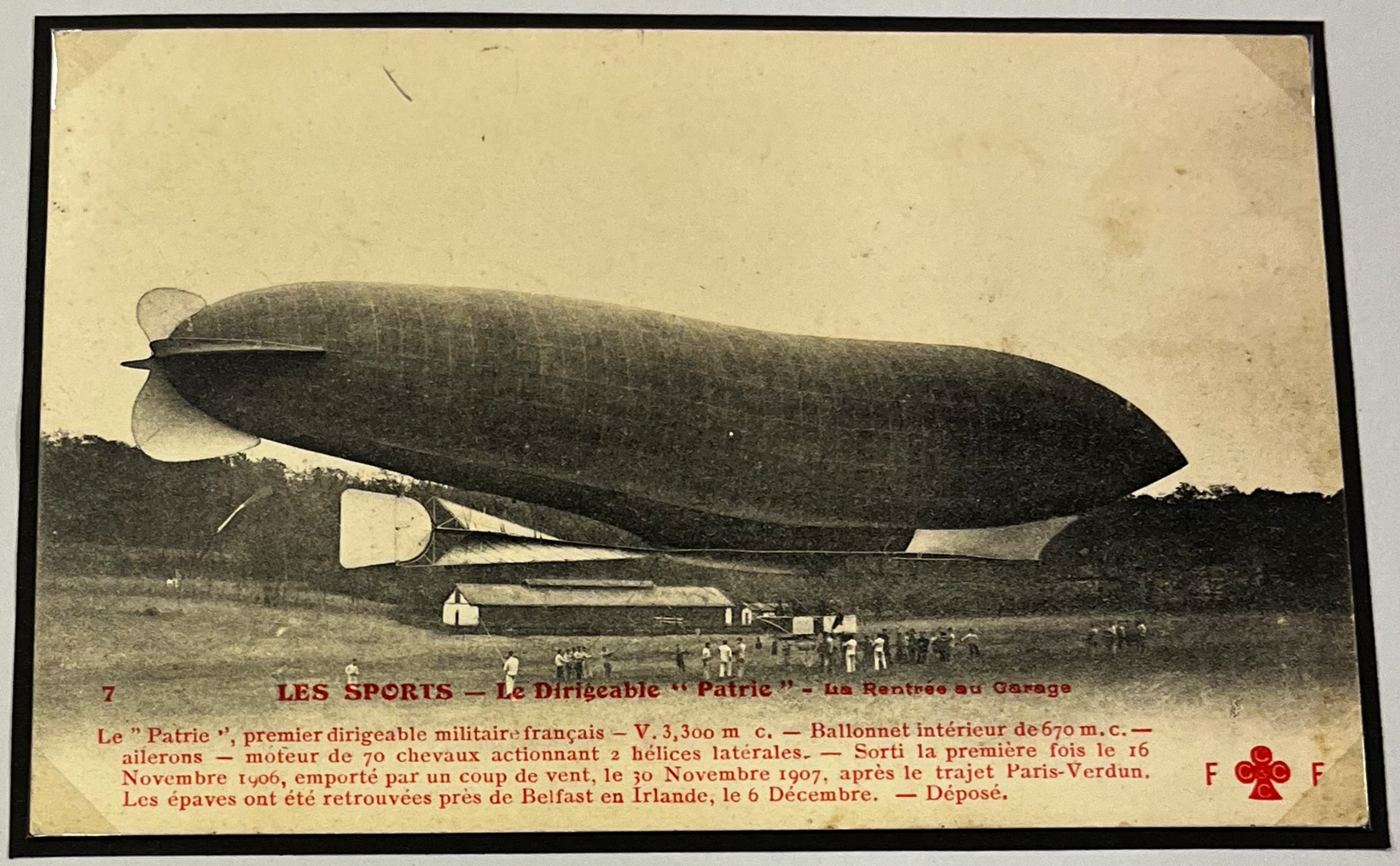
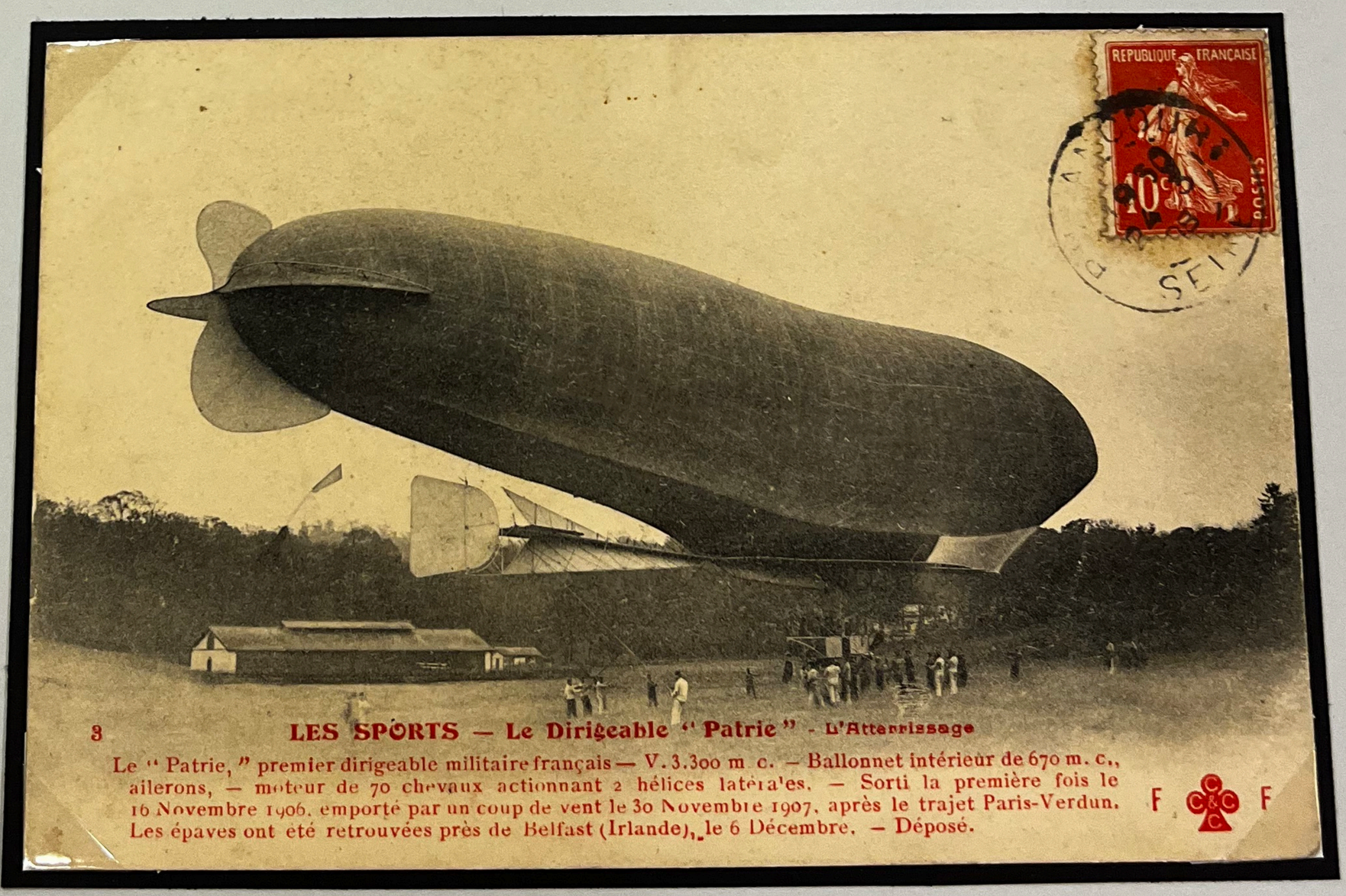
THE FRENCH AIRSHIP "*LA PATRIE*":
FIRST FLIGHT ON NOVEMBER 16, 1906,
DESTROYED ON NOVEMBER 30, 1907,
WITH THE WRECK FOUND IN BELFAST ON DECEMBER 6, 1907

December 6, 1907





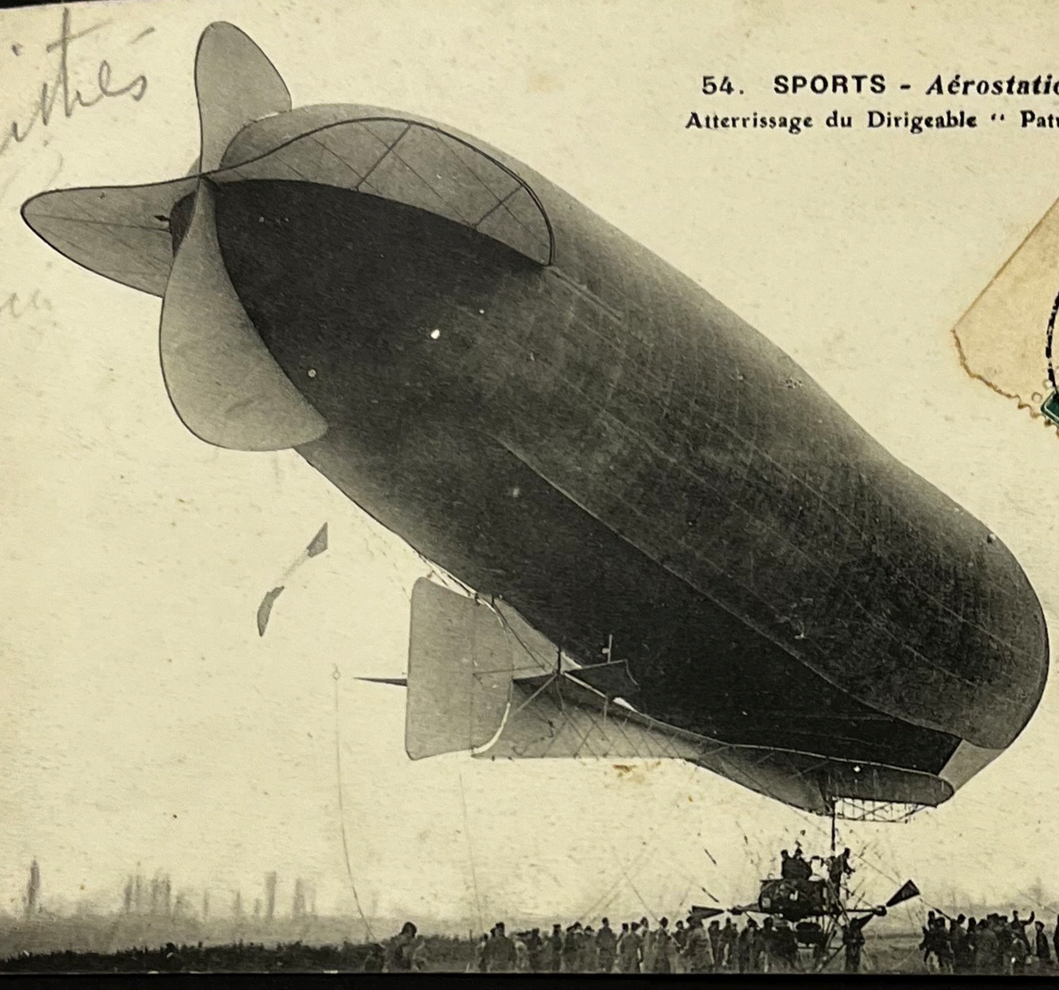
Used and unused postcard, showing the French military airship "*La Patrie*"
which was lost due to high winds on November 30, 1907.
The wreck was found in Belfast on December 6, 1907:
"*Les épaves ont été retrouvées près de Belfast in Irlande, le 6 Décembre.*"

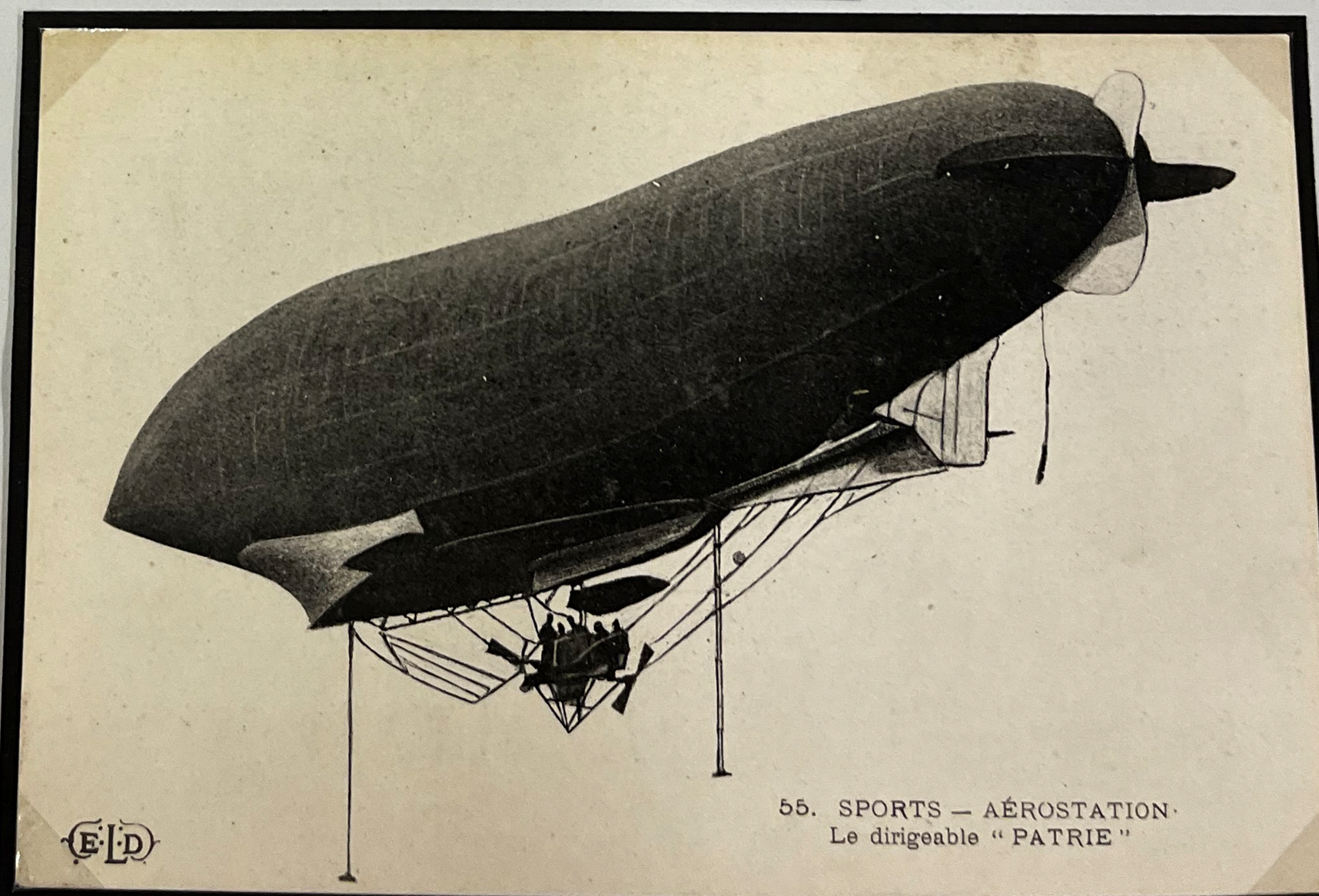
THE FRENCH AIRSHIP LE PATRIE
FIRST FLIGHT ON NOVEMBER 16, 1906 - DESTROYED ON NOVEMBER 30, 1907

November 16, 1906 - November 30, 1907



54. SPORTS - *Aérostation*
Atterrissage du Dirigeable " Patrie "





55. SPORTS — AÉROSTATION
Le dirigeable " PATRIE "

THE FRENCH AIRSHIP "*LA PATRIE*":
FIRST FLIGHT ON NOVEMBER 16, 1906,
DESTROYED ON NOVEMBER 30, 1907,
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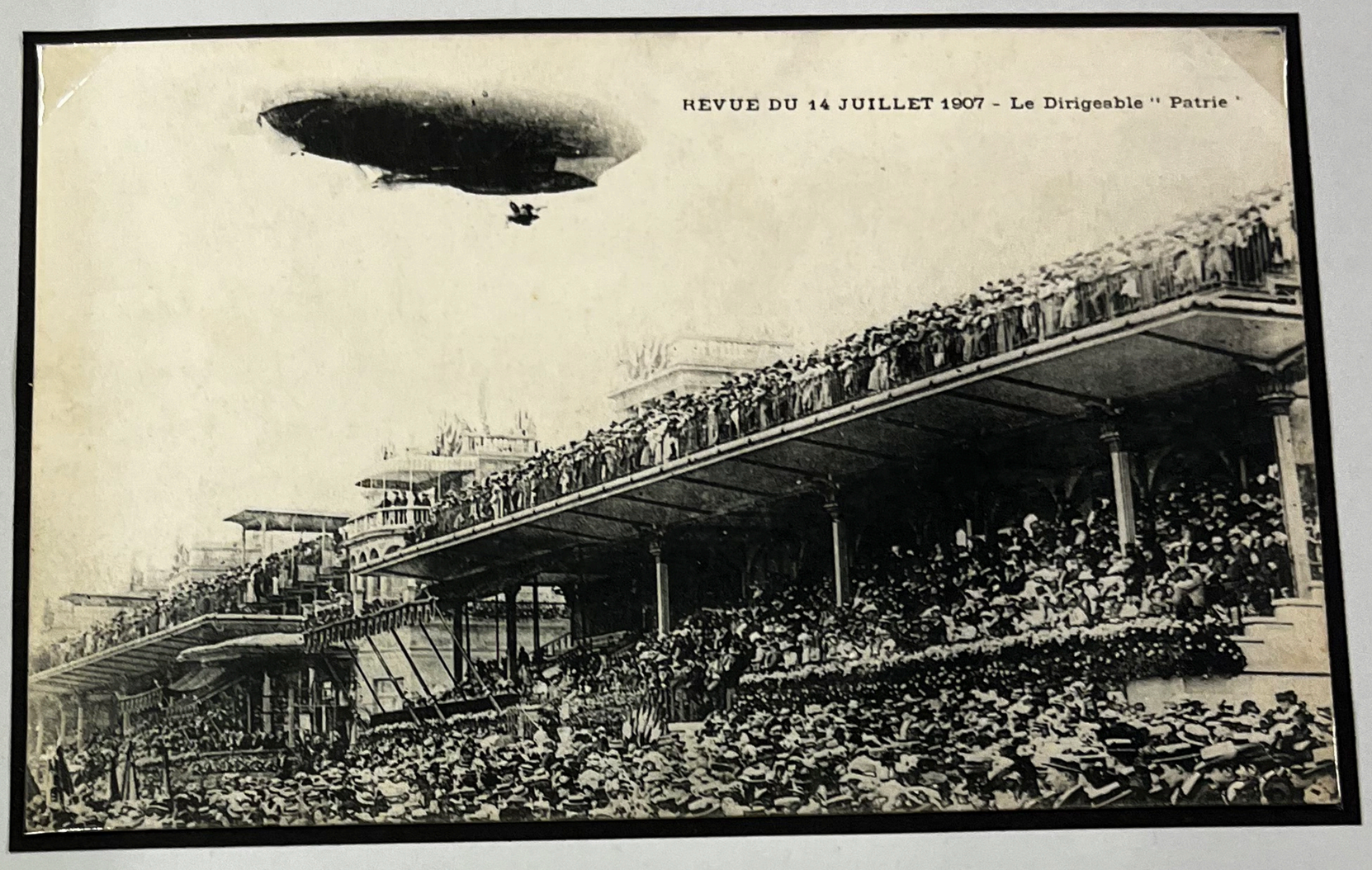
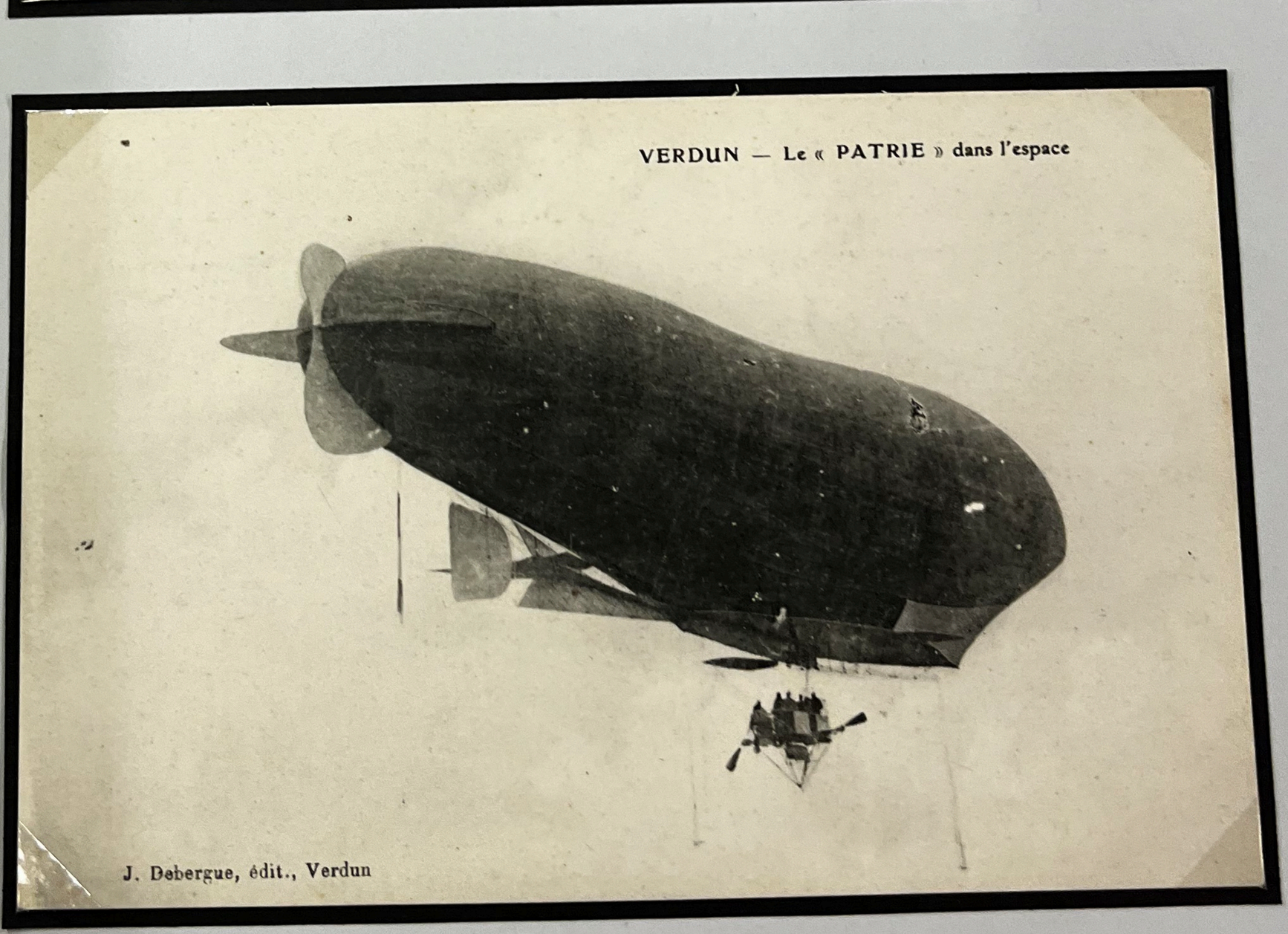
November 16, 1906 / November 30, 1907





Postcards showing the French military airship "*La Patrie*"
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The wreck was found in Belfast on December 6, 1907:
"*Les épaves ont été retrouvées près de Belfast in Irlande, le 6 Décembre.*"

**CORRESPONDENCE FROM BILLY/WILLIE LOVE
TO HIS MOTHER, MRS. LOVE, TO HIS BROTHER THOMAS LOVE,
AND TO HIS FIANCÉE, MISS JENNIE CANAVAN, ALL IN BELFAST**

**October 6, 1915 - February 16, 1919:
December 24, 1916**

Collection of postcards and souvenir letters from Billy (Willie) Love, to his mother Mrs. Love, 32 Thorndale Ave, Belfast, to his brother Thomas Love at the same address, and to his fiancée Jennie Canavan, 54 Windsor Road, Belfast, between October 6, 1915, and February 16, 1919. Billy was in Southampton on October 6, 1915, was stationed in France between October 18, 1915, and December 31, 1915, in Salonica between April 18, 1916, and January 5, 1918, and he spent February 16, 1919 in a hospital in Bedford. The correspondence reveals that Billy was involved in bringing down a Zeppelin - "our Zepp!" - on May 5, 1916, while stationed in Salonica.



"***VOEUX SINCÈRES***" Christmas cards,
both written in Salonica on December 24, 1916,
from Billy to his mother (left) and to Jennie (right).

CORRESPONDENCE FROM BILLY/WILLIE LOVE TO HIS MOTHER, MRS. LOVE, TO HIS BROTHER THOMAS LOVE, AND TO HIS FIANCÉE, MISS JENNIE CANAVAN, ALL IN BELFAST: "OUR ZEPP!" - ZEPPELIN BROUGHT DOWN BY BILLY LOVE

October 6, 1915 - February 16, 1919: May 7, 1916

Collection of postcards and souvenir letters from Billy (Willie) Love, to his mother Mrs. Love, 32 Thorndale Ave, Belfast, to his brother Thomas Love at the same address, and to his fiancée Jennie Canavan, 54 Windsor Road, Belfast, between October 6, 1915, and February 16, 1919. Billy was in Southampton on October 6, 1915, was stationed in France between October 18, 1915, and December 31, 1915, in Salonica between April 18, 1916, and January 5, 1918, and he spent February 16, 1919 in a hospital in Bedford. The correspondence reveals that Billy was involved in bringing down a Zeppelin - "our Zepp!" - on May 5, 1916, while stationed in Salonica.



CARTOLINA POSTALE

7 May 16

O.A.S.

"Our Zepp!" Brought down in Vardar marshes (on the Gulf of Salonica) about 2.45 am on 5th May 1916.

Wm

Thos Love Esqr
32 Thorndale Ave
Belfast
Ireland

Card written by Billy on May 7, 1916, and posted "O.A.S." to brother Thomas Love:
"Our Zepp! Brought down in Vardar marshes (on the Gulf of Salonica) about 2.45 a.m. on 5th May 1916."

CORRESPONDENCE FROM BILLY/WILLIE LOVE TO HIS MOTHER, MRS. LOVE, TO HIS BROTHER THOMAS LOVE, AND TO HIS FIANCÉE, MISS JENNIE CANAVAN, ALL IN BELFAST

October 6, 1915 - February 16, 1919: October 6, 1915 / October 18, 1915

Collection of postcards and souvenir letters from Billy (Willie) Love, to his mother Mrs. Love, 32 Thorndale Ave, Belfast, to his brother Thomas Love at the same address, and to his fiancée Jennie Canavan, 54 Windsor Road, Belfast, between October 6, 1915, and February 16, 1919. Billy was in Southampton on October 6, 1915, was stationed in France between October 18, 1915, and December 31, 1915, in Salonica between April 18, 1916, and January 5, 1918, and he spent February 16, 1919 in a hospital in Bedford. The correspondence reveals that Billy was involved in bringing down a Zeppelin - "our Zepp!" - on May 5, 1916, while stationed in Salonica.



Silk embroidered postcard "***IT'S A LONG LONG WAY TO TIPERARY***", posted **FIELD POST OFFICE /H.4**, France, on October 18, 1915, from Billy to Jennie.



Silk embroidered postcard "***1915***", posted "**O.A.S.**", "Somewhere in France", on November 8, 1915, from Billy to his mother.

ATTEMPTED NON-STOP TRANSATLANTIC FLIGHT NEW YORK - STOCKHOLM BY KURT BJÖRKVALL, BUT COMING DOWN IN THE ATLANTIC A FEW MILES SHORT OF VALENTIA ISLAND, IRELAND

October 6, 1936

Leaving the Baroness Eva von Blixen-Finecke, who expected to make the flight with him, fuming with rage on the ground, Swedish aviator Kurt Björkvall hopped off from Floyd Bennet Field in New York at 7.34 AM on October 6, 1936, in his Bellanca Pacemaker monoplane "The Pathfinder" on a projected non-stop flight over a great circle route of 3'400 miles to Stockholm, Sweden. *However, the next afternoon he ran short of fuel a few miles west of Valentia Island, Ireland, and came down in the Atlantic Ocean.*



Mr. William H. Yhinsky,
New York.

I have received your letter of the 14 Oct., for which I thank you.

Unfortunately I lost the mail when I was forced down in the water outside the Irish coast. In the heavy sea I couldn't save one single envelope.

Sorry to disappoint you in this matter, I remain

Sincerely yours
Yhnbkjörkvall

Fortunately the trawler "Imbrin" picked him up after a flight of some 2'400 miles, but all mails - 3'200 covers - carried on board were lost. Only very few unused covers have survived, being the only souvenirs from this "nearly another" Irish Transatlantic flight.

ATTEMPTED NON-STOP TRANSATLANTIC FLIGHT NEW YORK - STOCKHOLM BY KURT BJÖRKVALL, BUT COMING DOWN IN THE ATLANTIC A FEW MILES SHORT OF VALENTIA ISLAND, IRELAND

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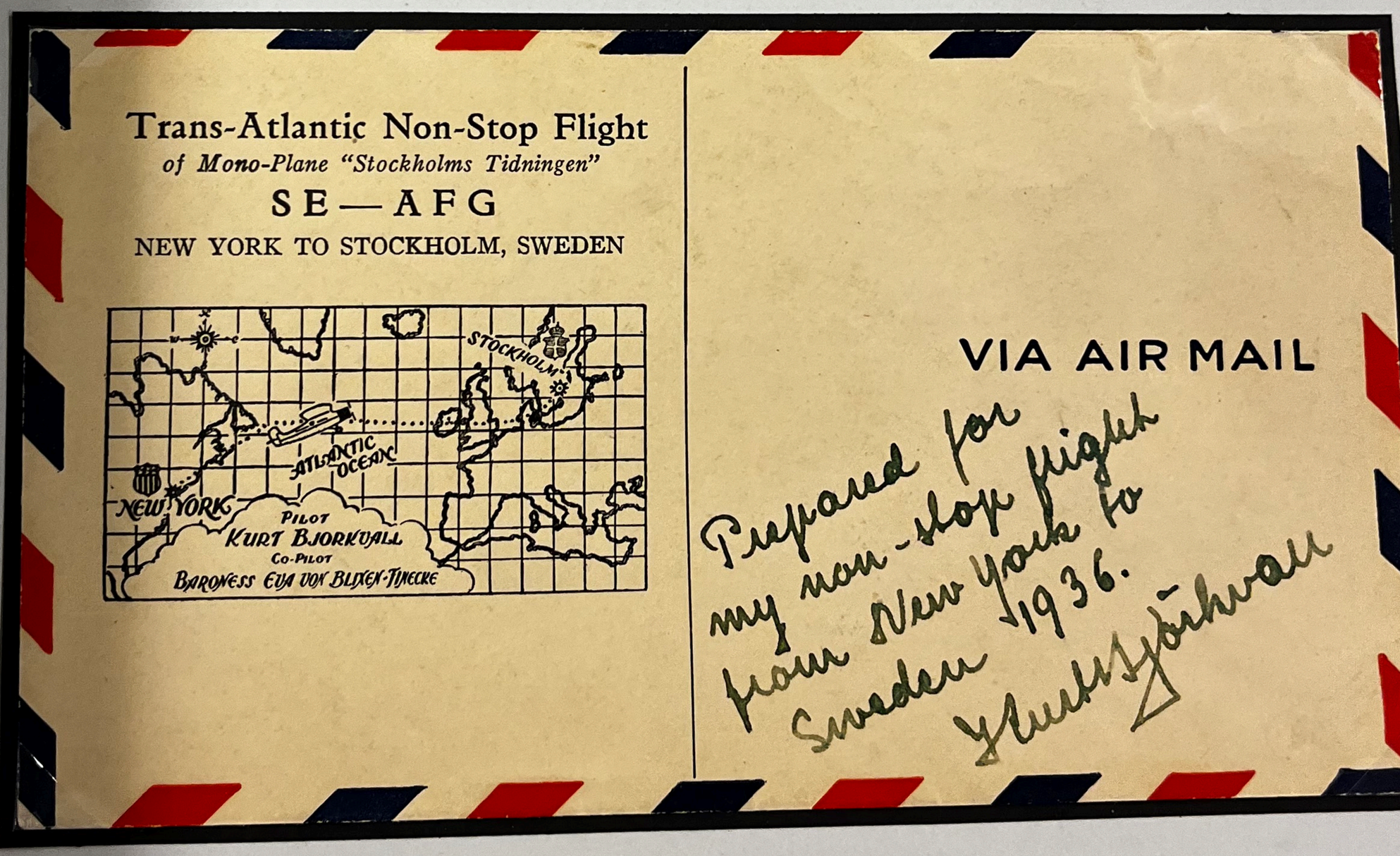
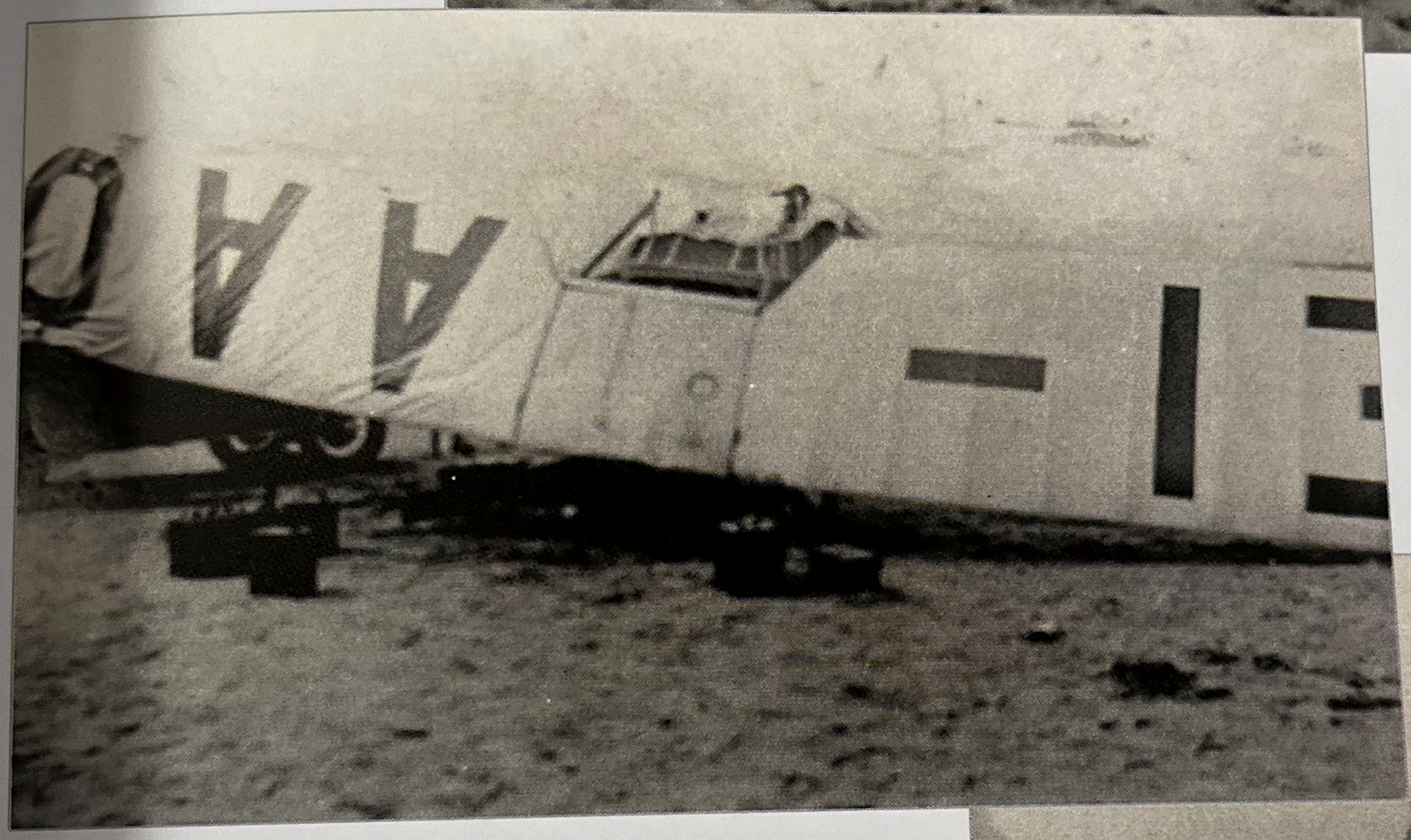


Brownish envelope with fine surface, without a pattern inside.
It is inscribed and signed by Kurt Björvall
"Prepared for my non-stop flight from New York to Sweden 1936. Kurt Björkvall".

CRASH OF IRISH AIR LINES BLACKBURN BLUEBIRD EI-AAO AT TRAMORE STRAND, WATERFORD

July 31, 1932







"EI-AAO Blackburn Bluebird,
A.W. Pitt/Irish Air Lines.
1st at Waterford, Tramore Strand,
on July 31, 1932.
Andy Woods pilot...."

(Liam Byrne Collection,
Negs 40/65, 40/66, 40/67)

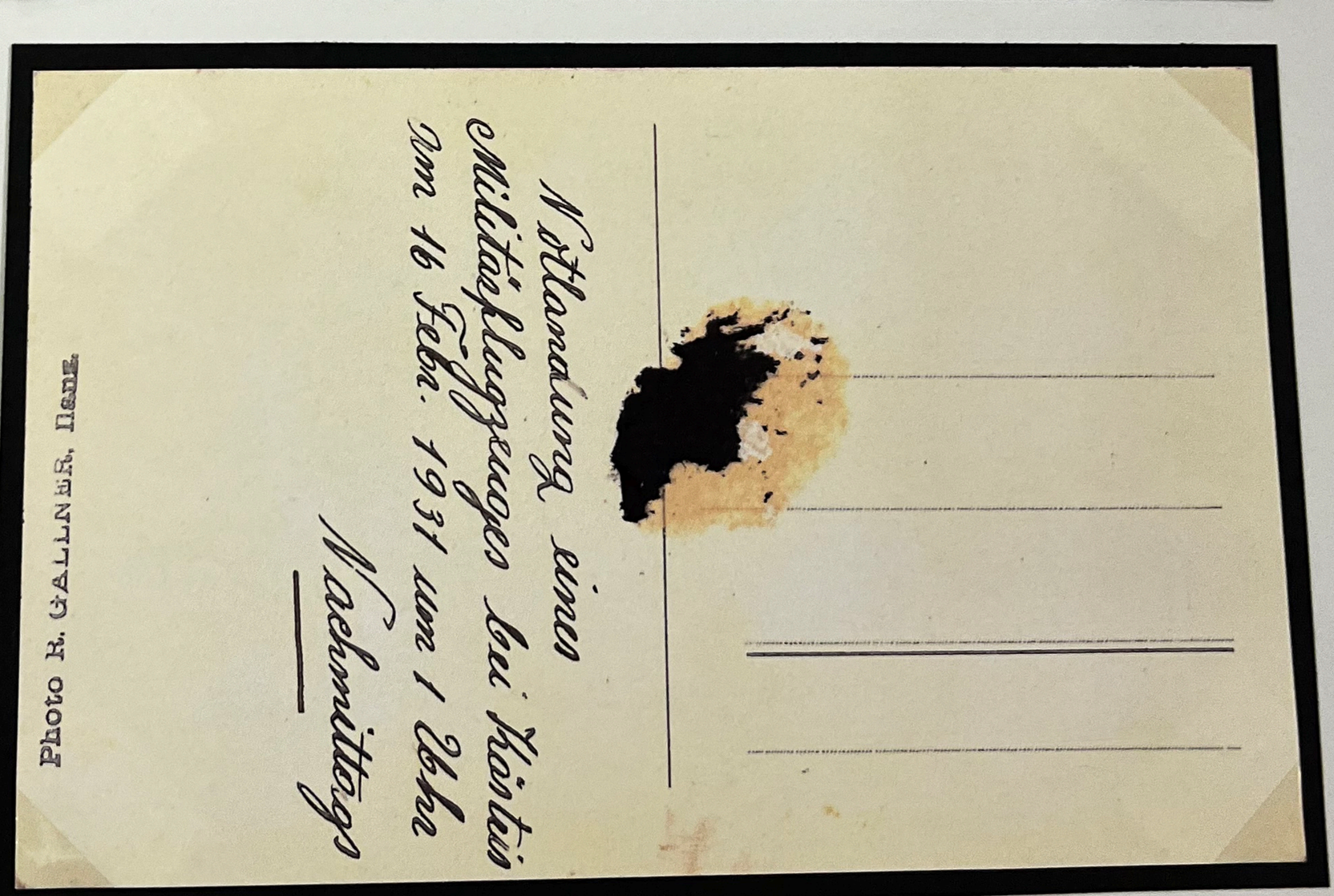
WOODSPHOTO1 CC

January 17, 2007

LANDING ACCIDENT OF A MILITARY AIRCRAFT
AT KÄSTRIS/CASTRISCH

February 16, 1931



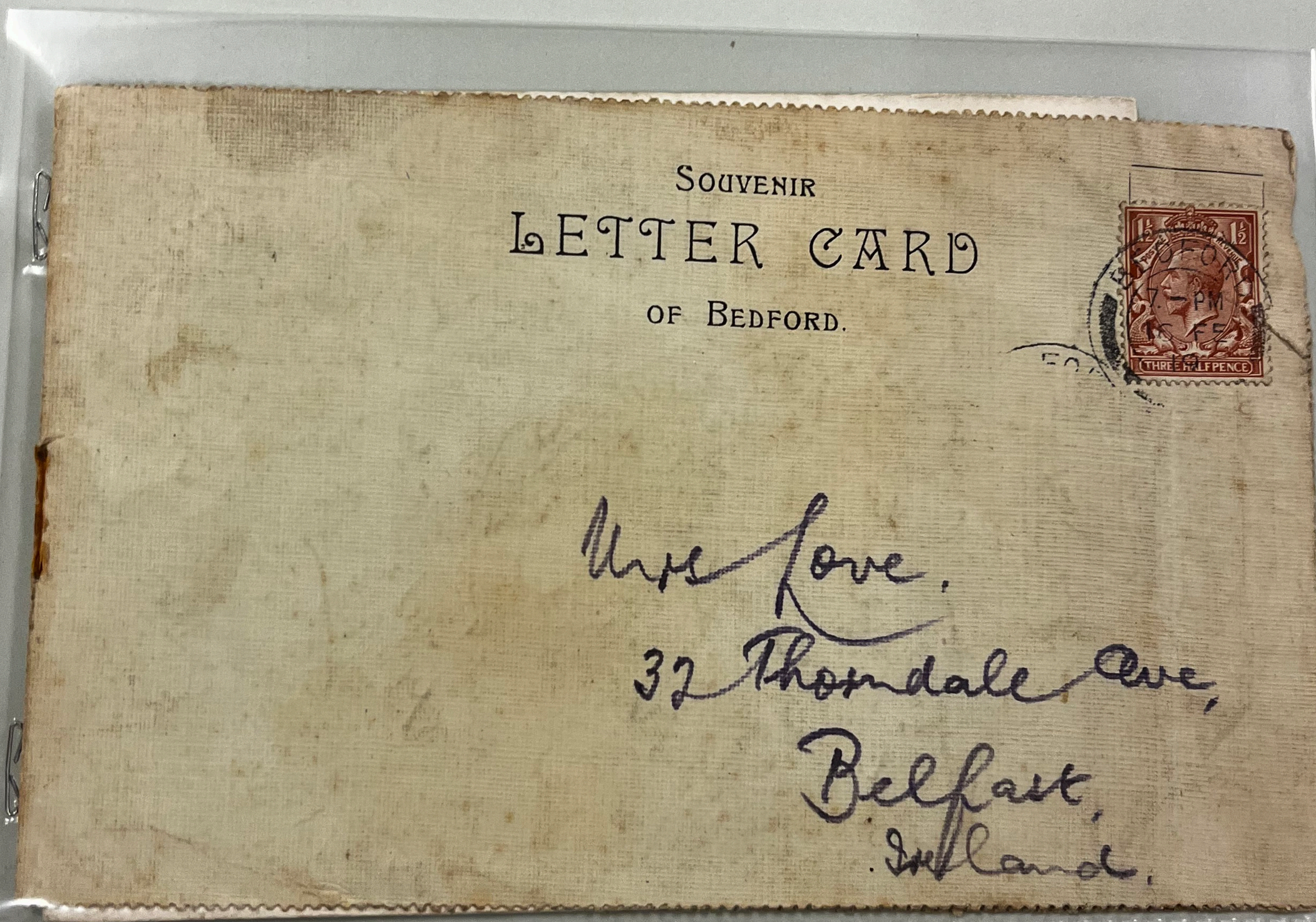


Unused postcard, showing an overturned militay aircraft, inscribed
„Notlandung eines Militärflugzeuges bei Kästris
am 16. Febr. 1931 um 1 Uhr Nachmittags".
Published by „Photo R. Gallner, Ilanz".
Probably more a crash landing than an emergency landing,
with two most interested doggies among the spectators.
Research required.

CORRESPONDENCE FROM BILLY/WILLIE LOVE
TO HIS MOTHER, MRS. LOVE, TO HIS BROTHER THOMAS LOVE,
AND TO HIS FIANCÉE, MISS JENNIE CANAVAN, ALL IN BELFAST:
LAST MESSAGE FROM HOSPITAL

October 6, 1915 - February 16, 1919:
February 16, 1919

Collection of postcards and souvenir letters from Billy (Willie) Love, to his mother Mrs. Love, 32 Thorndale Ave, Belfast, to his brother Thomas Love at the same address, and to his fiancée Jennie Canavan, 54 Windsor Road, Belfast, between October 6, 1915, and February 16, 1919. Billy was in Southampton on October 6, 1915, was stationed in France between October 18, 1915, and December 31, 1915, in Salonica between April 18, 1916, and January 5, 1918, and he spent February 16, 1919 in a hospital in Bedford. The correspondence reveals that Billy was involved in bringing down a Zeppelin - "our Zepp!" - on May 5, 1916, while stationed in Salonica.



"***SOUVENIR LETTER CARD OF BEDFORD***",
posted Bedford on February 15, 1919,
from Billy to his mother:
"Getting on very slowly,
but hope to be home by end of this or early next week.
Trust you are sleeping well and having not too much trouble over the strike.
Fond respects. Hope Tommy is ok."
Last mail in the correspondence.

CRASH OF IMPERIAL AIRWAYS SHORT S.23 FLYING BOAT G-ADVD "CHALLENGER" AT MOZAMBIQUE HARBOUR

May 1, 1939

The Short S.23 flying boat G-ADVD "Challenger" with Capt. Frederick D. Smith, Wireless Officer Tom Webb, Flight Clerk George Knight and a crew of 2 and 3 passengers crashed at 6.10 a.m. at Lumbo, Mozambique Harbour, while alighting in 4 feet of water at low tide, coming in from Dar-es-Salaam on its route to South Africa. It struck a small boat, swerved and ran ashore, the impact killing the Steward while the Wireless Officer was drowned.



Dun Laoghaire - Cape Town, South Africa, with boxed bilingual cachet in violet **FLYING BOAT CORRESPONDENCE DAMAGED BY SEAWATER VLIEGBOOT KORRESPONDENSIE DEUR SEEWATER BESKADIG** which was provided to mails for Durban. **DURBAN** sealing label postmarked on May 7.

"AIRMAILS OF IRELAND"

EMERGENCY FLIGHT

BELFAST-BALLYCASTLE-RATHLIN ISLAND

February 2nd, 1938

An emergency flight from Aldergrove Airport near Belfast was made by R.A.F. Flying Officer D.E. Gillam to Rathlin Island (some miles off the coast of Northern Ireland) on February 2nd, 1938. Storms and high seas had left the people on this island without food and fuels for two weeks and the flight was required to bring them these supplies they so desperately needed. No covers were flown on this occasion, and the only item of significance is the signed account of the flight shown on this page, reading "FLYING OFFICER D.E. GILLAM / PILOT, 1ST R.A.F. AIRCRAFT TO / EVER LAND ON RATHLIN ISLAND. / RETURN TRIP WITH MORE / SUPPLIES 3/2/38, SUCCESS-FULLY ACCOMPLISHED."

OFFICERS MESS,
ROYAL AIR FORCE,
ALDERGROVE,
CO. ANTRIM,
NORTHERN IRELAND.
TEL. ANTRIM 200.

2/2/38.

[redacted]

Flying Officer D. E. Gillam
Pilot 1st R.A.F aircraft to
ever land on Rathlin Island.
Return trip with more
supplies 3/2/38; successfully.
accomplished

CRASH OF IMPERIAL AIRWAYS SHORT S.23 FLYING BOAT G-ADVC "COURTIER" AT PHALERON BAY, ATHENS: EGYPT AIRMAIL MINIA SUHAG - NENAGH, CO. TIPPERARY

October 1, 1937

The Imperial Airways Short S.23 C Class flying boat G-ADVC "Courtier" with Capt. E. Poole and a crew of 4 and 7 passengers crashed on final approach into Phaleron Bay, Athens, failing to flatten out and striking the sea with great force, which caused the hull to burst open. The aircraft sank within a few minutes. Three passengers were drowned. The flying boat was on its route from India and Alexandria to Athens and Southampton. An Air Ministry regulation followed the accident making lap straps for passenger seats compulsory in British aircraft.



Posted Minia Suhag, Egypt, on September 28, 1937,
and carried to Nenagh, Co. Tipperary,
with boxed cachet in violet "***DAMAGED BY / SEA WATER / IN AIRPLANE / ACCIDENT***".

Bought from *tps63* on Ebay, Tim Synge, Winscombe, UK, on September 9, 2006.
Tim provided a most unusual story to the cover:
"It is not clear when it reached its destination. It certainly reached its destination, as the letter was sent by my grandfather, then on colonial service in Egypt, to my grandmother at home in Tipperary!"

CRASH OF IMPERIAL AIRWAYS' SHORT S.23 FLYING BOAT G-ADVC "COURTIER" AT PHALERON BAY, ATHENS

October 1, 1937

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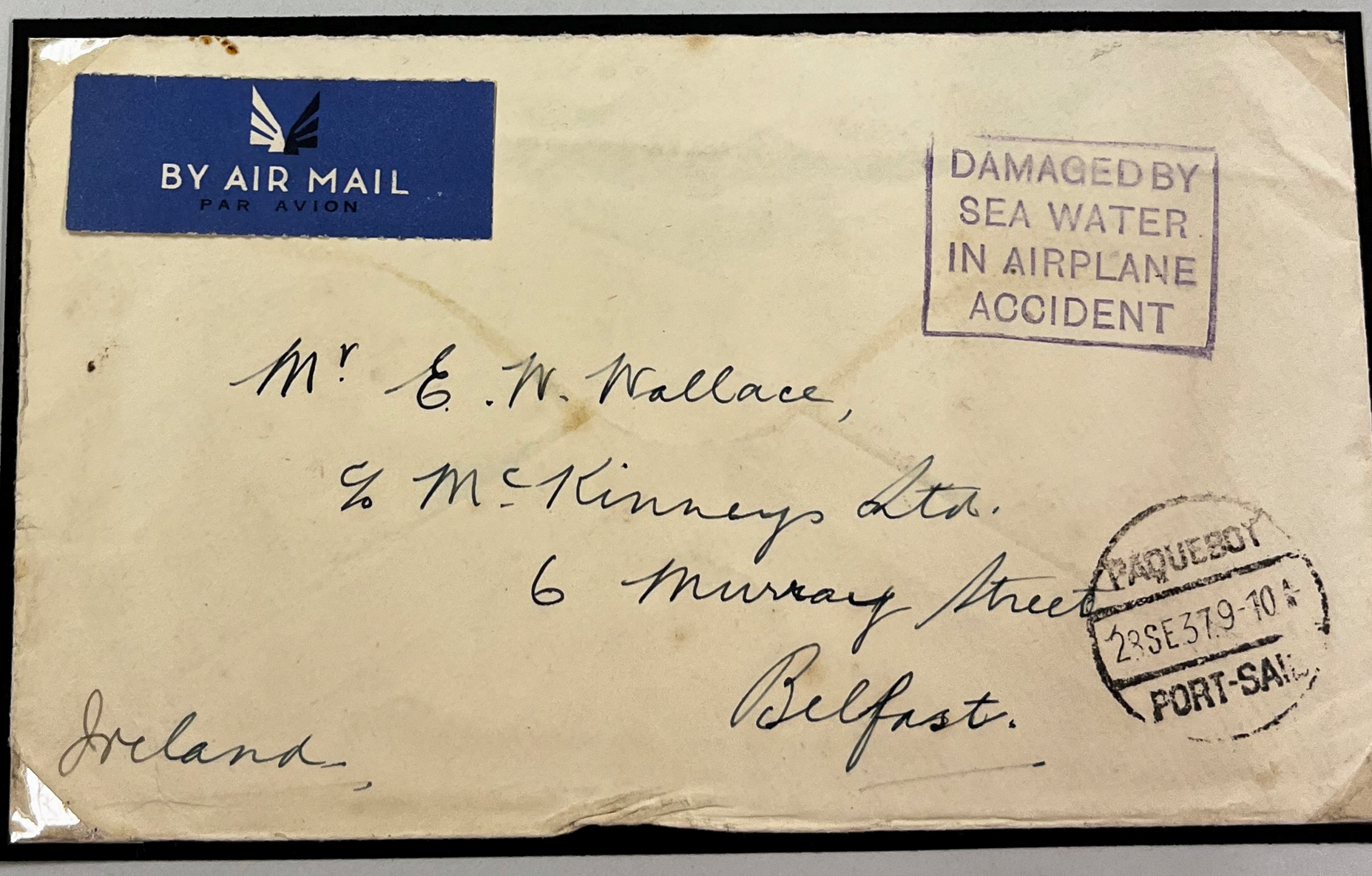
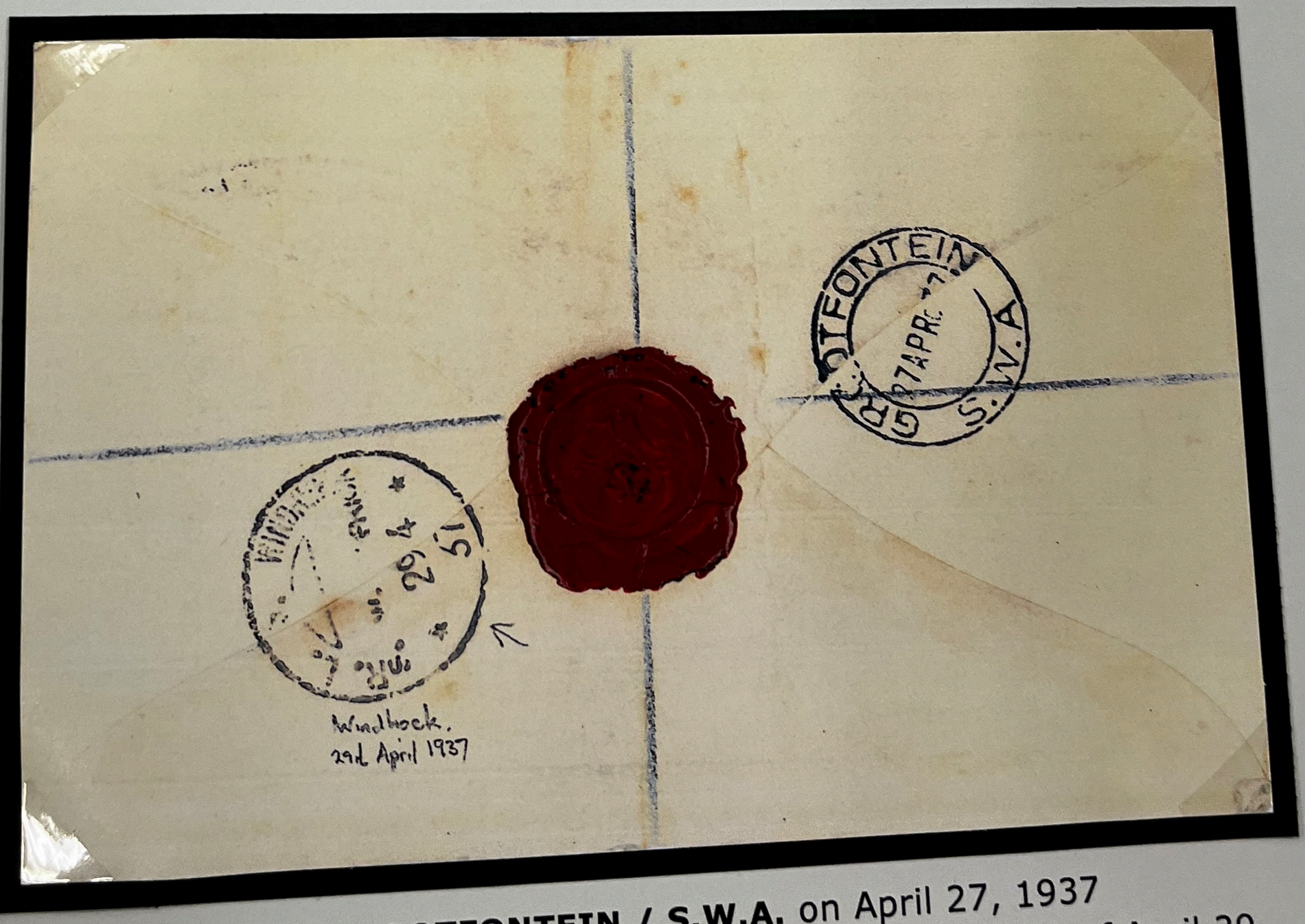


Posted Port-Said on September 28, 1937, and carried *Port Said - Belfast*
with four line violet cachet **DAMAGED BY / SEA WATER / IN AIRPLANE / ACCIDENT**

IMPERIAL AIRWAYS INTERRUPTED FLIGHT FROM SOUTH AFRICA: GROOTFONTEIN - WINDHOEK - JOHANNESBURG - SOUTHAMPTON

May 1, 1937





Posted **GROOTFONTEIN / S.W.A.** on April 27, 1937
forwarded to Windhoek, with **WINDHOEK** transit postmark of April 29,
and carried on May 1 with Imperial Airways service ***AN 443***
Johannesburg - Southampton.

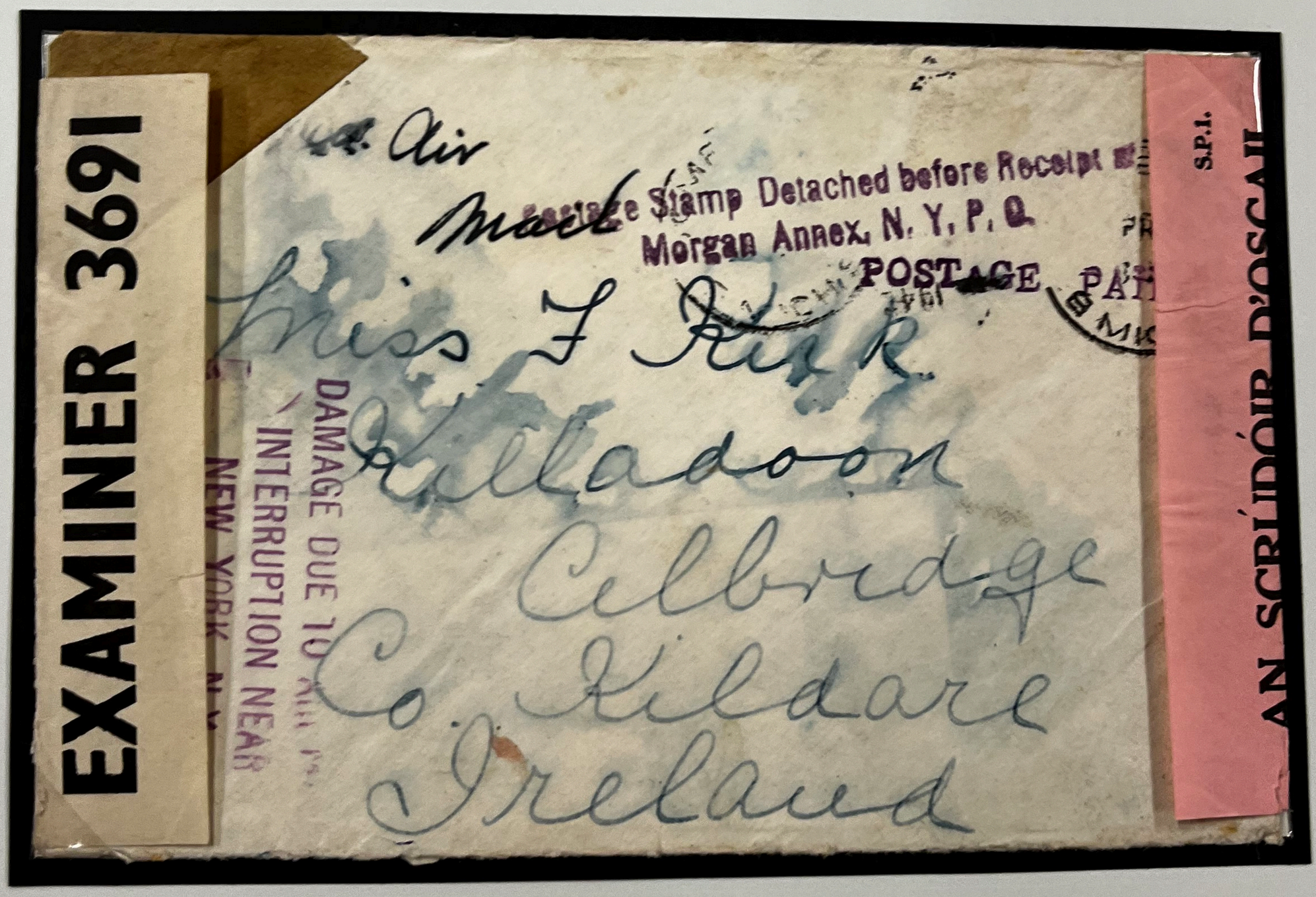
Due to fog over Southampton on May 8, Canopus was forced to turn back
and land at Caudebec, France.

Mail was then forwarded via the Dieppe - Newhaven ferry on May 9.

CRASH OF UNITED AIRLINES ON LANDING AT LA GUARDIA AIR FIELD, NEW YORK: DETROIT - NEW YORK - FOYNES - CELLBRIDGE

April 11, 1942

The United Airlines service operating Oakland - Chicago - New York with Captain Douglas Wilson crashed while landing at La Guardia Air Field, New York, on April 11, 1942. The aircraft overshot the runway and landed in Flushing Bay. 1056 lbs of mail was salvaged and forwarded in watersoaked condition from New York.



Posted **BLOOMFIELD HILLS / MICHIGAN** on April 10, 1942
and carried *Detroit - New York - Foynes*. Forwarded to Cellbridge, Kildare.

CRASH OF PAN AM B-314 FLYING BOAT NC 18603 "*YANKEE CLIPPER*" AT LISBON: NEW YORK - FIVEMILETOWN - CARRICKFERGUS

February 22, 1943

The B-314 "Yankee Clipper" left LaGuardia Field on February 21, at 8.00 a.m., for the Atlantic crossing via Bermuda, Horta, Lisbon to Foynes, but, on February 22 at 6.47 p.m., crashed on final approach into the Tagus River at Lisbon, Capt. R.O.D. Sullivan misjudging the height on final banking. 24 people were killed in the accident, among them several famous U.S. Broadway stars, including singer Tamara Drasin ("Smoke Gets in Your Eyes"). 15 people were rescued with injuries, including Capt. Sullivan and singer Jane Froman ("The Number One Lady of Song") who was badly injured but kept afloat by the Fourth Officer John C. Burns (whom she married in 1948). Capt. Sullivan had just completed his 100th crossing of the Atlantic a few days earlier, a mark no other pilot equalled at that time, while the "Yankee Clipper" had made more than 240 crossings with more than a million miles in the air. 93 mail bags were salvaged in watersoaked and damaged condition and were forwarded with a wide range of different labels and cachets.



Posted **NEW YORK** on February 18, 1943,
carried to Fivemiletown, Co. Tyrone, and forwarded to Carrickfergus, Co. Antrim,
with boxed two line cachet in violet "***DAMAGED BY / SEA WATER***" (Nierinck type b).

AIRMAIL COVER "DAMAGED BY SEA-WATER"
EAST AFRICA / MADAGASCAR - SLIGO

(January) 1943 (?)

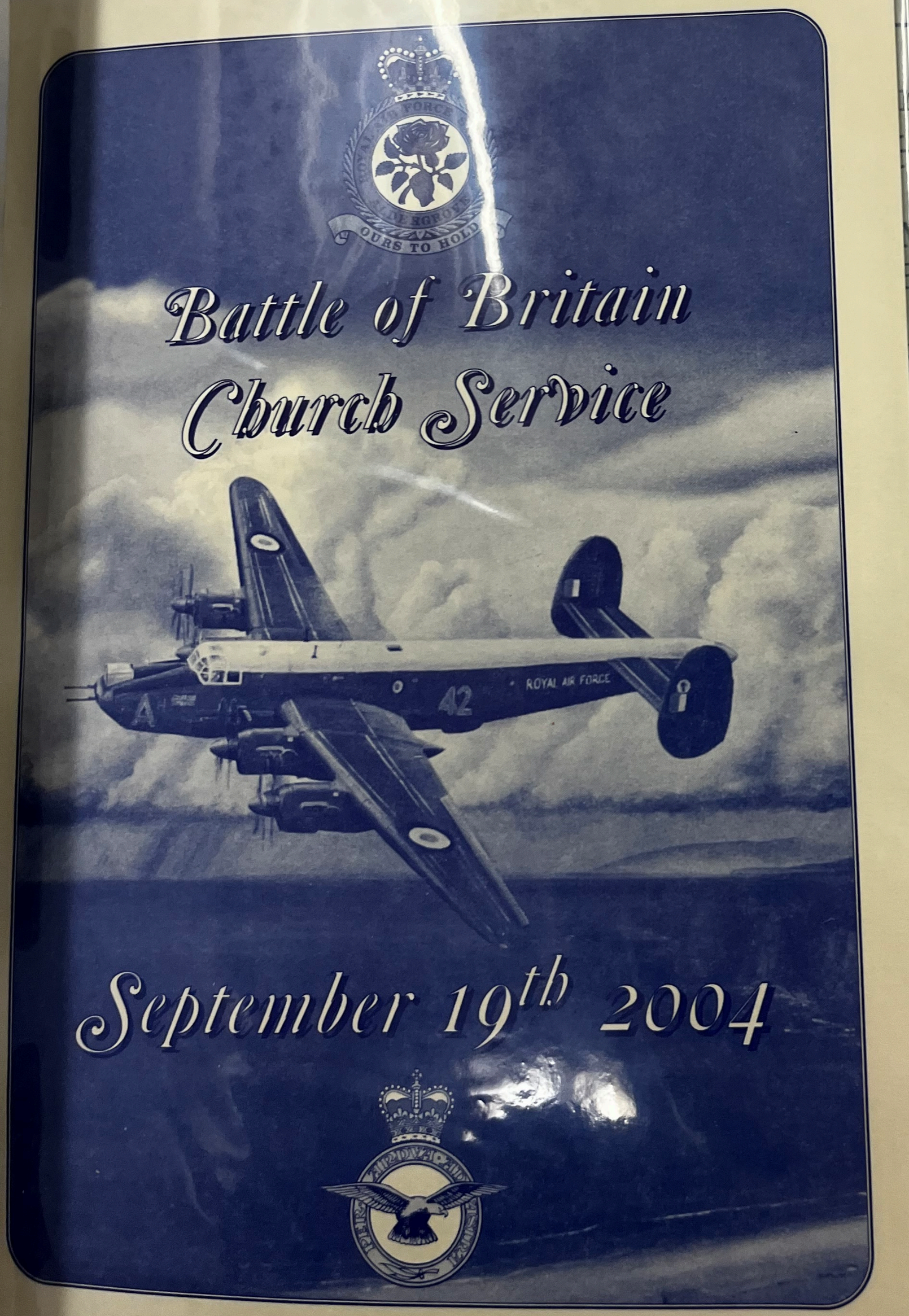


Cover with stamps and postmarks washed off to be carried by airmail service to Sligo.
Damaged by ship or air accident, with violet boxed cachet **DAMAGED BY SEA-WATER.**
Probably posted in January 1943 in East Africa or Madagascar.
Due to wartime security no information on the accident is available.

CRASH OF HANDLEY PAGE HAMPDEN Mk1 BOMBER AD730 NEAR BLESSINGTON, CO. WICKLOW (WAR1 CC)

April 17, 1941

The Handley Page Hampden bomber crashed into high grounds on the slopes of a mountain east of Blessington Lake, Co. Wicklow, after becoming hopelessly lost, probably due to a compass malfunction, while returning to it's base at Lindholme from a 118 bomber mission to bomb Berlin. Having flown over the Welsh mountains, it crossed the East coast of Ireland at 4.05 a.m., still flying west before changing to a course which took it over Hollywood, Co. Wicklow, two minutes before it crashed into the high ground. The crew, Pilot Officer J.K. Hill, Sgt. J.T. Lamb, Sgt. S. Wright and Sgt. F.H. Erdwin, were killed instantly. They were buried at the Church of Ireland church of St. Mary's in Blessington on April 22, 1941.



rish of Blessington
Hollywood Union

MARY'S CHURCH,
BLESSINGTON

SDAY 17th APRIL 1991

e of Dedication
Remembrance

for

OFFICER J. K. HILL
GT. J. T. LAMB
T. F. H. ERDWIN
GT. S. WRIGHT

KILLED IN THE CRASH OF A
MBER AT BLACKHILL, LACKEN
N 17th APRIL 1941

Righteous are in the hands of God"

WARTIME AIR CRASH OF WHICH NO DETAILS ARE KNOWN: COVER FROM TORONTO TO A MEMBER OF THE ARMED FORCES AND FORWARDED TO LONDONDERRY

March 18, 1944

Armed Forces Air Letter, posted in Toronto on March 18, 1944, to a Capt. N.H. Bible, Staff, 181 Rest & Leave Camp, M.E.F. (Middle East Forces). **FIELD POST OFFICE / 172** postmarks of May 14, 1944, on front and back and a violet postmark **B.D.R.A. / 18 MAY 1994 / M.E.F.** on back. Returned from the Middle East, with violet cds **HOME POSTAL CENTRE / R.E. / 23 SEP. 44 / A.P.O.**, and redirected to Londonderry, Northern Ireland, with Lisburn, Antrim, arrival postmark of October 22, 1944, on front. Violet crash cachet **SALVAGED FROM / AIR CRASH.**



No details of this wartime air crash are known in the literature, except for Hopkins who mentions two covers from Edinburgh and Wiltshire to service personnel with the Canadian Army overseas, posted in March 1944 and both showing the same **SALVAGED FROM / AIR CRASH.**. He assumes that those covers originated from a service aircraft.

CRASH OF PAN AM LOCKHEED L049 CONSTELLATION N88858
"EMPRESS OF THE SKIES" AT SHANNON AIRPORT:
CHECK SIGNED BY MARC WORST, ONLY SURVIVOR OF THE CRASH
AND EMPLOYEE OF LOCKHEED AIRCRAFT CORPORATION

April 15, 1948 / January 5, 1951

90-966 BURBANK BRANCH 90-966

Bank of America
NATIONAL TRUST AND SAVINGS ASSOCIATION

No. X-24

MENT OF AN OBLIGATION TO THE UNITED STATES AND MUST BE PAID AT PAR.

BURBANK, CALIF., Jan. 5 1951

PAY TO THE ORDER OF Collector of Internal Revenue $ 1573 68/100

0-6392

One Thousand Five Hundred Seventy Three and 68/100 DOLLARS

COLLR. INT. REV. 6TH DIST. CALIF.

16-16

Payment for Tax of Jessiva D. Worst for 1943 519040

Marc J. Worst

From the desk of

MARC WORST

DEPOSITOR: Worst

If you desire us to acknowledge this deposit, please write or print your name and address clearly on the lines to the right.

DO NOT USE THIS SPACE:

DATE 2 17 NOV 12'48

AMOUNT $ 18 —

We credit the above amount to the

COMMERCIAL ACCOUNT ☒

SAVINGS ACCOUNT ☐

No. _____

TENPLAN ACCOUNT ☐

_____ ☐

in the name shown on the deposit ticket received with this advice.

Bank of America
NATIONAL TRUST AND SAVINGS ASSOCIATION

2C2
Branch

By _____

Lockheed Aircraft Serv. Co., Inc.
Paymaster
NAME
P. O. Box 48
ADDRESS
Burbank California
CITY STATE ZONE

CRASH OF PAN AM LOCKHEED L049 CONSTELLATION N88858
"*EMPRESS OF THE SKIES*" AT SHANNON AIRPORT:
"*MARC WORST, ONLY SURVIVOR OF AIR CRASH*"

April 15, 1948



Acme press photos, dated April 15, 1948:
"Los Angeles - Marc Worst (abv), formerly of Los Angeles, was only survivor of air-crash which killed 30 persons early today (4/15) at Shannon Airport, Eire".

May 10, 2014

EMPRESS7 CC

FIRE IN THE CONTROL TOWER
AT SHANNON AIRPORT

March 1948



Independent Newspapers Photo, dated March 1948:

"In March 1948 the then Control Tower at Shannon Airport was destroyed by fire. This picture was taken at the height of the blaze."

"DUBLIN AIRPORT - HOME OF ♣ AER LINGUS"



AER LINGUS
AIR TRANSPORT LABELS

≈ 1946 June 18,





The large label shows *Aer Lingus DC-3 EI-ACA* which crashed on June 18, 1946, at 9.43 p.m., while en route from Shannon to Dublin. Capt. Michael Cusack noticed flames coming from the starboard engine shortly after take off from Shannon Airport. An attempt to return to Shannon failed and the aircraft began to lose height quickly, crashing at Ballymurty, Co. Clare. Although the

Press

The Truth in the News.

NE 1946 2d.

BRITAIN AIR-BORNE

POST WAR VALUE

Pos
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ELAND'S AMBASSADOR TO THE HOLY SEE



Nehru's Arrest Upsets Talks

ADJOURNMENT "SINE DIE"

(UNITED PRESS, REUTER AND ASSOCIATED PRESS)

HE arrest of the Pandit Jawaharlal Nehru, Indian Congress President - designate in Domel village, mmir, yesterday morning, may have far reaching ts on negotiations for the formation of an interim rnment a , says a s soon as capital.

Palace

"WE SHALL NOT SURRENDER HIM UP"

(REUTER, UNITED PRESS and ASSOCIATED PRESS)

THE Grand Mufti of Jerusalem is now "in sanctuary" in King Farouk of Egypt's Inchass Palace built on land reclaimed from the desert (on which are what are claimed to be the world's greatest, most modern mango farm and world's second largest orange grove), 30 miles east of Cairo.

Sayed Loutfy Pasha, Egyptian Foreign Minister, after a Cabinet meeting yesterday, said Britain had made no request to Egypt to hand over the Grand Mufti of Jerusalem, "and even if one were received it would be rejected."

Before the Egyptian Council of Ministers met to discuss the Mufti's arrival, the Minister said: "We shall not surrender him to any Power.

"We consider the Mufti a political refugee to whom Egyptian law grants asylum."

British Embassy officials were yesterday preparing a report for their Government on the Mufti's arrival, whose movements had been "unknown" since he escaped from France on May 29.

The U.P. adds that, asked whether his country's action would jeopardise the Anglo-

said: "The Mufti is now in absolute

FIRST-HAND NEWS FROM WARSAW

ALAN BESTIC, IRISH PRESS staff reporter, whose vivid dispatches from Paris, Prague, Vienna and other continental centres have recently been published in these columns, is now in Warsaw.

He is the first reporter from an Irish newspaper to enter Poland since it was cut off from Western Europe by the war.

Mr Bestic's visit to the

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SPECIAL "BRITAIN / AIR-BORNE" EDITION OF THE IRISH PRESS

June 21, 1946

Special June 21, 1946, edition of **THE IRISH PRESS,**
carried by *Dublin - London* airmail service, with blue cachet **BRITAIN / AIR - BORNE.**
This edition contains an interesting article and illustration of the Aer Lingus DC-3 EI-ACA
which crashed on June 18, at 9.43 p.m., at Ballymurty, Co. Clare.

CRASH OF B.O.A.C. BOEING 377 STRATOCRUISER G-ALSA "CATHAY"
AT PRESTWICK AIRPORT

December 25, 1954

The B.O.A.C. Boeing 377 Stratocruiser G-ALSA "Cathay", under command of Capt. W.L. Stewart en route London - Prestwick - New York on December 25, 1954, was short on finals into Prestwick Airport. Landing in driving rain at 3.30 a.m. in the night the Stratocruiser struck the ground just short of the main runway, causing the port undercarriage to collapse. The aircraft skidded down the runway, swerving off leaving a trail of wreckage, bursting into flames and overturning. 28 people were killed in the accident, while 7 crew members and 1 passenger escaped injured. 250 mail bags were reported to have been salvaged. Much of the mail was seriously damaged by fire and from liquid from the fire extinguishers.

No. 420

On Her Britannic Majesty's Service

Mr John Fox
201 Shore Road

BY AIR MAIL
PAR AVION

SALVAGED MAIL
AIRCRAFT CRASH
PRESTWICK 25-12-54

Co. TYRONE

Mr. John Fox.
201 Shore Road,
Northfield,
New Jersey
U.S.A.

SALVAGED MAIL
AIRCRAFT CRASH
PRESTWICK 25-12-54

SALVAGED MAIL
AIRCRAFT CRASH
PRESTWICK 25-12-54

POST OFFIC

Posted **CARRICKMORE**, Co. Tyrone, on December 21, 1954,
to be carried to New Jersey, with cachet in violet
"***SALVAGED MAIL / AIRCRAFT CRASH / PRESTWICK 25-12-54***".

CRASH OF B.O.A.C. BOEING 377 STRATOCRUISER G-ALSA "CATHAY"
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SALVAGED MAIL
AIRCRAFT CRASH
PRESTWICK 25-12-54



Armagh - Illinois with cachet in violet

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Posted Belfast on December 22, 1954,
to be sent to Montreal, Canada, with cachet in violet
"***SALVAGED MAIL / AIRCRAFT CRASH / PRESTWICK 25-12-54***".

"*POST BOX FIRE*" IN BLACKROCK:
BLACKROCK - DUBLIN - NEW YORK - CALIFORNIA

September 1, 1960



Posted **CARRAIG DHUBH A CLIATH**, Blackrock, Co. Dublin,
on September 1, 1960,
and carried with airmail service
Dublin - New York - California.
Red boxed cachet "***POST BOX / FIRE***"
applied after fire in Post Box at Blackrock?

AIRMAIL COVER DAMAGED IN UNIDENTIFIED ACCIDENT:
GILBERT & ELLIS ISLANDS - MALIN HEAD, DONEGAL

March 4, 1957



Damaged airmail envelope, posted **OCEAN ISLAND / GILBERT & ELLIS ISLANDS** on March 4, 1957,
and carried *Gilbert & Ellis Islands - Malin Head*, Co. Donegal.
Two line cachet in black "***DAMAGED BY / WATER***".
Unidentifiable based on relevant literature.

Hoggarth/Gwynn, Maritime Disasters, mention an "Unidentified Vessel" accident (p. 317) with a cover posted Gilbert & Ellis Islands on January 1, 1957, and forwarded on May 11, 1957, from London to Kent (but with a different cachet). "***DAMAGED BY / WATER***" shown on this page was used on accidents in 1959 and 1960 (Hoggarth/Gwynn p. 318f).

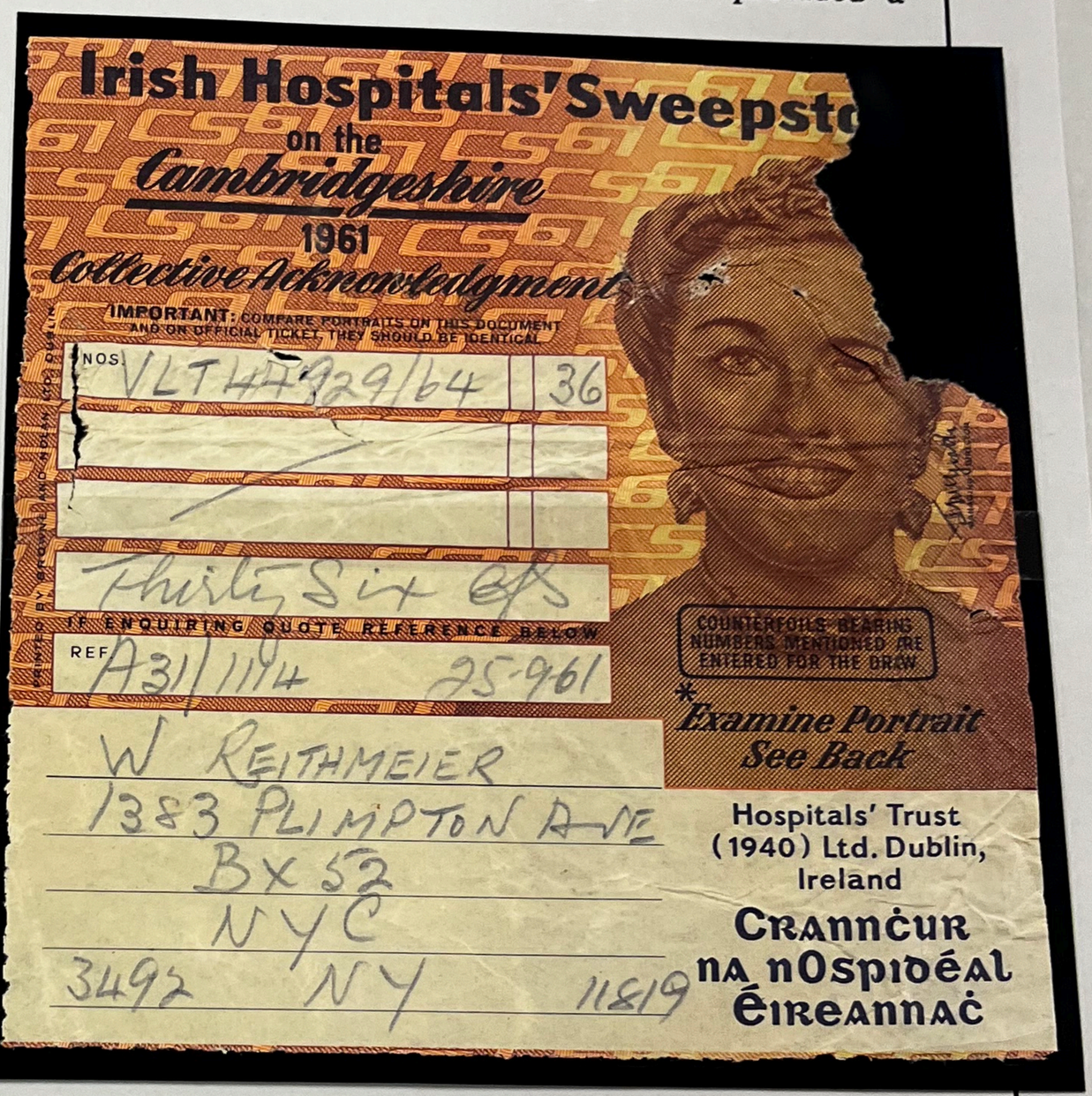
DAMAGED AIRMAIL ENVELOPE MOUNTED ON AMBULANCE COVER
DUBLIN - NEW YORK

September 1961

Irish Hospital Sweepstakes that were contained in a damaged envelope, from a sender at 6 College Green, Dublin, and posted in Dun Laoghaire (?) possibly around September 8, 1961, and carried by airmail service to New York. The U.S. Post Office mounted the separated front and reverse of the original cover on the front and reverse of an official Post Office envelope, and provided a handstamp in purple:

Rewrapped at General Post Office
New York 1, N.Y. (Incoming Mails Service).
Contents apparently intact and in good condition

This is a most unusual way of forwarding damaged mails and it is not known what accident caused the damage, but there was a crash of a President Airlines' DC-6, the N90773 "Theodore Roosevelt", early in the morning of September 10 at Shannon Airport en route from Düsseldorf to the United States.





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DEPARTMENT OF TRANSPORT AND POWER

A.A.P. No. 4

ACCIDENT TO VISCOUNT 803 AIRCRAFT EI·AOF NEAR ASHBOURNE, Co. MEATH. ON 22nd. JUNE, 1967

CIVIL AIRCRAFT ACCIDENT REPORT
OF ♣ AER LINGUS VICKERS VISCOUNT EI-AOF "ST. FINGHIN" CRASH
AT ASHBOURNE, CO. MEATH (AERLINGUS3 CC)

June 22, 1967

REPORT ON AN INVESTIGATION
MADE UNDER REGULATION 7 OF THE
AIR NAVIGATION (INVESTIGATION OF ACCIDENTS)
REGULATIONS, 1957 (S.I. No.19 of 1957)

DEPARTMENT OF TRANSPORT AND POWER

A.A.P. No. 6

ACCIDENT TO VISCOUNT 803 AIRCRAFT EI-AOM NEAR TUSKAR ROCK, CO. WEXFORD ON 24th MARCH, 1968

CIVIL AIRCRAFT ACCIDENT REPORT OF ♣ AER LINGUS VICKERS VISCOUNT 803 EI-AOM "ST. FELIM" CRASH IN THE IRISH SEA NEAR TUSKAR ROCK (TUSKAR1 CC)

March 24, 1968

REPORT ON AN INVESTIGATION
MADE UNDER REGULATION 7 OF THE
AIR NAVIGATION (INVESTIGATION OF ACCIDENTS)
REGULATIONS, 1957 (S.I. No. 19 of 1957)

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61 KILLED IN AE

Viscount plunges into sea b

"ONE THOUSAND FEET SPINNING RAPIDLY," WAS PILOT'S LAST MESSAGE

Irish Times Reporters

THE 61 PEOPLE—57 passengers and crew of four—of the Aer Lingus Viscount aircraft, St. Phelim, are believed to have died shortly before midday yesterday when the aircraft plunged into St. George's Channel, at the southern end of the Irish Sea between Ireland and Wales.

At eight o'clock last night, the deputy general manager of Aer Lingus, Mr. Arthur J. Walls, whose brother was on board the aircraft, said that it had to be reluctantly concluded that there was little hope of any survivors being found. The aircraft had been on a scheduled flight from Cork to London.



Mr. Walls said : "It is with the deepest regret that we must now conclude that there is little hope of any survivors from flight EI-AOM, which has been missing since 11.59 a.m. today. So far, an extensive search has failed to locate the aircraft."

"I offer my deepest personal sympathy to the relatives and friends of passengers and crew. This is the first Aer Lingus passenger fatality for 16 years and leaves us all with a profound sense of shock and loss. At this moment, we have no indication of the cause of the crash."

Late last night, after hours of searching, air and sea rescue craft had found no definite traces of wreckage or survivors from the missing Viscount, which was last heard of at 11.57 a.m. yesterday, when London air traffic control picked up a garbled message which included the words : "One thousand feet, spinning rapidly."

The crash of the St. Phelim, which was on a scheduled flight from Cork airport to London (Heathrow), was the second fatal crash of an Aer Lingus aircraft while in passenger service since the company began operations in 1936. In 1952, 23 people died when an Aer Lingus Dakota crashed in Snowdonia.

Thirty-five of the 61 people on board the aircraft had addresses in Ireland. There were nine people with addresses in Switzerland, seven with addresses in Britain and six with addresses in Belgium. All but one of the Irish passengers had addresses in Co. Cork.

Control flap jammed?

While the cause of the crash is still unknown, it was suggested by an unofficial source last night that the Viscount could have spun after a jamming of the control flaps on either of the plane's wings. If the left wing control flap jammed the plane might continue to turn left until it got into a spin.

Another possible cause of the crash could have been a fault

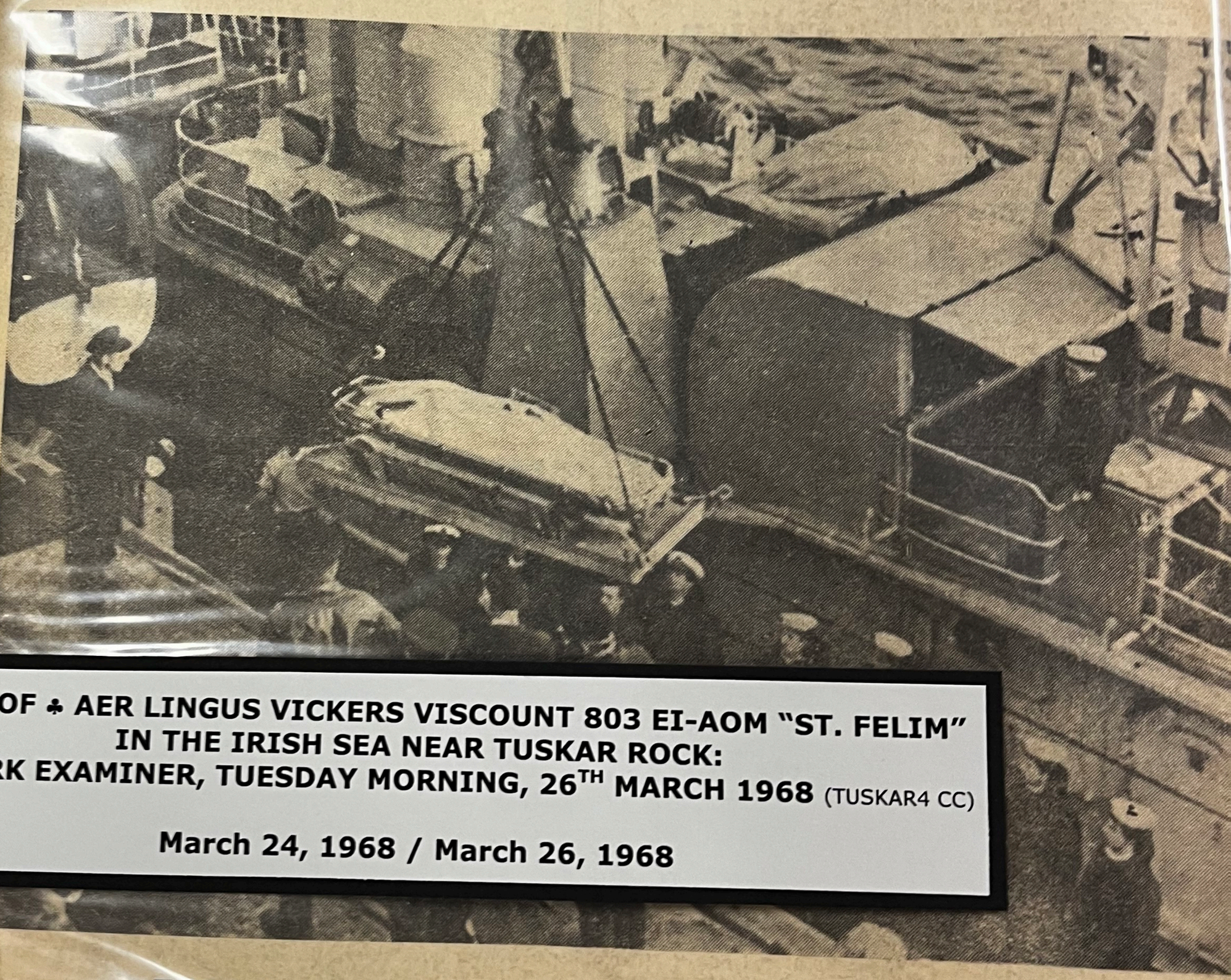
FREE
TASTING
of
DANECHERRY
PRODUCE OF DENMARK
(Cherrywine)
Woodford Bournes,
Patrick St.

The Cork E

NO. 46,675 TUESDAY MORNING, MA

Massive Search For Victims Of Visc

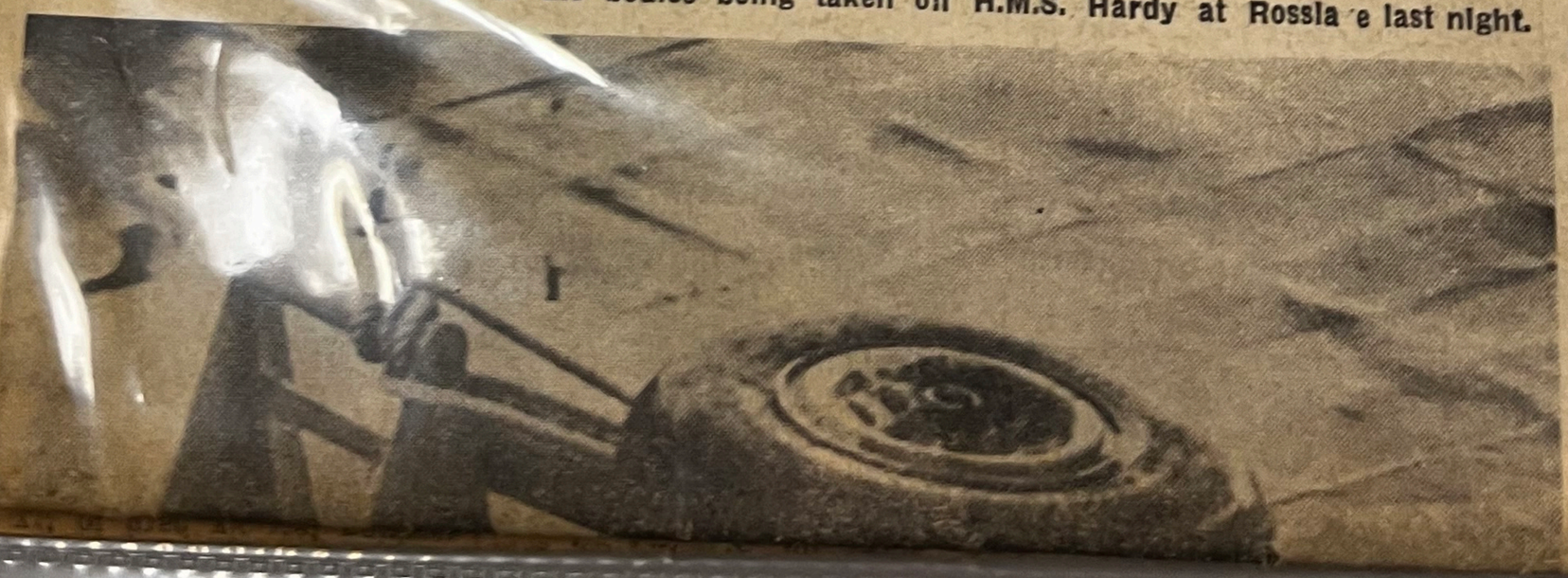
10 AIR CRASH BO



CRASH OF ♣ AER LINGUS VICKERS VISCOUNT 803 EI-AOM "ST. FELIM" IN THE IRISH SEA NEAR TUSKAR ROCK: THE CORK EXAMINER, TUESDAY MORNING, 26TH MARCH 1968 (TUSKAR4 CC)

March 24, 1968 / March 26, 1968

The first of the bodies being taken off H.M.S. Hardy at Rossla e last night.



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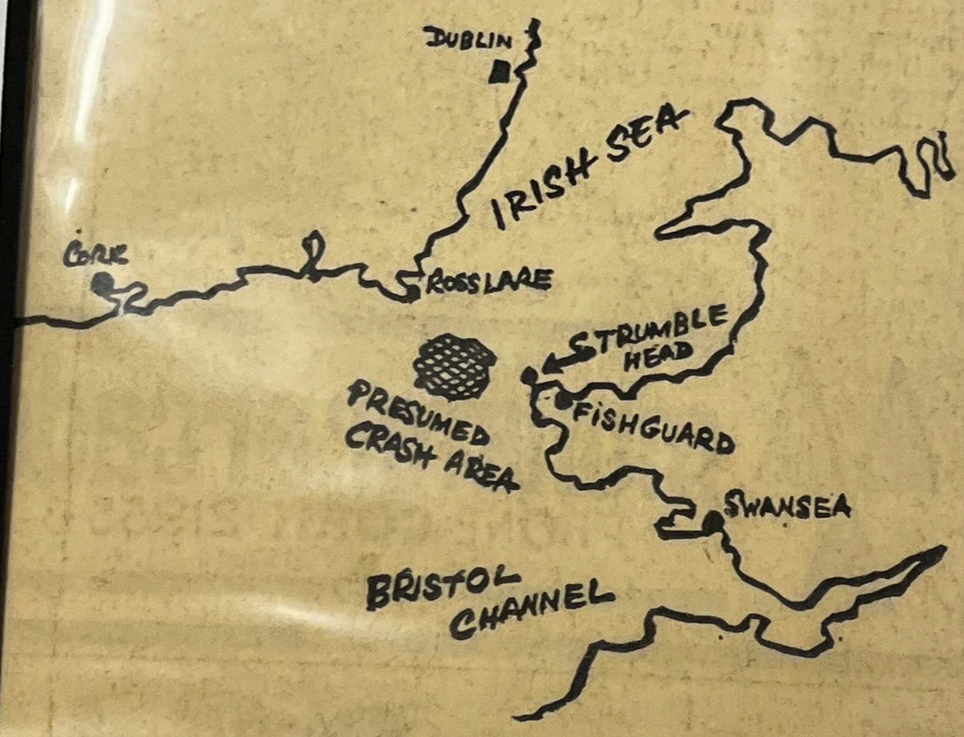
NO. 46,674 MONDAY MORNING, M

Little Hope Of Finding Sur

61 DIE AS AIR INTO



The area of yesterday's crash.

AER LINGUS said last night that l
of finding any survivors from t
of its operations when a Cork-Lond
people – including two babes in arm
Strumble Head, near Fishguard, W



Captain O'Beirne

On the aircraf
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It was 11.32
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at Heathrow at
On board were
captain, co-pil
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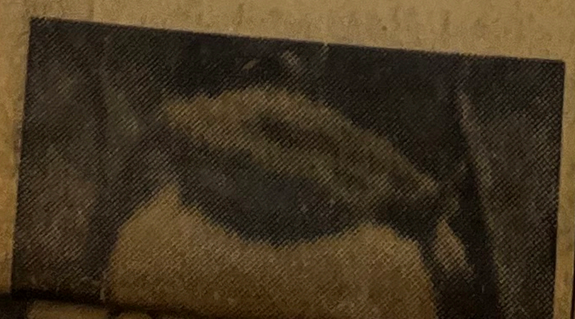
Passengers On Ill Fated Flight

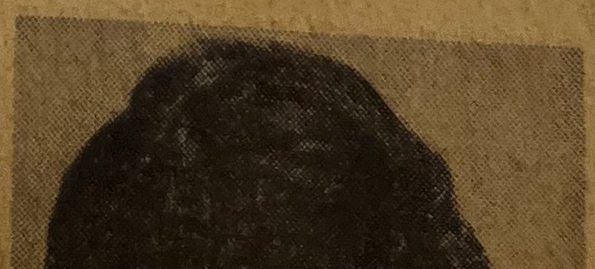
THE full list of all those who boarded the ill-fated flight at Cork Airport yesterday morning was made known by Aer Lingus last night. It is:—

Mrs. K. Archer, Greenville, Carrigaloe, Cobh, Co. [illegible]; Mr. Denis Arnold, 63 Vi[illegible] Close, Birmingham 5; Mr. Back, [illegible] Rue Phillipe de Champagne, Brussels; Dr. Hans Beck, Nlurge, St. Gall, Switzerland; Mrs. H. Burke, 68 Kent Arteveld, Brussels; Mrs. S. Dann, Miss T. Dann and Miss N. J. O'Mahony, c/o Mr. Michael O'Mahony, Rosomna, Fairy Lawn, The Lough, Cork; Mr. R. Delany, Marina Park, Victoria Road, Cork; Mr. Pierre Dreyffus, Schied Alden Strasse, 27 Kusnacht, Zurich, Switzerland.



CO. LIMERICK VICTIM

Mr. T. Dwane, Castletroy, Limerick; Mr. Faveur, Brussels; Mrs. E. Gallivan, Miss Gallivan and infant, c/o Mrs. Farren, Melrose, Carriga-



CRASH OF + AER LINGUS VICKERS VISCO
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IN THE IRISH SEA NEAR T
ORK EXAMINER, MONDAY MORNIN
March 24, 1968 / Marc
COUNT 803 EI-AOM "ST. FELIM"
R TUSKAR ROCK:
ING, 25TH MARCH 1968 (TUSKAR4 CC)
March 25, 1968

2 dead, 7 injured after





CRASH OF CESSNA C208B CARAVAN N208EC AT CONNEMARA AIRPORT:
THE "IRISH SUN" OF JULY 7 (CONNEMARA1 CC)

July 6, 2007, 2.45 p.m.

FLIGHT TO

TWO men were killed and seven others injured – four of them seriously – when their plane crashed as it tried to land in bad weather at a Connemara airport

By JOHN FALLON

were involved in the proposed building of an airport at Clifden and had travelled to the Aran Islands as part of that project.

A father and son were believed to be among the three of the injured free from the plane.

The front of the aircraft suffered the worst damage.

Three of the passengers, who were believed to have been seated towards the rear of the plane, were able to walk away.

ple to the three Aran Islands.

The crashed plane was not from the Aer Arann fleet but had been privately chartered.

It is believed the aircraf was privately-owned. It wa US-registered and Irish oper

Irish Independe

A day of horr







☐ Two killed as plane plunges into the ground

☐ 110 children plucked from sea in regatta drama

☐ 10 l collap museu

Shane Doran

TWO died in a plane crash, 110 children were rescued from the sea and 10 people were injured when a museum stairway collapsed in a day of disaster yesterday.

A private plane crashed, killing two people and injuring seven others, when it missed the runway of an isolated airstrip in Connemara, Co Galway.

Three of the injured were fighting for their lives, while two others were in a

were plucked from the sea after more than 90 tiny vessels capsized when they were hit by surging winds of up to 33 knots during a regatta.

Parents standing on the Dun Laoghaire's west pier could only look on in horror as one of the largest land, sea and air rescue operations witnessed on these

children were treated amid scenes of chaos on the pier.

But miraculously, no-one was seriously injured.

Last night it emerged that Met Eireann had issued a gale and small craft warning, though the weather alert was ignored by the organisers of the regatta.

And in a separate near-tragedy, 10 people were

Dublin.

Other victim
treated at the sc
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staircase suddenly
without warning.

Hospitals in th
last night urged
gency cases to s
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Emergency depar
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Recommended retail price of the Irish Independent in ROI is €1.60

Vol. 116 No. 160 Irish Independent

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CRASH OF CESSNA C208B CARAVAN N208EC AT CONNEMARA AIRPORT:
THE "IRISH INDEPENDENT" OF JULY 7 (CONNEMARA1 CC)

July 6, 2007, 2.45 p.m.

HomeNews

CRASH OF CESSNA C208B CARAVAN N208EC AT CONNEMARA AIRPORT: THE "IRISH TIMES" OF JULY 7 (CONNEMARA1 CC)

July 6, 2007, 2.45 p.m.



Firemen take two of the casualties from the wreckage of the Cessna Grand Caravan which crashed yesterday afternoon at Aerport na Minna in Indreabhán. Photograph: Joe O'Shaughnessy

Inquiry into fatal Connemara air crash begins as airport sealed off

Lorna Siggins,
Western Correspondent

Air Accident Investigation Unit staff were last night undertaking a preliminary examination of the scene of yesterday's air crash which claimed two lives and injured seven, two critically, at Aerport na Minna, Indreabhán, Connemara.

The crushed and mangled wreckage of the Cessna Grand Caravan was clearly visible on gorse and scrubland within metres of the airport building as emergency medical and fire brigade personnel worked feverishly to remove those on board.

Only three of the nine were able to scramble out of the aircraft, which had lost control and spun around on the ground at about 2.45pm yesterday.

Weather conditions were difficult, with west to northwest winds and poor visibility. Several



the Aran islands, said they saw nothing but heard a "loud bang".

Galway airport had diverted two flights to Shannon, due to the high winds and poor visibility.

A mobile medical team from University College Hospital Galway (UCGH) was dispatched to

brigade. Two people were administered the last rites at the scene by local parish priest, Fr Colm Ó Ceannabháin.

The Irish Coast Guard's Shannon-based Sikorsky helicopter was involved in rescuing the crew of a yacht which had dismasted off the Aran islands when it got a call. Two Coast Guard helicopters then flew casualties to UCHG.

Fire brigade crew sprayed the wreckage with foam as there were fears it might ignite. Shortly after 5pm, it was confirmed that two people had died, one of seven casualties was critical and four were seriously injured.

It is understood that the Cessna is owned by a company which David Courtney of Spain Courtney Doyle estate agents is associated. He is also part of a financial syndicate with interests in the Shelbourne Hotel and Superquinn. Mr Courtney was not on

business people, including Bria Hughes, son of Paul Hughes the Abbeyglen Hotel.

Paul Hughes and Clifden soli itor JJ Mannion arrived at the a port within the hour, but we unable to talk to reporters beyond stating that Brian Hugh was okay.

Supt Noel Kelly of Salt Garda station said no names those on board could be relea until relatives had been tacted. All evening flights ween Indreabhán and the islands were cancelled.

Supt Kelly said that the had travelled from Weston ai in Co Kildare yesterday mor landing at Indreabhán b flying on to Inis Meáin. Seve sengers boarded at Indrea for Inis Meáin, where the had lunch. It was on the ret Indreabhán that the C appeared to miss the runwa

Supt Kelly said that th

CRASH OF MANX2 AIRLINES METROLINER AT CORK AIRPORT
EN ROUTE BELFAST - CORK

February 10, 2011



One of 11 covers posted on February 10, 2010, in Belfast.

20th ANNIVERSARY OF
AIR INDIA B-747 "EMPEROR KANISHKA" CRASH
IN THE ATLANTIC OFF THE IRISH COAST NEAR CORK

June 23, 2009 / August 24, 2009

PRIORITY
AERPHOST

24th Anniversary Of The
Air India Disaster 23rd June 1985



Wing of Air India Disaster
Washed Ashore In Kerry



24TH ANNIVERSARY OF FLIGHT 182 BOEING 747-237B AIR INDIA DISASTER 1985
EMPEROR KANISHKA
MONTREAL - LONDON

John Mullen
52 Raheen Drive
Tallaght
Dublin 24
Ireland

PRIORITY
AERPHOST

24th Anniversary Of The
Air India Disaster 23rd June 1985



Wing of Air India Disaster
Washed Ashore In Kerry



24TH ANNIVERSARY OF FLIGHT 182 BOEING 747-237B AIR INDIA DISASTER 1985
EMPEROR KANISHKA
MONTREAL - LONDON

John Mullen
52 Raheen Drive
Tallaght
Dublin 24
Ireland

CRASH OF BEA AIRSPEED AMBASSADOR AS.57 G-ALZU "LORD BURGHLEY" AT MUNICH AIRPORT, EN ROUTE BELGRADE - MANCHESTER, WITH THE MANCHESTER UNITED FOOTBALL TEAM ON BOARD

February 6, 1958 / February 4, 2008







MUNICH AIR DISASTER 1958 AER-THUBAISTE MUNICH

irishstamps.ie Clúdach Chéad Lae POST

50th Anniversary of the Munich Air Disaster
Cothrom 50 Bliain Aer-Thubaiste Munich

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IRISH SECURITY STAMP PRINTING LIMITED

CRASH OF CESSNA C208B CARAVAN N208EC AT CONNEMARA AIRPORT: MEETING SANDRA HARTMAN, U.S. AIR FORCE FIGHTER PILOT (CONNEMARA2 CC)

July 5, 2007, 2.45 p.m.



Sandra Hartman
695 N. Morgan Valley Dr.
Morgan, UT 84050
hartmans@law.utah.edu



uly 16, 2007

Crash horror in the Shannon fog

7 DIE AS PILOT'S GAMBLE FAILS

IRISH INDEPENDENT, SAT, NOV 13, 1976

By FRANK KHAN and NOEL SMITH

A PILOT'S decision to gamble with freezing fog last night left seven people dea d in the twisted wreckage of an aircraft on the edge of S hannon Airport.



A Piper Cheyenne like the one that crashed.

They died when a Swiss - owned twin - engined Piper Cheyenne — bound for Gatwick, London, plunged to the ground, seconds after take-off.

The airport had been closed to commercial traffic all day.

CRASH OF PIPER PA 31T CHEYENNE HB-LHT ON APPROACH TO SHANNON AIRPORT

November 12, 1976

BY MICHAEL BROPHY

IT IS A TAX dodge tha the Revenue men can not defeat. A British company director has come up with a gold-plated way of handing out pay packets on which the tax men can't get thei hands.

And there's nobody ha pier than his workers wh are laughing all the way t the coin dealers. Instead getting pay packets bulgin with dwindling value £ no they are being handed the weekly pay in gold sove eigns.

But the Revenue Comm sioners here last night fla dashed hopes of the sa dodge working in Irela

A printing company dir tor, Bill Chandler of Cr don (Surrey) came up w the way to beat the tax m more than 10 weeks and since then British R enue Commissioners ha been trying to find a w to get their share of workers' pay.

As far as the Inland R venue Commissioners in B ain are concerned, a sov eign is worth just £1 as le tender . but on the c markets they fetch betw £25 and £30.

So every Friday, Bill around to his friendly l coin dealer, buys eno sovereigns to pay his s

nd (below) his IAEL WYMES

PATRIC million Gov- ll be made years to the a Ltd., the ning com- izeable por-

CRASH OF INTERCONAIR BRITANNIA EI-BBY ON APPROACH TO SHANNON AIRPORT: ARTICLE IN "NNZ AM SONNTAG" (INTERCON3 CC)

September 30, 1977 / April 12, 2009

Wer die Schuhe anbehält, hat bessere Überlebenschancen: Abgestürzte Interconair-Maschine auf einer Wiese nahe dem irischen Shannon, Oktober 1977. (Corb

Vom Himmel gefallen

Bei Flugzeugabstürzen kommt mehr als die Hälfte der Passagiere mit dem Le davon. Bloss wie? Sechs Überlebende erzählen ihre Geschichten

AIRCRAFT ACCIDENT REPORT 6/87

Accidents Investigation Branch

Department of Transport

Report on the accident to
Shorts SD3-60 EI-BEM
3.5 km from East Midlands Airport
on 31 January 1986

AIRCRAFT ACCIDENT REPORT
OF ♣ AER LINGUS COMMUTER SHORTS 360 EI-BEM "ST. SENAN" CRASH
AT EAST MIDLANDS AIRPORT (AERLINGUS2 CC)

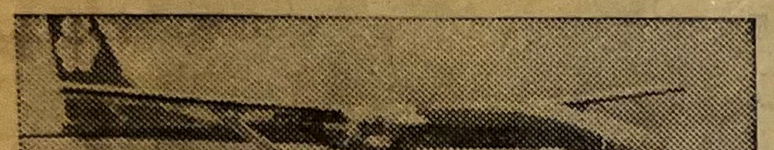
January 31, 1986

LONDON
HER MAJESTY'S STATIONERY OFFICE

Daily Mail

SATURDAY, FEBRUARY 1, 1986

20p



Aer Lingus Short 360

Plane tears through trees and power line in storm

36 ESCAPE CRASHING AIRLINER

AT EAST MIDLANDS AIRPORT - THE DAILY MAIL

January 31, 1986

EI-BEM, operating flight EI-328 from Dublin to East Midlands with a crew of 3 and 33 passengers, was cleared for an ILS approach to runway 09 at East Midlands, when the pilot suddenly lost control at a height of 1000 feet due to icing. He regained control and arrested the descent just as the 360 struck a hedge and high tension cables, crashing into the Donington Park race track at 6.15 p.m. There was no fire and all occupants evacuated the aircraft, although two passengers had to be hospitalized.

we fall

DEPARTMENT OF COMMUNICATIONS

IRELAND

ACCIDENT

to

PZL-104 WILGA 35A

REGISTRATION SP - AFX

at

FAIRYHOUSE RACECOURSE

on

12 August, 1984

ACCIDENT REPORT
TO PZL-104 WILGA 35A SP-AFX FAIRYHOUSE RACECOURSE CRASH AT AIR SPECTACULAR 1984 (AIRSPECT1 CC)

August 12, 1984

Report of the Investigation made under the Air Navigation (Investigation of Accidents) Regulations, 1957, (S.I. No. 19 of 1957).

To be purchased from the Government Publications Sale Office, Sun Alliance House, Molesworth Street, Dublin 2 or through any bookseller.

Price £1.45p

"*DELAYED DUE TO MAIL / ROBBERY*":
AERPHORT NA SIONAINNE / SHANNON AIRPORT - HAGEN, GERMANY

July 6, 1978



Posted **AERPHORT NA SIONAINNE** on July 6, 1978, and carried *Shannon Airport - Hagen*, German, but "***DELAYED DUE TO MAIL / ROBBERY***" (cachet in black).

March 21, 2013

DUBLIN MAIL "DAMAGED IN TRANSIT"

≈ October 20, 1998



Whyte's Auction price list from October 10, 1998, Auction
to David MacDonnell, Dublin 6.
Badly damaged by An Post transport, with An Post sealing bag

Dear Customer,

The enclosed item was damaged in transit.
It has been sealed by An Post.

THE TIMES

LONDON WEDNESDAY SEPTEMBER 29 1948

MILK AIRCRAFT CRASHES ON HILLSIDE

CREW OF FOUR KILLED

The crew of four were killed when a Halton civil transport aircraft (a converted Halifax bomber) on the daily milk-carrying service from Belfast to Liverpool crashed yesterday on Cronk-ny-Irey-Lhaa, 1,449ft., on the west coast of the Isle of Man. The aircraft left Belfast at 9.35 a.m. and last reported its position 24 minutes later as over the Isle of Man coast. Mountain rescue squads from Ronaldsway airport found the wreckage near the top of the hill, where visibility was reported to be almost nil, and later reported that they had recovered two bodies.

The names of the dead men were given last night as follows:—

RICHARD MILLER, 17, Waverly Road, Liverpool; ALBERT HARRY NOON, Ennismore Gardens, London, S.W.; JOHN F. SAVAGE, Village Way, Little Chalfont, Bucks; and OSWALD HISCOCK, Bulstrode Lane, Felden, Herts.

World Air Freight, operators of the Halton, are one of a number of private companies which since September 1 have been carrying about 30,000 gallons of milk daily to Liverpool and Blackpool. Since the service began aircraft have made more than 40 flights a day in a round-the-clock service. Yesterday's accident was the first.

The pilot was killed when a Martinet aircraft from Acklington, Northumberland, believed to have been returning from a visit to another R.A.F. station, crashed on the road between Acklington and Broomhill last night. There was a strong wind blowing at the time.

PUBLIC APPOINTMENTS

3 lines 18s. (minimum)

None of the vacancies in these columns relates to a man between the ages of 18 and 50 inclusive or a woman between the ages of 18 and 40 inclusive unless he or she is excepted from the provisions of the Control of Engagement Order, 1947, or the vacancy is for employment excepted from the provisions of that Order.

BEVERLEY GRAMMAR SCHOOL, EAST YORKSHIRE (400 day boys). (i) A MASTER is required in January to assist, principally in Biology, in the Science teaching: VIth form work is available for a suitably qualified man. (ii) The appointment of SENIOR PHYSICS MASTER falls vacant in July next. Applications are invited from well-qualified graduates: one who could help with VIth form and Scholarship Mathematics would be especially welcomed. Burnham Scale.—Applications as soon as possible to the Head Master.

CHRIST CHURCH, OXFORD. LECTURESHIP in PHILOSOPHY.—The Governing Body proposes to appoint a Lecturer in Philosophy. The Lecturer will be required to teach for the Honour School of Literae Humaniores, or the Honour School of Philosophy, Politics and Economics, or both. He will be expected to take up his duties in January, 1949, but some variation of date could be considered, if necessary. The normal emoluments of a lecturer are £500 per annum, together with rooms in College and dining allowance. At the end of one year from the date of his taking up residence the Governing Body will consider his election to a permanent position as an Official Student with increased emoluments.—Candidates should write to the Very Reverend the Dean, Christ Church, before 25th October, giving a statement of qualifications and the names of three references Formal testimonials are not required.

COUNTY HOSPITAL, DODDINGTON, CAMBS.—Applications are invited from qualified Physiotherapists for the appointment of PHYSIOTHERAPIST in charge of the Hospital's small Physiotherapy Department. Salary in accordance with the recommendations of the Joint Negotiating Committee (Hospital Staffs).—Applications, with copies of testimonials, to the Surgeon-Superintendent.

COUNTY OF LINCOLN—PARTS of KESTEVEN. COUNTY WELFARE DEPARTMENT.—Applications are invited for the appointment of WOMAN ASSISTANT and MENTAL HEALTH VISITOR. Experience in supervision and ascertainment of female mental defectives, visiting blind persons, &c. essential. Diploma in Social Science desirable. Salary will be in accordance with A.P.T. Division Grade I of the National

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and DAWSON, Ltd
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mild climate in
Golf, &c. Hotels
return.—Details,
Molton Street, W.1
BERMUDA for
specialist in tou
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17th, Jan. 14th and
including Cabin Cl
Hotel.—R. E. Bath Travel Service, Bournemouth. 'Phone

SOVIET ARMS PROPOSAL

INCLUSION IN U.N. AGENDA

ASSEMBLY DECISION

From Our United Nations Correspondent

PARIS, SEPT. 28

U.S. REPLY TO BLOCKADE

WAGONS SEIZED IN BERLIN

PLANS FOR BIGGER AIR LIFT

POWER POLITICS FOR PEACE

ADVICE TO U.N. BY MR. MENZIES

EMPIRE DEVELOPMENT

The relation between the British Empire and western European union was discussed by Mr. R. G. Menzies, Leader of

CRASH OF WORLD AIR FREIGHT HALIFAX G-AJNZ ON THE ISLE OF MAN: BELFAST - LIVERPOOL

September 28, 1948

It is unlikely that any mails were carried on the milk-carrying operation. However, the date of publication in "The Times", September 29, 1948, makes it an important addition to "Irish Crash Airmails". (MILK1.CC)

CRASH OF TRANSOCEAN AIR LINES C-54 N79998 "OKLAHOMA CITY" IN THE ATLANTIC, INADVERTENTLY OVERFLYING SHANNON AIRPORT: THE STORY OF WALLY BARNETT, RADIO OPERATOR AT TAL (TRANSOCEAN2 CC)

August 15, 1949



Photographs by Ralph Lewis

TRANSOCEAN AIR LINES

Wally Barnett 1946 - 1960 1946 – 1953

No. 17,662 THREE HALFPENCE (2d. EIRE)

Daily

FOR QUEEN AND

22 PRAY AS PLA

Air hostess is heroine of drama at 7,0



This was the scene after the Dakota airliner crash-landed in the Midlands yesterday. The battered main body of the plane lies in the field; the twisted wreckage of a wing is in the foreground. And in the boughs of an oak tree is wedged the plane's tailwheel. Yet none of the 22 passengers was hurt.

I'LL TRY TO LAND, SAID PILOT

—AND SHE KEPT PASSENGERS CALM

THEY ALL GOT OUT UNHURT

By Daily Mail Reporter

TWENTY-TWO passengers in an airliner

Comment

FRIDAY, JANUARY 2, 1953.

THE HOPE FOR AFRICA

A FEW days ago we remarked that one thing came before exports—and that was production. Today we add that there is something which precedes production—and that is raw materials.

Without primary produce there can be no manufacture. It is the effort to buy these materials in the world markets at ever-rising prices which has so strained this country since 1945.

That is why we have been harping here for years on Empire development. Within our own domains are to be found most of the materials needed to keep our factories humming.

Yesterday the conference on Central African Federation began in London. It sounds formidable, but it is really very simple. It sounds a long way off, but, believe us, it is very near.

Three lands

IN the middle of Africa lie three great territories under the Union Jack—Southern Rhodesia, Northern Rhodesia, and Nyasaland. The first is a self-governing Colony. The other two are Protectorates.

And thereby hangs the tale. All three are treasure-houses of latent mineral and agricultural wealth. But this is largely undeveloped because each by itself cannot command the necessary resources and energies.

Together they could do so

Britain sets up a base

~~September 5, 1945~~ Feb 1, 1949

On February 1, 1949, the airmail fee between Ireland and Great Britain
was reduced from 2d to ½d, making up an all-in fee of 3d.
First flight was made by ♣ Aer Lingus DC-3 EI-ACK "St. Albert"
with Capt. T. Hanley and co-pilot M. Averill.

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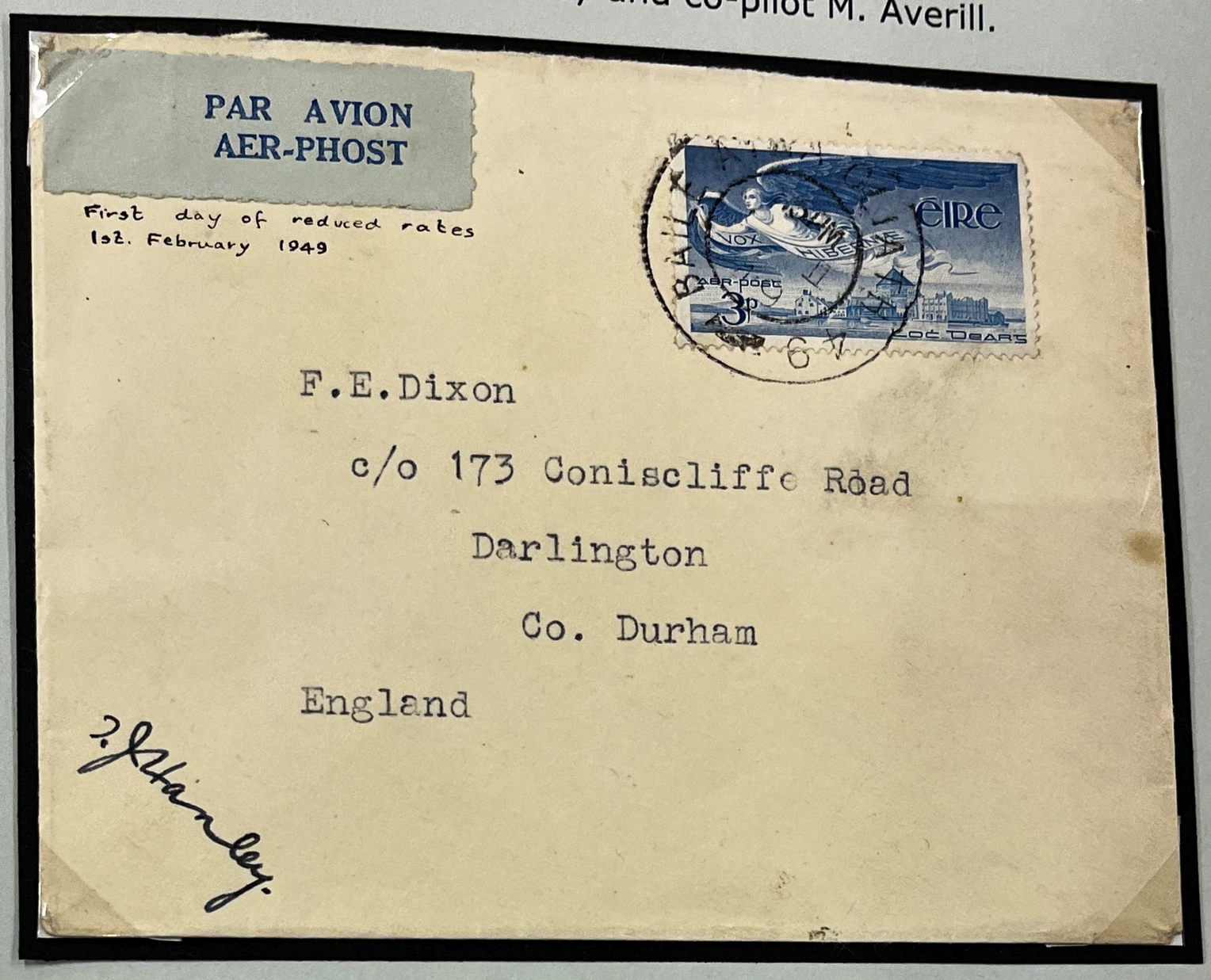
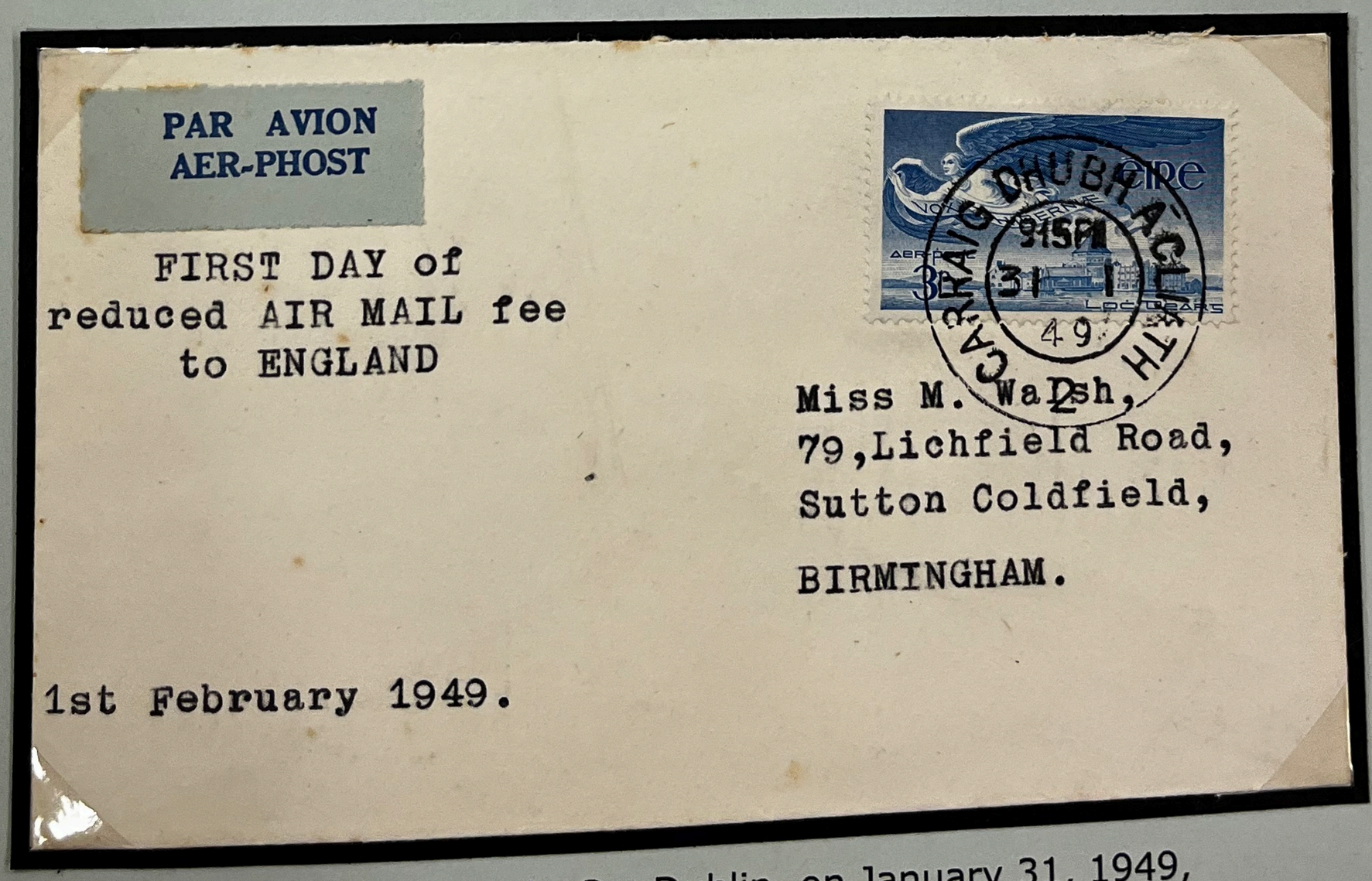


Posted Blackrock, Co. Dublin, on January 31, 1949,
and carried on February 1 with first airmail service at reduced rate
Dublin - London.
Exceptionally signed by ♣ Aer Lingus Capt. T. Hanley.



Posted Blackrock, Co. Dublin, on January 31, 1949,
and carried on February 1 with first airmail service at reduced rate
Dublin - London.

May 3, 2008

REDUCED19492 IX

REDUCED AIRMAIL RATES BETWEEN IRELAND AND GREAT BRITAIN
THE IRISH TIMES OF FEBRUARY 2, 1949

February 1, 1949

The Irish Times
WEDNESDAY, FEB. 2, 1949

Cheaper Air Mail Service Inaugurated

THE first load of mail to be sent by air to England and the Continent at the new reduced charges left Dublin Airport on the 'St. Albert," usual 5 p.m. Constellation for London, after being handed to the pilot, Captain T. Hanley, by Mr. Everett, Minister for Posts and Telegraphs, yesterday.

The sacks were destined not only for Britain, but for Germany, Belgium, Holland, Italy, France, Portugal and Sweden. A short, informal ceremony marked the inauguration of a service without air mail surcharge and, in most cases, at ordinary postage rates.

New rates for letters to all parts of the Continent, excluding Britain, are now 3d. for each letter not exceeding one ounce, with 2d. for each additional ounce, and 2d. for post-cards. Air mail letters to Britain will now cost 3d. for two ounces instead of 4½d.

To-day Aer Lingus are to initiate a new morning air mail service to London to augment the evening despatches, which will mean that letters posted in Dublin in the early morning and transported by this service will be delivered in London in the early afternoon of the same day. Similarly, a letter posted in Cork to-night, catching the night mail to Dublin, will reach London to-morrow afternoon if despatched by air mail.

Captain Hanley, who is one of the air line's most senior pilots, had as co-pilot First Officer M. Averill. With Mr. Everett were Mr. L. O'Broin, Secretary of the Department of Posts and Telegraphs, and Mr. J. J. Purcell, head of the mails branch of the Department. Also present were Mr. J. F. Dempsey, general manager of Aer Lingus; Colonel P. Delamere, airport manager, and Mr. M. Stuart Shaw, traffic manager.



The Minister for Posts and Telegraphs, Mr. Everett, handing over to Chief Pilot T. Hanley, the first mails to be carried at the reduced rate to the Continent. Also in the picture is First Officer M. Averill.

CRASH OF B.O.A.C. 749A CONSTELLATION G-ALAM "BELFAST" AT SINGAPORE,
G-ALAM "BELFAST" BEING THE FORMER AERLINTE EIREANN EI-ADA "ST. BRIDGET"

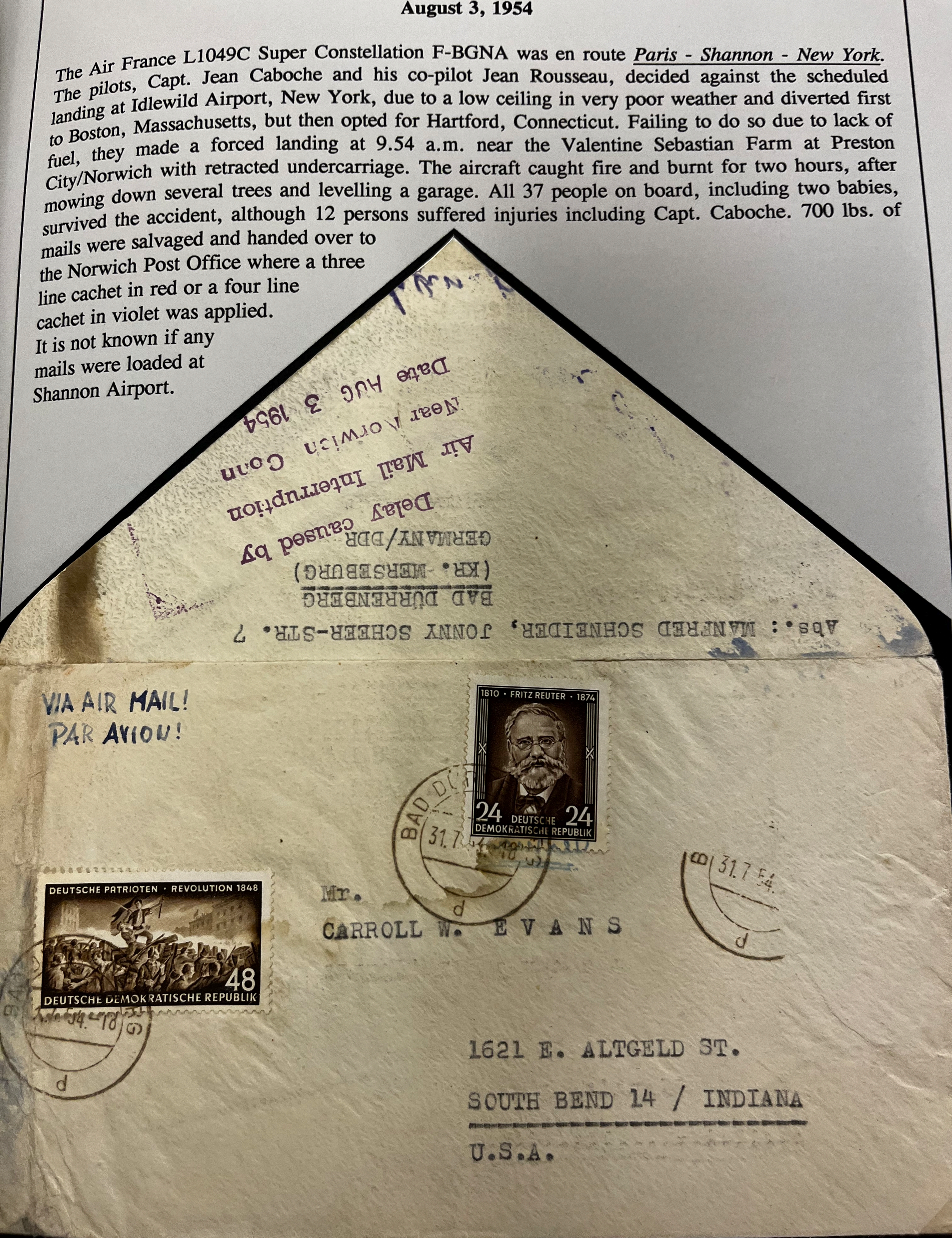
March 13, 1954

Parcel mail *New Zealand - Cookstown, Co. Tyrone*, with customs label on back
and three line boxed cachets in red **SALVAGED MAIL / AIRCRAFT CRASH / SINGAPORE 13.3.1954** on front and back.



August 3, 1954

The Air France L1049C Super Constellation F-BGNA was en route *Paris - Shannon - New York*. The pilots, Capt. Jean Caboche and his co-pilot Jean Rousseau, decided against the scheduled landing at Idlewild Airport, New York, due to a low ceiling in very poor weather and diverted first to Boston, Massachusetts, but then opted for Hartford, Connecticut. Failing to do so due to lack of fuel, they made a forced landing at 9.54 a.m. near the Valentine Sebastian Farm at Preston City/Norwich with retracted undercarriage. The aircraft caught fire and burnt for two hours, after mowing down several trees and levelling a garage. All 37 people on board, including two babies, survived the accident, although 12 persons suffered injuries including Capt. Caboche. 700 lbs. of mails were salvaged and handed over to the Norwich Post Office where a three line cachet in red or a four line cachet in violet was applied. It is not known if any mails were loaded at Shannon Airport.



GDR German Democratic Republic – Indiana, with 4-line cachet *(large "AUG." type)* in violet

CRASH OF B.O.A.C. 749A CONSTELLATION G-ALAM "BELFAST" AT SINGAPORE, G-ALAM "BELFAST" BEING THE FORMER AERLINTE EIREANN EI-ADA "ST. BRIDGET"

March 13, 1954

The BOAC Lockheed L749A Constellation G-ALAM "Belfast", coming in from Sydney on its flight to London, crashed on final approach into Kallang Airport, Singapore, the pilot, Capt. Trevor Hoyle, misjudging his approach and touching down marginally short (10 feet!) of the runway. The undercarriage struck a ridge and fire broke out. Capt. Hoyle had been on duty for 21½ hours. 32 passengers and 1 crew member were killed, while 7 crew members were able to escape through a hole ripped in the nose of the wreck. *It is of special interest to note that the BOAC Constellation G-ALAM was the former EI-ADA "St. Bridget" of ♣ Aerlinte Eireann.*



SILVER WING
BASED ON ORIGINAL DESIGNS FROM THE
BRITISH AIRWAYS ARCHIVE COLLECTION

Unused postcards showing the BOAC Constellation G-ALAM "Belfast".