

MAN'S DREAM TO FLY

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INTRODUCTION

By the end of last century, in a Brazilian coffee plantation farm, some children gathered round a table and the leader called out: "Pigeon flies"! "Hen flies"! "Crow flies"! "Bee flies"! and so on; and at each call they were supposed to raise their fingers. Sometimes, however, the leader would call out: "Dog flies"! "Fox flies"! or some other like impossibility, to catch the others. If any one raised a finger, he was made to pay a forfeit. But when one of them called "Man flies"! for at the word the little Alberto lifted his finger very high, as a sign of absolute conviction, and refused with energy to pay the forfeit. The more they laughed at him, the happier he was, hoping that some day the laugh would be on his side.



Color Essays

Some years later the "little" Alberto Santos Dumont would prove to the world, before a crowd present at Bagatelle Field, near Paris, that he was right. His invention, however, was not an isolated effort. It is part of a large work made by dozen of men which devoted themselves to aviation development, many of them sacrificing their own lives. This exhibit is a homage to all those people which either with their talented and creative mind, or with their brave and adventure spirits contributed to the aeroplane invention and its consolidation as an usual mean of transport, proving that:

" MAN ACTUALLY FLIES "

MAN'S DREAM TO FLY



First postal flight Dresden-Leipzig, 12 May 1914

Probably even before the dawn of recorded history, Man has wanted to fly. The sight of birds freely soaring in the air must have urged early men to dream of many wild schemes to imitate the example.

But it was not until 1783, after centuries of experiments, that men in balloons first rose from the ground into the air. Heavier-than-air flights had to wait another 120 years before becoming reality. Since then, however, developments have been rapid. From crude, not-too-reliable machines capable of only a few hundred meters of sustained flight, Man can today fly in aircraft crossing continents at speeds faster than sound. His is no longer a dream.

1. FLIGHTS OF FANCY

1.1 Divine Powers

Greek Gods

The gods in the Greek pantheon on Mount Olympus must naturally have power of flight for how else could they swiftly meddle in the matters of mortals. Hermes, messenger the other gods, with winded sandals and hat was by far the fleetest.



Printed on gumside



Proof



1.1 Divine Powers

Hermes

Besides winged sandals and headdress, the caduceus was also an emblem of Hermes. Serving also as herald to Zeus, 'father of gods and men', Hermes almost uncontestedly became modern man's universal symbol as harbinger of news.



1.1 Divine Powers

Flying Aids

Pegasus, the winged horse, untamed fill bridled by Athena mother-goddess of warriors, was given to Bellerophon by his father Poseidon, and mounted on it he performed many a feat of monster-slaying.



Apollo, god of the sun, travelled in a chariot that could fly.



Nike, the goddess of victory, had wings on her back to aid her in flight.



King Minos of Crete had craftsman Daedalus build the Labyrinth, a magic maze of dark passages in which was shut up the monstrous man with a bull's head, the Minotaur, son of his wife Pasiphae. Daedalus revealed to Theseus a clue on how to get out of the Labyrinth after slaying the Minotaur. In anger Minos had Daedalus and his son Icarus imprisoned in the Labyrinth and to escape they made themselves wings of wax and feathers.



1.2 Folklore

Flying Mortals

Daedalus had warned Icarus not to approach too near the sun, lest the heat melt the wax. Icarus in his exuberance heeded not the warning and flew too high causing the wax on his wings to be molten thus plunging to death in the sea below. Funnily today we remember more of the failure than the father's successful flight to Sicily.



Transparence



Die proof



Lateral Imperf.

1.2 Folklore

Flying Carpets

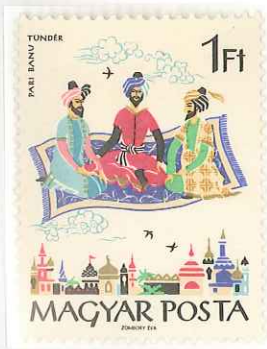
People in the Middle East probably knew more about travel in comfort for heroes in their folklore always fly on lush deep-piled magic carpets.



Proof



Red omitted



New Helicopters and Long Islands. Postage is 3 annas. Each airgraph must be suit removed before despatch.

The address should be written as large as possible in BLOCK letters wholly within this panel → The address must NOT be typewritten.

MRS. M. RAMSAY
2 ORR STREET
HIGHER OPENSRAW
MANCHESTER 11
ENGLAND

134
141459

Write the message very clearly below this line Please see instructions below

Sender's Full Name and Address: 163915 ALL RAMSAY
A70 Royal Air Force
-10 APO 4685

I'M DREAMING OF A WHITE CHRISTMAS...

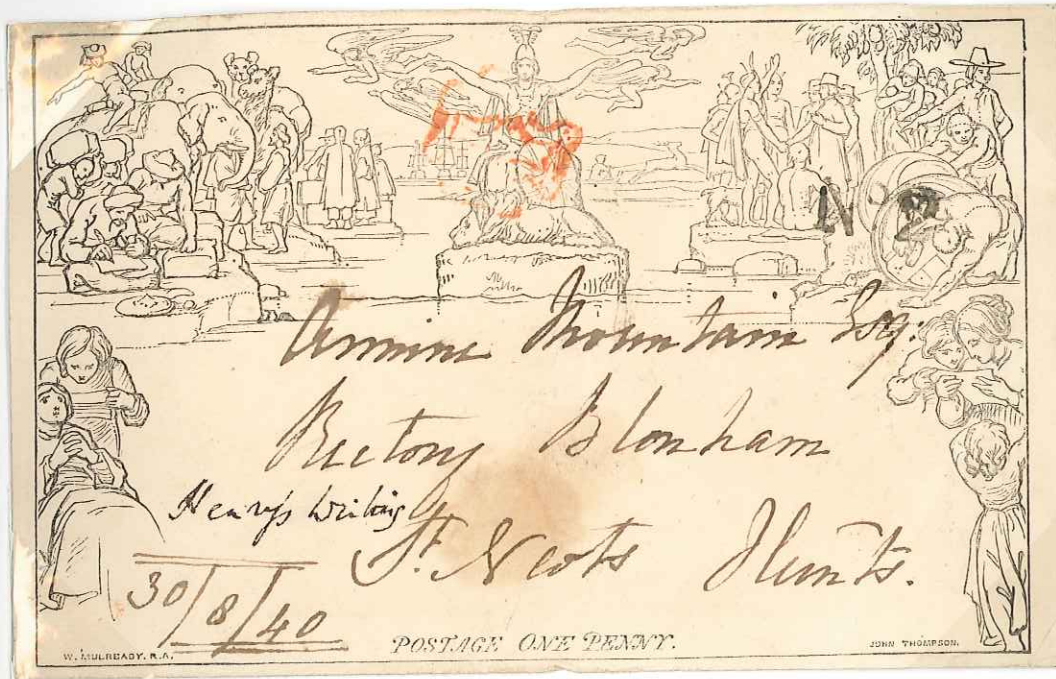
A merry Christmas, darling.
Love from her

This space should not be used R.A.F. POSTAL SERVICES AND R.A.F. OFFICERS

1.3 Winged Fantasies

Supernatural

Until he had learned the science of flight, Man had in the religious and supernatural world ascribed flying beings with wings.



1.3 Winged Fantasies

Imitation

Imitating flapping wings like birds have is Man's early concept of being the only means to fly. In itself the wing became a symbol of flight . . .



Fancy cancel of the town Wing in Illinois.



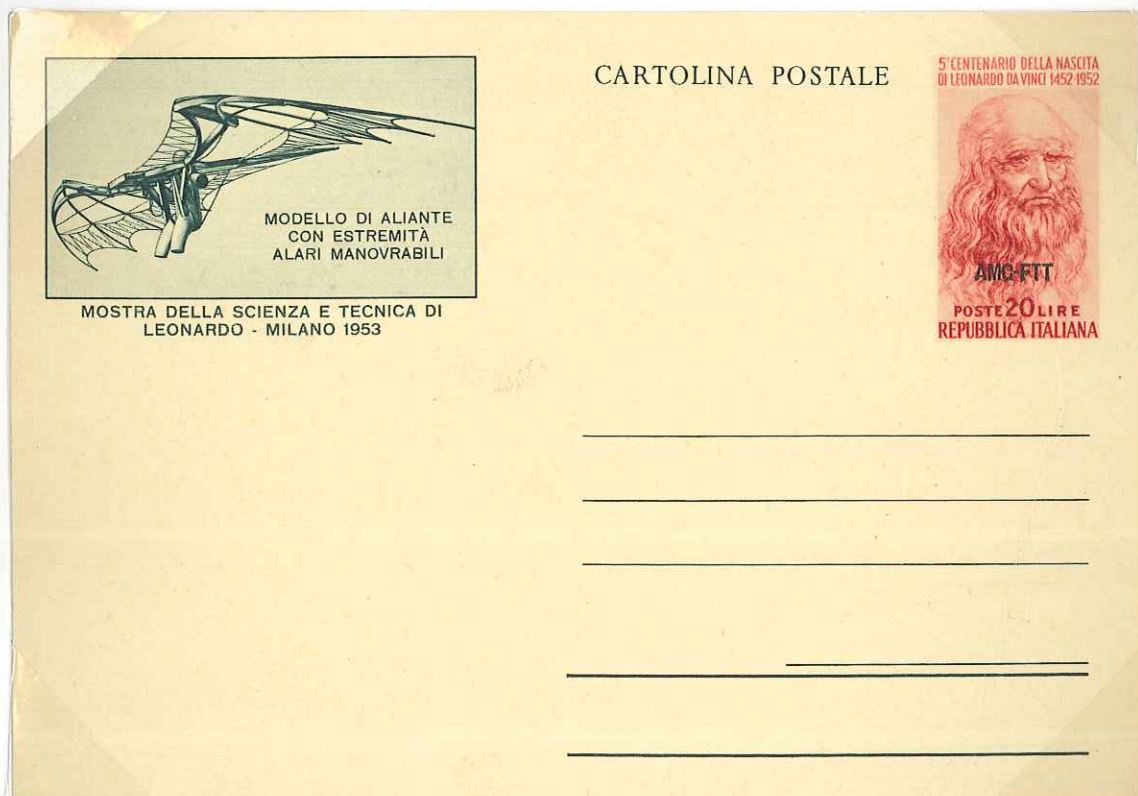
. . . but many men strapping on a pair of wings fantasizing that they could like a bird fly, had plummeted to death from jumped heights, for alas, Man is physically not built to FLY.

2. FIRST SCIENTIFIC STUDIES

2.1 Leonardo da Vinci

Ornithopter

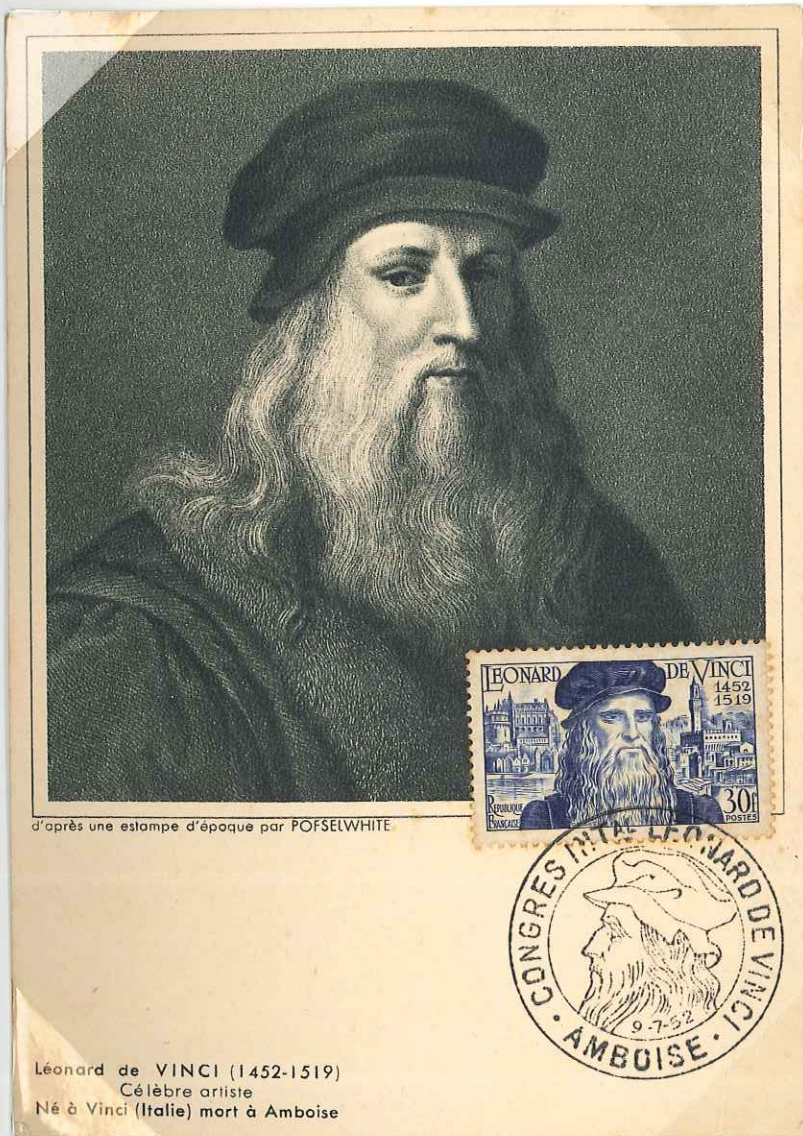
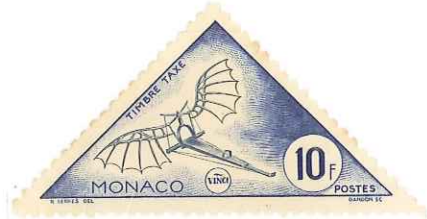
Although Man was for thousands of years fascinated by the flight of birds, it was left to the veritable genius of Leonardo da Vinci to make mankind's first scientific investigation into flight. From study of bird flights, he conceived the ornithopter, a pair of man-made wings.



2.1 Leonardo da Vinci

Flying Machine & Helicopter

Besides the ornithopter, da Vinci also designed and made drawings of a flying machine and a helicopter. All his machines depended on human muscles as motive power. To his credit, modern science had verified that his inventions can actually get off ground if muscular power is adequate and sustainable.



3. EARLY BALLOONS & AIRSHIPS

3.1 The Innovators

Bartholomeu Lourenco de Gusmao

Born in 1686 in Santos, Brazil, Gusmao in 1709 obtained a patent for a flying machine called "La Passarola" from the Portuguese king. In Aug 1708 he gave a demonstration of a hot air balloon to the king. Though not built to full size, Gusmao was first to prove that flight is possible.



Colour proof



Misplaced perf.



Paperfold



Proof



Proof

3.1 The Innovators

Zambeccari / Blanchard & Jeffries

Less than 6 months after the Montgolfiers, the Italian Francesco Zambeccari on 25 November 1783 in London was also able to give a public demonstration of a hot-air balloon that he had built.



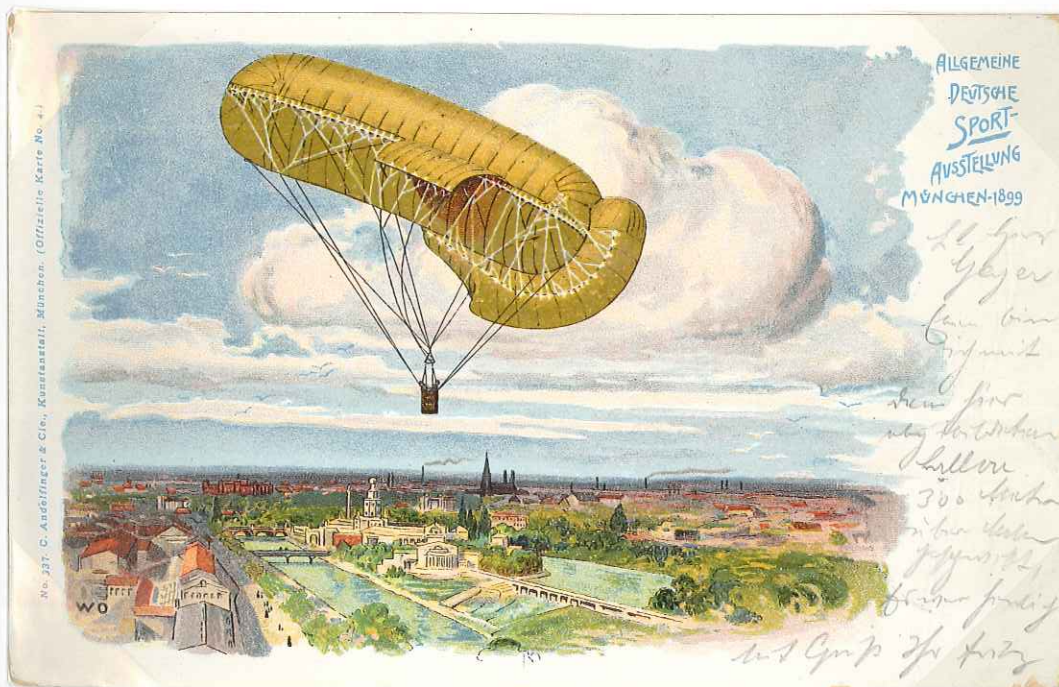
Most spectacular of these early flights in balloons was probably that made by Jean P. Blanchard and John Jeffries when on 7 January 1785 they made the first aerial crossing of the English Channel in a hydrogen balloon.



3.1 The Innovators

From Experiment to Sports

Ballooning is mankind's first means of practical aerial flight. Innovators like Kryakutni in 1731 (reputed flight not witnessed), Wilhelmina Reichart, Godard, La Cantolla, etc., experimented and ironed out the bugs, and by end of the 19th century it is a safe enough sports for the masses.



German postcard, 1899

6.7 Spoiled Flights

"Italia" / "Dragon d'Annam"

On 18 May 1928 General Umberto Nobile left Milan in his airship N. 4 "Italia" in his 2nd attempt to fly over the North Pole. Flight over the pole was successful. However the ship was wrecked on the return journey. Nobile and his crew remained lost in the Arctic for several days. In the rescue mission Roald Amundsen was lost.



On 19 Feb 1929, French aviators, Costes, Codos, and Bellonte attempted to fly from Paris to Hanoi in their plane "Dragon d'Annam". only 8 km from Le Bourget Airport the engine failed and plane crashed at Bondy.



Crash Cover "Dragon d'Annam" flight, 19 Feb 29

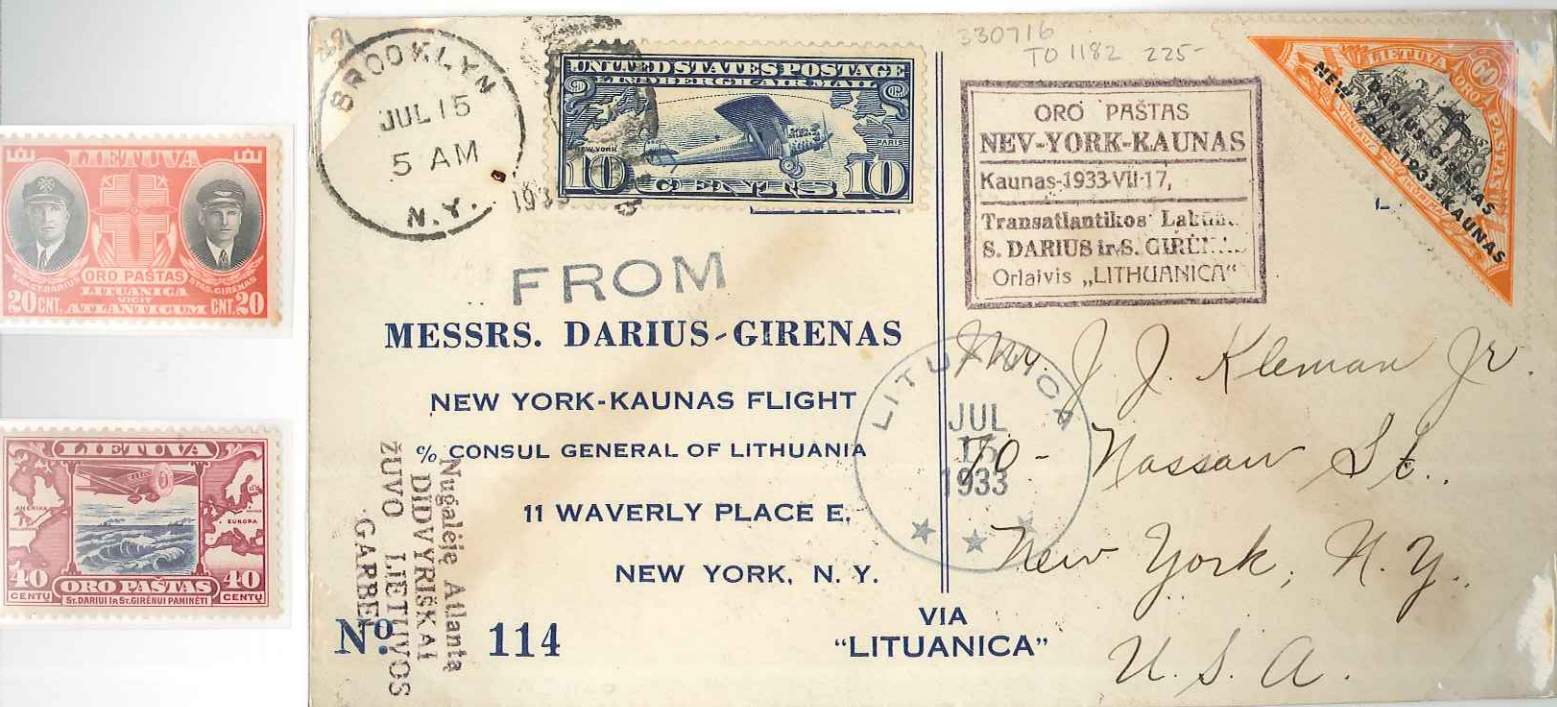
6.7 Spoiled Flights

Chichester / Darius & Girenas

In the Gipsy Moth "Madame Elijah", Chichester after successfully making solo crossing of the Tasman Sea in June 1931 left Australia for Japan in July with intention of circumnavigation the world. He however crashed near Yokohama and the attempt abandoned.



In July 1933, Lithuanians, Steponas Darius & Stasys Girenas in a Bellanca monoplane "Lituania" attempted a flight from New York to Kaunas, Lithuania. After crossing the ocean, the fliers lost their lives when their plane crashed at Soldin, Germany, just 400 miles short of destination.



Crash cover
15 July 33

7. IN SERVICE OF THE POST

7.1 First Postal Flights

India / United Kingdom

Distinction of having the first official airmail flight in the world belong to India. On 18 Feb 1911, Henri Pecquet piloted a Humber Sommer biplane from the United Provinces Industrial & Agricultural Exhibition at Allahabad to the railway at Naini Junction.



The first U.K. aerial post between London and Windsor was organized as part of the celebrations for George V's coronation. First flight was made on 9 Sept 1911 by Gustav Hamel in a Bleriot XI biplane. It was the 2nd official airmail flight in the world.



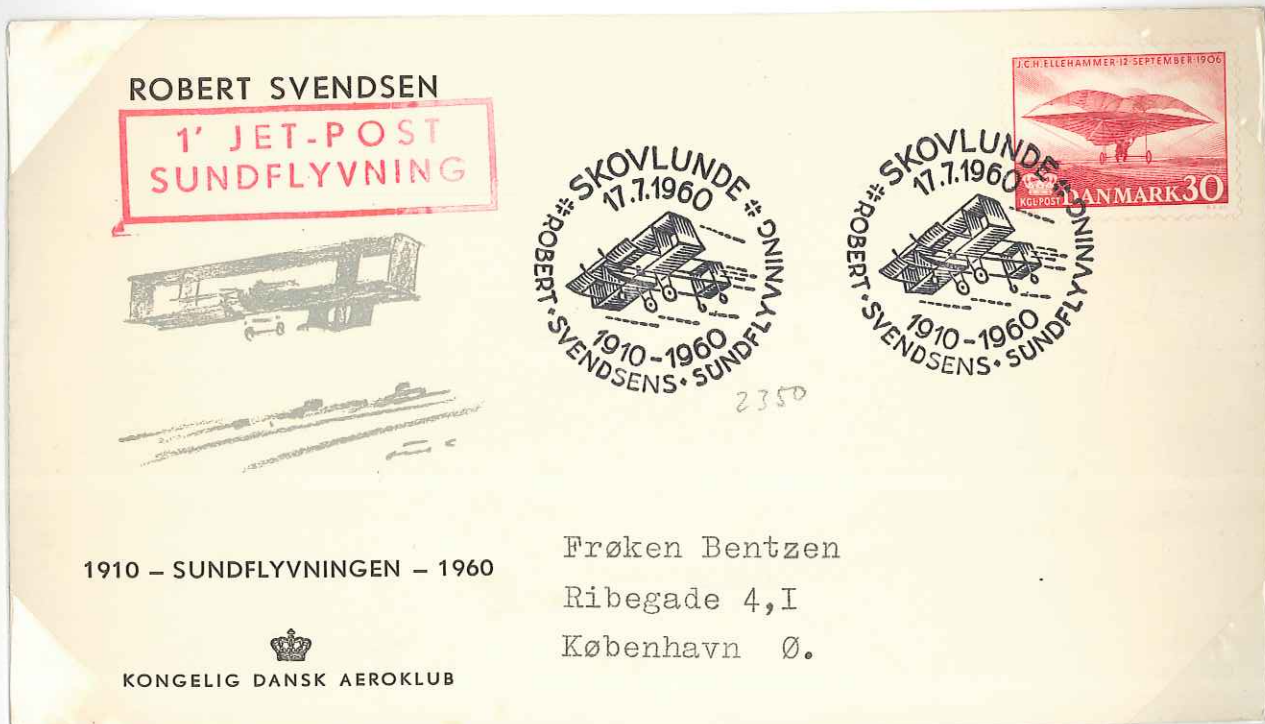
7.1 First Postal Flights

U.S.A. / Denmark

Earle Ovington, born 1879, had the honour of being the first U.S. airmail pilot on 14 Sept 1911 during the International Tournament held in Garden City, N.Y.



The first postal flight in Denmark was made by pilot Robert Svenden in Sept 1911.



7.1 First Postal Flights

Germany / Italy

Although the first airmail service in Germany was inaugurated by Zeppelin "Schwabens" in June 1912, nonetheless experimental postal flights were conducted by airplanes. On 13 Oct 1912, an Euler biplane explored the Frankfurt-Wiesbaden airmail route.



An experimental mail flight Turin-Rome-Turin was made on 20 May 1917. For the flight the plane stopped at Pisa and arrived Rome on the same day. A special stamp was issued which was the first special airmail stamp ever in the world.



7.2 The Latecoere Airlines

The French Latecoere Airlines' conquest of the South Atlantic to provide a regular airmail service between Europe and South America via West Africa is one of the most sensational chapters in aviation history. First leg of the route via Africa was on 1 Sept 1919 inaugurated with the first airmail from France to Rabat, Morocco in a Breguet 14 piloted by Didier Daurat. From that date the line was opened weekly. Survey flights were made in South America in 1925. The route Montevideo to Rio was surveyed on 13 Jan with Roig as pilot. Rio to Buenos Aires was surveyed on 14-15 Jan.

To Rabat & Survey Flights



Survey flight
Montevideo
to Rio

Survey flight
Rio to
Buenos Aires



7.2 The Latecoere Airlines

Much to the credit of pilots like Saint-Exupery & Mermoz the route from France was in 1928 extended to Dakar.



Perf. shifted



The South Pacific was crossed by the Latecoere Airlines airplanes in 1930. On 12 May, Jean Mermoz as pilot with J. Dabry as navigator and L. Gimie as flight engineer took off from Saint Louis, Senegal, and after a trouble-free flight, the Late 28 seaplane "Comte de la Vaulx" landed at Natal in 21 hours. However on the return flight the plane was forced down into the sea and sank.



Atelier de fabrication des Timbres-Poste. PARIS

De luxe proof

7.2 The Latecoere Airlines

First Airmail-Brazil to Europe

Jean Mermoz on 7 June 1930 carried the first direct Brazil to Europe airmail. However due to engine oil pipeline problem the plane had to make a forced landing 500 miles from Africa. It took another 3 years before airmail could regularly cross the ocean.

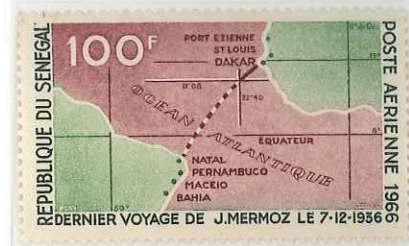


7.2 The Latecoere Airlines



Final Success & Trajedy

100% transatlantic airmail service was finally achieved in 1936. Daurat's dream of a week's delivery for mail between France and South America was now reality.



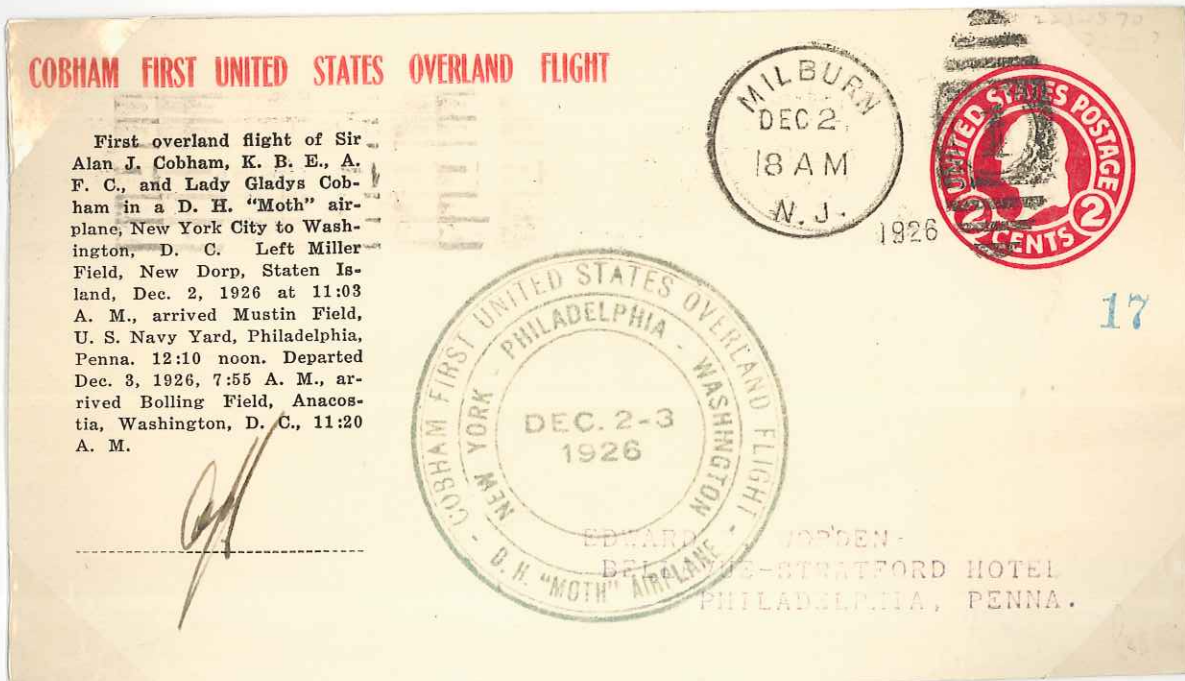
Sadly in Latecoere's triumphant hour, her leading pilot, Mermoz on 7 Dec 1936 while flying a Late 300 flying boat "Croix du Sud" 4 hrs from Dakar radioed that he was cutting an engine. After that no other word from him or trace of plane ever found.



7.3 Later Airmail First Flights

Cobham

In a more of a publicity stunt, Sir Alan Cobham of "Empire Flight" fame on 25 Nov 1926 using a D.H. Moth seaplane took off from the steamship S.S. Homeric on nearing New York, flew to Battery Point thus delivering the first airmail New York from the east. This was later followed by a flight by him from New York to Washington via Philadelphia.



7.3 Later Airmail First Flights

Nogues / Ulm

Inauguration of French airmail services to the Middle East fell on the shoulders of pilot Maurice Nogues who in 1928 opened up routes to Beirut and Damascus. Regular airmail service from France to Indochina was also inaugurated by him in 1931.



1st airmail service across the Tasman Sea between New Zealand & Australia was on 17 Feb 1934 inaugurated by Charles Ulm piloting a VH-VXX plane "Faith in Australia". Return flight was made on 12 Apr.



7.4 Hastening Mail Delivery

Catapult Flights

In the late 1920's and 30's, while airmail services were still not quite 'reliable' enough, one means of hastening mail delivery was to catapult a mail-carrying on board seaplane from the ship while it was 600-700 miles before reaching port of destination.

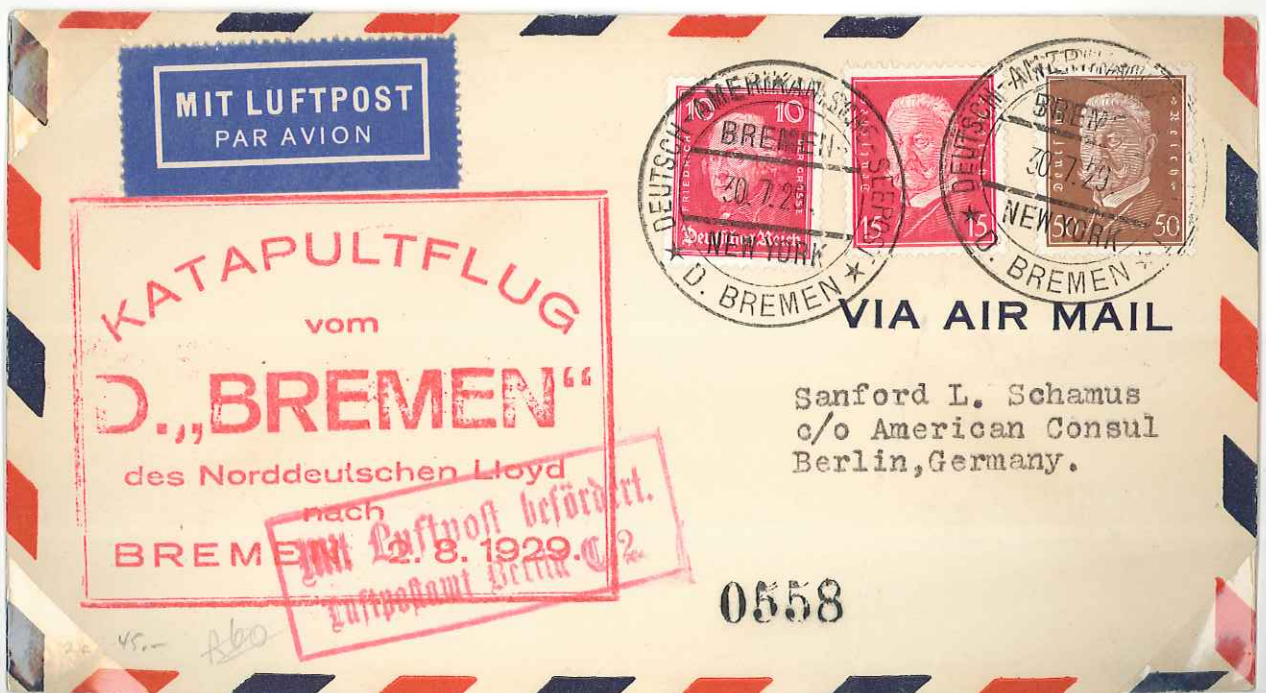
One ship with such service was the French liner "Ile de France". Service was inaugurated on 13 Aug 1928 with Lieut. L. Demougeout as pilot.



"Ile de France"
Inaugural catapult
flight 13 Aug 1928

German liner,
"S.S. Bremen"
had catapult
service started
on 22 July
1929.

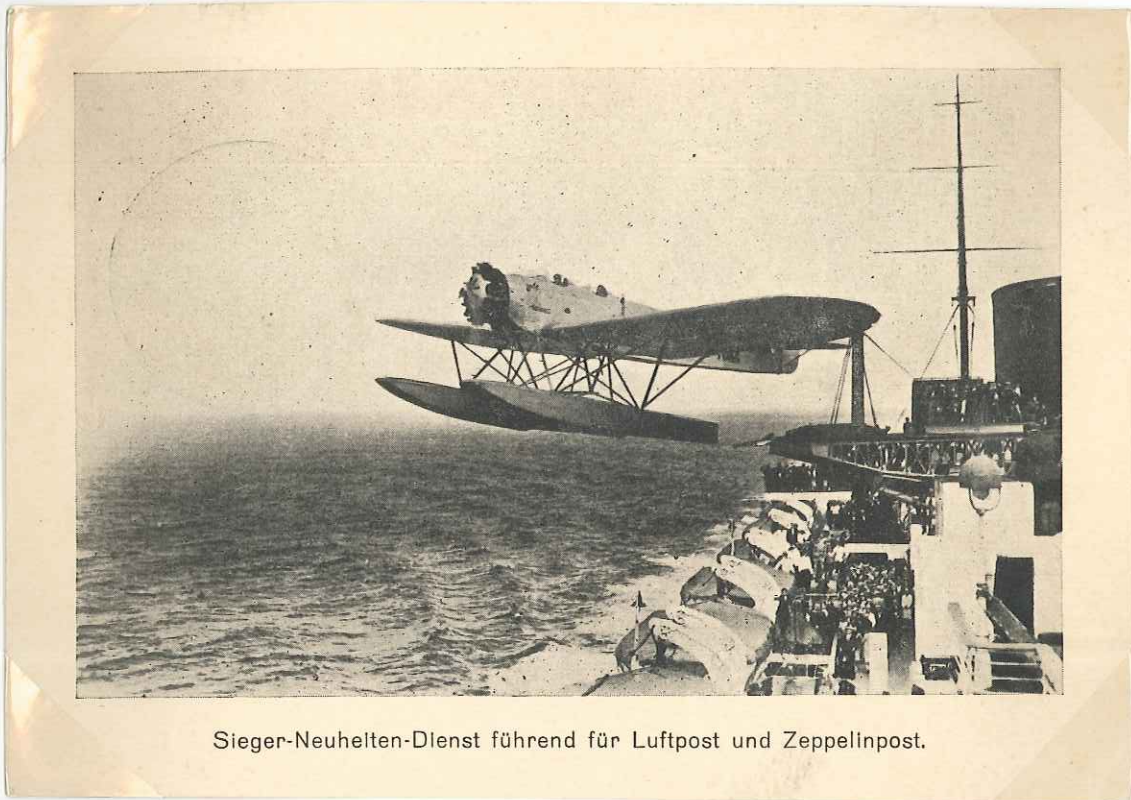
"S.S. Bremen"
catapult flight
2 Aug 1929



7.4 Hastening Mail Delivery

Catapult Flights

The German liner "S.S. Europa" which plied the North Atlantic route, Bremen-New York, had catapult flight services from 1930 till end 1935.



Sieger-Neuheiten-Dienst führend für Luftpost und Zepppelinpost.

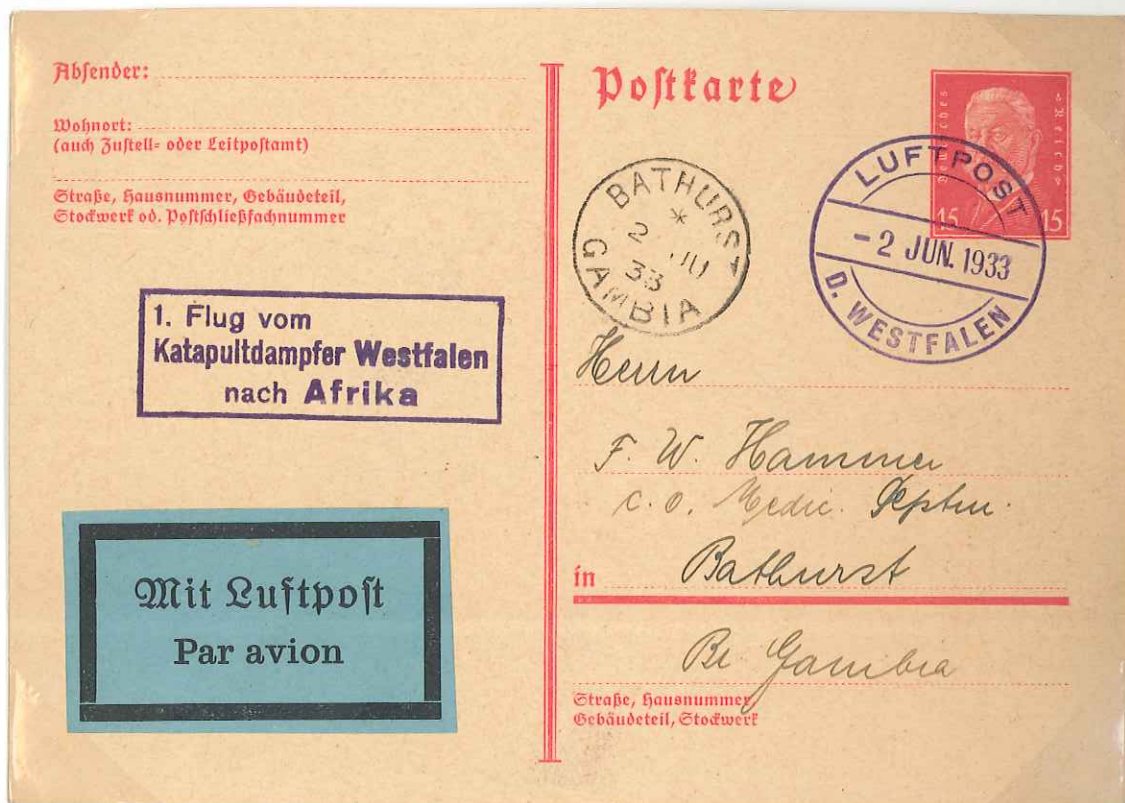
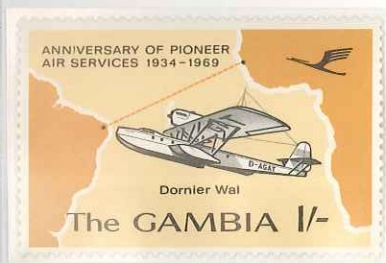
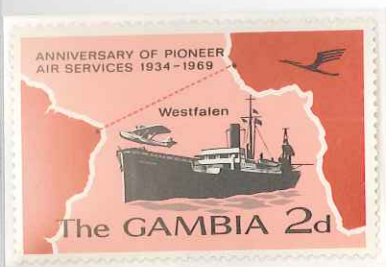
Postal stationery, 1931



7.4 Hastening Mail Delivery

Catapult Flights

In 1934 DLH (Deutsche Luft Hansa) started a regular transatlantic mail service. System used was a Dornier Wal flying boat catapulted from the mother ship "Westfalen". On its return flying boat was lifted on board by a derrick. This Luffhansa service carried only mail and no passengers, and was in operation till outbreak of WW II.

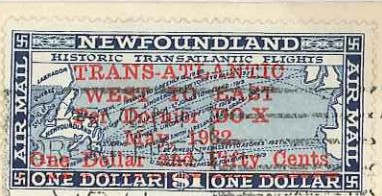


8. THE DREAM GOES ON

8.1 Flying Big

The Do-X

Much to the credit of his genius, Man although physically built not to fly, can dream and look ahead to the future. People like the great German airplane designer, Claude Dornier, had dreamt that Man will not want to fly alone or confined in a little cockpit. He needed space. As early as 1925, Dornier began plans for the construction of the Do-X. It took to the skies in 1930. It was a forerunner to today's Jumbo.



DO-X flight
Rio to
Pernambuco

J.G. Hodder, Esq., J.P.
Deputy Minister of Postal Telegraphs
c/o Nfld High Commissioner
58 Victoria Street,
London, England.

DO-X
transatlantic
flight,
Newfoundland
to Germany

Department of Posts and Telegraphs,
St. John's, Newfoundland.

8.2 Flying Straight up

Autogiro

Man's dream to fly will not be totally fulfilled until he can one day in his machine rise, as easily as birds do, vertically into the sky without need to hurtle down a runway. Leonardo da Vinci provided fruit for thought. Juan de La Cierva's invention of the autogiro, first demonstrated on 9 June 1923, proved it a possibility paving way for the later helicopters. Given his gift of inventiveness, Man's dream to fly may no longer be a dream but reality.



Imperforated



6. FLIGHTS OF GLORY

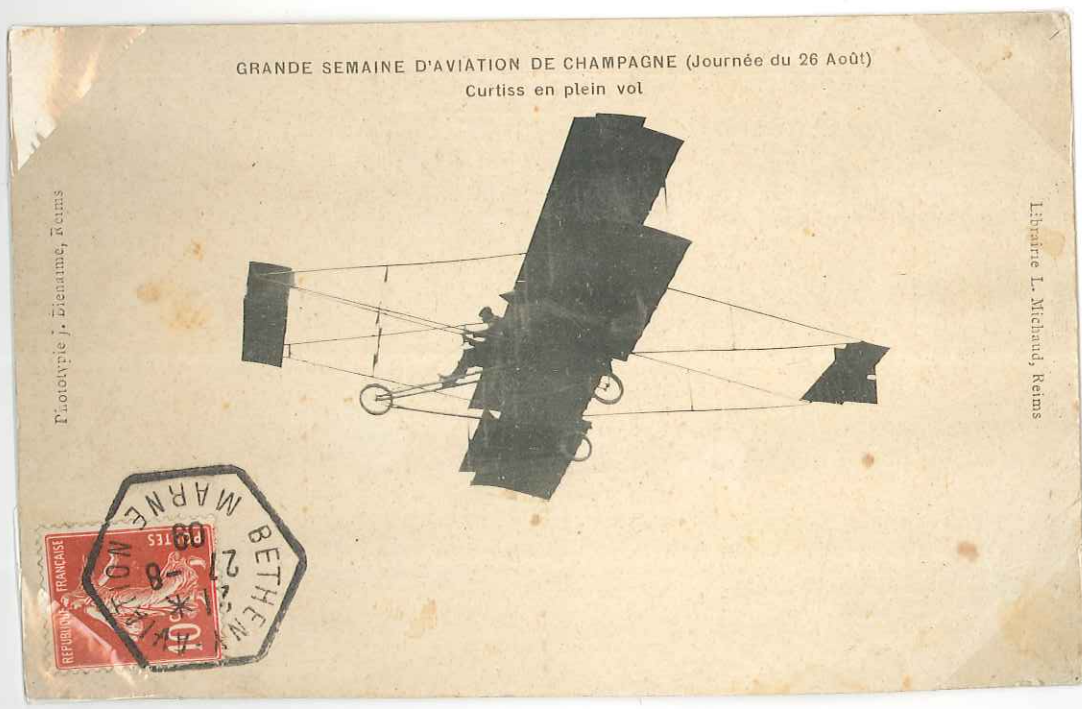
6.1 Post-Wright Flights to 1914

Bleriot & Curtiss

The first powered crossing of the English Channel was done by French pilot Louis Bleriot on 25 July 1909 in his Bleriot XI, flying from Sangatte to Dover in 37 minutes.



In early 1909 American Glenn Curtiss built his first airplane. In it he won the prize for the fastest speed reached over a 30-km run at the international event held 22-29 Aug 1909 at the Betheny Airfield, near Reims.



"Betheny-Aviation Marne" 27 Aug 1909

6.1 Post-Wright Flights to 1914

Kaspar & Chavez

The first flight over Prague was made by Czech engineer Jan Kaspar in a Bleriot XI in Aug 1909. A year later he founded the first aviation school in his country.



Peruvian Jorge Chavez enthusiastically took part in the aviation meetings held in Rouen in June 1910. On 23 Sept 1910 in a Bleriot XI he made first crossing of the Alps by airplane. He flew from Brig to Domodossola over the Simplon Pass but crashed on landing and died from injuries.

Rouen Aviation Meeting
21 June 1910

6.1 Post-Wright Flights to 1914

Bider & Garros

On 24 Jan 1913, Swiss aviator Oskar Bider made the first crossing of the Pyrenees in a Bleriot XI, following which on 27 April he was invited to give several demonstration flights in Liestal. Later in the same year on 13 July he crossed the Alps from Berne to Milan.



Frenchman, Roland Garros in a Morane Saulnier Type I monoplane made the first aerial crossing of the Mediterranean from St. Raphael to Bizerte, Tunisia on 23 Sept 1913. In the spring of 1914 with the same machine he won the 1st Aerial Rally of Monaco flying from Monaco to Paris in 12 hrs 14 mins 21 secs.



6.2 North Atlantic Crossings

Read / Alcock & Brown



The first aerial crossing of the North Atlantic, from Newfoundland to Lisbon, via the Azores was made in a U.S. Navy Curtiss NC-4 flying boat piloted by Lt. Commander Albert C. Read. Trip took 11 days from 16 to 27 May 1919.



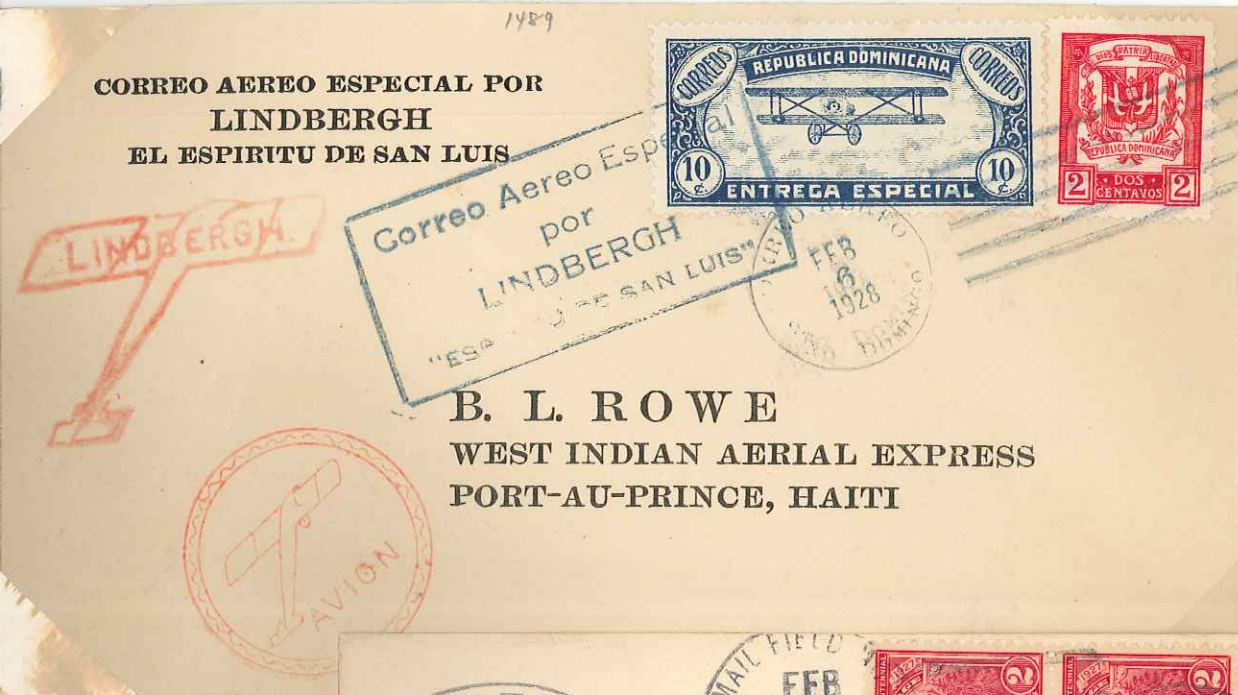
The first non-stop aerial crossing of the North Atlantic was made by Capt. John Alcock and Lt. Arthur Whitten Brown in a Vickers FB-27 Vimy, winning the "Daily Mail" prize of £10,000. Flight started on 14 June 1919 from St. John's, Newfoundland and ended at Clifden, Ireland on 15 June.



6.2 North Atlantic Crossings

Lindbergh / Kohl, Hunefeld, Fitzmaurice / Solberg

Charles Lindbergh gained eternal fame when in a Ryan NYP Special "Spirit of St. Louis" he made a 33.5 hr non-stop crossing of the North Atlantic from New York to Paris on 20-21 May 1927. This was the 5th non-stop and 13th crossing of the ocean, but his was the first by a solo flier.



He later gained many airmail carrying contracts in the Americas. But the only official mail ever carried by the "Spirit of St. Louis" was from Santo Domingo to Port of Prince and Havana.



On 12-13 April 1928, Germans Kohl, Hunefeld & Fitzmaurice made the 1st east-west aerial crossing from Baldonnel to Greenley Island in a Junkers W.33 "Bremen".



Thor Solberg in a Loening OA-2 amphibian "Lief Ericsson" flew on 13 July 1935 from New York by stages to Bergen, Norway, taking a month to complete the flight.

6.3 South Atlantic Crossings

Couthinho & Cabral / Barros

In 1922 the first South Atlantic aerial crossing from Lisbon to Rio was made by Gago Coutinho and Sacadura Cabral. On 30 March they left in a Fairey III D seaplane "Lusitania" to Las Palmas, then Cape Verde and Porto Praia. But bad weather caused long delays at stopping points. The journey was completed in the plane "Santa Cruz" arriving Rio de Janeiro on 16 June.



In Oct 1926 Brazilian Joao Ribeiro de Barros with 3 crew members left Genoa in the Seaplane "Jahu". After much difficulties they finally arrived Sao Paulo on 1 Aug 1927.



Die Proofs

Misplaced perf

6.3 South Atlantic Crossings

Costes, Le Briz / Jimenez, Iglesias / Codos, Rossi

The first not-stop crossing of the South Atlantic from Paris to Natal Via St. Louis, Senegal was made by Dieudonne Costes and Joseph Le Brix in a Breguet 19 Super TR "Nungesser et Coli" on 14-15 Oct 1927, a distance of 3420 km in 19hrs 50 mins.



colour error

In March 1929 the Spanish duo, Jimenez and Inglesias in a Breguet 19GR "Jesus del Gran Poder" flew from Seville to Natal, Brazil and round South America to Havana.



An attempt made by Paul Codos and Maurice Rossi on 16 Feb 1935 to fly from Marseille to South America had to be abandon when forced down at Porto Praia.

CARTE POSTALE

PAR AVION

N° 009 051

RAID INTERROMPU
 Le 17 Février 1935 à 8^h37 GMT
 par 7°40' de latitude Nord
 et 26°37' de longitude Ouest
 (5.430 kms)
 Appareil ramené avec courrier
 à PORTO-PRAIA à 13 h. 30 GMT

1^{ER} VOL POSTAL SANS ESCALE
 FRANCE - AMÉRIQUE DU SUD

MARSEILLE - GARE AVIGNON
 10 35
 17 FEV. 35
 PORTO-VERDE

M

c/o AIR FRANCE

9, Rue Auber, 9 - PARIS-9°

Monsieur le Représentant
 de la C^{ie} AIR FRANCE
 en AMÉRIQUE DU SUD

P. Chanove & C^{ie}, Imp. Courbevoie, 8158 - C 6,- 1/35

6.4 Polar Flights

North Pole

From 21 May to 15 June 1925 Roald Amundsen and Lincoln Ellsworth made abortive attempts to be first to fly over the North Pole in Dornier flying boats.

The honour however went to Richard Byrd and Floyd Bennett who on 9 May 1926 made the first flight over the North Pole in a Fokker F.7 in a 14-hour round trip.



Amundsen and Ellsworth returned in 1926 leaving King's Bay in a semi-rigid airship "Norge" commanded by General Umberto Nobile. They were successful this time to fly the pole except it was on 11 May, 2 days late. The flight continued to Alaska making it the first Arctic crossing.

