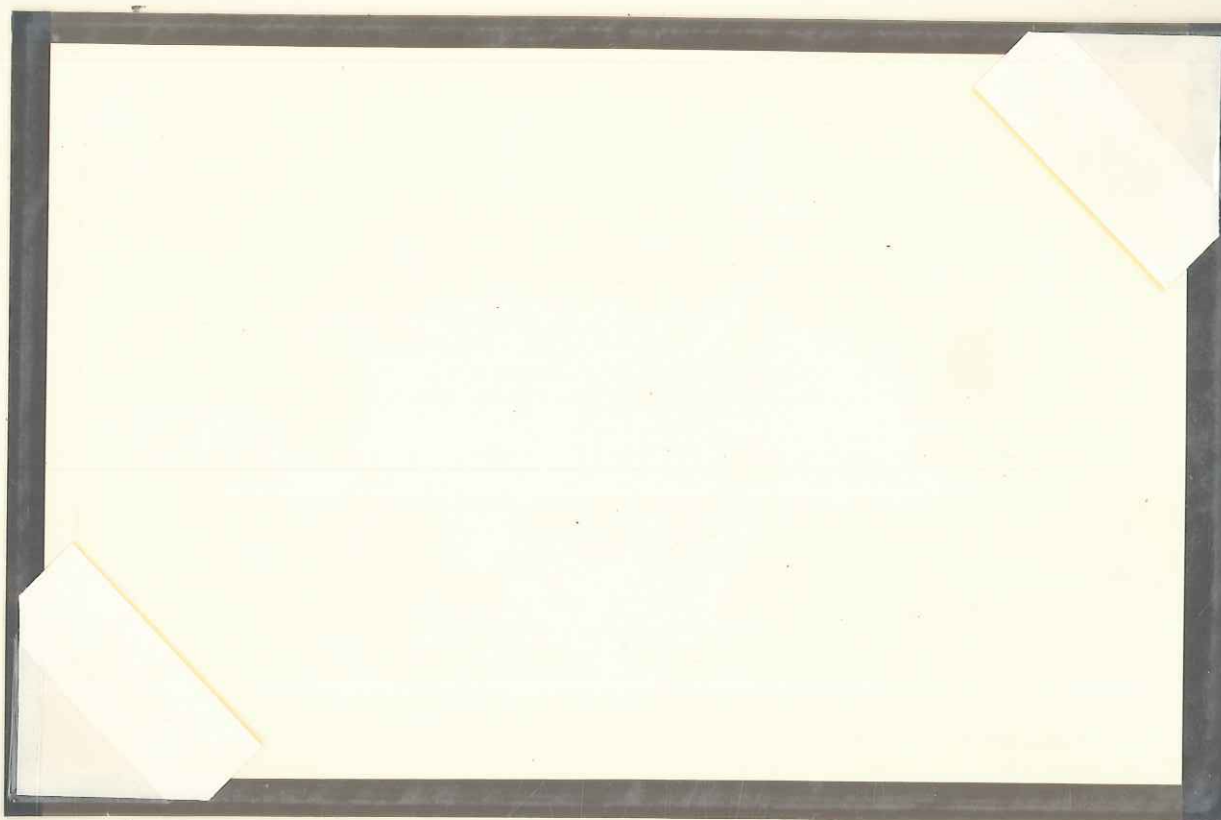


LZ-127 Ninth South America 1935 Flight - August 08

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.



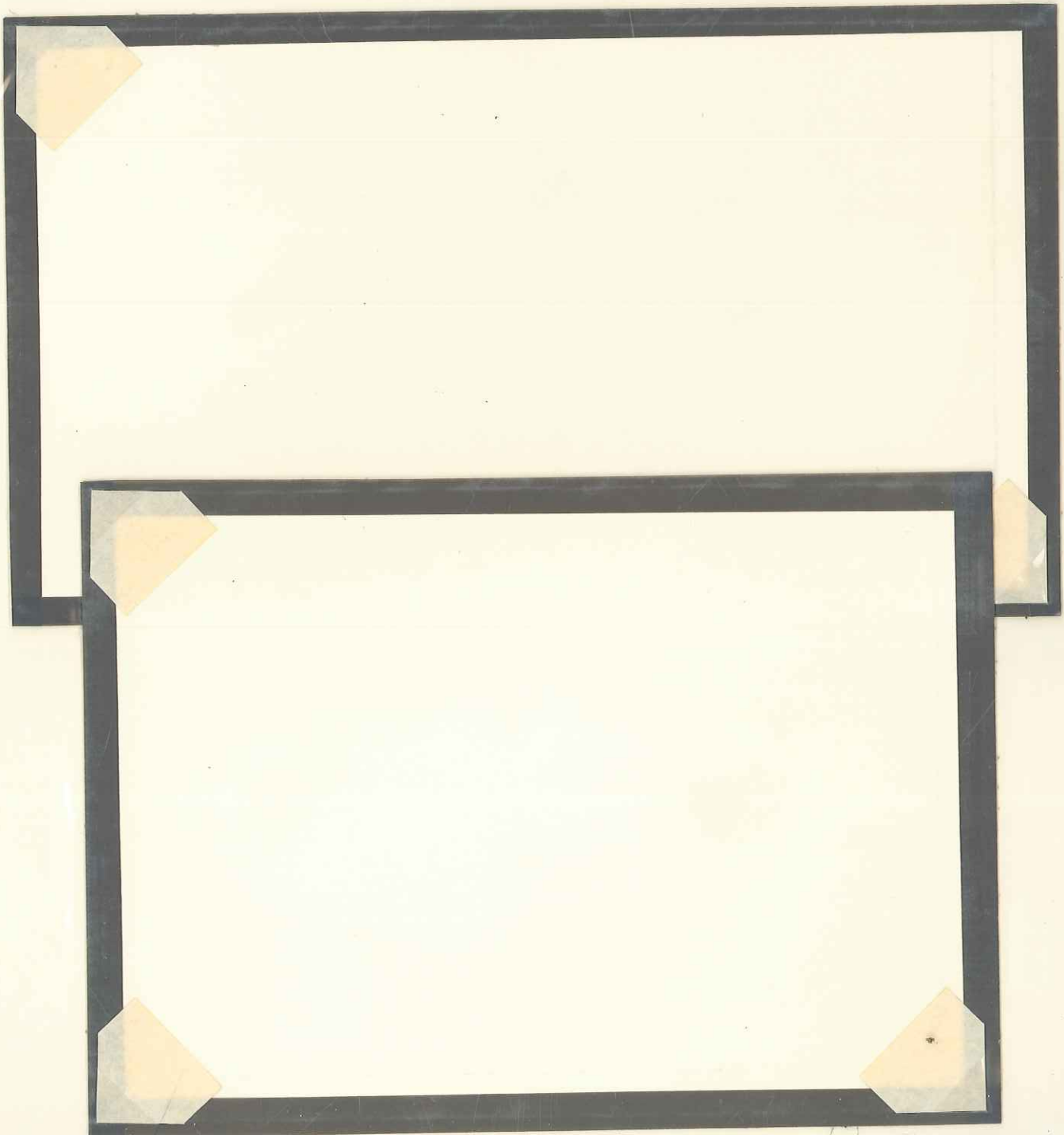
LZ-129 First North American Flight - May 06-14, 1936.

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



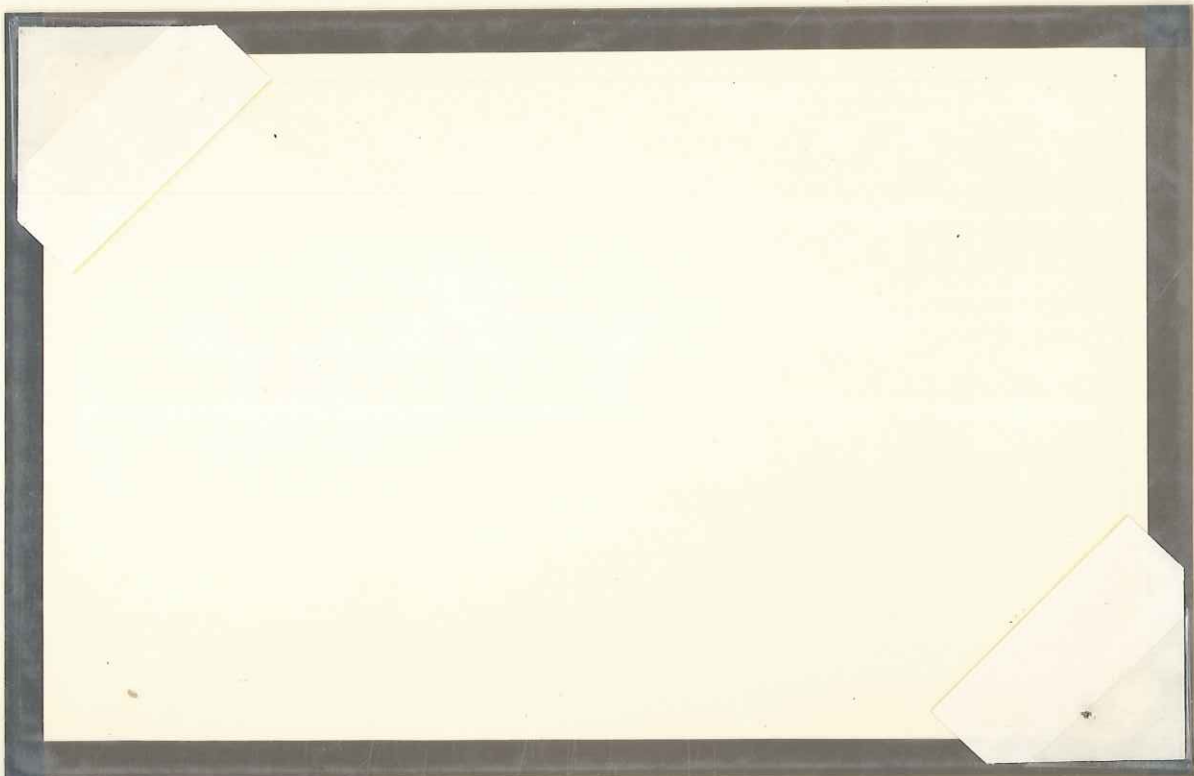
By May 1937 the Zeppelin service was discontinued after the Hindenburg burst into flames upon arrival in America, with the loss of 35 lives. The Lakehurst accident marked the end of an era.



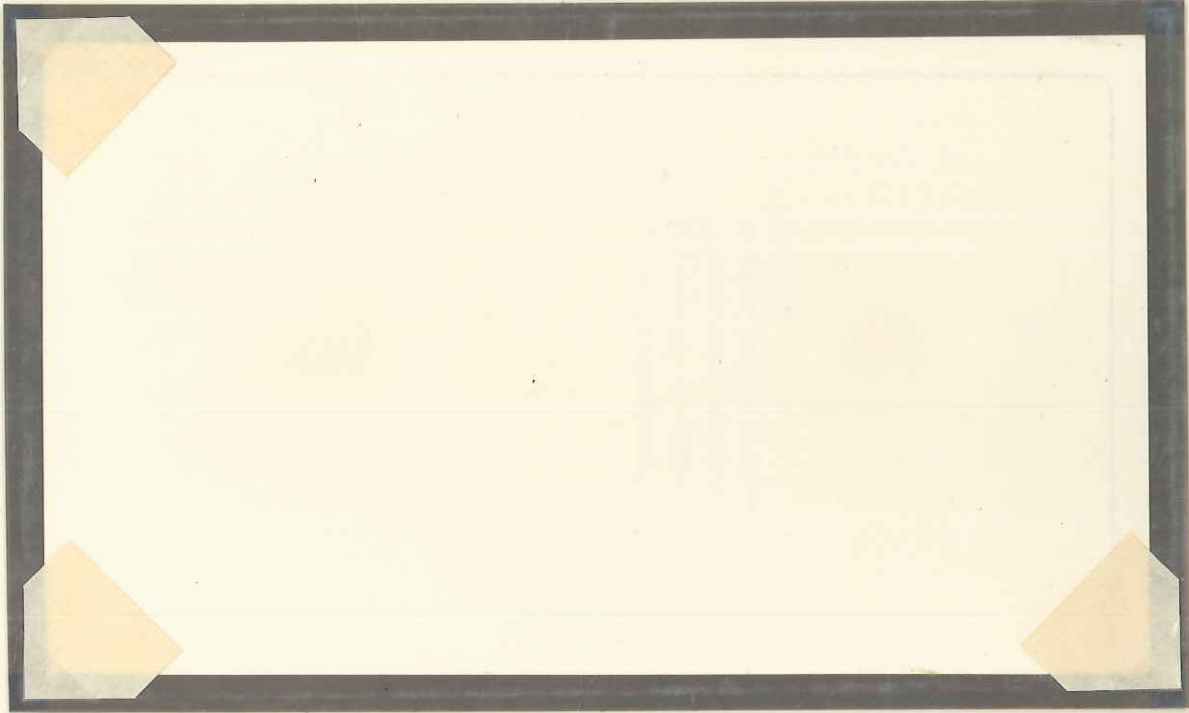
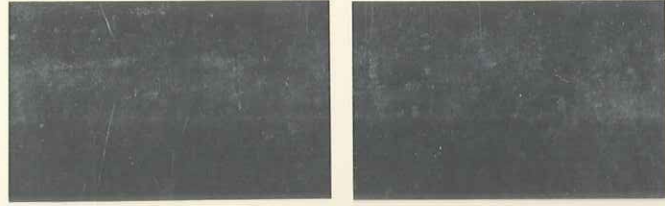
THE ADVENTURE OF ZEPHELLINS



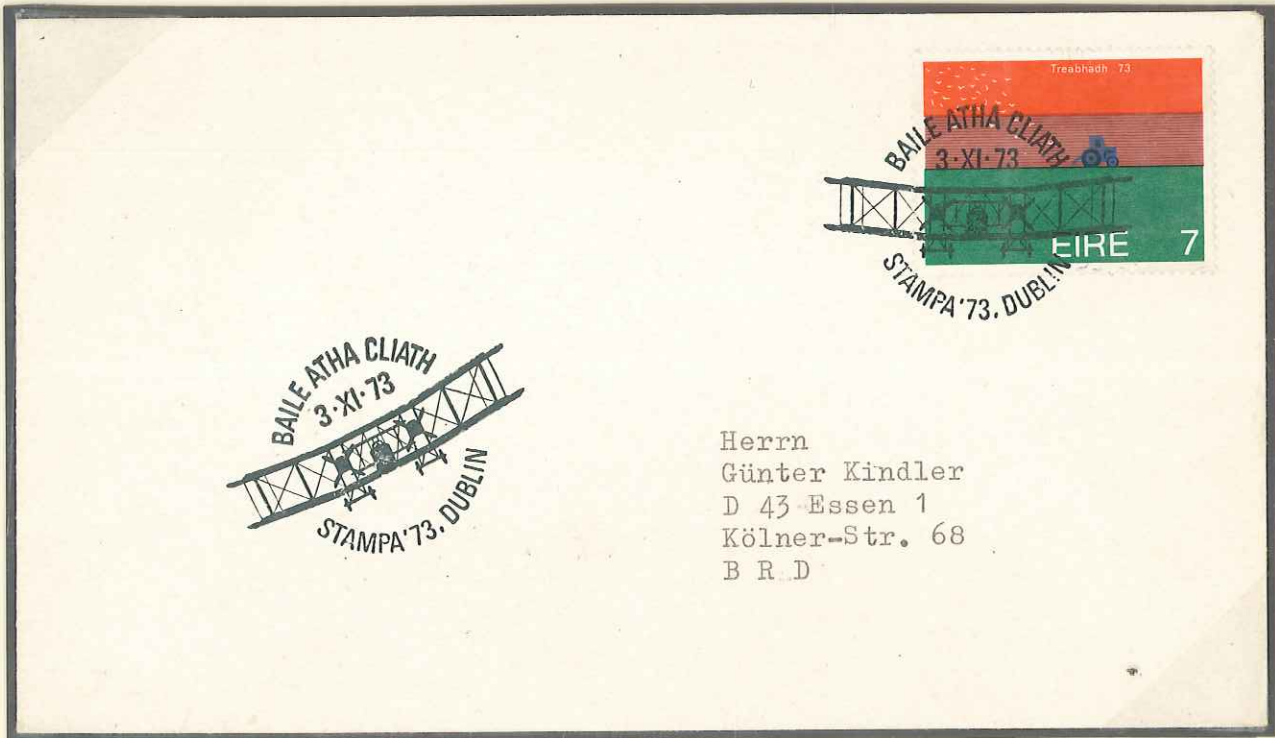
The " Graf Zeppelin II " (LZ - 130) was completed by September 1938 and made a few flights before being grounded. It was scrapped in March, 1940, the metal from the framework being used to build heavier-than-air machines.



THE NORTH ATLANTIC CHALLENGE



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

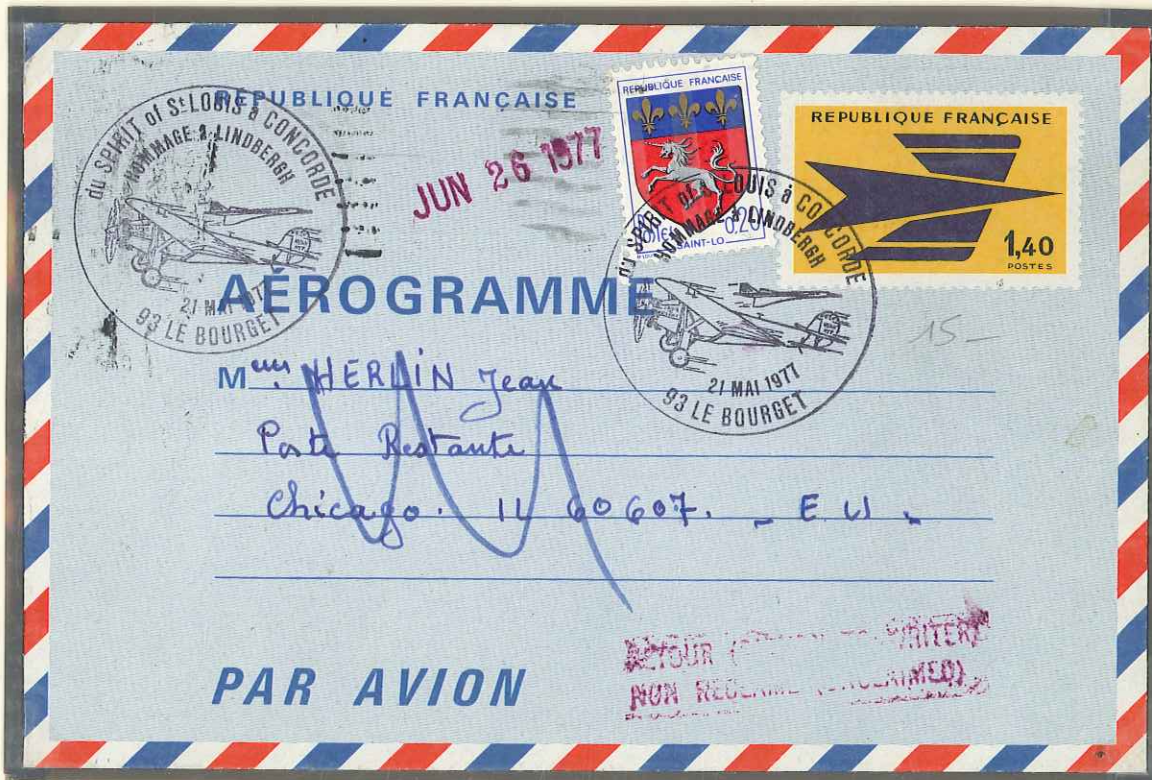


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Günter Kindler
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THE NORTH ATLANTIC CHALLENGE



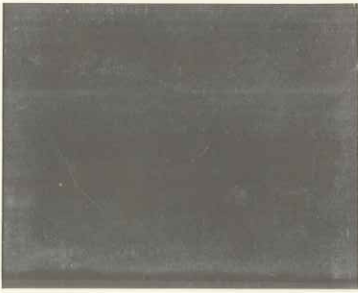
Charles Lindbergh's 33,5 hours flight from New York to Paris was the 13th crossing of the North Atlantic by air, and the fifth non-stop crossing but it was the first between two great cities and the first to be achieved by a solo flier.



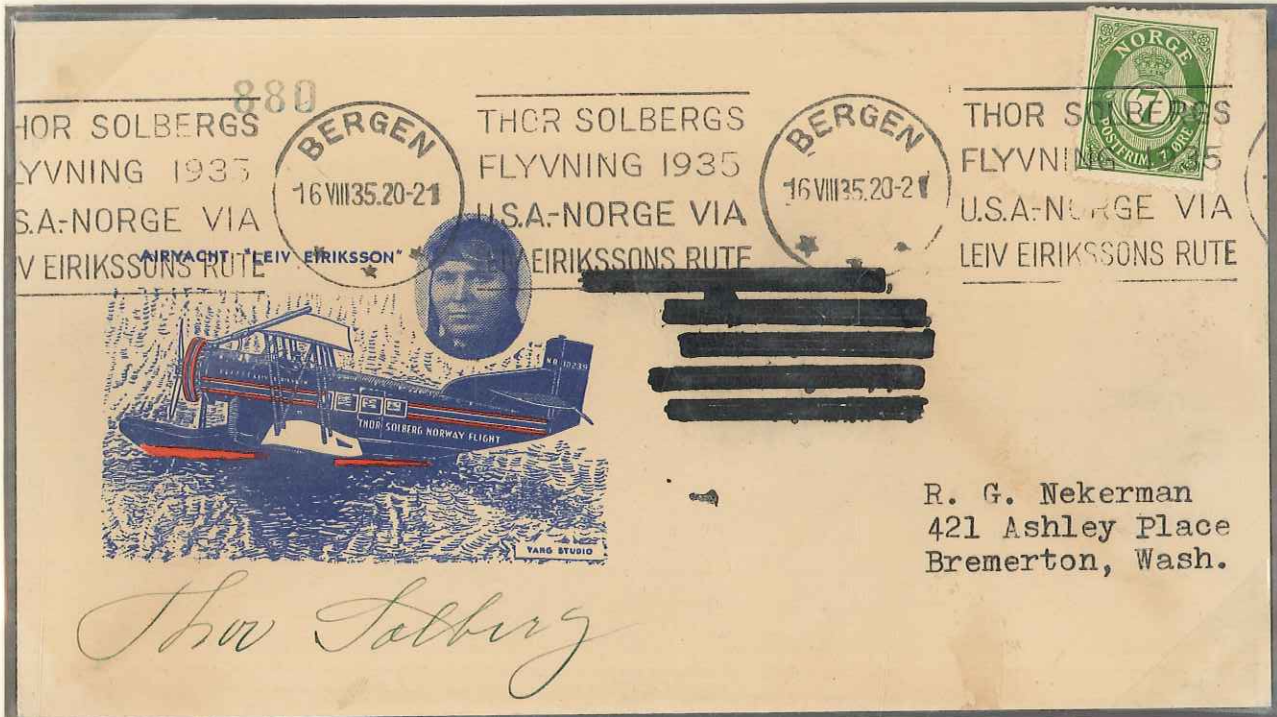
THE NORTH ATLANTIC CHALLENGE

THE FIRST WESTWARD FLIGHT

The Germans Koehl and Von Huenefeld, accompanied by the Irish Fitzmaurice made the first aerial crossing of the Atlantic from Baldonnell, 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.

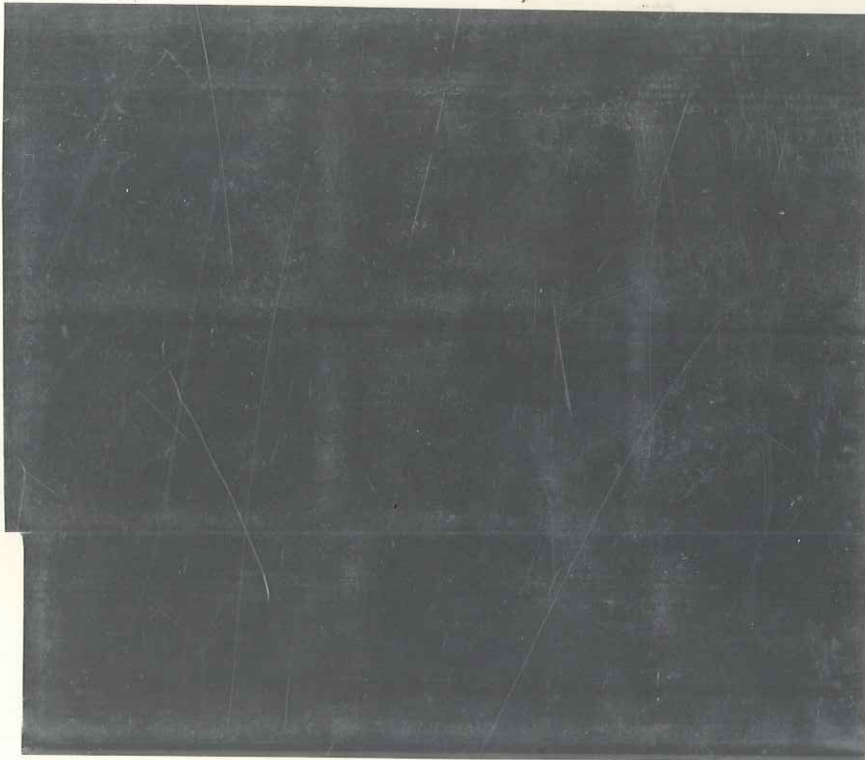
THE SOUTH ATLANTIC CHALLENGE

THE FIRST CROSSING



The South Atlantic was first flown in 1922. On March 30, Captains Gago Coutinho and Sacadura Cabral of Portuguese Navy took off from Lisbon in the floatplane "Lusitania", flew to Las Palmas, then to Cape Verde and Porto Praia.





Misplaced Perforation

On October, 1926 the Brazilian João Ribeiro de Barros with a crew of three left Genova (Italy) in the floatplane "Jahu" to a trip over the South Atlantic. After many difficulties they arrived at São Paulo on August 01, 1927.



Die Proofs

COSTES AND LE BRIX

The year of 1927 saw the first non-stop South Atlantic crossing. In a Breguet 19, Captain Diedonné Costes and Lt. Joseph Le Brix flew from St. Louis, Senegal, to Natal, Brazil, a distance of 3,420 km in 19 hours and 50 minutes.

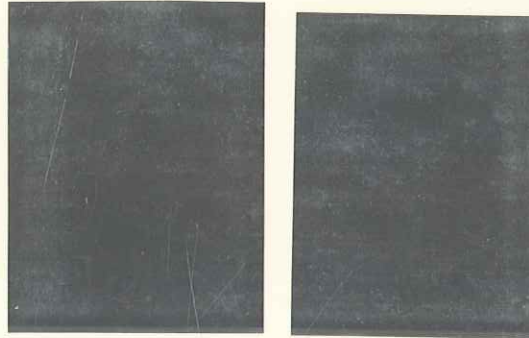


THE SOUTH ATLANTIC CHALLENGE

JIMENEZ AND IGLESIAS



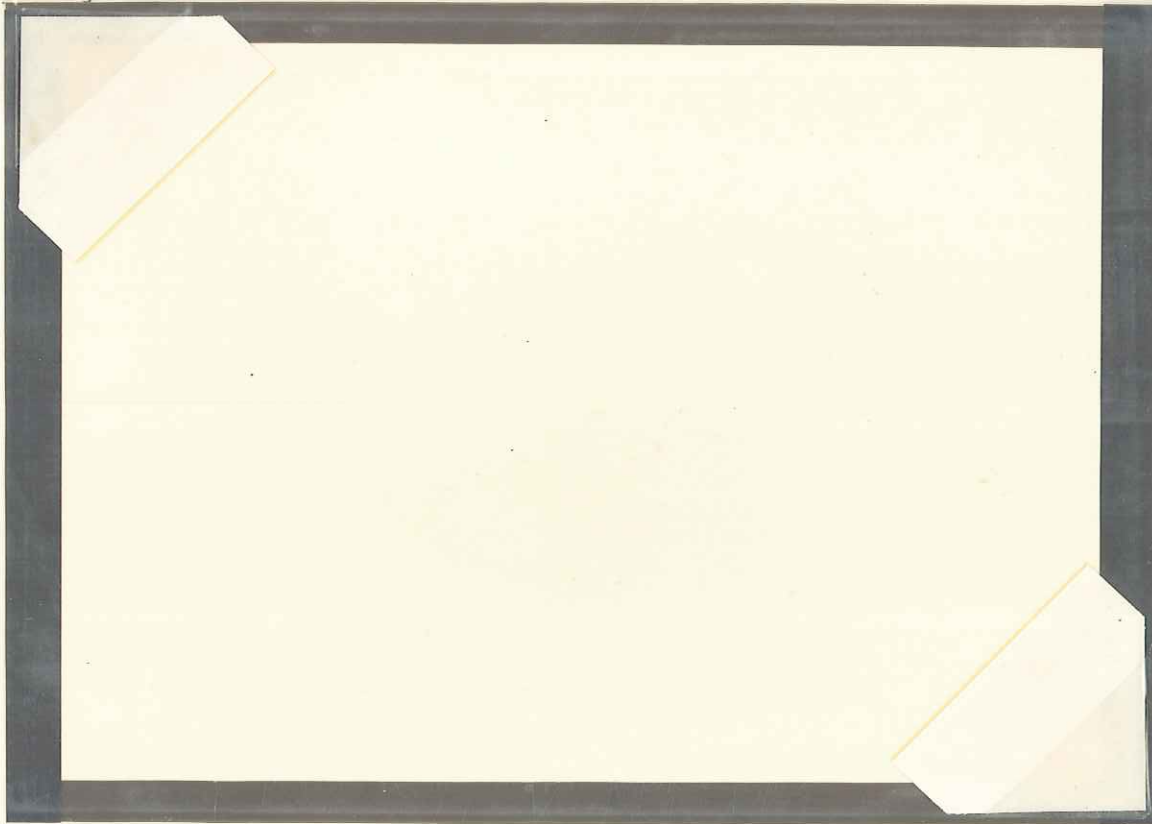
Color Proof



Color Error

The Spanish Jimenez and Iglesias, with a Breguet 19 airplane, made in 1929 a flight from Sevilla to Brazil.

CODOS AND ROSSI

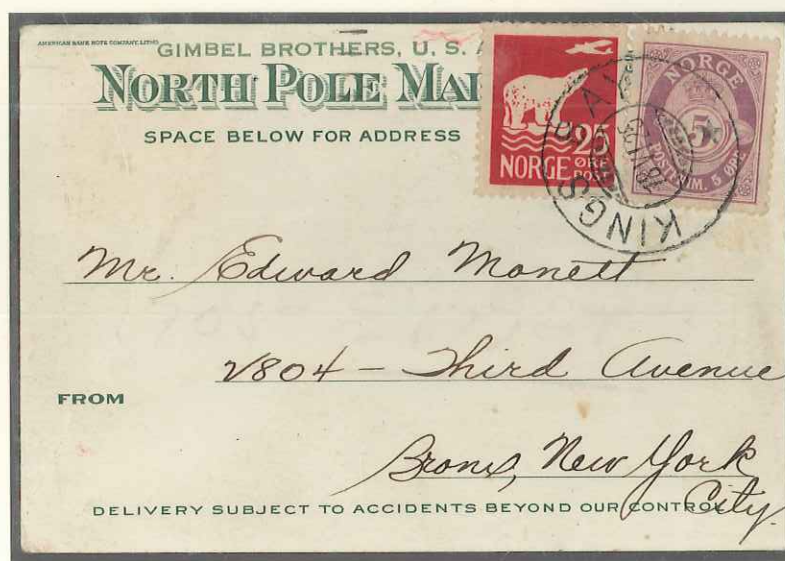


On February 16, 1935 Paul Codos and Maurice Rossi attempted a flight from Marseilles, France, to South America. The fliers were forced down at Porto Praia where the flight was abandoned.

THE CONQUEST OF THE POLES

AMUNDSEN AND ELLSWORTH

On May 21, 1925 Roald Amundsen and Lincoln Ellsworth with two flying boats started from Spitzbergen to try the first flight over the North Pole. They made several attempts but failed and lost one of their two aircraft in the process.

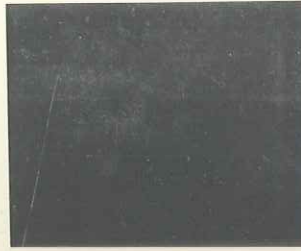


RICHARD BYRD

Commander Richard Byrd, accompanied by Floyd Bennet, was the first to fly over the North Pole. They took off from Kings Bay on May 09, 1926 and returned in 14 hours.



THE CONQUEST OF THE POLES



The "Norge", a semi-rigid airship powered by three 230 hp Maybach engines, made the first crossing of the Arctic, from Spitzbergen to Alaska.

