

# DANISH AIRMAIL

Denmark was the first country in Europe that had air mail. Colding made his balloon mail across Great Belt in 1807. All these letters are all in the states archives. In 1911 Robert Svenden made his Belt Flight with an airplane heavier than air. In 1912 the airships first international voyage was to Copenhagen and with mail. The Danish Air Company – DDL (today a part of SAS) is the oldest existing air company and one of the five founders of IATA. With the Postal Law of 1919 airmail became official. Therefore, it is of interest to follow the Danish Airmail.

The Purpose: This exhibit is built to show Danish air mail history through covers, stamps, postmarks other markings and mail on board Danish planes used aboard. The exhibit shows routes Danish airmails had used.

The structure: The exhibit is built up with chapters following a timeframe from 1870 to “today”.

## 1. Balloon 1870-1900.

### 2. Pioneer.

### 3. Experimental period.

- .1 1919-1920
- .2 Private marking.
- .3 1922 Train strike in Germany.

### 4. Domestic.

### 5. Europe with Zeppelin.

- .1 1923 Europe.
- .2 1924-1925 Europe.
- .3 Europe 1926-1939.
- .4 Europe 1940-1945.

## 6. North Atlantic.

- .1 Air mail before WW II.
- .2 First part of WW II.
- .3 Last part of WW II.
- .4 Air mail after WW II.

## 7. North America.

- .1 Ocean transit via surface to zones in US.
- .2 Ocean transit via surface.
- .3 Catapult mail.
- .4 Ocean transit direct from Europe.
- .5 Routes to North America before US entered WW II.
- .6 Routes to North America after WW II.

## 8. South America.

- .1 Ocean transit via surface.
- .2 Ocean transit via Zeppelin.
- .3 Ocean transit via Ship – catapult.
- .4 Ocean transit direct by airplane.
- .5 Transits via New York.
- .6 Airmails during WWII.
- .7 SCADTA – Columbia.

## 9. Central America.

- .1 Ocean transit via surface to New York.
- .2 Ocean transit by air.

## 10. Australia.

## 11. Africa.

- .1 Mail by ship to Africa and inland air transport.
- .2 Africa via France.
- .3 Imperials route to Southern Africa until Mar 1936
- .4 Africa 1940 1948.

## 12. Asia.

- .1 1926 fight to Fare East
- .2 Japan
- .3 China
- .4 Siam

## 13. Asia 1928-1936

- .6 via USA Nov 1941

## 14. Crash Mails.

## 15. Airmail stamps.

## 16. Airmail labels.

## 17. Aero grams.

Own publish articles:

- PHT 3/2003: Ispostflyvninger. – Translated to English in Scandinavian Contact Vol. 19 no. 9 and 10.
- PHT 1/2004: Flyvepost Samsø.
- PHT 2/2005: Luftpost forbindelsen Danmark – USA.

- PHT 1/2006: Togstrejken i Tyskland februar 1922.
- PHT 2/2006: Stor porto.
- DFT 4/2008: Luftpost Stege sommeren 1919.
- DFT 7/2011: Postbox 252 – New York.
- PHT 4/2011: Graf Zeppelin i København 1930

Litteratur:

- Mats Hedelius: Dansk Luftpost
- Örjan Lünning: Luftpostens historia i Norden.
- Postvæsnets Beretning om Virksomheden 1917-1967
- Erich Haberer: Katalog über Katapultpost Sudatlantik
- Nils Ramm-Ericson: Airmails of Siam

## 1. Balloon 1870-1900.



Letter sent from Paris 15. Oct. 1870 to Copenhagen. First balloon thereafter was on the 16. Oct. 1870 from Orleans Railway Station the balloon landed in Belgium. The letter is free of postage, that indicant that the letter is from a military person.



Letter sent from Paris 15 Oct 1870 to Copenhagen. First Balloon thereafter was on 16. Oct 1870 from Orleans Railway Station. The balloon landed in Belgium. The letter entered the post in Lille on the 16. Oct 1870. Arrival Copenhagen 20. Oct. 1870. These two letters have been with same balloon. The letter is franked with 50 centimes paying the correct rate to Denmark. (e)



At Tivoli, the balloon “Montebello” was in May – August 1891 ascents with passenger up to 700 ft. or 1000 ft. a certificate was issued. The balloon related with a wire to the ground. This was the first flight passenger in Denmark and the certificates may be forerunners for air mail.



The Belt Flight. "Beltflyvningen 1911"

This was the first air mail with a flight plane heavier than air in Europe and the second in the world. It took place in Middelfart 2. September 1911 and was dropped over Fredericia. The flight was piloted by Robert Svendsen. A businessman donated a silver cup with a value of 500 kr. But for Robert Svendsen the money was more needed so it was arranged to print some postcard with his airplane these cards with two different markings were sold for 2 kr. 140 was sold of these about 100 was flown together with 10 cards with another design and 8 pieces of the local newspaper



The Belt flight. "Fra Beltflyvningen 1911"





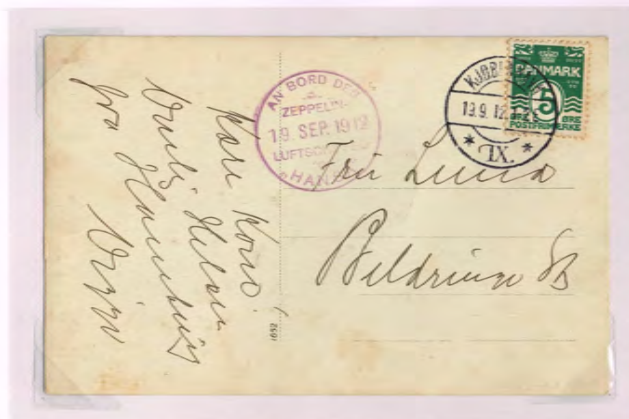
Harreskov flight by Ulrich Birch 29 Jul. 1912.  
 At the Højsommerfesten in Harreskov 1912 an airmail flight was arranged.  
 It is unknown how many letters were prepared for this flight.  
 The flight was cancelled due to bad weather and the restaurateur had thousands of open sandwiches unsold. It is still recorded as an airmail flight.  
 The letters have normal postage



Balloon mail Aarhus 22. Sep. 1912.  
 At the Children Aid Day 1912 a balloon flight competition was arranged with 3 balloons.  
 Post cards in 3 different varieties had a postmark printed. The price for a card was 50 øre that covered the postage from the place of landing. This card is from the winning balloon, which landed at Magdeburg in Germany. The two other landed at Nakskov and Stendal Germany



Postcard sent by Ulrich Birch On his honeymoon tour around Denmark by his plane during August / September 1912..



Postcard carried on board airship HANSA 19. Sept 1912 from Hamburg to Copenhagen. The mail should be sent to Hamburg with the correct postage in Danish stamps. (e)  
Postcard all Denmark 1.10.1988-1.1.1919 5 ore.



Cover carried from Copenhagen to Hamburg on the return flight. The cover is sent from Hamburg then it should be German stamps used. (e)



Postcard written on board HANSA.  
A translation: "We have been a tour of Malmö, left Sweden at Falsterbo and now Möns Klint is ahead. It is wonderfully exciting."  
The has German postage and sent to Denmark.



"Børnehjælps Dagen"  
Type I



"Børnehjælps Dagen"  
Type II

Children Aid Day 12 May 1914.

A flight with airmail was arranged from Copenhagen to Roskilde. About 3500 of 5000 produced special card were flown. The price for this card was 25 øre plus normal postage 5 øre for inland cards and 10 øre for cards abroad. Side marking was done in purple, red or black. The cancellation was done in Roskilde.



Without "Børnehjælps Dagen"



Postcard for U.S.A.

## 2. Pioneer

Promotion card for the Tourist flight 15. May 1918  
Copenhagen – Skagen with stop in cities along the route.  
The card is not posted.  
The flight was never carried out and the special stamp was used for other flights.



First airmail flight in Denmark after WW1  
11. Sept 1919.  
Demonstrations flight was arranged in Copenhagen with a France airplane named GOLIAT. A flight Copenhagen (Lundtofte) – Aarhus was arranged. Letters carried on this flight were marked with a label published by J. Erlind for a never used route Copenhagen – Skagen.



## 1918-1919.

Flight Næstved – Storehedinge Rundskuedagen 19. Sept. 1919. The departure postmark was on some letters 1918. 111 letters were flown. The pilot was Otto Reichert. The airmail fees for those letters were 50 ore that paid with special label "Flyvepostmærke" plus normal postage.



Reprint from 1936 issued in 35 numbered copies. Printed with original pates in original print shop.  
The original plan was to be used on letters below.



Stege – Copenhagen.  
The Danish German flier Otto Reichert also made this flight on 02. Oct 1919 as the last mail carrying flight in 1919. The stamp from the Næstved – St. Hedinge flight was used and Otto Reichert signed the stamp. Only few letters were carried on this flight. These flights over the southern Sealand were all arranged in connection to Otto Reichert passenger flight and the income were given as social aid. This letter is sent from Stege to a seaman on board Mitau. It has been readdressed to Suez and transit marked in Copenhagen 4.10.1919 and 5.10.1919 arrival marked 19.10.1919. This pioneer letter a postal issued as it most properly contained a personal letter.

### 3.1 Experimental period

Airmail letter from Stege 4.7.1919. For test of the reliability an air route was made between Kastrup (Copenhagen) – Stege from 01. Jul. to 24. Aug. This was the first official air mail route in Scandinavian only newspapers there were carried. But some few letters were given in hand to the pilot. He flew them to Copenhagen marked them "Flyvebaadsstionen" and posted them. The letter has postage as a domestic letter not a local letter. The Post Office had ordered a cancellation stamp for this route. No letters are known with this mark.



Many suggestions for this first by Post Office arrange flight were discussed. Another plan was to issue a special stamp but an only thing happened was six 50 ore stamps were overprinted with "FLYVEPOST" they are all six in The Danish Postal Museum.



Air mail transport carried out by a Danish Friedrichshafen FF49 T-DABA from Malmö, Sweden to Warnemünde. This was the opening day for the first commercial airmail from Scandinavia. The route was not open for mail sent to or from Denmark even though the route started from Denmark.

### 1919-1920.

Airmail letter delivered evening 14. Sept. 1920 in such way so it could be carried on the first regular airmail transport from Denmark the 15. Sept. 1920 to Hamburg and Berlin. This letter had departure Copenhagen 0930 via Warnemünde 1130 arrival Berlin 1400 and with surface mail to final destination. On the first day a total of 585 letters was transported. Ordinary letter 0-20g 1.7.1875-1.1.1921 20ø + air fee 15.9.1920-1.11.1920 each 20g 20ø.



Air mail letter sent from Copenhagen 29.9.1920 to Wien Austria. There was no flight connection between Berlin and Wien therefore the transport has been carried out by train. The commercial air mail started from Austria in July 1922.

Ordinary letter 0-20g 1.7.1875-1.1.1921 20ø + air fee 15.9.1920-1.11.1920 each 20g 20ø.

### 3.1 Experimental period

Airmail postcard to Holland 28.9.1920 carried with the airplane to Hamburg. From Hamburg by another airplane to Amsterdam. Departure Copenhagen 1000 arrival Hamburg 1200. Next plane arrived Bremen 1330 and Amsterdam 1700. On the 28.9.1920 486 letters were transported. Last day for flight in 1920 was 31st October.



Ordinary card 1.7.1875-1.1.1921 10ø + air fee each card 15.9.1920-1.11.1920 20ø



Printed matter 80-100g – wrapper – to Holland 17.9.1920. Sent on the third day of service. Printed matter aboard 1.4.1879 – 1.2.1921 each 50g 5 ore x 2 = 10 ore + air fee each 20g 40 ore x 5 = 200 ore. Over franked 50ø.

1920.

Airmail letter for Madrid sent by air from Copenhagen to Amsterdam 09 Oct. 1920. There was only air connection to Amsterdam. Departure Copenhagen 1200 arrival Hamburg 1200. Then with another airplane to Bremen 1330 to Amsterdam 1700. From Amsterdam the letter is carried as surface mail. The route from Amsterdam to Paris started 2. May 1921.



Ordinary letter 0-20g 1.7.1875-1.1.1921 20ø + air fee to Nederland and further 15.9.1920-1.11.1920 each 20g 40ø



Air mail letter sent from Copenhagen 1.10.1920 to Leith, UK. The plane departed Copenhagen 1000 with arrival Amsterdam 1700 via Hamburg and Bremen. The following day departure Amsterdam 0800 arrival London 1100. The transport London – Edinburg (Leith) was by train.

Letter aboard 0-20g 1.7.1875-1.1.1921 20ø + air fee 15.9.1920-1.11.1920 each 20g 60ø



### Experimental period.

Letter from Samsø Thursday 10.3.1921. Marked "FLYVEPOST SAMSØ". The mark is very rare only one other letter is mentioned. In Orjan Lunings book and in corrections for Emmerich mentioned as a private mark. The letter is most properly sent by airplane from Samsø to the mainland in this case Odense. From here it is carried as normal surface mail. The fee for air transport may pay separately. The postage is as normal surface rate and surface routes have been followed. Ordinary letter 0-20g 1.1.1921-1.4.1926 40ø + rec fee 1.3.1921-1.4.1926 30ø.



### 3.2. Private marking 1921



### 3.3. Train strike in Germany 1922.

Letter to Germany 8.2.1922. Due to a train strike in Germany an emergency air route was established from Copenhagen to Hamburg with connection to Rotterdam. The strike was called off 7.2.1922 2200 and route was suspended 11.2.1922. The flight 9. Feb was the only departure from Denmark. The letter has also been carried by air across Great Belt due to ice problems. An extra fee of 60 øre was added. Ordinary letter 0-20g 1.2.1921-1.11.1925 40ø + air fee for this flight 60ø.



The Flight for Germany was cancelled without the sender's knowledge. The letter is franked and planed as an airmail letter.

**4. Domestic**

Ice airmail internal in Denmark  
February 1922 sent Copenhagen 7.2.1922 first day of service. A special air route was established for transporting mail over the frozen waters. This is the only time the Post office had special fee on normal letter internal in Denmark except for arranged flights.  
Ordinary letter DK 0-50g 1.7.1920-1.1.1927 20o + air fee Kalundborg - Aarhus each 50g 20o.



**1922.**

Ice airmail internal in Denmark  
February 1922 sent Sønderborg 10.2.1922. Arrival marked 11.2.1922. A special air route was established for transporting mail over the frozen waters. This is the only time the Post office had special fee on normal letter internal in Denmark except for arranged flights.  
Ordinary letter DK 0-50g 1.7.1920-1.1.1927 20o + air fee Kalundborg - Aarhus each 50g 20o.

Parcel sent airmail due to the ice situation 14.2.1922 100-150 g. Cash 84 kr. on delivery parcel card for a sample. Sent from Copenhagen 14.2.1922.  
The sender was a jeweler his samples were valuable.  
Postage for sample 50-250g 1.3.1921-1.4.1926 15o + cash on delivery 25-100 kr. 45o + air fee 7.2.1922-25.2.1922 20o x 3 = 60o. Total 120 øre.



Ice mail post card Kolding 10.2.1922. The card is sent via Aarhus-Kalundborg by air.  
Domestic post card 1.7.1920-1.4.1940 15 øre + air ice mail 7.2.1922-25.1922 20 øre.

4. Domestic



Ice mail postcard sent from Samsø 11.2.1922. No extra fee should be paid for the airmail service only normal postage. The postcard has postage as a letter and is accordingly 5 ore over stamped.

Domestic postcard 1.7.1920-1.4.1926 15 ore.



Ice airmail letter to Samsø 12.2.1922. An extra fee should be paid for mail crossing Great Belt and Kattegat. Mail to and from Samsø was free of the extra fee. Domestic letter 0-50g 1.7.1921-1.1.1927 20o.

1922.



Rundskuedagen in Næstved 1925. Like the flight in 1919 the wish was to make a special flight from Næstved to Copenhagen. The fee was as last time 50 ore plus normal postage. 287 letters were carried on this flight.

1925-1927.



Airmail letter from Vejle to Copenhagen 13.6.1927. This flight was arranged in connection with the congress of the Social Democracy Party. The route was in force 12 - 15 June 1927. Domestic letter 1.1.1927-1.7.1940 0-50g 15 ore + air mail fee Europe 19.4.1926-1.1.1928 15 ore

4. Domestic

**KUPON. (Coupon)**  
Kun fraktes af adressen  
(Peut être affranchi par le destinataire.)

Til Post. Nr. (No) **546 Odense 1**  
Det danske Syrevækker-Laborat.

Land. **DANMARK**

Afsendelsespostens Stempel. **ODENSE 1**

Timbre du bureau d'origine **1**

**Luftpost PAR AVION**

**IPAKKE.**

**SEKORT**

Abendervens Navn og Bopæl.  
(Nom et domicile de l'expéditeur.)  
**DET DANSKE SYREVÆKKER LABORATORIUM. ODENSE**

Opkrævningsbeløb  
(Montant de remboursement)  
**Voll ysteri.**

Til (à). **VOLL ysteri.**

Bestemmelsessted  
(Lieu de destination)  
**VOLL. Jøderen. NORGE.**

Gade og Nr.  
(Rue et numéro)

Vægt (Poids)  
Tilfølgte (D'avis de douane)  
Forsendelsesvej (Voie)  
Rute (Acheminement)  
Udvekslingskontor (Bureau d'échange)

Dirigeringsseddel  
**5 3 2 9 7 4 3 5**

**BIRLAUD**

\*) Cadre à remplir par le bureau d'entrée ou par le service de la douane du pays de destination.

Parcel from Odense to Norway 4.3.1929 weight 1 kg. During February and March Great Belt was frozen and an air route from Marslev (Odense) to Copenhagen was established. From Copenhagen mails were carried as surface mail.

Parcel to Norway 1 kg 80 øre  
Special express fee 80 øre  
Fee for air mail across Great Belt each kg 100 øre

Telegram to all Post Offices 19. Feb. 1929:

Experimentally airmail parcels will across Great Belt be introduced. Fee as special express with additional fee of 1 Kr. per Kg. Highest value 500 Kr. Statement of contents on the parcel and address card. Dimensions and form as for sea mail via Aarhus. Airmail label or conspicuous marking on the parcel and address card to be given.

Source: OM 07/1929  
PHT 2/1989, Ib K. Rasmussen



1929-1930.

Letter flown to Samsø 20.2.1929 during the ice winter 1928-29. Ordinary letter DK 20ø 0-50g 1.7.1920-1.1.1927 20ø. No extra fee added

Postcard sent from Rønne on the island Bornholm 20. April 1930 Easter day.

The post card is cancelled on the 21. April 1930 in Copenhagen Airport and marked with

"Fra Rønne" (From Rønne) normally used on mail arriving

by ship. There was no scheduled flight in 1930 this postcard has been carried by some special flight an ambulance flight from Zonen is possible.



4. Domestic

1940-1952.

**KUPON**  
Afsenderens Navn og Adresse

**LUFTPOST PAR AVION** **Adressekort**  
(Til Reg.)

198 *Slagelse*

Sorø Amtstidende  
Slagelse

Angiven Værdi \_\_\_\_\_ Kr.  
For anbefalede Pakker anføres „R“

Hermed   Pakke  

Adressatens Navn og Adresse  
*Boulstrup, Odense*

Angiven Værdi \_\_\_\_\_ Kroner  
For anbefalede Pakker anføres „R“

Angående Pakkens Afhentning  
**se Bagsiden**

Vægt   20   kg

Udfyldes af Værdi.

Det. 4 (2-38)

Spejder Otto Brødsten

5 Odense -Sct. Georgs Trops jamborette

H.P.'s luftfart

Odense lufthavn

pr. Beldringe.

Parcel sent during the ice winter 1939 /40. Weight 20 kg. The departure cancellation has wrong date. Arrival marked Boulstrup 16.2.1940. Parcel for all Denmark 1.6.1933 – 1.7.1940. For first 7kg 100 ore + For following kg 20 ore each kg x 13 260 ore + Special airmail fee for parcels during the ice winter 1939 / 40 50 ore each kg x 20 1000 ore = Total 1360 ore

**KUPON (Coupon)**  
San traktørens af Adressaten  
(Post dire detatché par le destinataire)

Afsendelsespostens Stempel

203 Haderslev

**DANMARK**

*Vd finselsk. k. Madatsk. forening*  
**HADERSLEV POSTKONTOR**

**ADRESSEKORT** (Bulletin d'expédition)

Pakker (Celle)   1  

Tolddeklarationer (Déclarations en douane)

Certifikater ell. Faktorer (Certificats ou factures)

Oprøringsbetalt (Montant du remboursement)

Kronebeløb i Bogstaver (Les unités en toutes lettres)

*2.50 kr for Luftpost i Danmark*

Afsenderens Navn og Bopæl (Nom et domicile de l'expéditeur)  
*Jens Laur. F. Chr. Hansen, Haderslev, Aestrupvej 20*

Modtagers Navn og Bopæl (Nom et domicile du destinataire)  
*Mr. V. P. Hansen, P.O. Box 577 Prince Albert, Sask. Canada*

Rute: (Acheminement):  
Forsendelsesvej (Voie):   England   Via   København  

Dateringsstedet (Lieu de datation):   København  

Det. 5 (1-38 A5)

Parcel letter from Haderslev to Canada 27. Feb 1940, 4-5 kg.

The parcel has been flown domestic due to frozen waters marked "2,50 kr. for luftpost i Danmark" (2.50 kr. for airmail within Denmark). From Copenhagen the route was via Norway to England then to USA and Canada. The good has been controlled by the Post Office.

Parcel Copenhagen – USA 3-5 kg according to "Udenrigspakkeposttakst af 1. Jan 1940) 1005 ore Airmail in Denmark each kg 50 ore x 5 250 ore

Letter sent 4. Aug. 1952 by air to Scout camp on the small island Aebeloe.

The transport was on private basis. The letter is sent to the HP Air company in the Air Port of Odense. No extra fee for airmail and the letter is marked by the airmail mark by the scout.

Letter domestic 0-50g 1.7.1952 – 15.4.1963 30 ore. Source: Spejder magasin no. 8 / oktober 1952.

5.1 Europe

1923.



Airmail letter to Hamburg 17. April 1923. This was the first day of reestablishment of the airmail out of Denmark. The connection was broken due to the condition of peace for WW I and account problems between The German and the Danish Post Office. There were 362 letters on this first flight. Ordinary letter 0-20g 1.2.1921-1.11.1925 40ø + air fee 17.4.1923-12.11.1923 20ø.



Airmail letter to England 2.10.1923. The route was opened 1.6.1923 via Hamburg - London. Flown from Copenhagen 2.10 1500 to Hamburg. Next day from Hamburg 1050 with arrival London 1755. "Luftpost1" is the Post Office in the Airport. Ordinary letter 1.2.1921-1.11.1925 0-20g 40 øre + air mail fee 1.6.1923- 24.10.1923 each 20g 40 øre.

Letter to France 24.5.1923. It was not necessary to use airmail labels just a written "Luftpost" or alike in red was preferred. There was an official connection to France as the route Amsterdam - Paris opened 2<sup>nd</sup> May 1921. The letter is sent from Copenhagen 1600 arrival Hamburg 1800. Carried next day by other airlines from Hamburg via Amsterdam to Paris. Ordinary letter 0-20g 1.2.1921-1.11.1925 40ø + air fee 17.4.1923-12.11.1923 20ø. OM 17/1923.



Rec air letter from Haderslev to Switzerland 12.9.1923. The letter is sent via Berlin with arrival marking Genève 15.9.1923 1500. From 7. July 1923 Danish letters were allowed on the German routes out of Germany. The route was from Copenhagen by train to Munich with arrival 15.9. 0745. Departure from Munich 15.9. 0845 by air plane with arrival Genève 15.9. 1330. After one month, the letter was returned this time with a travelling time of three days, too. Ordinary letter 0-20g 1.2.1921-1.11.1925 40ø + rec fee 1.2.1921-1.4.1926 30ø + air fee each 20g 17.4.1923-12.11.1923 20ø. OM 30/1923.

### 5.2 Europe

Airmail letter to England 18.5.1924. from Skive.

The letter was sent via Copenhagen 19.5.0915, with arrival Hamburg 1305 from there it was sent via a route Danish Post Office did not control.

Ordinary letter 0-20g  
1.2.1921-1.11.1925 40o  
+ air fee each 20g  
23.4.1924-23.12.1925  
25o.



Airmail letter to Finland 8.8.1924. The letter was sent as surface mail from Copenhagen to Stockholm, from there by airplane with departure 9. Aug. 1030 arrival Helsinki 1500.

The arrival marking is as that. Ordinary letter 0-20g 1.5.1920-1.1.1927 20o + rec fee 1.3.1921-1.4.1926 30o + air fee each 20g 23.4.1924-23.12.1925 25o.



### 1924-1925.

Registered airmail letter to Malta 0-20g 25.9.1925.

The letter was sent by air to Hamburg. From Hamburg to Hannover by train transit marked 26.9.1925. Arrival marked Malta 30Sep1925.

Letter aboard 0-20g  
1.2.1921-1.11.1925 40 ore  
+ Reg fee 1.2.1921-1.11.1925 30 ore +  
Air mail fee to Europe 0-20g 23.4.1923-23.12.1925 25 ore.



Reregistered airmail letter 0-20g sent to Latvia 24.10.1925.

From 1923 a route from Berlin had connection to Memel (Latvia). This letter was sent via Hamburg - Berlin - Latvia.

Letter aboard 0-20g  
1.2.1921-1.11.1925 40 ore + Reg fee 1.2.1921-1.11.1925 30 ore +  
Air mail fee to Europe 0-20g 23.4.1923-23.12.1925 25 ore.

5.3 Europe

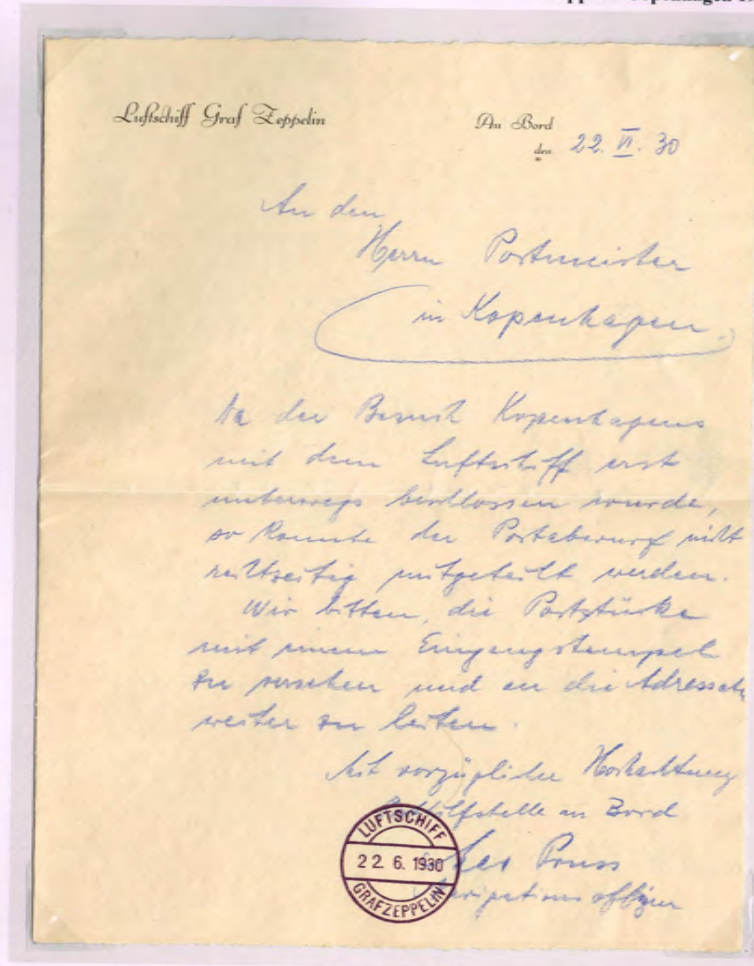


Cover for the letter on next page. Dropped over Copenhagen Airport 22.6 1930 in the morning.



Letter dropped from Graf Zeppelin 22. June 1930 in the morning. This letter was among the first 87 letters founded marked with Kobenhavn 21.6.1930 the date was not correct adjusted. In the afternoon 15 other letters were found where are marked Kobenhavn 22.6.1930.

Zeppelin Copenhagen 1930.



Cover on previous page. Dropped over Copenhagen Airport 22.6 1930 in the morning. "To Mr. Postmaster at Copenhagen. As the visit to Copenhagen with the Airship was decided under way. The notice for the drop of post was not been given timely. We ask you to mark the mail pieces with an arrival mark and send then to the addresses.

Yours faithfully The Post Office on board an officer".



### 5.3 Europe

Airmail letter 0-20g to Stockholm Sweden resent to London England.  
 Sent from Copenhagen 15.5.1930.  
 Returned from Stockholm 4.6.1930.  
 Arrived Copenhagen 4.6.1930.  
 Examined in Copenhagen by "Letter Opening Office" 5. June 1930.  
 Resent to London arrived London 10.6.1930.



Ordinary letter to Scandinavia 0-20g 1.1.1927-1.7.1940 15ø + Rec fee 1.4.1926-1.7.1940 25 ø + air fee to Europe each 20g 19.4.1926-1.11.1933 15ø. Difference for letter to Europe and a letter to Scandinavia 10 ø - 10cent - 1 penny in extra postage.



Airmail card sent to Germany 6.7.1931.  
 Ordinary card 1.1.1927-1.7.1940 15ø + air fee 1.1.1928-1.11.1933 10ø.

1930-1934.

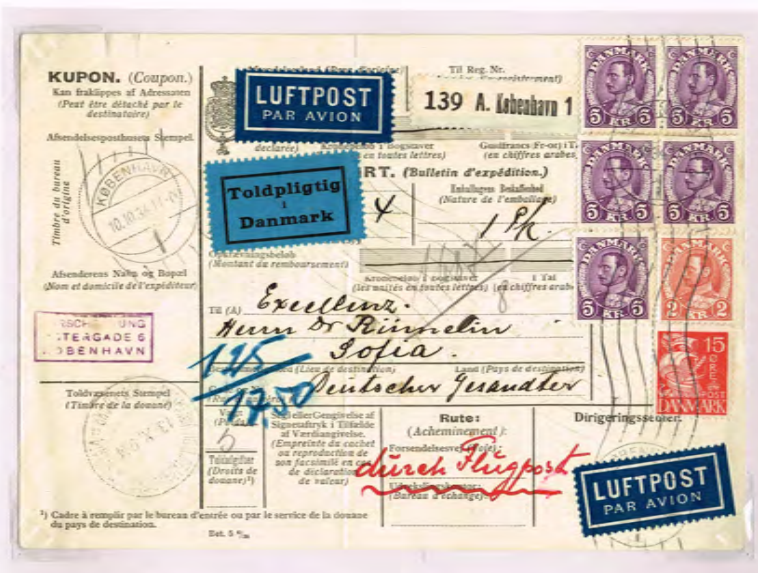


Radio letter to Holland 23.5.1930 sent as airmail. Sent from M/S Dr Alexandrina via S/S Kjøbenhavn postede from Aalborg and marked "Fra Ålborg". Sent via Lübeck Flughafen and Postamt Hannover. Ordinary letter 0-20g 1.1.1927-1.11.1933 25ø + air fee each 20g 1.1.1928-1.11.1933 15ø.



Airmail letter sent to Russia (USSR) 5.9.1934. Sent via Berlin.  
 Ordinary letter 0-20g 1.1.1933-1.7.1940 30ø + air fee each 20g 1.1.1933-11.10.1939 20ø.

5.3 Europe



Parcel letter for 5 kg. Airmail parcel to Bulgaria 10.10.1934. The parcel was sent Copenhagen – Berlin – Sofia.  
Ordinary parcel 1-5 kg. 240ø + air fee per kg 495ø x 5 = 2475ø. Total 2715ø.  
Source: Tilleg til OM 1934 "Luftpostpakker"

1934-1937.



Registered air letter to Switzerland 24.9.1934 with cash on delivery 16,95 ddk. = 11,61 Fr.  
Letter aboard 20-40g 1.11.1933-1.7.1940 45 øre + Reg fee 1.4.1926-1.7.1940 25 øre + Cash on Delivery 0-25 ddk 50 øre – air mail fee 1.11.1933-1.10.1939 40 øre. Total 160 øre.



Wrapper 120-140g sent to England 11.4.1937

Print matter each 50g 1.11.1933-1.7.1940 7ø x 3 = 21ø + air fee per 20g 1.1.1933-11.10.1939 20ø x 7 = 140ø + express fee 1.10.1923-1.7.1946 40ø. Total 201 øre

*Luftpost*  
 Afsendelsesland (Pays d'origine)  
**DANMARK.** **LUFTPOST PAR AVION**

Afsendelseshøjden (Pays d'origine) **867** **Silkeborg**

Afsendelsespostens Stempel.  
 Tidsgrænse (Time limit) **SILKEBORG**

Afsenders Navn og Adresse (Nom et domicile de l'expéditeur)  
 A/S. Møllebygaard  
 Møllebygaard  
 Silkeborg

ADRESSEKORT. (Bulletin d'expédition.)  
 Emballagens Beskaffenhed (Nature de l'emballage) **6942**

Pakker (Colis) 1  
 Tolddeklarationer (Déclarations en douane) 2  
 Certifikater ell. Fakturer (Certificats ou factures) 0

Optrækningsbeløb (Montant de remboursement) **1** Talt (en chiffres arabes)

Kronbeløb i Bogstaver (Les unités en toutes lettres) **1** Talt (en chiffres arabes)

TH (A) **Firma Primantingale Eskild**  
**"Vörckport"**  
**Tallinn** **Estland**  
 Bulevardsnummer (Lieu de destination) Land (Pays de destination)

Gade og Nr. (Rue et numéro) **S. Karja No. 23**

Vægt (Poids) **7.960**

Toldafgifter (Droits de douane) **7.960**

Rute (Acheminement):  
 Forsendelsesvej (Voie) **Köbenhavn - Helsingfors - Tallinn**

Udvekslingskonto (Bureau d'échange) **STOCKHOLM**

© Cadre à remplir par le bureau d'entrée ou par le service de la douane du pays de destination.  
 Bot. 5 % (A.S.)

Parcel letter for 7,960 kg. Airmail parcel to Estonia 19.3.1937. The parcel was sent Copenhagen – Stockholm – Helsinki – Tallinn.  
 Ordinary parcel to 10 kg. 550øre + air fee per kg 270 x 8 = 2160. Total 2710 øre.  
 Source: Rejselisten 1937/1.

Afsendelsesland (Pays d'origine)  
**DANMARK** **LUFTPOST PAR AVION**

Afsendelseshøjden (Pays d'origine) **502** **København 9**

Afsenders Navn og Adresse (Nom et domicile de l'expéditeur)  
 S. Møllebygaard  
 Møllebygaard  
 Silkeborg

ADRESSEKORT (Bulletin d'expédition)  
 Emballagens Beskaffenhed (Nature de l'emballage) **6942**

Pakker (Colis) 1  
 Tolddeklarationer (Déclarations en douane) 1  
 Certifikater ell. Fakturer (Certificats ou factures) 0

Optrækningsbeløb (Montant de remboursement) **1** Talt (en chiffres arabes)

Kronbeløb i Bogstaver (Les unités en toutes lettres) **1** Talt (en chiffres arabes)

TH (A) **Dr. Ernst Böhm**  
**Land-Verwaltung**  
**Bad-Nußheim** **Preussland**  
 Bulevardsnummer (Lieu de destination) Land (Pays de destination)

Gade og Nr. (Rue et numéro) **Bahnhofstraße 9**

Vægt (Poids) **1**

Toldafgifter (Droits de douane) **1**

Rute (Acheminement):  
 Forsendelsesvej (Voie) **Köbenhavn - Berlin - Hamburg**

Udvekslingskonto (Bureau d'échange) **STOCKHOLM**

© Cadre à remplir par le bureau d'entrée ou par le service de la douane du pays de destination.  
 Bot. 5 % (A.S.)

Parcel letter for 1 kg. Airmail parcel to Germany 4.8.1939. The parcel was sent Copenhagen – Berlin / Hamburg when by German domestic routes.  
 Ordinary parcel 0-1kg. 135øre + air fee per kg 165 øre.  
 Source: Tilleg til OM 1939 "Luftpostpakker"

**5.3 Europe**

Airmail letter  
17.3.1942 sent to  
"Frikops  
Danmark"  
school in Treskow  
- Poland. Felt  
post number  
46050C is 2<sup>nd</sup>  
company.

Domestic letter 0-  
20g 1.7.1940-  
1.6.1950 20 ore.  
Postage aboard  
and airmail fee  
was paid with  
special German  
felt post stamp



Airmail letter sent to  
Canaries - Spain 2.3.1944.  
M/V Thyra S was detained  
in Las Palmas during WW2  
but was back in service  
again in Marts 1944. The  
letter did not reach Thyra S  
in Las Palmas. It was when  
sent to next port of call  
Liverpool - England. For  
being a part of the British  
"The Pacific Fleet" as a  
supply vessel. The letter  
has passed the frontline.  
The letter is censored in  
Berlin and in England.

Ordinary letter 0-20g  
1.7.1940-1.6.1950 40o +  
air fee each 20g  
11.10.1939-1.7.1947 25o.



**1940-1945.**

Letter 9.2.1944  
from English detainee  
in Store Grundet, Vejle  
Denmark. The  
letter has airmail  
fee only. The letter  
is most properly  
sent by air Berlin -  
Lisboan, Portugal  
for airmail  
connection to UK.  
The English censor  
label is missing on  
the back. The letter  
has Danish  
censorship. Mail  
from detained  
persons was free of  
normal postage.

Air fees each 20g  
11.10.1939-  
1.7.1945 25o.

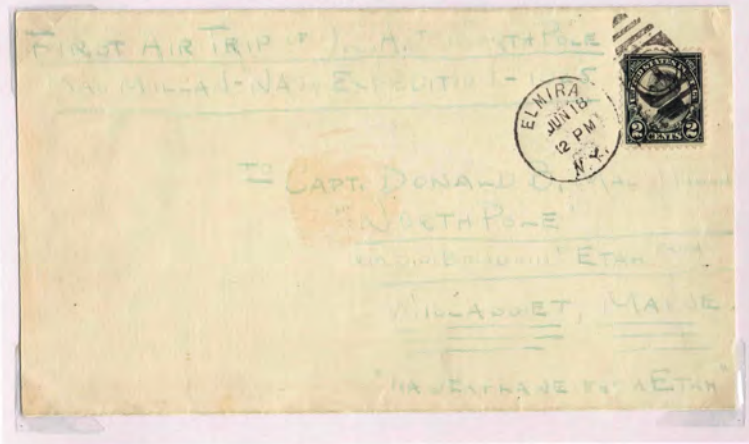


Postcard to Switzerland  
21.7.1945. Returned.  
The connection to  
Switzerland was cut on  
the 01.05.1945 it was  
reopened again 5.6.1945  
for non-illustrated  
postcard and only as air  
mail. 31.7.1945 the  
surface route was  
reopened. 20.8.1945 was  
it possible to send  
illustrated postcard.

Postcard aboard  
1.7.1940-1.6.1950 25  
ore.

6.1 North Atlantic

1925-1928.



SCAN.

First Air Trip to the North Pole / MacMillan Navy Expedition 1925.  
Cover addressed to Capt. Donald B. MacMillan North Pole via S.S. Bowdoin to Etah from Marvin P Colegrove,  
Elmira N.Y.  
Cancelled Elmira June 18 1925.



Cover cancelled Rockford, Ill Oct 16. 1928 and carried on a flight by Bert Hassel and Paker Cramer planned to go to Sweden via Greenland. The aviators were forced to land on the Greenland ice cap. They left their plan, a Stinson Detrouiter, and walked to the west coast of Greenland, where they were very lucky found by an expedition. 10 covers were carried, postmarked and signed the aviators returned to Rockford in October 1928.

*det var ganske dulle. Godt her for Svighed  
 Lige Kollermineblytten og her asside god-  
 osten, saa kraftigt med store Lufft-  
 ler, et Alskovim pludselig var faldet sa-  
 beom lige medet og saa var de for  
 Alvor kommet ind i Uvigtul. Delt  
 og det blev de kastet af Stormen, indtil  
 han var saa nær Vandet, at han ikke  
 kunde komme op igjen. Heldet havde  
 han med sig for uden, at kunne se noget  
 l6b her, Sverige lige ind i Baaerhoo-  
 rum op paa den 30-40 lange og smale Strand  
 bred der findes, med høje skrope Sker  
 for hver Ende. Saa havde de landt  
 Hædleris og de "Quarto" med 4 Tidm var  
 paa Ljungsøyen, opstogede de del og l6t ind  
 og tog Figurme med ind til Byen.  
 Efter 2 Times Løve tog Ahrenberg ud*

Letter from eye witness to Ahrenberg arrival to Ivigtul. From Reykjavik, next destination was Ivigtul Greenland. After a very rough landing in Ivigtul the engine was inspected and further flight was canceled. Plane and crew took next vessel for Copenhagen.



Ahrenberg flight from Stockholm to U.S.A. For making money for the flight a fee of 20 kroner was charged 1269 letters were sent from Stockholm. The stamps were cancelled with a special postmark.



The plane had to make an emergency landing at the east coast of Iceland before arrival Reykjavik due to engine problems. At Reykjavik 65 letters were taken on board also with an air fee of 20 kroner. Sigend by all 3 crewmembers also marked with their names on back.

**FLIER TELLS HOW FOG BALKED SWEDISH PLANE**

**Svevige Radio Operator Comes Here From Greenland to Take NY Times Boat for Home.**  
 SEP. 13, 1929

Consistent bad weather, fog belts, defective motors and the lack of meteorological stations in the Labrador region were the reasons for the failure of the Stockholm-to-New York flight, according to Robert W. Ljunglund, radio operator of the Swedish seaplane Sverige, who arrived in New York yesterday from Ivigtul, Greenland.

Captain Albin Ahrenberg, the leader of the flight, and Lieutenant Axel Floden left Greenland on Aug. 22 for Sweden by steamship after five futile attempts to fly through the fog banks between Greenland and Labrador. Mr. Ljunglund, who delivered many parcels and letters at Philadelphia, will return on the liner Gripsholm and will resume his work as radio operator for the Aerotrampet of Sweden upon his arrival there.

The tribulations of the Sverige, which started from Stockholm on June 9 bound for New York via Bergen, Norway; Iceland, Greenland and Ashcroft Island, were related by Mr. Ljunglund who, however, held that the flight was far from a complete failure. The experiences and observations made during the flight, intended to prove that a commercial route could be established, will be of great value to others who wish to make the same experiment under more favorable conditions, he said.

The first motor, as well as the second, shipped to Reykjavik from the Junkers works at Dessau, Germany, will be thoroughly examined in Sweden, said Mr. Ljunglund. It was on account of engine trouble that the first forced landing was made off the coast of Iceland. The aviators had seen lakes inland, but on approaching they found that they were dried up, and the seaplane had to turn out to sea again. The flight from Iceland to Greenland, beginning under ideal weather conditions, ended with near-disaster. A terrific wind from the mountains forced the plane down 700 meters, and they were only fifty meters above water when Captain Ahrenberg was able to right the plane, and continue to Ivigtul.

From there they made five attempts to reach the Labrador coast, and in each case weather conditions were so bad that they were driven back. Weather reports and forecasts from Toronto, were too old by the time they were received at Ivigtul, and on July 17, 18, 20 and 22 as well as on the last attempt on Aug. 5, the Sverige was stopped by impenetrable fog, too high to fly above, according to Mr. Ljunglund.

The mail was taken to New York by surface. Arrived New York Sep. 11 1929. Notice New York Times Sep. 13, 1929

6.1 North Atlantic



Letter sent from Sylt August 1931 on board the transatlantic flight by von Gronau to USA via Faroes Islands – Iceland – Greenland and Canada. With pilot, von Gronau's signature. (e)  
For the leg Scoresbysund – Godthåb the letter was stroked by a cachet in each end.  
The flight also landed in Trangisvaag before flying to Iceland

1931-1934.



Postcard from Greenland. Von Gronau flight.  
The postcard was sent with The German aviator Wolfgang von Gronau on his second tour via Greenland Flight 1931. The card was posted from Godthåb (Nuuk) during the stay 16. Aug. – 28. Aug this long stay was coursed by engine problems. Arrival Chicago 1. Sep. 1931 when the plane and crew flew to New York and were transported home by Hapag dampen "Hamburg".  
Then home in List on the island Sylt the postcard was posted.  
Danish 25 ore for postcard aboard end German 15 pf also for a postcard aboard Germany to Denmark

Airmail letter 20-40g to Iceland 26.8.31. The letter was delivered at M/V "Island" which was berthed in Copenhagen. At arrival Reykjavik, the letter was marked "Paquebot" and the stamps are cancelled. From Reykjavik was the letter sent with the domestics' air routes on Iceland. Very few Danish letters are known transported on the Icelandic air routes. Ordinary letter to Iceland 15-125g 1.1.1927-1.7.1940 30ø + air fee in Iceland from 17.8.1928 each 20g 15ø x 2 30ø. Total 60 ore



Air letter from Faroes Island to Tønniing 29. June 1934.  
This was the first airmail from Faros Island the letter was carried with a military plane who visited Trangisvaag during June 1934. The plane departed from Faroes Island 29. June and the letter was at destination next day this shows the speed of air mail. The letter is made for this flight. This explains the colorful postage.



During the stay in Greenland Rockwell-Kent and Ernst Udet meet. They made some covers with a drawn "stamp" and let the airmail fee be 10 øre. Few days later Rockwell-Kent made a linoleum print of a primitive stamp for making the airmail fee.

This letter is sent to Dr. Arnold Fanck the leader of the camp. Sent by airmail June 20, 1932 to Umanak an internal airmail letter of Greenland.

Signed by Rockwell-Kent and Ernst Udet. Marked by Air Mail.



Ernst Udet was in the camp that made a movie "SOS Iceberg" in Greenland around Umanak in 1932-33.

During the stay Ernst Udet arranged that letters could be transported from the camp Umanak. The flight was carried out after last vessel had left Greenland in 1932 therefore the card was carried by the first vessel leaving Greenland in 1933 for Copenhagen. The letter is sent by airmail from Copenhagen to Basel by flight

The card is signed by Ernst Udet.



## 6.1 North Atlantic

Postcard flown from Godthaab to Reykjavik and signed both Charles Lindbergh and his wife Anne Morrow-Lindbergh. Sent to Copenhagen and posted as local postcard with the correct postage 7 ore.



Letter from Greenland. Lindbergh Flight. Letter flown from Julianehaab 15 August 1933 via Angmagssalik to Reykjavik and carried to Copenhagen where it was marked by the machine cancel 24. August 1933. Bearing two 15 ore Karavel issue and likely to pay the Nordic rate 30 ore at that time. Marked with the scarce cachet "LINDBERGH POST - GRONLAND REYKJAVIK" in purple. A letter confirms that the letter originates in Julianehaab and was one of two letters sent by Mr. Petersen to his father in Nyborg, DK. It also states, that Lindbergh did not drop the letters in Reykjavik, but carried them to Copenhagen where they were posted. The letter is enclosed



Letter from Greenland Solberg Flight from USA to Norway via Greenland and Iceland. This postcard was sent from Angmagssalik, Greenland. The postage from Greenland to Denmark was free. 30 ore is the postage for a letter from Denmark to aboard. The letter had been flown to Norway and when by ordinary way to USA via Denmark. Postmarked Copenhagen 6. Sept 1935.

6.2 North Atlantic

Airmail letter to Greenland 5.4.1941. Marked "Luftpost via Lissabon - New York" Airmail via and marked "Greenland" by The Danish Office. The letter was most properly sent by ship New York to Greenland. The letter was only censored in Frankfurt. Ordinary letter 0-50g 1.7.1940-1.6.1950 20o + air fee each 5g 15.6.1940-28.5.1940 85o.



Air mail letter to Iceland 20.3.1941. Marked "By air mail via New York" the route was open from 17.7.1940 to 28.5.1941 via Lisboan to New York. The letter was censored in Frankfurt and on Bermuda. Letter to Nordic 0-20g 1.7.1940-1.6.1950 20 ore + air fee each 5g 85 ore.



First part of WW II.

Airmail letter to Iceland 31.5.1941. Marked "Berlin-Moskva-New York". This route was used 28.5.1941 until 22.6.1941 when Germany attacked Russia. The communication between Denmark and North Atlantic was cut 22.6.1941 until 7.2.1942. Ordinary letter aboard 0-50g 1.7.1940-1.6.1950 40o + air fee each 5g 28.5.1941-22.6.1941 each 5g 70o. Total 110 ore.



Airmail letter to Faros Island 9.6.1941. Marked "Par Avion jusquia a New York" sent via Moscow and New York. This route was used 28.5.1941 until 22.6.1941 when Germany attacked Russia. The communication between Denmark and North Atlantic was cut 22.6.1941 until 7.2.1942. Ordinary letter domestic 0-50g 1.7.1940-1.6.1950 20o + air fee each 5g 28.5.1941-22.6.1941 each 5g 70o. Total 90 ore.



6.3 North Atlantic

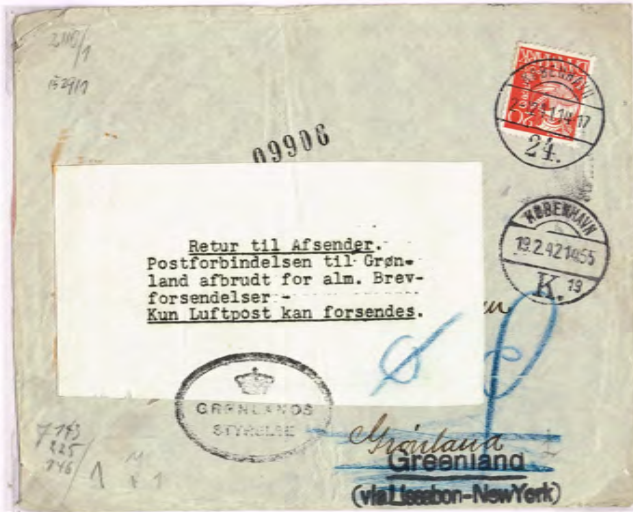
Last part of WW II.

Airmail letter to Greenland 9.11.1942. Marked "Par Avion Jusqura New York". Marked by The Danish Office. "Greenland via Lissabon - New York". The letter was censored in Berlin and on Bermuda. Ordinary letter 0-50g 1.7.1940-1.6.1950 20ø + air fee each 5g 7.2.1942-1.5.1945 80ø



Postal list for air mail parcel to Greenland 03 Jun 1942. In the list of 1940 and 1941 no air mail parcel are record in the official stastics later not mentioned. Air mails used the route Germany - Lissabon - New York by Clippers. The postage was until 1kg 110 øre / 1-3 kg 170 øre / 3-5 kg 340 øre + the air fee each 5 g 7.2.1942-1.5.1945 80 øre

Letter from Denmark to Greenland 2.12.1941. The letter was sent as surface mail but due to USA's arrangement in WW2 was it only possible to send mail across the Atlantic as airmail. At the time of sending the post line was detained by the Germans and the letter returned to "Greenland Administration" in Copenhagen and returned to sender. Ordinary letter 0-50g 1.7.1940-1.6.1950 20øre.



64379

PAYS D'ORIGINE DANEMARK 8222 LUFTPOST PAR AVION PAYS DE DESTINATION *Grønland*

**C 16**  
**FEUILLE D'AVIS**

Timbre du bureau expéditeur Timbre du bureau destinataire

Dépêche (ou envoi) du bureau d'échange de København Ønk.  
pour le bureau d'échange de Juhlhaab, Grønland  
expédiée le 19\_\_ à h. m.

I. Envois ordinaires par exprès 1)		V. Liste des envois recommandés (S'il n'y a pas d'objets recommandés, porter la mention "Néant")			
*) Souligner la mention valable. par avion 1)		No parts	Bureau d'origine	No d'ordre de l'envoi	Observations
II. Numéro de la dépêche et nombre des sacs		1	2	3	4
Numéro d'ordre de la dépêche <u>99</u>		1	<u>København</u>	<u>881</u>	
Paquets <u>Clippers</u>		2			
Via <u>Julianhaab - New York</u>		3			
Nombre des sacs composant la dépêche (y compris les sacs contenant les sacs vides renvoyés)		4			
III. Récapitulation des envois inscrits		5			
Sacs	contenant des envois recommandés	6			
Paquets		7			
Listes spéciales d'objets recommandés		8			
Total des envois recommandés		9			
Sacs	contenant des envois avec valeur déclarée	10			
Paquets		11			
Feuilles d'envoi d'objets avec valeur déclarée		12			
Total des envois avec valeur déclarée		13			
IV. Indications de service		14			
Sacs utilisés pour la confection de la dépêche appartenant à l'Administration expéditrice, y compris les sacs pour les objets recommandés		15			
Sacs en retour appartenant à l'Administration destinataire					
		VI. Dépêches closes insérées dans la présente dépêche			
		Bureau d'origine	Bureau de destination	Nombre des sacs ou paquets	
		1	2	3	

L'agent du bureau d'échange expéditeur: Hansen L'agent du bureau d'échange destinataire:

J. 2001 (4-30 A 4)

### 6.3 North Atlantic

Air mail letter to Iceland 12.11.1942. The route to Iceland, Faeroes and Greenland was reopened on the 7.2.1942. Letter to Nordic 0-20g 1.7.1940-1.5.1950 + air fee each 5g 7.2.1942-1.5.1945 80 ore



Reg. letter from Faros Islands to Sweden 17.11.44. The letter is marked with O.A.T. The letter has been via London. The letter has been tied in bundles and only the upper one was marked with O.A.T. this was open transit. Letter 1.7.40-1.6.50 20-125g 40 ore + reg. fee 1.7.40-1.6.50 30 ore + air fee 11.10.39-1.7.47 25 ore



### Last part of WW II.

Registered air mail letter to Iceland 8.5.1943. Marked "Par Avion Jusqura New York". Received on Iceland 28.9.1943, that gives a transportation of more than 4 months. The letter has been censored. In Berlin and on Bermuda. Letter to Nordic 0-20g 1.7.1940-1.6.1950 20 ore + Rec. fee 1.7.1940-1.5.1950 30 ore + air fee each 5g 7.2.1942-1.5.1945 80 ore.



Airmail letter 25-30g to Faros Island 18.9.1944. Sent via Germany with Berlin censorship. The letter was most properly sent via Lisbon and via Bermuda here the letter had British censorship. In New York the letter has been censored. The letter had special attention and marked "condemned" and later marked "released". Ordinary letter 0-50g 1.7.1940-1.6.1950 20o + air fee each 5g 7.2.1942-1.5.1945 80o x 6 480o.



#### 4 North Atlantic

Wrapper to Iceland 8.5.1946 returned with marking "Kun Luftpostbefordring" (only by air mail). Surface mail to Greenland, Faros Island and Iceland was allowed from 13.6.1945. Wrapper to Iceland 0-50g 1.7.1940-1.7.1952 8 ore but not possible due to suspended surface route



#### Air mail after WW II.

Air letter to the Faros 16.6.1945. From 15.5.1945 the air fee was reduced from 80 ore to 15 ore. The route was via Sweden and UK. The letter has Danish and British censorship. Danish domestic letter 0-50g 1.7.1940-1.6.1950 20 ore + air fee each 5g 15.5.1945-31.7.1945 15 ore



Air mail letter 5-10g to Greenland 8.6.1945. Marked "Par avion Jusqura New York" The letter was sent by air via Sweden - UK - USA. From USA with first ship or flight to Greenland. The letter has been censored by the Danish "Udenlandspostkontrol" Letter to Greenland via UK /USA as letter aboard 0-50g 1.7.1940-1.6.1950 40 ore + air fee each 5g 1.5.1945-10.9.1945 80 ore ore x 2 160 ore. Total 200 ore.



Air mail letter 5-10g to Greenland 11.2.1946. The letter was sent via UK / USA. From 04 Sep, direct flight Copenhagen - London. The air fee was reduced 10 Sep the air mail route DK to Greenland closed 25 Apr 1946. 1 Sep 1963 a direct rout Copenhagen - Greenland was reopened. Letter to Greenland via UK /USA as letter aboard 0-50g 1.7.1940-1.6.1950 40 ore + air fee each 5g 10.9.1945-25.4.1946 75 ore ore x 2 150 ore. Total 190 ore.





Air letter from Faros Island 10.7.1946. This was an inaugural flight from Faroes to Prestwick, UK. From there sent to Copenhagen. No air mail fee was added. The letter is philatelist and over franked.



Air mail letter on first scheduled flight to Faros from Copenhagen. Only normal domestic charge is franked. This service was discontinued 25 Sep 1946.



During a test flight of one the navy's Catalina flew to Faro Islands, Norway and Scotland on the 27. April 1948. About 500 kg mail was taken to Faro Islands and this newspaper has been confirmed by the Post Office in Torshavn.

7.1 North America

Ocean transit via surface to zones in US 1925-1927.



Airmail letter to Chicago USA 20.11.1925 0-20g. USA was until 2.3.1927 divided into 3 zones. In the Danish instructions letter should be mark "By air mail New York to San Francisco" even though Chicago was the destination. Marked "Night Air Mail"  
 Ordinary letter aboard 0-20g 1.1.1925-1.1.1927 30o + air fee in USA 3 zones 15.7.1925-19.4.1926 each 20g 50o. Total 120o.



Airmail letter to San Francisco USA 20.8.1926 0-20g. USA was until 2.3.1927 divided into 3 zones this is the most western. The crossing of the Atlantic Ocean was carried out by ship to New York.  
 Ordinary letter aboard 0-20g 1.1.1925-1.1.1927 30o + air fee in USA 3 zones 19.1926-2.3.1927 each 20g 90o. Total 120o.



Double postcard to USA, Chicago 13.1.1927. The internal transport in USA was by airmail. The transport in Europe was by surface. The crossing of the Atlantic Ocean was carried out by ship to New York. A postage reduction from 1.1.1927 this card is from the old period and accordingly over paid with 5 ore. Chicago was on the border between the eastern and the middle zone.  
 Ordinary card aboard 1.1.1927-1.1.1934 15o  
 + Air fees in USA 1 zone 19.4.1926-2.3.1927 each 20g 30o.



The answer part.

7.2 North America

Recommended airmail letter to USA, Los Angeles 16.11.1927. By airmail in Europe to ship crossing the Atlantic and airmail in USA. USA was from 2.3.1927 one zone. Transit marked New York 23.11.1927 arrival marked Los Angeles 16.11.1927. Letter aboard 0-20g 1.1.1927-1.11.1933 25ø + rec fee 1.4.1926-1.7.1940 25ø + air fee 15.6.1927-1.6.1933 50ø. Total 100ø.



Ocean transit via surface 1927-1939.

Airmail letter 12.12.1932 to Boston USA. By airmail in Europe to ship crossing the Atlantic and airmail in USA. Letter aboard 0-20g 1.1.1927-1.11.1933 25ø + air fee 15.6.1927-1.6.1933 50ø. Total 75ø.



Airmail letter 5-10g to Canada 28.5.1938. The letter is transported by ship to New York from there by airplane to Canada. Ordinary letter 1.11.1933-1.7.1940 30ø + air fee each 5g 1.3.1936-1.7.1938 25øx2 50ø



Air mail letter to New York 19.1.1939. All mail from Europe landed in New York therefore no US air transport for this letter only air transport in Europe. Letter aboard 0-20g 1.1.1933-1.7.1940 30ø + air fee each 20g 1.1.1933-11.10.1939 20ø





### 7.3 North America

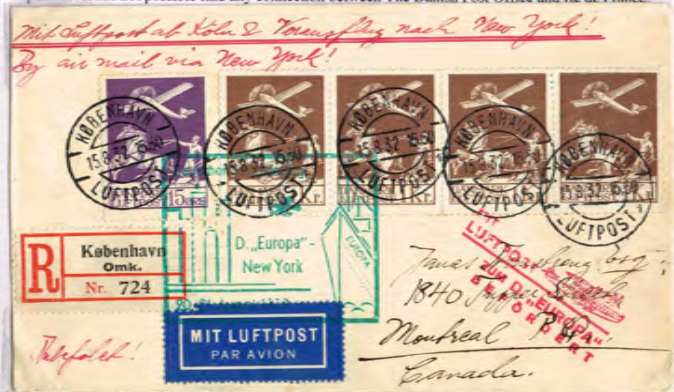
Air letter to New York, USA sent 6.8.1928 from Copenhagen via Le Havre for connection to "Ile de France". This was the first voyage with the catapult mail. The plane was launched 13.8.1928 with the mail then the vessel was about 200 nm from New York this gave a time saving of 1 day. The letter is handled in New York on the 16.8.1928.



"Ile de France" made 9 voyages. In October 1930, the catapult arrangement was removed from the vessel. Letter aboard 0-20g 1.1.1927-1.11.1933 25ø + Rec fee 1.4.1926-1.7.1940 25ø + Airmail fee in Europe each 20g 1.1.1928-1.11.1933 15ø

50ø are for the catapult fee. It has not possible find any connection between The Danish Post Office and Ile de France.

Airmail letter 20-40g to Canada 15.8.1932. The letter is sent to Cologne by airmail. From Cologne, it was flown to Cherbourg for transit to vessel". Then the vessel was within range of USA for the airplane to reach shore. The airplane was sent off vessel by catapult.



This gave a timesaving by 2-3 days by sending the mail to the ship and 1 day by the catapult flight. It was possible to use Danish stamps for all postage as an agreement was made between the Danish and the German Post Office Ordinary letter 0-20g 1.1.1934-1.7.1940 30ø + following each 20g 1.11.1933-1.7.1940 15ø + connection flight 1.11.1933-1.8.1935 each 10g 50øx3 150ø + flight from ship 1.11.1933-1.8.1935 each 10g 80øx3 240ø.

### Catapult mail 1928-1936.



Airmail letter 26 g to USA 24.7.1935. The letter is sent to Cologne by airmail. From Cologne, it was flown to Cherbourg for transit to vessel". Then the vessel was within range of USA for the airplane to reach shore. The airplane was sent off vessel by catapult. This gave a timesaving by 2-3 days by sending the mail to the ship and 1 day with the catapult flight.

It was possible to use Danish stamps for all postage as an agreement was made between the Danish and the German Post Office.

Ordinary letter 0-20g 1.1.1934-1.7.1940 30ø + following each 20g 1.11.1933-1.7.1940 15ø + connection flight 1.11.1933-1.8.1935 each 10g 50øx3 150ø + flight from ship 1.11.1933-1.8.1935 each 10g 80øx3 240ø.



Air mail letter sent from Middelfart 19.6.1933 to New York. Letter is sent with "Columbus". Sent with airmail to Cologne and to the vessel. The airmail is cancelled on board.

Letter aboard 0-20g 1.1.1927-1.11.1933 25ø + airmail for connection flight each 20g 1.6.1933-1.11.1933 45ø

7.4 North America



Airmail letter from Odense 29 April 1936 to New York on HINDENBURG first voyage to USA. Ordinary letter 0-20g 1.11.1933-1.7.1940 30ø + Hindenburg fee each 5g 125ø x 2 = 250ø



Airmail letter to USA 3.10.1936. The letter is sent with the airship "Hindenburg" on the last well done Atlantic crossing. Sent by airmail from New York to New Orleans. Transit marked Frankfurt 3.10.1936. An extra fee of 125 øre per 5 g was to pay. Ordinary letter 0-20g 1.11.1933-1.7.1940 30ø + Hindenburg fee each 5g 125ø + air fee in USA each 5g 1.3.1936-1.7.1939 25ø

Ocean transit direct from Europe 1936 - 1939.



Airmail letter to USA 21.6.1939. The letter is marked "Trans - Atlantic Air Mail". The first direct trans-Atlantic route stated from Southampton 24.6.1939. Ordinary letter 0-20g 1.11.1933-1.7.1940 30ø + air fee 1.3.1936-1.7.1939 25øx2 50ø.



Airmail letter to USA, San Francisco 6.11.1939 10-15 g. The letter was sent by the route Marseille - New York this route opened 1.7.1939. The letter has France "UA" censor mark this mark is from Paris. Content of the letter: ....the mail is so slow and....the letters are old before they reach destination. I received a letter aunt NN 21. Oct. It was sent 23. Sep with airmail. This route was the preferred route by the Danish Post. Ordinary letter 0-20g 1.11.1933-1.7.1940 30ø + air fee each 5g 11.10.1939-1.1.1940 70øx3 210ø

7.5 North America

Airmail letter to USA 8.4.1940 via Holland. From 9.4.1940 to 24.6.1940 all civil flights were cancelled in Denmark. The mail was sent via Germany to other routes to reach USA. In this case the route via Holland was used this was possible until 10. May. The letter has no censorship. It is at random which route via Holland or via Italy to be used. Ordinary letter 0-20g 1.11.1933-1.7.1940 30ø + air fee each 5g 2.4.1940-7.12.1941 85øx2 170ø



Mail to North America 1940-1941.

Airmail letter to USA, Chicago 3.12.1941. USA was attacked on the 07 Dec 1941. It was not before on the 11 Dec in the afternoon European time Germany declared USA war. USA declared Germany war, too. All post route to USA was therefore closed from the morning 12 Dec. Mail already sent and not cleared by German censors was returned. Mail sent on the 12 Dec was returned by the Danish Post Office and had Danish censorship. Letter aboard 0-20g 1.7.1940-1.6.1950 40ø + air fee each 5g 2.4.1940-7.12.1941 85ø



Airmail letter to Canada 1.4.1941. The letter was sent via POST BOX 252, NEW YORK. This postbox was an undercover address for letter to Canada. The postbox was controlled by "Thomas Cook and Son" according to a note in Montreal Gazette Nov. 25 1939. The postage was paid in Canada and covered a letter and the return letter it was 50 cent plus the normal rate to New York. Letters from other occupied territories are known and only few from Denmark. The letter has German Frankfurt and Canadian censorship.



Ordinary letter 0-20g 1.7.1940-1.6.1950 40ø + air fee each 5g 2.4.1940-7.12.1941 85ø.

Air mail letter 12.12.1941 to Pasadena USA. Mail sent on the 12. Dec was returned by the Danish Post Office and had Danish censorship.



Letter aboard 0-20g 1.7.1940-1.6.1950 40ø + air fee each 5g 2.4.1940-7.12.1941 85ø x 2 170ø. Total 210ø.

7.6 North America



Airmail postcard to USA, New York 4.6.1945. Next day the route to USA and aboard reopened. This card was sent 4.6.1945 so it could reach the first flight. Until 27.6.1945 was it only possible to send postcard without illustrations and only as airmail. The route was Sweden - London to New York this route was established 21. May 1945. Ordinary card 1.7.1940-1.6.1950 25ø + air fee 5.6.1945-10.9.1945 85ø.

Airmail postcard to Canada, 16.6.1946. Marked "Jusqu a New York". 5.6.1945 was the mail route to Canada reopened. Until 27.06.1945 was it only possible to send postcards without any illustration and only as airmail. The route was via Sweden. The airmail fee did only cover transport to New York. The Danish "Udenlandspostkontrol" and the Canadian censorship censor the postcard.

Ordinary card 1.7.1940-1.6.1950 25ø + air fee 5.6.1945-10.9.1945 85ø.



Airmail postcard to Canada, 16.6.1946. Marked "Jusqu a New York". 5.6.1945 was the mail route to Canada reopened. Until 27.06.1945 was it only possible to send postcards without any illustration and only as airmail. The route was via Sweden. The airmail fee did only cover transport to New York. The Danish "Udenlandspostkontrol" and the Canadian censorship censor the postcard. Ordinary card 1.7.1940-1.6.1950 25ø + air fee 5.6.1945-10.9.1945 85ø.



Letter 15-20g to USA 30.7.1945. From 21.7.1945 - 31.7.1945 was it possible to have mail as surface from London to New York. The leg Copenhagen - London must be air mail. OM 31/1945. Ordinary letter 0-20g 1.7.1940-1.6.1950 40 øre + air fee each 5g 27.6.1945-31.7.1945 15 øre x 4 = 60 øre. Total 100 øre. If air mail all way DK-USA the postage would be 380 øre saved 280 øre.

### 8.1 South America.

Airmail letter to Argentina  
29.5.1929.  
The letter was possibly sent  
via France. Crossed the  
Atlantic by ship.  
From 16. April 1929 night  
flight was established from  
Natal to Buenos Aires, which  
means a save in time of one  
day.  
From 1.2.1929 airmail fee for  
Europe was included in the  
airmail fee.  
Ordinary letter 0-20g  
1.1.1927-1.11.1933 25ø + air  
fee each 5g 1.2.1929-5.3.1930  
165ø



Recommended  
airmail letter to  
Peru 21.7.1933.  
The letter was  
transported with  
the German route.  
Even though it is  
mark via France.  
The Danish Post  
administration  
always used the  
first and fastest  
route for any air  
mail.  
Ordinary letter 0-  
20g 1.1.1927-  
1.11.1933 25ø +  
rec fee 1.4.1926-  
1.7.1940 25ø + air  
fee each 5g  
1.6.1933-  
1.11.1933 255øx4  
102ø



### Ocean transit via surface 1929-1935.

Airmail letter to  
Argentina, 28.10.1932.  
Weight 4g.  
The letter was sent via  
Germany transit marked  
Hanover 29.10.1932  
arrival marked Buenos  
Aires 7.11.1932. The  
letter has crossed the  
Atlantic by ship.  
Ordinary letter 0-20g  
1.1.1927-1.11.1933 25ø +  
air fee each 5g 29.4.1931-  
1.6.1933 150ø



Airmail letter 5-10g  
30.6.1933 to  
Argentina. Crossed the  
Atlantic by ship  
The letter was  
transit marked  
Frankfurt 1.7.1933  
and "Lyon-  
Marseille Avion"  
2.7.1933 that means  
that the France  
route has been  
used. Airmail on  
the France route  
was carried by ship  
(2 corvettes were  
used) crossing the  
South Atlantic from  
Dakar to Natal.  
Ordinary letter 0-  
20g 1.1.1927-  
1.11.1933 25ø + air  
fee each 5g  
1.6.1933-1.11.1933  
255ø x 2 = 510ø.



**8.2 South America.**

Airmail letter to Chile  
 21.10.1932. Flown on  
 Graf Zeppelin 9<sup>th</sup> and  
 last voyage in 1932.  
 Arrival Recife  
 27.10.1932 and arrival  
 Valparaiso 31.10.1932.  
 Ordinary letter 0-20g  
 1.1.1927-1.11.1933 25ø  
 + air fee each 5g  
 29.4.1931-1.6.1933  
 150ø.



Airmail letter to Brazil  
 6.6.1934. The letter is  
 transit marked in Berlin  
 7.6.1934. It has been  
 with the German route  
 and transit marked in  
 9.6.1934  
 FRIEDRICHSHAFEN  
 (Bodensee) this was the  
 point of departure for  
 the Zeppelin airship to  
 South America.  
 Departure was 9.6.1934  
 with arrival Rio de  
 Janeiro 13.6.1934.  
 From January 1936,  
 direct airplane was  
 used for crossing the  
 South Atlantic.  
 Ordinary letter 0-20g  
 1.11.1933-1.7.1940 30ø  
 + air fee each 5g  
 1.11.1933-1.10.1935  
 250ø.



**Ocean transit via Zeppelin 1932-1935.**

Airmail letter to Brazil  
 13.8.1934. The letter  
 is transit marked in  
 Berlin 14.8.1934. It  
 has been with the  
 German route and  
 transit marked in  
 18.8.1934  
 FRIEDRICHSHAFEN  
 (Bodensee). Departure  
 was 9.6.1934 with  
 arrival Rio de Janeiro  
 22.8.1934.  
 Ordinary letter 0-20g  
 1.11.1933-1.7.1940  
 30ø + air fee each 5g  
 1.11.1933-1.10.1935  
 250ø.



Airmail letter to  
 Brazil 25.11.1935.  
 From 7. Nov. 1935  
 to 3. Dec. 1935 all  
 mail was sent by  
 Zeppelin, the flight  
 plane was out of  
 service due to  
 repair. Ordinary  
 letter 0-20g  
 1.11.1933-1.7.1940  
 30ø + air fee each  
 5g 1.10.1935-  
 11.10.1939 230ø.



**8.3 South America.**

**Ocean transit by combined ship and catapult 1934-1936.**

Airmail letter for Argentina 6.9.1934. The letter was sent on the German route to Berlin by train. The crossing of the South Atlantic was done by ship and airplane. On the German route airship or ship / airplane were used. The Dakar loaded airplane was catapulted when it was possible to reach Natal by the airplane. Sent by air routes in South America. The letter is marked Pr. Graf Zeppelin but never sent by that means



Ordinary letter 0-20g 1.11.1933-1.7.1934 30ø + air fee each 5g 1.11.1933-1.1.1935 290ø

Airmail letter to Argentina 16.12.1936. The Zeppelin had last departure before the winter stop 25. Nov 1936. This letter had been air transported to Dakar and transported by ship and catapulted when in it possible to reach Natal by the airplane. Sent by air route in South America Ordinary letter 0-20g 1.11.1933-1.7.1940 30ø + air fee each 5g 1.10.1935-1.9.1939 275ø. Total 305ø



**8.4 South America**

**Ocean transit direct by plane 1935-1937.**



Recommended airmail letter to Chile 21.11.1935. It is unknown which route used for this letter. Ordinary letter 0-20g 1.11.1933-1.7.1940 30ø + rec fee 1.4.1926-1.7.1940 25ø + air fee each 5g 1.10.1935-11.10.1939 275ø.



Recommended letter for Argentina, 14.5.1937 - 20-25g. The letter has been flown across the Atlantic. Ordinary letter 0-20g 1.11.1933-1.1.1940 30ø + following 15g 1.1.1927-1.7.1940 15ø + rec fee 1.4.1926-1.7.1940 25ø + air fee each 5g 1.10.1935-11.10.1939 275x5=1375ø

8.4 South America.

Ocean transit direct by plane 1938.

Recommended airmail letter to Brazil 480g 3.9.1937.  
The letter is flown with the German or the France route arrival marked 7.9.1939.  
Ordinary letter 0-20g 1.11.1933-1.7.1940 30 ore + extra for each 20g 15 ore x 18 345 ore + rec fee 1.4.1926-1.7.1940 25 ore + air fee each 5g 1.10.1395-11.10.1939 230 ore x 96 22080 ore. Total 22480 ore.  
This is the largest postage known before 1945 on letter.  
To compare the prices in today's money a skilled laborer had 166 ore/hour.

The letter was mentored in the newspaper Fyns Stiftstidende 20. Mar. 1938.





**8.4 South America.**

Airmail letter to Paraguay 21.6.1938. Sent via the German route: Berlin - Frankfurt - Bathurst - Natal. Transit marked Berlin 22.6.1938. Arrival marked Caracas 21.12.1938. Ordinary letter 0-20g 1.11.1933-1.7.1940 30ø + air fee each 5g 1.11.1937-11.10.1939 275ø.



**Ocean transit direct by plane 1938-1940.**

Airmail letter to Peru 16.12.1939. Sent with the France route as the German route from 1.9.1939 was not in used anymore. The route was Paris/ Toulouse/Dakar/ Natal/Rio de Janeiro/ Buenos Aires/Santiago/ Arica/Lima. Ordinary letter 0-20g 1.11.1933- 1.7.1940 30ø + air fee each 5g 11.10.1939- 9.4.1940 315ø.



The Danish Flag label was used to indicate that the letter was sent from Denmark with Post Office approval. Price 2ø - 10% for the Air Force.

Airmail letter to Uruguay 3.5.1938 - 5-10g. The letter was carried with the German route. Arrival marked Montevideo 9.5.1938. Ordinary letter 0-20g 1.11.1933-1.7.1940 30ø + air fee each 5g 1.10.1935-11.10.1939 275øx2 550ø.



Airmail letter 5-10g to Chile 8.3.1940. Sent via the France as pervious letter and discharged in Santiago. Arrival marked Santiago 21 Mar 1940. Ordinary letter 0-20g 1.11.1933- 1.7.1940 30ø + rec fee 1.4.1926- 1.7.1940 25ø + air fee each 5g 7-11.10.1939- 9.4.1940 315ø



**8.5 South America.**

Air mail letter 0-5g to Ecuador 14.10.1937. The route was surface transport to New York then air transport to Ecuador. The postage is cheaper on this route than the direct route. Ordinary letter 0-20g 1.11.1933-1.7.1940 30o + air fee each 5g 1.3.1936-1.1.1938 115o



**Transit via New York 1937-1939 and 1945.**

Airmail letter to Venezuela 31.8.1945. The letter was sent by airplane from Europe to Venezuela via New York. The mark "E Nr 6" is an export permission and the letter has Danish censorship. Ordinary letter 0-20g 1.7.1940-1.6.1950 40o + air fee 11.8.1945-10.9.1945 130ox2 260o



Registered airmail letter to Venezuela 23.11.1939. Sent by ship to New York from there sent as airmail. The letter is returned. Ordinary letter 0-20g 1.11.1933-1.7.1940 30o + rec fee 1.4.1929-1.7.1940 25o + air fee each 5g 11.10.1939-9.4.1940 100o.



Airmail letter to Brazil 9.8.1945. Marked "jusqu a New York", and "via Sverige" these two markings are used in two different Post Offices. The card has Danish censorship. The airmail fee was only to New York. From New York the letter is carried by ship. Ordinary card 1.7.1940-1.6.1950 40 ore + air fee each card 5.6.1945-11.8.1945 85 ore.

### 8.6 South America.

Air mail letter 0-5g  
To Brazil 18.10.1940.  
The letter was sent by  
air to New York and  
again by air to Brazil.  
This route was a little  
cheaper than the route  
Italy - South America.  
Ordinary letter 0-20g  
1.7.1940-1.6.1950 40ø  
+ air fee each 5g  
2.4.1940-7.12.1941  
205 ø.  
Total 245 øre.



Registered airmail  
letter 10-15g to  
Argentina 2.4.1943.

Although all  
connection to South  
America was  
suspended there was  
open to Argentina  
3.6.1942-7.2.1944 and  
Chile 3.6.1942-  
19.2.1943 via Berlin  
there censored and  
Lisboan with PANAM  
through Bolama,  
Portuguese Guinea  
and on to San Juan,  
Porto Rico, where it  
was censored by U.S.  
censors. From San  
Juan it was carried by  
the PANAM FAM-5  
route down the coast  
of South America to  
Buenos Aires.

Ordinary letter 0-20g  
1.7.1940-1.6.1950 40  
ø + reg fee 1.7.1940-  
1.5.1951 30 øre + air  
fee 3.6.1942-7.2.1944  
180 øre x 3 = 540 øre.  
Total 610 øre



### Air mail during WWII.

Airmail letter  
to Venezuela  
5.10.1940.  
Sent with air  
from Europe  
via New York  
to Venezuela.  
The letter has  
German  
censorship  
from Frankfurt  
and British  
censorship  
from Trinidad.  
Received  
16.11.1940.  
Ordinary letter  
0-20g  
1.7.1940-  
1.6.1950 40ø +  
air fee each 5g  
2.4.1940-  
7.12.1941  
185ø.



Airmail letter to  
Venezuela  
16.12.1940. Sent  
via Italian - South  
America. The  
letter was  
censored in  
Munich here was  
the letter marked  
with the section  
mark "33". The  
route was  
rescheduled to  
Trinidad. There  
the letter had  
British censorship.  
Ordinary letter 0-  
20 1.7.1940-  
1.6.1950 40ø + air  
fee each 5g  
1.1.1940-2.1.1941  
345ø.



8.7 South America.



20 centavos (e)

Handprint Baranquilla 7mm



30 centavos (e)



20 centavos



5 pesos

Typo graphed Berlin 10 mm



20 centavos  
For rec fee.

SCADTA.



Airmail letter to Colombia Dec. 1926. The letter has been in an outer envelope that was franked with Danish stamps and sent to "SCADTA" s office in Colombia. Here a control of the corresponding on the markings of the stamps and the country of origin for the SCADTA stamp on this envelope. There after it was transported as airmail in Colombia.



Airmail letter to Colombia 18.6.1927. Danish stamps were used as postage to Colombia as surface mail. The letter is also franked with 30 centavos that was the fee for the airmail from the coast - Barranquilla - to a destination on the airmail route. The stamp is marked "D" which means the stamp was bought on the Colombian Consulate in Denmark. The marking was a protecting against money speculation. All this due to the fact that no agreement was made between the Danish and the Colombian Post. An agreement was made from 27.6.1928. The postage is correct. Only few Danish letters are known with these stamps.



Letter for Colombia sent from Copenhagen 30. July 1928. The easiest way to send a letter by air mail was by knowing someone who was able to pay the air mail fee. That could be as in this case a firm that had offices in Colombia. They franked the letter aging with Colombian stamps

9.1 Central America.

Airmail letter to St. Thomas 13.6.1932. With ship to New York. From New York by airplane to St. Thomas.  
 Ordinary letter 0-20g  
 1.1.1927-1.11.1933 25ø + air fee each 20g  
 5.3.1930-1.11.1933 100ø



Ocean transit via surface to New York 1932-1938.

Airmail letter to Panama Canal zone 17.12.1935. Carried by ship to New York and by airplane to Panama Canal zone. The 10 øre has stone under the plough no 13 in the sheet.  
 Ordinary letter 0-20g  
 1.11.1933-1.7.1940 30ø + air fee each  
 10g 1.1.1935-1.3.1936 155ø



Airmail letter to Mexico 7.2.1934. Carried by ship to New York and by airplane to Mexico.  
 Ordinary letter 0-20g  
 1.11.1933-1.7.1940 30ø + Rec fee  
 1.4.1926-1.7.1940 25ø + air fee each  
 10g 1.11.1933-1.1.1935 115ø



Airmail letter to Haiti 18.11.1937 0-5g. The letter is transported to New York by ship. From New York by air. Arrived Haiti 29.11.1937.  
 Ordinary letter 0-20g  
 1.11.1933-1.7.1940 30ø + air fee each 5g  
 1.3.1936-1.1.1938 50ø.



9.2 Central America.

Ocean transit by air 1939-1945.



Airmail card to The Dominicans Republic 28.4.1941. Carried on cheapest route via Lisbon - New York. The card has German censorship.  
Ordinary card 1.7.1940-1.6.1950 25ø + air fee each 5g 2.4.1940-7.12.1941 115ø.



Airmail letter to Haiti 31.7.45. For the whole America airmail fee was it only possible to pay up to New York. The letter is sent via England to USA. Miami had an airmail communication with Haiti. Even though the letter is only airmail paid to New York has it most properly been carried by air to Haiti. Arrival marked Port au Prince 13.8.1945. The letter is censored by the Danish Control.  
Ordinary letter 0-20g 1.7.1940-1.6.1950 40ø + air fee each 5g 5.6.1945-11.8.1945 85ø.



Air mail letter 0-5g to Guatemala 9.9.1940.  
The letter is sent via South America on the route Italy - Brazil.  
The route was Rome - Seville - Villa Cisneros (Spanish Morocco) - Sal (Cape Verde) - Recife - Rio de Janeiro. The route was suspended December 1941.  
Using this route British censorship was avoided.  
Ordinary letter 0-20g 10.07.1940-1.6.1950 40 øre + air fee each 5g 1.1.1940- 2.1.1941 345 øre.

10. Australia.

1934-1945.



Return letter to and from Australia first sent from Sydney 8.12.1934 as a common airmail letter. The letter arrived Copenhagen 25.12.1934. From Copenhagen is the letter returned 28.12.1934 to Sydney as recommended airmail letter with arrival Sydney 21.1.1935. The letter is sent by airplane Copenhagen - Sydney. The route was opened via India from 17.12.1934. This air fee was only valid for 14 days.

Ordinary letter 0-20g 1.11.1933-1.7.1940 30 øre + Rec fee 1.4.1926-1.7.1940 25 øre + Air fee each 10g 17.12.1934-1.1.1935 275 øre x2 550 øre

Airmail letter card to Australia 30.6.1945. The letter card was sent via Sweden - London - USA. Censored in Denmark, England and Australia. After arrival in Sydney the card is returned to Denmark.

Lettercard aboard 1.7.1940-1.6.1950 25ø + air fee each card 5.6.1945-10.9.1945 85ø



Airmail letter to New Zealand 2.6.1937. Via London - Indian - Australia. From Australia, the letter was carried as surface mail. The only transit marking is Hamburg 3.6.1937. This could mean that the letter is carried in a postbag for New Zealand. Ordinary letter 0-20g 1.11.1933-1.7.1940 30ø + air fee each 5g 1.3.1936-1.10.1938 95ø

11.1 Africa

Mail by ship to Africa and inland air transport.



Airmail letter to Belgium Congo 20.9.1929. Sent by air to Belgium then by ship to Congo and again by air on the domestic route. There was no official Danish route to Belgium Congo. Ordinary letter 0-20g 1.1.1927-1.11.1933 25ø + rec fee 1.4.1926-1.7.1940 25ø + air fee to Europe each 20g 19.4.1926-1.11.1933 15ø + air fee Congo 20ø but not official.

Airmail letter to South Africa 9.11.1932. Sent by surface from Southampton to Cape Town and by air Cape Town to Johannesburg. Ordinary letter 1.1.1927-1.11.1933 25ø + air fee in South Africa each 20g 29.4.1931-1.11.1933 25ø.



Airmail letter to Belgium Congo 3.1.1930. Marked "Par avion France - Alger". Transit marked Flensburg 1.4.1930 - Marseille 2.4.1930 - Paris 3.4.1930. Arrival marked Leopoldville 26.4.1930 that means that the letter has been transported by surface most properly via Antwerp by ship to Leopoldville.

Ordinary letter 0-20g 1.1.1927-1.11.1933 25ø + rec fee 1.4.1926-1.7.1940 25ø + air fee Alger 0-20g 5.3.1930-29.4.1931 35ø



### 11.2 Africa.

Recommended airmail letter to Alger 8.10.1928. There has been a route Toulouse - Oran this route was disused 31.12.1927. 21. May 1928 Air France started a route to Tunisia via Bone - Alger. The route was not in P&T's table therefore it is difficult to make the correct postage. Ordinary letter 0-20g 1.1.1927-1.11.1933 25s + rec fee 1.4.1926-1.7.1940 25s + air fee to Alger each 20g 27.4.1927-6.3.1929 35s + air fee in Europe each 20g 19.4.1926-1.1.1933 15s



### Africa via France.

Airmail letter to Sierra Leone 4.12.1936. Transit marked Paris 5.12.1936 and Dakar 7.12.1936. From Dakar to Freetown by surface transport. Arrival marked Freetown 8.12.1936. For the Danish Post office, no official route to Sierra Leone was established. Ordinary letter 0-20g 1.1.1933-1.7.1940 30s + air fee each 5g 1.3.1936-1.3.1937 55s.



Airmail letter to Tunis 6.3.1930. Marked "Par avion France - Tunis", and transit marked Marseille 8.3.1930. The letter may be posted 4.3 as the air fee changed from 40s to 35s each 5 gram. Ordinary letter 0-20g 1.1.1927-1.11.1933 25s + air fee each 5g 5.3.1930-29.4.1931 35s.



Airmail letter sent 21.1.1933. Marked "Par avion France - Maroc", and transit marked Marseille. Ordinary letter 0-20g 1.1.1927-1.11.1933 25s + air fee Airmail letter to France Morocco 21.1.1933, each 20g 29.4.1931-1.6.1933 25s



### 11.3 Africa.

Airmail letter to Kenya  
8.12.1931. Sent to Cairo  
for connection to the main  
route to southern Africa.  
The letter is transit marked  
Nairobi 17.12.1931 and  
arrival marked Eldoret  
19.12.1931. The full route  
to South Africa was not  
established that took place  
1.2.1932. The air transport  
was carried out to Kisumu.  
The transport Kisumu –  
Nairobi and back to Eldoret  
is by land.  
Ordinary letter 0-20g  
1.1.1927-1.11.1933 25c +  
air fee each 20g 1.4.1931-  
1.6.1933 100c



### Imperials route to Southern Africa.

Airmail letter to Kenya  
15.8.1933  
The letter was sent direct  
to Nairobi. The letter is  
transit marked Berlin  
16.8.1933 and Munich  
16.8.1933 with arrival  
marking Nairobi  
22.5.1933.  
Letter aboard 0-20g  
1.1.1927-1.11.1933 25c +  
air fee each 10g 1.6.1933-  
1.11.1933 75c



Airmail letter 0-20g to  
Tanganyika  
10.5.1932. Sent via  
Berlin to Cairo for  
contact to the main  
route ending up in  
Cape Town. The letter  
was carried on the  
main route to Mehya,  
Tanganyika. Mbozi is  
close to Mehya.  
Ordinary letter 0-20g  
1.1.1927-1.11.1933  
25c + air fee each 20g  
1.4.1931-1.6.1933  
100c.



Air letter 15g to Kenya  
14.11.1933. The route was  
direct to Nairobi with  
connection in Athens.  
From Nairobi to Ruiru the  
transport was by train.  
Transit marked  
Berlin 15.11.1933  
Athens 17.11.1933  
Nairobi 21.11.1933  
Ruiru 22.11.1933.  
Ordinary letter 0-20g  
1.1.1933-1.7.1940 30c  
Air fee each 10g  
1.11.1933-1.7.1934  
85c x 2 170c



### 11.3 Africa.

Airmail letter to Uganda 27.8.1934. Sent to Cairo for connection to the main route to southern Africa. The letter is transit marked Berlin 28.8.1934 – Munich 29.8.1934 and arrival marked Entebbe 3.9.1934. The airport in Uganda changed until Mar 1932 Port Bell from Mar 1932 to Jun 1933 Kamala and from Jun 1933 Entebbe. All within few kilometers. Ordinary letter 0-20g 1.11.1933-1.7.1940 30¢ + air fee each 10g 1.7.1934-1.1.1935 100¢. The letter is under franked with 25¢ but still carried by air mail and without any surcharge.



### Imperials route to Southern Africa.

Airmail letter to Madagascar 18.9.1934. The letter was carried on the main route with final destination Cape Town. From Broken Hill (Kabwe) the letter was carried on the side route to Madagascar. This side route was active from July 1934 to February 1936. Transit marked Broken Hill 30.9.1934 and Tananaive 6.10.1934. Ordinary letter 0-20g 1.11.1933-1.7.1940 30¢ + air fee each 10g 1.7.1934-1.9.1934 260¢.



Airmail letter to Tanganyika 27.4.1935. Sent to Dodoma in Tanganyika the normal route to Dares Salaam was via the side route from Nairobi. The letter is transit marked Berlin 28.4.1935 – Athena 29.4.1935 – Dodoma 04.5.1935 and arrival marked Dares Salaam 06.5.1935. Ordinary letter 0-20g 1.11.1933-1.7.1940 30¢ + following 20g 1.1.1927-1.7.1940 15¢ + air fee each 10g 1.1.1935-1.12.1935 90¢ x 3 = 270¢.



Air mail letter to Kenya 27.2.1936. The letter sent direct to Nairobi. The letter is transit marked Berlin 28.2.1936. Letter aboard 0-20g 1.11.1933-1.7.1940 30¢ + air fee each 10g 1.12.1935-1.3-1936 80¢.



### 11.3 Africa.

Airmail letter to Belgium Congo 12.12.1936. The letter was sent on the route Cairo - Cape Town. From Entebbe near Kampala was the letter carried as surface mail to Rutshuru which is in the NE part of Belgium Congo. To the southern part of Belgium Congo airmail were sent via Broken Hill. The western part of Belgium Congo airmail was sent via Marseille to the coast of Belgium Congo.  
 Ordinary letter 0-20g  
 1.11.1933-1.7.1940 30s + air fee each 5g  
 1.5.1936-11.10.1939 40s



### Imperials route to Southern Africa.

Airmail letter 22g to South Africa 2.6.1937. Port Elizabeth was second last station on the main route. Ordinary letter 0-20g 1.11.1933-1.7.1940 30s + following 20g 1.1.1927-1.7.1940 15s + air fee each 5g 1.3.1936-11.10.1939 60s x 5 300s.



Airmail letter 5-10g to Northern Rhodesia 17.10.1939. The letter was sent via the side route from Beria to Lusaka. Arrival marked Chingola 03. Nov 1939. The letter was censored in Africa therefore the extended time of transport.  
 Ordinary letter 0-20g  
 1.11.1933-1.7.1940 30s + air fee each 5g  
 11.10.1939-9.4.1940 60s x 2 120s.



Airmail letter to Kenya 14.10.1939. The letter was transported on the main route to Kisumu from there it was carried on the side route to Nairobi. From March 1937 Nairobi was not a station on the main route. From Nairobi is the letter sent back by air to Kisumu and by train to Kitale or it is sent direct by train to Kitale. The letter is censored twice last in Nairobi and first in England.  
 Ordinary letter 0-20g  
 1.11.1933-1.7.1940 30s + air fee each 5g  
 11.10.1939-9.4.1940 60s



**11.4 Africa.**

Airmail letter to Kenya 8.4.1940. The letter had not left from Denmark before the Germans occupied Denmark. All mail to abroad stopped 9th April 1940. The letter has not been opened since posted. Ordinary letter 0-20g 1.11.1933-1.7.1940 30ø + air fee each 5g 11.10.1939-9.4.1940 60ø



**1940-1945.**

Airmail letter to Kenya 26.5.1941. The letter was sent via postbox 506 in Lisbon. This was an undercover address administered by "Thomas Cook". The letter has postage for Lisbon only. The postage Lisbon-England-Kenya was already paid by the receiver in Kenya. The letter has both German and English censorship. Ordinary letter 0-20g 1.7.1940-1.6.1950 40ø + air fee each 20g 11.10.1939-1.7.1947 for Europe 25ø.



Airmail letter to Tangier Spanish Morocco 28.7.1941. Readdressed to Dakar France Morocco by the vessels agent. The mail connection to France Morocco was cut-off 9.4.1940. The letter is marked Berlin-Madrid with censorship in Munich From Madrid to Tangier it was air carried. The letter has passed areas under German and British control. Letter aboard 0-20g 1.7.1940-1.6.1950 40ø + Express fee aboard 1.11.1933-1.1.1951 60ø + air fee each 5g 2.1.1941-5.10.1943 20ø. Total 120 øre



Airmail letter to Nigeria 10.7.1945. The letter was sent to England via Sweden. For one reason or another it has not been possible to have air transport all the way to Nigeria the two red strokes mark this across "LUFTPOST". The letter is arrival marked 1945. Ordinary letter 0-20g 1.7.1940-1.6.1950 40ø + air fee each 5g 5.6.1945-10.9.1945 85ø



12.1 Asia.

1926 flight to Fare East.



This letter for the leg Calcutta to Rangoon

Attempted flight Copenhagen 16 March 1926 to Japan via India. The two pilots were Lut. Botved in flight R.1 and Lut. Herschend in flight R.2. Mail was carried from Calcutta departure 03 April 1926 to Rangoon 78 letters – to Bangkok 41 letters – to Tokyo 31 letters. These letters were all carried by Lut. Botved in R.1.



This letter for the leg Calcutta to Bangkok



Herschend in R.2 was forced to land in paddy 28 miles from Rangoon the plane was damaged and transported by steamer to Bangkok, where it was repaired and flew back to Copenhagen via India. On Herschend return flight he carried mail from Bangkok to Copenhagen. All mails were marked by the seal of Royal Legation at Calcutta and Siam (Bangkok) respectively. This was the first direct airmail from Fare East to Europe.

12.2 Asia.

Airmail letter to Japan 24.4.1930. The letter was transported via Moscow – Irkutsk – Japan. From August 1929 airmail transport to Irkutsk from there the mail was transported as surface mail. The letter was returned to sender from Japan via Canada to Denmark. In Japan, Japanese stamps have been supplied to the letter for the new transport. This is a "round the world letter". Ordinary letter 0-20g 1.1.1927-1.11.1933 25ø + air fee each 20g 1.8.1929-1.11.1930 90ø.



Japan 1930-1939.

Airmail letter to Japan 25.9.1936. From Dec 1933 until Nov 1939 Japan was not mentioned in the Danish tables. The letter is marked "Copenhagen-Moscow". The letter was by airmail until Moscow thereafter by surface. Arrival marked by the hotel 10 Sep 1936. Ordinary letter 0-20g 1.11.1933-1.7.1940 30ø + air fee for Europe each 20g 1.11.1933-11.10.1939 20ø.



Airmail letter to Japan 11.2.1939. Still there was no postage table for Japan. This letter is marked with "via China" and is also charged as for China. The letter is carried with KLM with transit Bangkok Sunday 19.2.1939 the flight departed Amsterdam Tuesday 14.2.1939. From Bangkok the letter was carried by Air France to Hong Kong arrival 22.2.1939. Arrival Yokohama Thursday 2.3.1939. Ordinary letter 0-20g 1.11.1933-1.7.1940 30ø + air fee to China each 5g 1.10.1938-11.10.1939 110øx2 = 220ø. The letter is not opened after return.

### 12.3 Asia.

Airmail letter to China  
9.9.1929.  
The route to China via  
Moscow was only  
open 1.8.1929 to  
1.11.1929. This was  
the first period the  
route was open. The  
plane had several  
stops on the route to  
Irkutsk from there by  
train to Shanghai.

Letter aboard 0-20g  
1.1.1927-1.11.1933  
25o + rec fee  
1.4.1926-1.7.1940 25o  
+ air fee each 20g  
1.8.1929-1.11.1929  
90o



Airmail letter to  
China 22.9.1936.  
Marked "via Paris  
and Marseilles  
Saigon". Transit  
marked Paris  
23.9.1936. -  
Departure Bangkok  
1.10.1936 - Transit  
Saigon same day  
1.10.1936. and  
arrival marked  
Kunming 4.10.1925  
this is 4.10.1936 our  
time.  
Ordinary letter  
aboard 0-20g  
1.11.1933-1.7.1940  
30o + airmail fee  
each 5g 1.5.1936-  
2.10.1936 85o.



### China 1929-1939.

Airmail letter to  
China 1.12.1933.  
Marked  
"Marseilles  
Saigon" changed to  
"Naples -  
Saigon" Transit  
marked 12.12.33  
and Singapore 23  
Dec. Arrival  
marked Shanghai  
3.1.23. This is  
3.1.1934 our time.  
10o + 15o on the  
back. Ordinary  
letter 0-20g  
1.11.1933-  
1.7.1940 30o + rec  
fee 1.4.1926-  
1.7.1940 25o + air  
fee each 10g  
1.11.1933-  
1.1.1934 170o.



Airmail letter 20-25g  
to China 5.4.1939.  
Flown with Imperial  
Airways departure  
London Wed  
5.4.1939. Letter  
connected to flight at  
Athena. Arrival  
Bangkok Tuesday  
11.4.1939. Departure  
for Hong Kong  
12.4.1939. Arrival  
Hong Kong  
12.4.1939 marked  
5PM. By train or ship  
to Shanghai. Airmail  
label cancelled in  
Hong Kong.  
Letter aboard 0-20  
1.11.1933-1.7.1940  
30o + following 20g  
1.1.1927-1.7.1940  
15o + air fee each 5  
1.10.1938-  
11.10.1939 110o x 5  
= 550o.  
Total 595o.





**12.4 Asia.**

Airmail letter 0-20g to Siam 13. Sep. 1932. Sent via Amsterdam marked with routing stamp via Amsterdam.

Departure from Amsterdam was Thu. 15. Sep 1932 with arrival Bangkok Fri. 23. Sep. 1932 with KLM.

Letter aboard 0-20g 1.1.1927 - 1.11.1933 25ø + airmail fee each 20g 1.1.1932 - 1.6.1933 125ø. Total 150ø



Airmail letter 0-10g to Siam 13.7.1933. Sent via Berlin with connection to the flight from Amsterdam which departed weekly on Thursdays. This departed 20.7.1933 with planned arrival Bangkok Wednesday 26.7.1939 for some reason the flight was delayed and arrived Saturday 29.7.1933.

Letter aboard 0-20g 1.1.1927-1.11.1933 25 øre + airmail fee each 10g 1.6.1933-1.11.1933 110 øre. Total 135 øre.



**Siam 1932-1939.**

Recommended airmail letter to Siam 12.12.1933. Marked "via Amsterdam - Nederland India" the letter has also been via Berlin. Ordinary aboard letter 0-20g 1.1.1927-1.11.1933 30ø + rec fee 1.4.1926-1.7.1940 25 ø + air fee each 10g 1.11.1933-1.11.1935 125ø x2 250ø. Total 305ø.



Airmail letter to Siam 25.6.1938. Sent via Berlin, Marseille, Naples, Baghdad, Karachi, Bangkok. Arrival marked Bangkok 2.7.1938. Ordinary letter aboard 0-20g 1.11.1933-1.7.1940 30ø + air fee each 5g 1.9.1937-11.10.1939 55ø. Total 85ø.



12.5 Asia.

Airmail letter 0-20g to Dutch India 3.9.1928. Sent via Amsterdam departure 16.9.1928. It was first plane to be delivered to the Dutch India newly founded airline company. 5 flights were planned during Sep. and Oct. 1928.

For the postage at Dutch India the letter in franked by locals. Ordinary letter 0-20g 1.1.1927-1.11.1933 25o + rec fee 1.4.1926-1.7.1940 25o + airmail fee to Amsterdam 0-20g 19.4.1926-1.11.1933 15o + airmail fee from Amsterdam 0-20g 115o. Total 180o

OM 38/1928. The History of Air Cargo and Annual page 89



1928-1936.

Air mail letter to Singapore 23.10.1933 sent via Amsterdam - Karachi - Bangkok - Alor Star. From 1.6.1933 Singapore was called after Alor Star. Arrival marked Singapore 4.11.1933. Ordinary letter 0-20g 1.4.1926-1.7.1940 25o + air fee each 10g 1.11.1932-1.11.1933 125o



Airmail letter to Java 1.7.1936. Sent via KLM Amsterdam Sat 4.7.1936, transit marked Bangkok 8.7.1936 and arrival Bandoeng 15.7.1936. Ordinary letter 0-20g 1.11.1933-1.7.1940 30o + air fee each 5g 1.3.1936-1.5.1939 75o.



Airmail letter 0-10g to Ceylon 1.12.1933. Letter to EEC vessel. The letter has change destination first to Port Said and then to Rotterdam. The letter has used the route to Karachi with connection from Munchen in Athens. Transit marked Berlin 2.12.1933 - Munchen 3.12.1933 - Colombo 11.12.1933 and 15.12.1933 - Port Said 29.12.1933 - Alexandria 3.1.1934. Ordinary letter 0-20g 1.11.1933-1.7.1940 30o + air fee each 10g 1.11.1933-1.3.1936 90o.





Airmail letter 0-20g to Jerusalem Palestine 15.9.1932.  
The letter is sent by plane via Berlin 16.9.1932 – Munich 17.9.1932 – Tiberias 20.9.1932.  
By surface Jerusalem 21.3.1932. Resent to Jaffa 22.3.1932  
Ordinary letter 0-20g 1.1.1927-1.11.1933 25ø + airmail fee 1.8.1928-1.6.1933 25ø



Airmail postcard to Jerusalem, Palestine 24.9.1935.  
Route is uncertain.  
Postcard 1.11.1933-1.7.1940 20ø + 1.6.1933-1.12.1935 35ø



Airmail letter 8g to French Indochina 12.9.1934.  
Sent via Berlin 13.9.1934 and connected to the France route in Athens. Transit marked 29.9.1934 in Saigon that means the letter has been in a closed bag from Berlin to Saigon. Arrival marked Dap-Cau 1.10.1934.  
Extra stamps had been added in Copenhagen to make the postage correct leaving Denmark.  
Ordinary letter 0-20g 1.11.1933-1.7.1940 30ø + air fee each 10g 1.1.1934-1.3.1936 160ø



Airmail card to India 24.12.1936. The card was sent with Imperial Airways via London – Karachi. From Karachi, the card was transported on surface. The airmail label was cancelled in Karachi.  
Ordinary card 1.11.1933-1.7.1940 20ø + air fee 1.3.1936-11.10.1939 45ø.

12.6 Asia

Airmail letter to Siam  
27.11.1941. Marked via  
Lisbon - New York -  
Manila. Due to the  
engagement of USA in  
WWII the letter never left  
Germany and was  
Returned.  
Ordinary letter aboard 0-  
20g 1.7.1940-16.1950 40ø  
+ air fee each 5g 2.7.1941  
- 7.12.1941 230ø.



via U.S.A. Nov 1941.

Recommended airmail  
letter to Siam  
21.11.1941.  
Sent via Berlin Lisbon  
New York, from there  
to Siam. The letter has  
been censored in  
Berlin and on  
Bermuda with British  
censorship. Due to  
USA's engagement in  
WW2 from 7.12.1941  
came this letter not out  
of USA. Marked with  
"Service Suspended  
Return to To Sender"  
This could not be  
done before end of  
WW2 and when  
returned to its sender.  
Ordinary letter aboard  
0-20g 1.7.1940-  
16.1950 40ø + air fee  
each 5g 2.7.1941 -  
7.12.1941 230ø.  
The letter has not been  
opened after return.

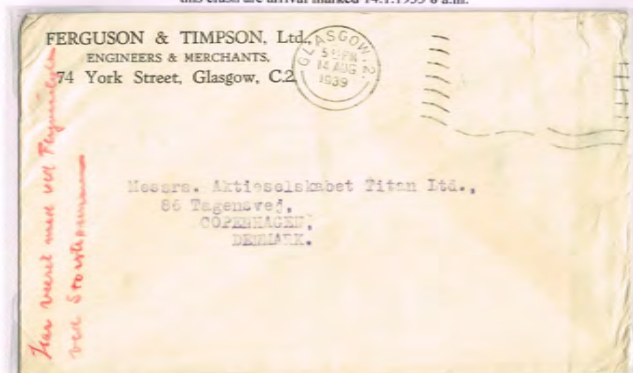


Recommended  
airmail letter to  
China 24.11.1941.  
Sent via Berlin  
Lisbon New York,  
from there to China.  
The letter has  
German Berlin transit  
mark and British  
Bermuda censorship.  
Due to USA's  
engagement in WW2  
from 7.12.1941 came  
this letter not out of  
USA. The letter was  
detained until the end  
of WW2 and returned  
to its sender. The  
letter is postmarked  
Miami 23.5.1942 -  
New York 1.5.1942  
Miami 18.5.1942 -  
New York 19.9.1945  
- Copenhagen  
9.10.1945.

Ordinary letter 1.7.1940-1.6.1950 40ø + rec fee 1.7.1941-1.5.1951 30ø + air fee 2.8.1941-  
7.12.1941 295ø. The postage is underpaid with 5 øre



Crash of air plane with Danish mail (very small amount) near Athens 13.1.1933. The air plane was carrying mail for Imperial Airways for Africa and KLM for Asia from Germany and Austrian the Danish mail for these destinations were included in the German bag. Due to bad weather, the air plane was not able to land in Athens the pilot decided to go for Salonica but ran out of fuel and a cash landing was necessary. One of the crew was injured. Next day the mail was conveyed by car and handled by Athens G.P.O. The German bag was opened and mails for Cairo up to Khartoum were sent by the Athens - Cairo bag by the KLM. Letters from this crash are arrival marked 14.1.1933 8 a.m.



Letter from Glasgow to Copenhagen 14. Aug. 1939. The airplane crashed in water at Vordingborg 15. Aug 1939. Due to water damage clearly signs from another letter can be seen. The letter had no outer envelope.



I Letter to Finland 26.1.1947. The letter is not an airmail letter it had anyway been carried in the airplane that crashed in Copenhagen 26.1.1947. In this accident, the Swedish Crown prince was killed  
 II On the 3. Sep 1946 an Air France plane crashed near Holtug a village on the eastern part of Zealand. The mail onboard was military mail. This letter was for a Dane in an American camp with postal code A.P.O. 205.

15. Airmail stamps.



Proof (e x2)



Specimen sent to the Post Administration in Goa.



Left stamp has "Stone under the Plough" number 13 in the sheet.



Specimen sent to the Post Administration in Madagascar

Airmail letter to Egypt 22.4.1931. The letter is sent with the route to Karachi. The letter is transit marked Berlin 23.4.1931.

10 ore: "The left wing of the plane broken" Letter abroad 25 ore + air fee 25 ore



1925-1934.



Airmail stamps was not allowed to be used on non-airmail letters, therefore double rate 30 ore is charged.



Airmail letter 20-40g to UK 21.4.1936. The stamps are mark with company markings. Letter aboard 0-20g 1.11.1933 1.7.1940 30 o + following 20g 1.1.1927-1.7.1940 15 o + air fee each 20g 1.11.1933-11.10.1939 20 o x 2 = 40 o.

16. Airmails labels.

1920-1934.

DET DANSKE LUFTFARTSELSKAB A/S  
SCT. ANNE PLADS 22 - TELEFON: CENTR. 3280

**LUFTBREVE**  
til og fra AMSTERDAM og LONDON  
er Adressaten i Hænde  
**1 à 2 Døgn for almindelige Breve.**

**LUFTBREVE**  
til og fra BERLIN og HAMBURG er fremme  
**1 til 3 Døgn for almindelige Breve**  
(bl. a. paa Grund af den særlig hurtige Censurbehold).

**LUFTPORTO**  
per 20 Gram

20 Øre til TYSKLAND, 40 Øre til  
HOLLAND, 60 Øre til ENGLAND  
foruden almindelig Porto og om ønskes Ekspresporto.  
Brevene paaklæbes de vedføjede Vignetter og ned-  
lægges i Postkasserne inden Kl. 7 1/2 Morgens eller  
Københavnsgades Postkontor inden Kl. 8,55 Formid.

**LUFTPOST**  
**LUFTPOST**  
**LUFTPOST**  
**LUFTPOST**  
**LUFTPOST**  
**LUFTPOST**

Issued by DDL in 1920.  
On the sheet fees, time saved and routes are stated.  
Postcards were half price of letters  
This label is issued by the private airline company DDL

F. Form. Nr. 63 (1/2, 20)	F. Form. Nr. 63 (1/2, 20)
<b>Luftpost Par avion</b>	<b>Luftpost Par avion</b>
F. Form. Nr. 63 (1/2, 20)	F. Form. Nr. 63 (1/2, 20)
<b>Luftpost Par avion</b>	<b>Luftpost Par avion</b>
F. Form. Nr. 63 (1/2, 20)	F. Form. Nr. 63 (1/2, 20)
<b>Luftpost Par avion</b>	<b>Luftpost Par avion</b>
F. Form. Nr. 63 (1/2, 20)	F. Form. Nr. 63 (1/2, 20)
<b>Luftpost Par avion</b>	<b>Luftpost Par avion</b>
F. Form. Nr. 63 (1/2, 20)	F. Form. Nr. 63 (1/2, 20)
<b>Luftpost Par avion</b>	<b>Luftpost Par avion</b>

First official label issued 1926.

DDL LUFTPOST PAR AVION

DDL LUFTPOST PAR AVION

DDL LUFTPOST PAR AVION

Private label. Issued by DDL

F. Form. Nr. 63 (1/2, 20)

LUFTPOST PAR AVION

LUFTPOST PAR AVION

LUFTPOST PAR AVION

LUFTPOST PAR AVION

LUFTPOST PAR AVION

Official label issued 1928

Pr. Luftpost  
København - Hamburg

*Lürrich*

Herrn Karl Schärer,  
Indelfstr. 1a.

Zürich S.

SIGRID BERG  
- BOGENSE -  
POSTBOX 1  
Schweiz.

Private issued label for the airline route Copenhagen - Hamburg.

LUFTPOST

Herrn Dr. Herz  
Moutalinsstr. 16  
Schweiz

1926 issue used on letter to Switzerland 27.8.1927

17. Aero grams.



Aero gram sent 8. Apr. 1950 to Kenya.

Denmark issued Aero grams from 9<sup>th</sup> Oct 1949. The first design had the word DANMARK as a bottom print and the King faced forward.

The small figure in lower left-hand side is the issue number.

Aero grams could be sent by air mail to any destination with postage as normal surface letter.

No additional paper was allowed and only one extra stamp could be added.

From issue - 1.6.1950 40 øre.



Aero gram sent to Japan 14 Dec 1952. 10 øre is added by the Post office and charged sender without any surcharge

Due to the weight limit of 2,5 grams only a limit amount of additional stamps and Christmas seals could be added. A survey 1 1952 showed that one Christmas seal was 0,080 g and an aero gram with 2 stamps + 1 Christmas seal was 2,340g

1.7.1952-10.5.1965 60 øre.

1949-1957.



Service des postes.

Never issued aero gram. Printed in second design period 1953- 1957.

During a clean-up in Post Office two copies were found of this proof. The founder received one copy and the other was given to Postal Museum in Copenhagen. There is a printed letterhead inside the aero gram