

1914-1918 The Wreck of the SS Norwegian off the Coast of Ireland



On 13 March, 1917, the British steamship *S/S Norwegian* hit a mine laid by the German submarine UC-43 (Erwin Sebelin) approximately 4 miles off the coast of Ireland, south-west of Seven Heads, Clonakilty Bay. 6 crew members perished.

In this envelope there was a registered letter. Sent from Post Office, New York (Foreign Station). Then forwarded with SS *Norwegian*.

Stamped New York Rec'd (23) Foreign 14 Feb 1917 and New York Varick Street C(ustoms) i(nformation) E(xchange) N.Y. Registered 24 February, 1917. R3

Registered letter with no. 1430 sent with SS *Norwegian*. After the accident, dried and stamped "DAMAGED BY IMMERSION IN SEA WATER".



1914-1918 The Wreck of the SS Norwegian off the Coast of Ireland



On 13 March, 1917, the British steamship *S/S Norwegian* sailed on a mine laid by the German submarine UC-43 (Erwin Sebelin) approx. 4 miles off the coast of Ireland south-west of Seven Heads, Clonakilty Bay. 6 crew members perished.

Registered letter nr. 12628 sent from Havana, Cuba 23 February 1917 via New York onboard SS *Norwegian*.



Letter with American censorship label sent to Stockholms Handelsbank. Transit cancelled Gothenburg 11 May 1917. Stamped on the back "Damaged by water during transport between New York and England". R4

1914-1918

Unknown Ship Seized by the English



When it comes to Scandinavian mail sent abroad, we know different types that have to do with England. The English seized ships to check the cargo, which meant that the ships were delayed until the mail was checked and approved, for example SS Vidar. Unapproved mail was stored until World War I was over. Another type could be as the one below: a letter from Stockholm sent "VIA BERGEN" to England.

The mail is routed through England and bears a red square stamp: "RELEASED BY THE BRITISH MILITARY AUTHORITIES", which is known to have been used from 1915 – 1919. The stamp was affixed on release after the end of WW1.

**RELEASED BY THE
BRITISH MILITARY UTHORITIES**

Label with the text "OPENED BY CENSOR 1409". The red closed star is known on 10 letters, all of which were detained and released again.



Letter sent from Stockholm 14 October, 1916 "VIA BERGEN" and via England, where it was seized and censored. "OPENED BY CENSOR 1405". Foreign rate from Sweden to the USA was 20 øre from 1 July, 1905 – 3 January, 1921 up to 20 grams R2

1914-1918

SS Vidar Seized by the Germans 1916 - 1917



The DFDS steamer *Vidar* was intercepted by a German torpedo boats on 13 December and forced to Swinemunde. S/S *Vidar* was on its way from Copenhagen to Hull with agricultural goods and mail. According to the newspaper "Berlingske Politiske and Avertissementstidende, Evening", *Vidar* was released on 16 December, 1916, when she could be seen sailing past Copenhagen in the afternoon. All mail was checked before being released again.



English stamp used after the release of the mail at the beginning of 1917

**PART OF MAIL CAPTURED
BY GERMANS AND DELAYED**

The stamp above is type 1.

In addition, there are 3 other types which are all in 3 lines and used after the end of the war in 1919.



10 øre postcard sent from Copenhagen 12 December, 1916 with S/S *Vidar*, which was seized by a German torpedo boat on the night of 13 December, 1916 and taken to Swinemünde. It cannot be said exactly when the card came to England, but it happened at the beginning of 1917. Postage rate for letter cards abroad 10 øre from 1 July, 1875 – 31 January, 1921. R3

1914-1918

SS Vidar Seized by the Germans 1916 – 1919



After the seizure, the mail was censored in Germany.
One part of the mail was sent at the beginning of 1917 and the rest in 1919.

Closing label used by the Germans after perusal
of the seized mail from Vidar.



The closure label is made of very thin paper.
It is possible to see the sender through the paper:
Richard Hoff, St. Regnegade 5, Copenhagen K

English stamp used after the release in 1919

Part of mail
captured by the
Germans and delayed

The stamp above is type 4.



Letter from Vidar's seized mail, cancelled Kjøbenhavn 12 December, 1916 and franked with 20 øre foreign 1st weight class rate from 1 July, 1875 – 31 January, 1921. The letter did not arrive in England until the beginning of 1919. R4

1914-1918 SS Arthur Sunk by German U-boat 23 November, 1916



On 23 November, the Swedish coal ship *SS Arthur* was stopped by a German submarine in international waters 6 nautical miles southeast of the Skagen Reef Lighthouse. The Germans seized the mail and the 18 crew were then ordered into the lifeboats. Some of the mail was subsequently picked up by the trawler "*Delfin*" and brought to Gothenburg, and from there on to Copenhagen. The mail seized by the Germans was released in February 1919.



Label used by the Danish postal service for rescued mail from the wreck of the *SS Arthur*.

COPENHAGEN POSTMASTER'S
OFFICE 30 November 1916
Damaged by sea water.

Mail had been transported by the steamship "*Arthur*", which on its journey from Leith to Gothenburg on the 23rd was sunk by a German Warship.



This Postal Service envelope was used to forward a letter from *SS Arthur*'s mail that was rescued and delivered to Gothenburg for dispatch to the Copenhagen Sorting Office, from where it is forwarded to the recipient. R4

1919-1939

English SS *Imperator* in Stormy Weather

SS *Imperator* was built in 1912 by Vulcan in Hamburg and in 1919 was sold to Cunard Line, Liverpool. It sailed between New York - Cherbourg - Southampton. SS *Imperator* left New York on 11 December, 1919 and along the way she encountered terrible weather conditions, whereby several mail sacks were covered with both ice and sea water.



There was mail from Canada, the USA, the Caribbean, Central America, Hong Kong, China, Japan and Australia. On the SS *Imperator*'s arrival at Cherbourg 19 December and Southampton 21 December, the mailbags were forwarded to the various destinations. The letter below was obviously in a mail sack to Marseilles and was signed "Parvenue mouillée à Marseille" (Arrived wet in Marseilles) and signature.

To the Nordic countries, only one postcard and this letter are known from this ship.



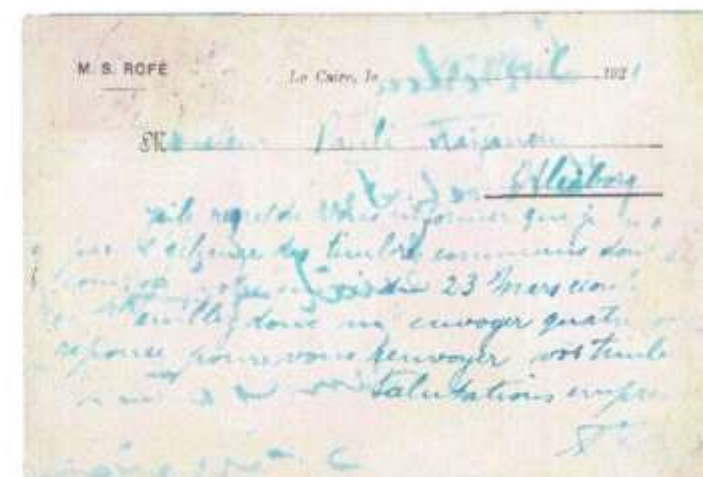
Registered letter sent from Tanchang, where it was cancelled 3 November 1919, via Shanghai 7 November and Marseilles-St Charles Bouches Rhone 27 December 1919 and arrival Copenhagen 1. Omb 2 January 1920. In manuscript "Parvenue mouillée à Marseille" (Arrived wet in Marseille) and signed. Rate up to 10 g = 10 cents from 5.8.1910 - 31.1.1922. 10 cents registration fee 2.2.1897 - 31.10.1922. R3

1919-1939

SS *Kalyan*'s Water Damaged Cargo, Marseilles

SS *Kalyan* was built in 1915 for and owned by the Peninsular & Oriental Steamship Navigation Company until 1932. It was used during World War 1 as a troop transport ship between England, Egypt and Salonika. Then sent to North Russia in October 1918, where she served as a temporary base hospital for sick and wounded British, Canadian, French, Italian, Chinese and Russian patients. From December 1919 and until 1932, she sailed between England and Adelaide, Australia, as a passenger and cargo ship.

While unloading the SS *Kalyan* at Marseilles on 18 April, 1921, the staff noticed that part of the mail was damaged by sea water. The mail unloaded in France was forwarded to Germany and Switzerland. Each nation notified itself with labels or stamps about the accident. SS *Kalyan* sailed on to England, for unloading mail to England and America. It then turned out that there was a postcard to Finland among them. Only known mail to the Nordic countries from this accident.



Postcard written in Cairo 10 April, 1921 and sent on the SS *Kalyan* to England where it was stamped DAMAGED BY SEA WATER. Then sent to Finland where it was surcharged but again crossed out and DAMAGED BY SEA WATER was underlined as being the reason for the missing stamp. IN manuscript 1910/521 which may be the arrival date. R3

1919-1939

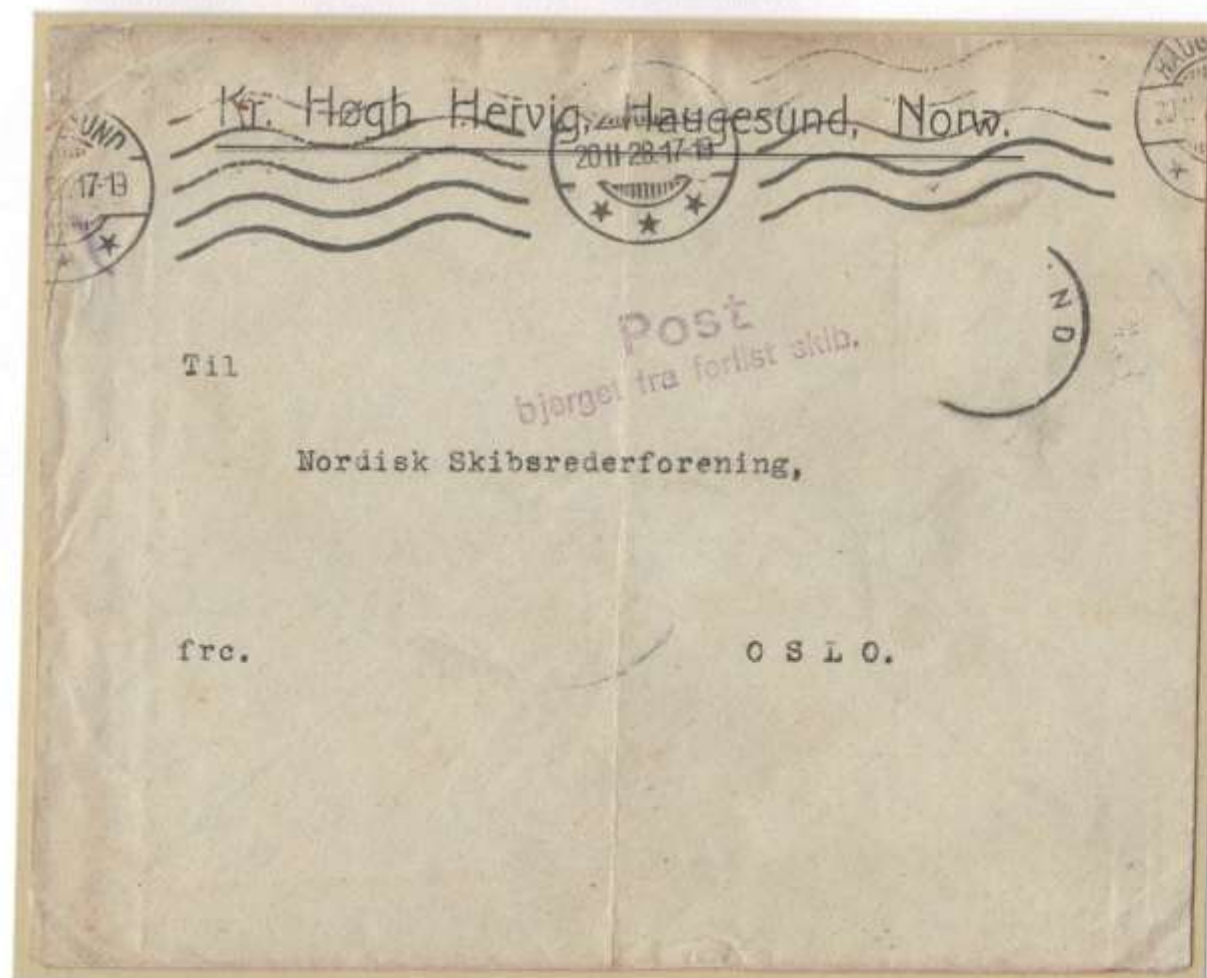
SS Norge Shipwreck at Trollholmen, Norway



On 20 February 1928 at 11:20 PM, *SS Norge* Haugesund departed on a northbound route to Bergen. Onboard were 11 passengers and the crew. After approximately 20 minutes of sailing, the *SS Norge* with full speed hits Trollholmen at Vibrandssøy. The crew and several of the passengers who were up and dressed went ashore on Trollholmen, others had to swim ashore. After 2-3 minutes the ship capsized and sank with the stern above water.



This shipwreck is not mentioned in the book "MARITIME DISASTER MAIL" by Normann Hoggarth and Robin Gwynn from 2003.



Letter sent with *SS Norge* from Haugesund 20 February 1928, where it was water damaged. Mail from this shipwreck is known with two different stamps "The letter is damaged and delayed / by the sinking of "Norge" on 20 February 1928. / Haugesund post office" and as on the above letter "Mail / rescued from shipwreck." R3

1919-1939 The Wreck of the SS Heimdall in the Stockholm archipelago



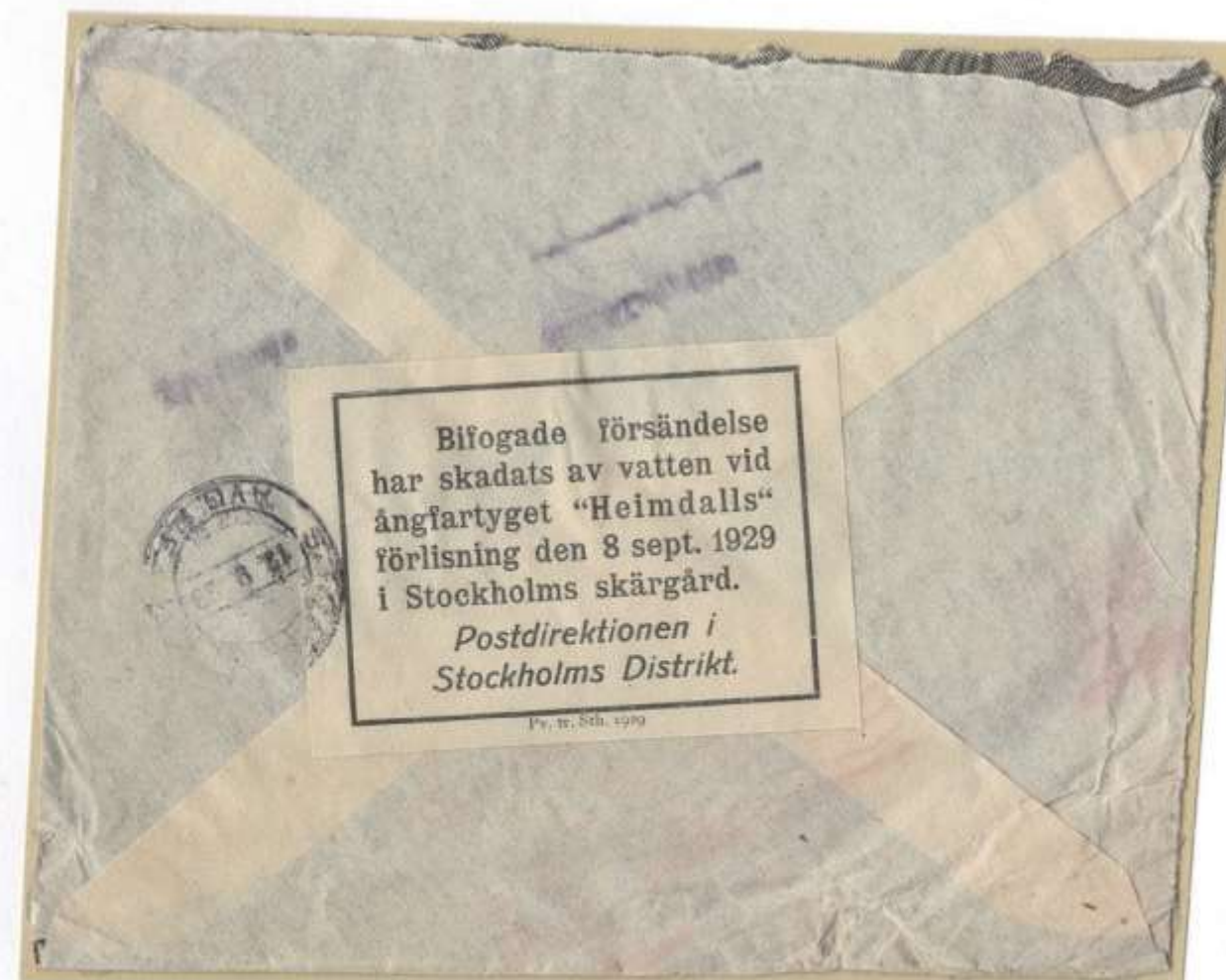
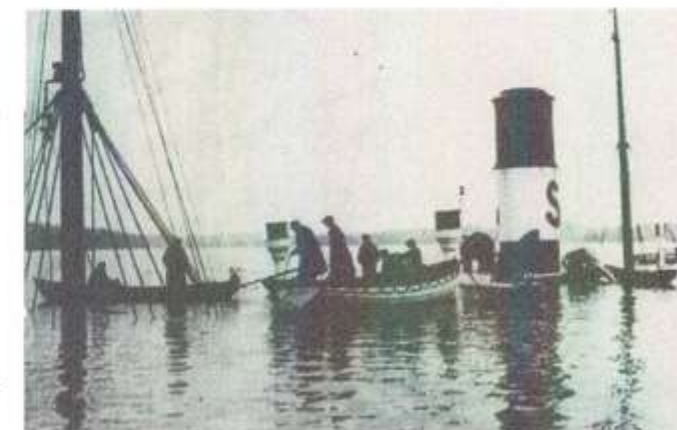
In 1925, *SS Heimdall* was deployed on the route Stockholm – Helsinki. Unfortunately, on 8 September, 1929 she ran aground in the Stockholm archipelago near Vaxholm. She was raised in October 1929. The bottom was completely torn up. All passengers were rescued ashore without major drama. September 1929.

The mail was collected and could be forwarded within 4–7 days. All mail items were provided with a label either in Swedish or French. The letters with the Swedish-language label were sent from Stockholm on 12 September, and the French-speaking on 15 September 1929.

Boxed label in white with the text:

The enclosed mail was damaged by water in the wreck of the ship "*Heimdall*" on 8 September, 1929 in the archipelago of Stockholm

Post Director for
Stockholm District.



Letter sent from France, and stamped Paris Rue St. Roch 5 September 1929, via Stockholm to Helsinki. Because of Heimdall's shipwreck, the letter was given the Swedish-language label. Sent from Stockholm, September 12, 1929. R1

1919-1939

Ahrenberg's Aborted Atlantic flight



Several attempts have been made to fly from Scandinavia and across the Atlantic, but this attempt in 1929 was supported by the Swedish Post Office. Mail was to be over franked by SEK 20 which went to the initiator and pilot Albin Ahrenberg.

The flight route was planned from Sweden to the USA via Bergen, the Faroe Islands, Iceland, Greenland and Labrador. After several attempts, the plane took off on 9 June 1929.

After departure from the Faroe Islands, severe vibrations from the engine occurred, along with problems on both the fuel and radiator systems. The plane reached Reykjavik on 5 cylinders, a loose propeller, crack in the radiator and exhaust system. The mechanical fuel pump was broken and only the hand-operated one worked. The engine was repaired in Reykjavik and the plane continued across the Atlantic to Greenland. Over Greenland, the plane came into a strong storm and thunder, so they landed in Ivigtut and waited for better weather. While the plane is on the ground, another storm and a powerful thunderstorm occurred, and a lightning damaged the rudder and side rudders. On the way from Ivigtut (Greenland) to Labrador, the plane once again entered a violent thunderstorm. This time the lightning strikes and destroys the radio, and at the same time a small fire occurs. With only a 2-hours-flight back to Labrador, they are forced to turn around and fly back to Greenland. It is decided to abandon the trip. The plane was dismantled and sent back by ship.

The mail was forwarded in the normal way.



Neutral registered envelope cancelled Stockholm PFFS 7 June 1929 and the specially produced stamp Stockholm New York 1929. Foreign postage 25 øre from 1 Oct. 1925 – 30 June 1936 + 20 øre registration fee and an extra fee at SEK 20 which is the Swedish Postal Services' contribution to the trip. 3 arrival cancels New York 11 Sept. 1929. R2

1919-1939

Ahrenberg's Aborted Atlantic flight



Receipt with a special postmark in connection with the flight + Stockholm 1 EXP.F. SAM:
* den 7.6.1929. The receipt was folded before the postmark ink was dry.



Special manufactured envelope cancelled Stockholm PFFS 7 June 1929 and the special produced stamp Stockholm New York 1929. Foreign postage 25 øre from 1 Oct. 1925 – 30 June 1936 + 20 øre registration fee, and an extra fee at SEK 20 (SEK 18 on the back) which is the Swedish Postal Services' contribution to the trip. Transit cancelled New York 9 Nov. 1929. Postmarked San Francisco 18 Sept., 22 Sept., 25 Sept. and 14 Oct. and again in New York 26 October 1929. Note at the top left, 6 November may be the return date. R2

1919-1939

Landing Accident for "The Flying Mail Compartment" in Malmö



As early as in 1926, the idea of "The Flying Post Compartment" came up, but only 1928 five trips were planned between Stockholm, Malmö, Hamburg, Amsterdam and London, where all mail was postmarked on and sorted on the plane.

Problems arose already on the second trip at a stopover in Malmö, as the chassis was damaged and the trip could not be completed.

Mail to London (England) was then sorted out and was then forwarded on the third trip on 22 August. Mail to other destinations was forwarded in the usual way.



Junkers F13 which was the first Swedish flying mail compartment.

Right: Printed matter card from the 2nd night flight Stockholm-London correctly postmarked on board the "Flying mail compartment", as it was prescribed. Due to the accident in Malmö, mail to the cities than London was forwarded in the normal way and therefore this printed matter card was cancelled with Malmö 14.8.28 R3

	Departure Stockholm	Arrival London
1	18 June	19 June
2	14 August	Cancelled
3	22 August	23 August
4	29 August	30 August
5	3 September	4 September



Printed matter airmail letter sent to London on the second trip on 14 August 1928, but did not arrive in London until the third trip on 23 August 1928. The printed matter postage rate abroad from 1 August 1924 to 31 March 1948 was 5 øre up to 50 grams + the airmail rate up to 5 grams = 10 øre. R2



The clip above shows a mail compartment in an American converted passenger plane.



Rec. letter cancelled Stockholm 16 * UTR * 18.6.1928. According to the regulations for these 5 night flights to London, letters were to be postmarked on board the flying mail compartment. However, as this letter was to be sent as registered mail it was cancelled in Stockholm. Postage rate abroad: Letter from 1.6.1928 - 30.6.1936 = 25 øre pr. 20 grams. Registration from 1.10.1922 - 31.3.1942 = 20 øre. Airmail 10 øre up to 5 grams. Arrival stamp Herne Bay S.O. Kent 7.20.1928. R2

1919-1939 Night Flight - Emergency Landing in the Stockholm Archipelago



Following their success with the Stockholm-Helsinki route, the German aircraft factory, Junkers, also wanted to start a night flight Stockholm-Warnemünde-Berlin. On the first trip, the pilot, Lieutenant Pütz, was to fly at 18:00 on 18 August 1924. Unfortunately he already had to land in the Stockholm archipelago. After some attempts to continue, he had to give up this flight.

The mail was sent by train to Malmö for transport by Aerotransport to Hamburg, where it was transferred to a German plane on the route Hamburg-Berlin.

In Hamburg, all letters received a red arrival stamp on the back with the text:



The letter is stamped on the front with:
 Nachtflug am 14 unterblieben / Erster Post-Nachtflug am 18.8.
 Night flight at 14th interrupted / First post-night flight at 18.8.



Cover made especially for "Första Post-Nattflygningen" (First night mail flight) Stockholm - Warnemünde - Berlin. Cancelled Stockholm 18 August 1924. Foreign mail rate: 30 øre 1.8.1924 - 30.9.1925. Airmail rate 20 øre to Germany from 15.9.1920. R3

1919-1939 The Mail Carrier Stockholm - Stralsund Crashes in Sweden



The mail airplane Stockholm-Stralsund, which was one of Lufthansa's Junkers W 33 D-921, hit the mountain and then crashed into Valdemarsviken, whereby both crew members drowned. After the recovery of the plane, it was later rebuilt in the Soviet Union.



The water-damaged mail was later salvaged and sent back to Stockholm, where it was dried and provided with a label in French. This is the only type of label made.

Postcard written in Stockholm on Tuesday 5 August 1930 and cancelled Stockholm 1 on Wednesday 6 August, the card was sent with the airplane to Stralsund which crashed the night between 6 and 7 August. Then the card was picked up and stamped again Stockholm 1 on Saturday 9 August 1930, now on the white label. Resent by a plane to Stralsund from where it was forwarded to Berlin - Lühtenberg.



Postcard cancelled Stockholm 1 on 6 August 1930 and sent by plane to Stralsund, from where it was forwarded to Berlin. Due to water damage, the stamp fell off. Postage rate abroad 1 October 1925-30 June 1930 25 øre. R3



Letter cancelled Stockholm 6 June 1934. 25 øre is foreign rate from 1 Oct. 25 to 30 June 1937 for 1st weight class. Airmail rate 10 øre pr. 20 grams from 15 Jun 27 – 28 Feb. 1941. Label type A-c. R2

Friday, 6 July at 4:35 pm. KLM's Douglas C-47A-30DK crashed on the route Stockholm - Malmö:

Due to engine problems, the crew of two men were forced to bail out, and the plane crashed shortly after and broke into flames.

Part of the mail was rescued despite fire and water damage. The mail was forwarded and in connection with this, various labels were made.

White label with French text:

Type A-a

Bottom line:

Dot under the 't' in 'Postes'.

Type A-c

Top line:

M in Malmö over C in the C in the second line.

Type A-d

Top line:

M in Malmö over e in the C in the second line.

Excerpt from the newspaper "Berlingske Politiske og Avertissements = Tidende" 7 July 1934.

isfements-Tidende

NR. 185 — 22 SIDER

Sprunget ud fra Natpost-Flyveren i 3000 m's Højde

*Dramatisk Situation paa Flyveruten
Stockholm—Malmö.*

**Flyveren og Radiotelegrafisten kom uskadte ned.
Maskinen knustes og kom i Brand.**



Fire-damaged letter postmarked Stockholm 6 July 1934. 25 øre is correct foreign rate for 1st weight class outside the Nordic region from 1 Oct. 1925 to 30 June 1937. Label type A-d. R3



Fire-damaged and water-damaged letter cancelled Stockholm 6 July 1934. 15 øre is correct rate for 1st weight class within the Nordic region. Label type A-a. R2

1919-1939

The Night Mail Airplane Stockholm - Malmö Crashed. Pilot and Navigator Survived



Försändelsen har skadats
vid postflygmaskinen Smålands
förolyckande i närheten av Älm-
hult den 6 juli 1934.

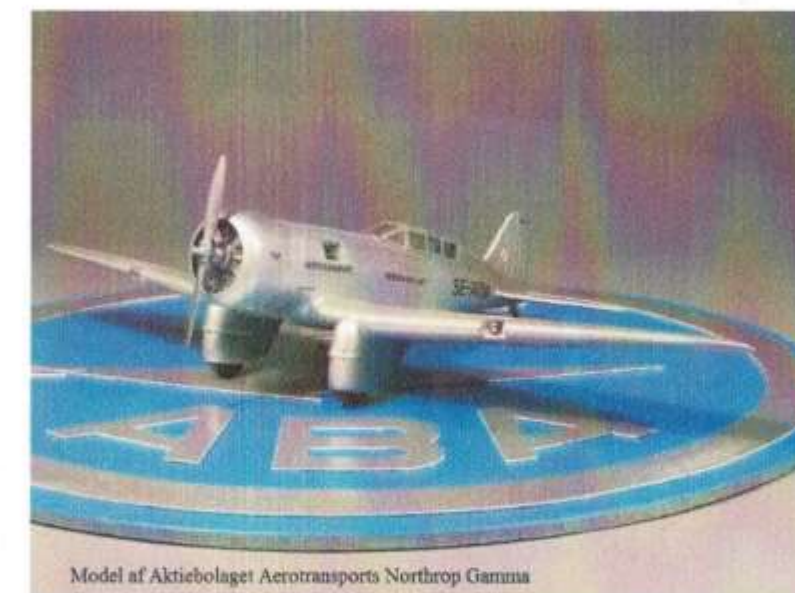
Kungl. Generalpoststyrelsens
Reklamationskontor.

White label with Swedish text
used for explanation and reason
for returning the letter to the
sender.

The letter has been damaged / at
the postal aircraft Smålands /
accident in the vicinity of Älmhult
/ 6 July 1934.

Complaints office of The Royal
General mail Office.

Very few letters are known with
this label type B-a.



Model af Aktiebolaget Aerotransports Northrop Gamma



Fire-damaged letter cancelled Stockholm 7 July 1934. 15 öre is correct domestic and Nordic rate
for 1st weight class from 1 October 1922 - 31 March 1942. The letter was returned. R2



Inneliggande, härstuder i förstärkningssedig ordning öppnad obeställbara
försändelse, återställes härmed.

Kungl. Generalpoststyrelsens Reklamationskontor.



Svensk Bageritidskrift

*Birger Jarls Gatan 11, II Et
Stockholm*

P. S.

The letter on the left has been returned to the sender "Svensk Bageritidskrift" in this "service cover"
cancelled Stockholm 1 AVG H 25 July 1934.

1919-1939 The Night Mail Airplane Stockholm - Malmö Crashed



To the right is the Swedish-language label, which was used exclusively for the return of very damaged mail. Label type B-c.

Swedish language label:

The shipment has been damaged at / the mail airplane Småland's crash / near Älmhult / on 6 July, 1934.

Complaints office of The Royal / General mail Office

Försändelsen har skadats vid
postflygmaskinen Smålands föro-
lyckande i närheten av Älmhult
den 6 juli 1934.

Kungl. Generalpoststyrelsens
Reklamationskontor



Fire-damaged front of cover stamped Stockholm 16 July 1934. This letter was returned to sender along with the label that gave an explanation as to why. A total of 25 øre is correct foreign rate for 1st weight class to England and Scotland. R3

1919-1939

The Hindenburg Disaster 6 May 1937



Miss E. Meyer wrote this letter to her brother Palle Mondrup Meyer, postmarked New York N.Y. — Grand Central Annex 5 May 1937 and it was placed in a mail bag to be sent "Via Airship Hindenburg", as signed by the sender. At the post office, the letter is additionally signed "Via Hindenburg" in pencil. LZ 139 Hindenburg was built in 1935 as the largest airship along with the sister ship *Graf Zeppelin*. They were 245 meters long and 41 meters wide, and the 16 cells contained 200,000 m³ of hydrogen gas. The US had a trade boycott against Germany and therefore refused to sell the non-flammable helium gas for use in their airships.

Unfortunately, the *Hindenburg* crashes on arrival on 6 May 1937, and of the 97 persons onboard, 13 passengers, 22 of the crew and one of the stowaways perished in the most horrific fire imaginable. The *Hindenburg* burned out in about 32 seconds.

Right: A historical object from the total of 358 postcards and letters that were saved from the fire. No objects are known to have been saved in relation to the Nordic countries.



Letter, signed "Via Airship Hindenburg", "Via Hindenburg" and "Hindenburg has burned" in pencil, attempted to be sent with *Hindenburg* to Denmark, franked with 40 cents and postmarked New York N.Y. Grand Central Annex 5 May 1937, but since that was not possible, it was probably sent by ship, where the rate was 5 cents.

1919-1939

The Sea Plane "Cygnus" Crashes on Take-off in Brindisi, Italy



On Saturday 26 November the sea plane takes off from Sydney. At the start from Brindisi on Sun-day 5 December 1937 at 8:30 am the pilots get problems. After reaching 5 – 10 meters above water, the aircraft, which was of the type Short S.23 Empire sea plane, called "Cygnus", suddenly rolled over and sank. One of the crew members was killed. The aircraft was later raised and scrapped.



Arrival postmark in Oslo 16 December 1937.
BUREAU AMB. OSLO-ED.
Seal labels type L applied in Paris.

LETTRÉ DÉTÉRIORÉ ACCIDENT AVION

The stamp above is unusual.
Known only from a letter
to the Nordic countries
Type H.

SERVICE POSTAL FRANCAIS

Correspondance retardée
par accident d'Avion
Prière de ne pas taxer.
Type F.



Letter cancelled Tel Aviv, Palestine 30 November 1937 and sent by sea plane that crashed at Brindisi. Forwarded by train to Paris and from there to Oslo, Norway. Postal rate foreign for letter 1st weight class to countries outside the British Empire 15 mil 1 June 1932 - 30 June 1943. 2R

The sea plane's route from
Sydney to Southampton



A distance of 20,630 km and a flight time
of 8 days and 19 hours
with stopovers on the way.



Copy of the front of the letter below.

The letter below was among those fished out a
week after the crash. The mail was subsequent-
ly sent to Marseilles or Southampton, which
were natural stops on the route between
Sydney and Southampton.

The plane was carrying mail from Asia and the
Middle East to Europe, and approximately half
of the mail was sent by relief plane to England
and the rest was sent by train to Paris. The
mail was stamped at both cities, informing
about the reason for the condition and delay.
On the front, the letter is stamped with
"Acciden't d'Avion/ Correspon-dances
recueilieses Mer/ NE PAS TAXER" / "Airplane
crash/ Correspondence collected water
damaged/ NO TAX". Type G In Norway, the
letter is stamped "Arrived damaged/ Oslo post
office". Type A.

Known shipments to the Nordic countries.

- 4 pieces via Paris
- 2 pieces via London
- 1 piece via Marseilles



Letter from Palestine with wafer postmark Marseilles-Gare Avion 14 Dec. 1937 and sent to Bourget-Port-Aerien Seine (airport in Paris) the same day at 2:12 pm. Arrival stamp Oslo 16 Dec. 1937 and Bureau amb. Oslo-ed IV on the same day. R4

1919-1939

The Night Flight to Sweden Crashed Shortly after Takeoff in Gatwick, London

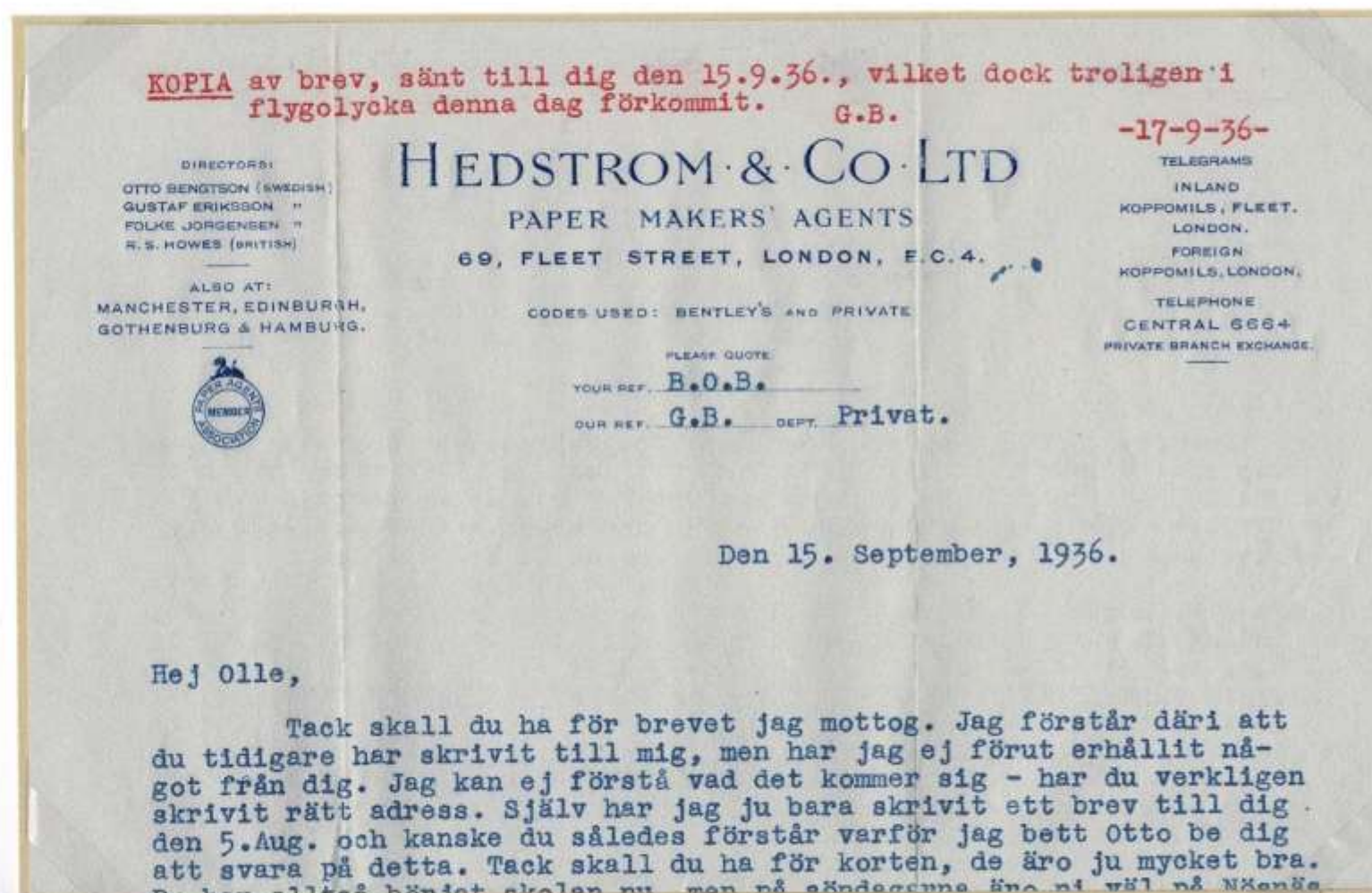


In 1934, England and Sweden entered into an agreement on a night route Helsingfors-Stockholm-Copenhagen-Hannover-Amsterdam-London. One of the British Continental Airways' aircrafts was used for mail and freight transport on 15 September 1936. After taking off from Gatwick airport at 10 pm the plane, for some reason, could not be straightened up. The subsequent investigation showed that the telegraphist's left shoe was stuck between the second pilot's tiller and a fire extinguisher.

Only a small part of the mail was rescued.

This plane crash is not in Nierinck's book on plane crashes.

The copy of the back of the letter shows that it is postmarked again London T. S.22 16 September 1936 and arrival postmark Malmö on 17 Sep 1936.



Letter postmarked London L 15 Sep 1936 and attempted to be sent by night plane the same day. The night plane unfortunately crashed. The collected mail was postmarked London T. S. 22 16 on the backside. Franked with 2½d foreign rate 14 May 1923 - 30 April 1940. R3

The "copy" letter above was written by Gunnar Bengt-son because he thought the letter of 15 September had been lost in the plane crash on the same day. Therefore, he immediately sent this copy letter.



Copy letter postmarked London.F.S. AIR MAIL September 17, 1936 and sent by night plane the same day to Sweden. Franked with 2½d, foreign rate 14 May 1923 - 30 April 1940.

1919-1939 Norwegian "Havørn" ("Sea Eagle") Crashes at Lihesten



The Norwegian aircraft company's Junker JU 52 seaplane "Sea Eagle" took off from Bergen at 7 o'clock in the morning on 16 June 1936. Due to fog, the flight along the coast was changed to a route directly to Molde. Suddenly, also Veg Sognefjorden had fog, so again the course was changed, unfortunately directly towards Lihesten's 700 meter vertical rock wall. The plane was smashed to pieces.



The mail was spread over a large area and was therefore found in several places. The most recently found item was stamped "Recovered item from "Sea Eagle"."



Letter cancelled Bergen 15 June 1936 and sent with the crashed "Sea Eagle" to "Vafsn Sparebank, Mosjøen", where it was received 24 June 1936. 20 øre was domestic rate 1 January 1921 – 30 September 1946 up to and including 20 g. R3

1919-1939

The Plane Crash at Phaleron Bay, Greece



The pilot of the sea plane G-ADVC from Imperial Airways was blinded by the sun during the stopover at Phaleron Bay, where he misjudged the distance to the water surface and thereby got a very hard landing. The fuselage was damaged and the sea plane sank in a few minutes. Three passengers died.



All the mail was water damaged. The mail to the Nordic countries was forwarded via Munich, Germany, which is known by a label and a hand stamp: "Aus verunglücktem Flugzeug / durchnässt geborgen" (Recovered from crashed plane/rescued soaked). MUNICH BPA1 12 Oct.1937. Only a small part of the mail was to the Nordic countries.



Water damaged letter cancelled in Cairo 30 September 1937 and sent by plane via Phaleron Bay, Greece and Munich to Stockholm. In Munich, a label was affixed to hold the envelope together as well as two stamps. Shipped from Munich 12 October 1937. R2

1919-1939

British Airways Aircraft Crashed Burning in Denmark



On 15.8.1939 at At 13.20 a fire broke out in the cockpit of a British Airways Lockheed10A Electra (reg. G-AESY) over Falster, and the plane, which was on its way from London to Stockholm with stopovers in Hamburg and Copenhagen, crashed in the Storstrømmen. Of the six on board, the plane's telegraph operator and four passengers died from smoke or drowning. One of the passengers was British Conservative MP Anthony C. Crossley. Only 20-year-old air captain Clifford Wright saved his life by breaking a window.

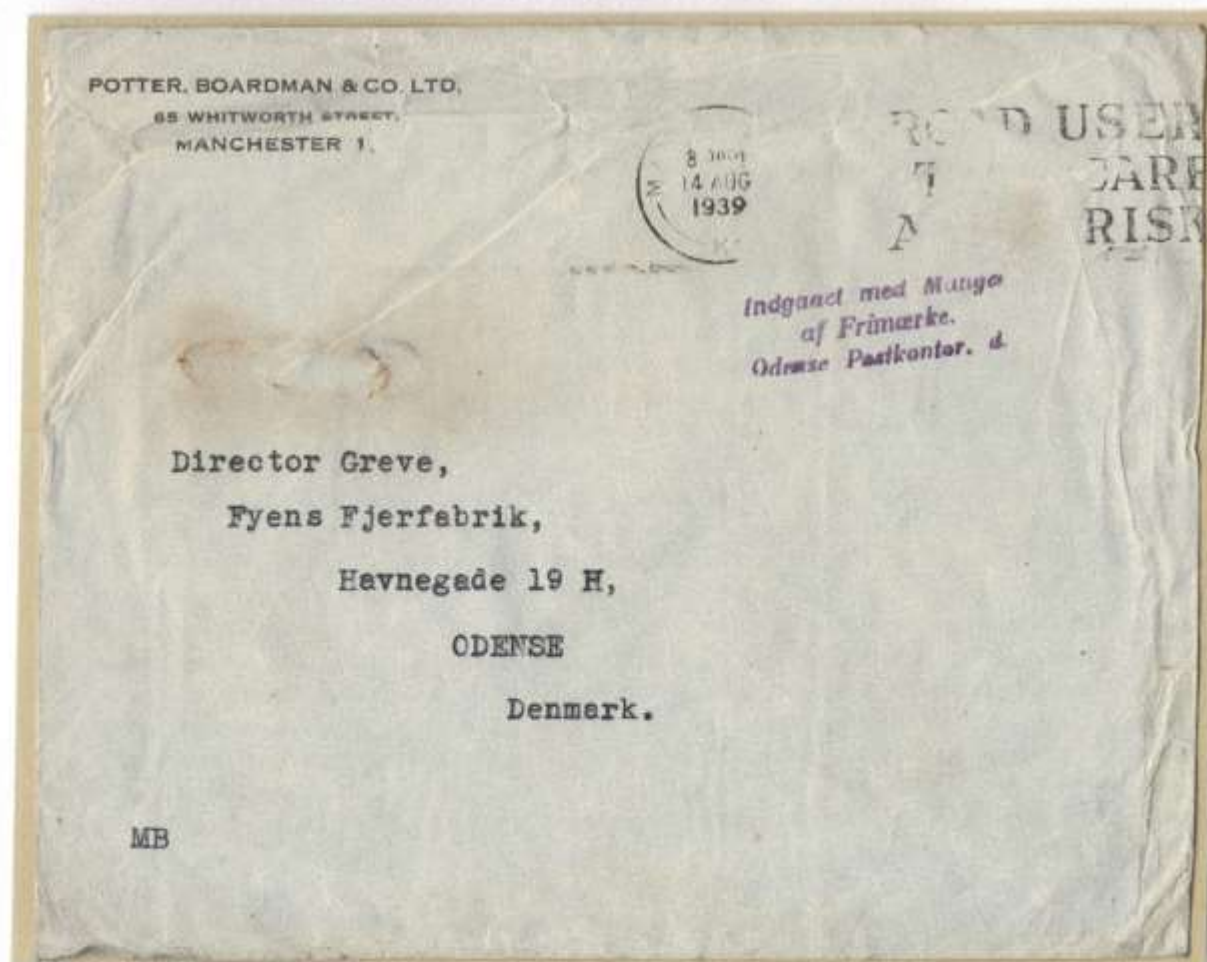
The Danish postal service did not make any labels, as we know it from Sweden and Norway.

In Denmark, e.g. three kinds:

1. Forwarded without any comment
2. Forwarded in parchment envelope
3. As the letter below:

"concluded with deficiency of stamp.

Odense Post office. D.(ate).



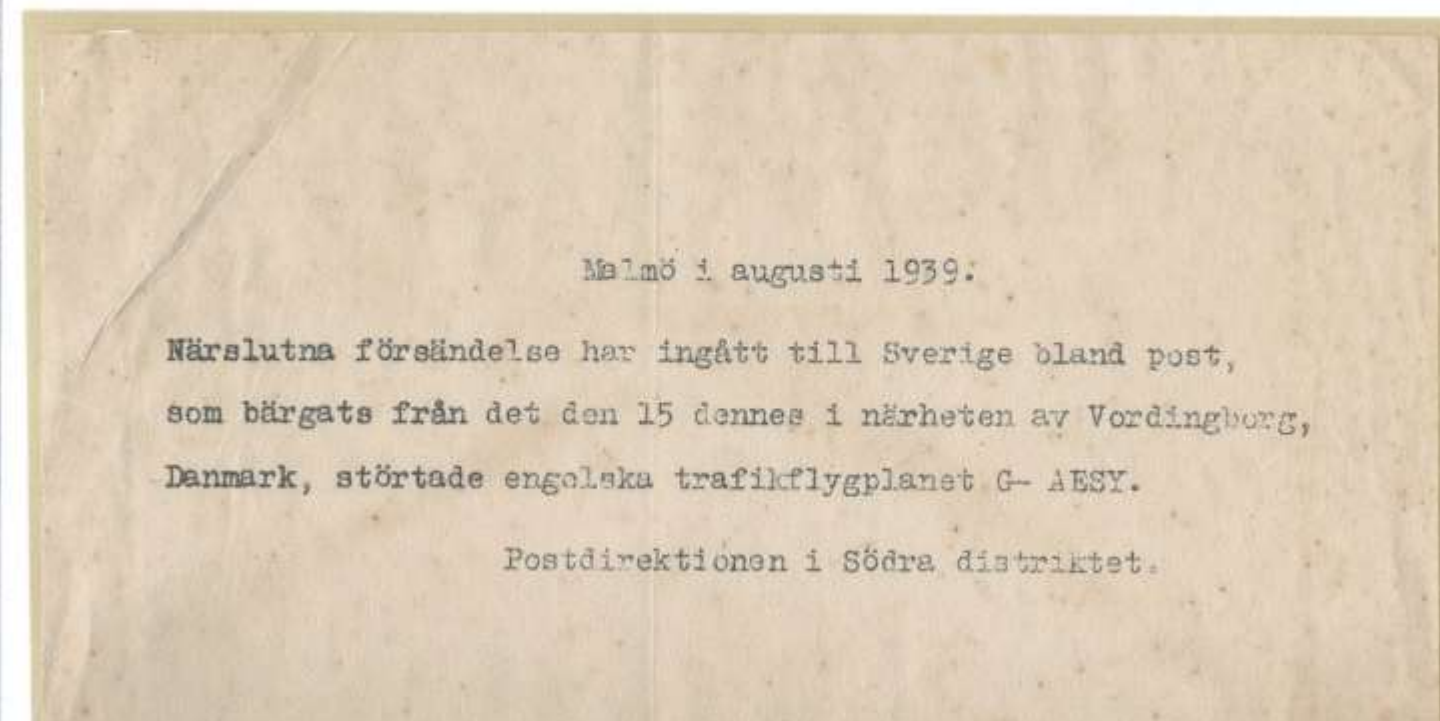
Letter sent from Manchester 14 August 1939 and sent via London, from where it was sent by British Airways on the route London – Hamburg - Copenhagen. The postage rate was 2½d foreign rate 14 May 1923 – 30 April 1940. R1

1919-1939

British Airways Aircraft Crashed Burning in Denmark



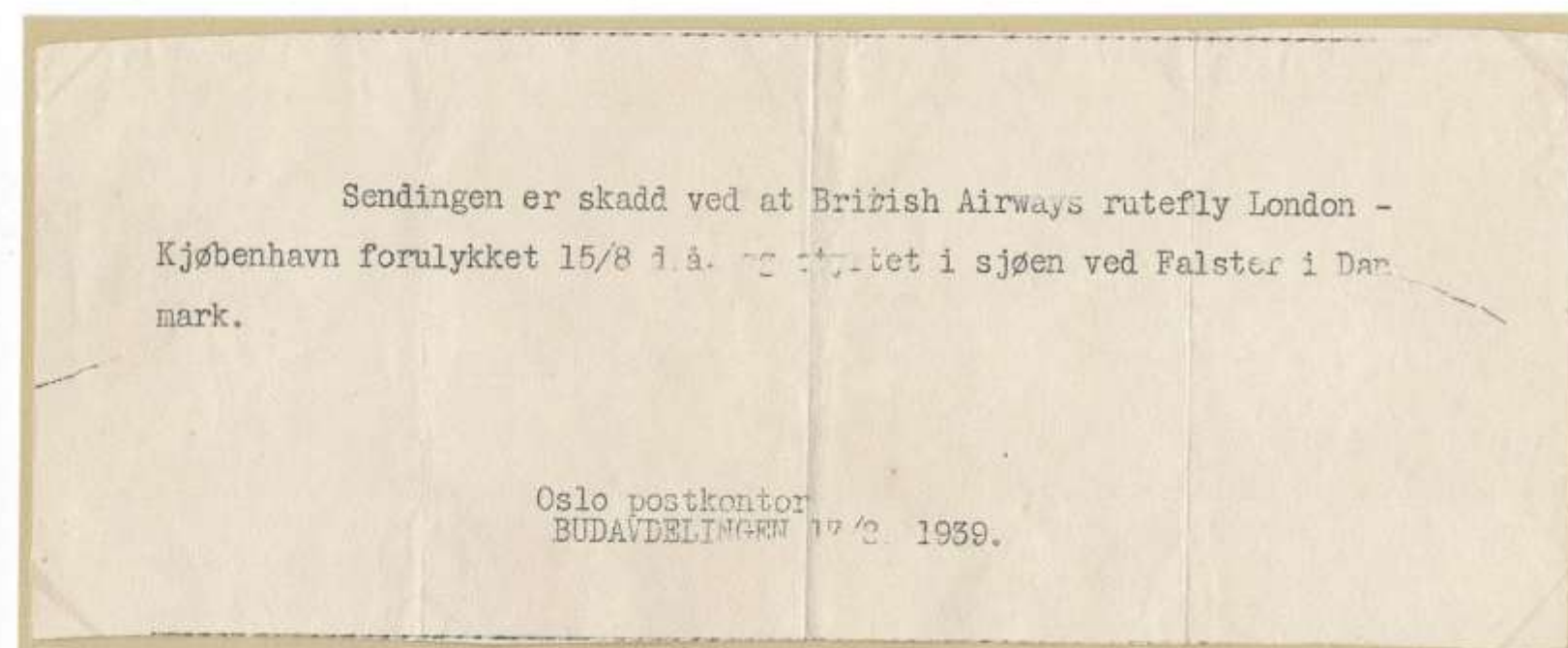
Swedish label type G-a



Letter cancelled London 14 August 1939 and sent by British Airways on the route London - Hamburg - Copenhagen. Franked 2½d Swedish service cover used for transport. arrival 19 Aug 1939. R2

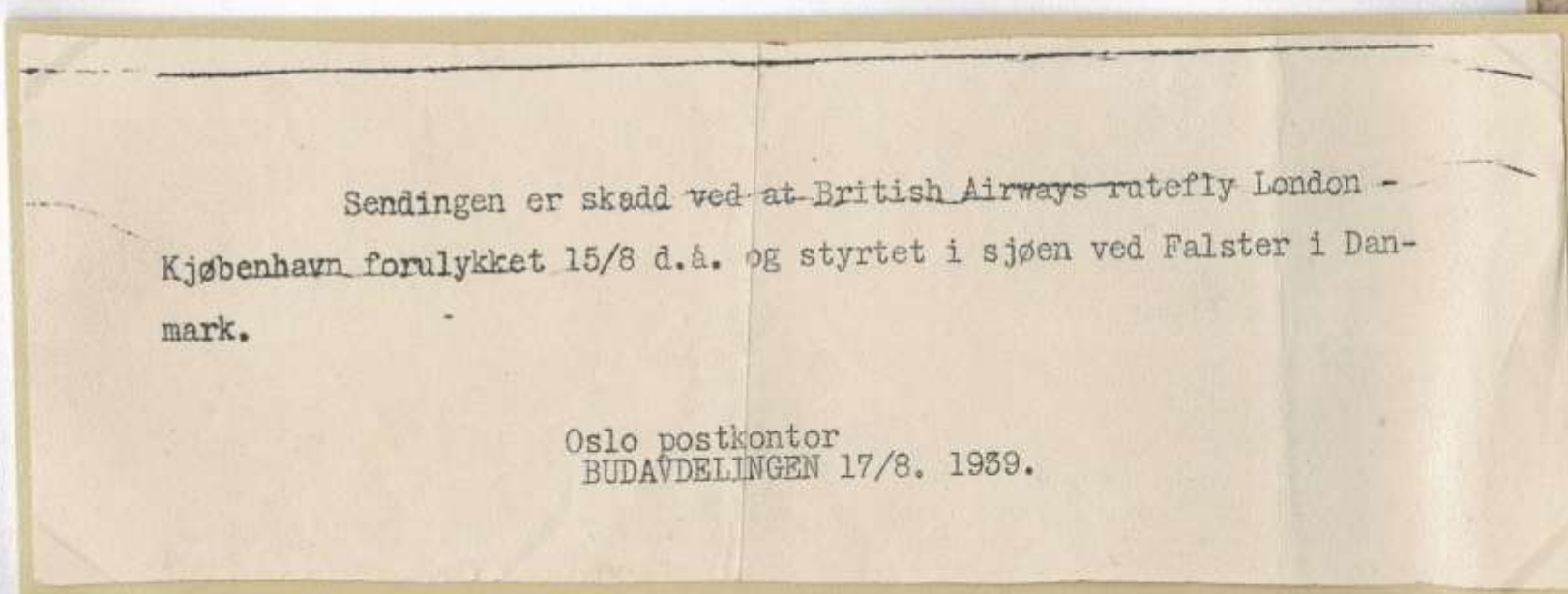
1919-1939

British Airways Aircraft Crashed Burning into Storstrømmen in Denmark. Letters to Norway



Label N390815 type E-b. Text block: 174 x 50 mm.

Letter sent from Newcastle-On-Tyne 14 August 1939. The mail was rescued, dried, and forwarded from Denmark. This letter was then sent with a label with information about the reason for the delay and appearance. Foreign rate from 14 May 1923-30 April 1940 2½ d. R4



Norwegian label: The shipment was damaged when British Airways' scheduled flight London - Copenhagen 15 Aug 1939 crashed into the sea at Falster in Denmark. / Oslo post office / BUDAVDELINGEN 17 Aug 1939." These labels were made in two different types: Type E-a as the above text block of 174 x 42 mm, whereas type E-a is seen at the top right with text block of 174 x 50 mm.



Postage free letter postmarked in London 14 August 1939 and sent by plane from British Airways Lockheed, which crashed into Storstrømmen on 15 August. Franked 2½ pence. It also holds a 2 pence stamp for unknown reasons. Label type E-b. Foreign rate 14 May 1923 - 30 April 1940 2½ d. R3