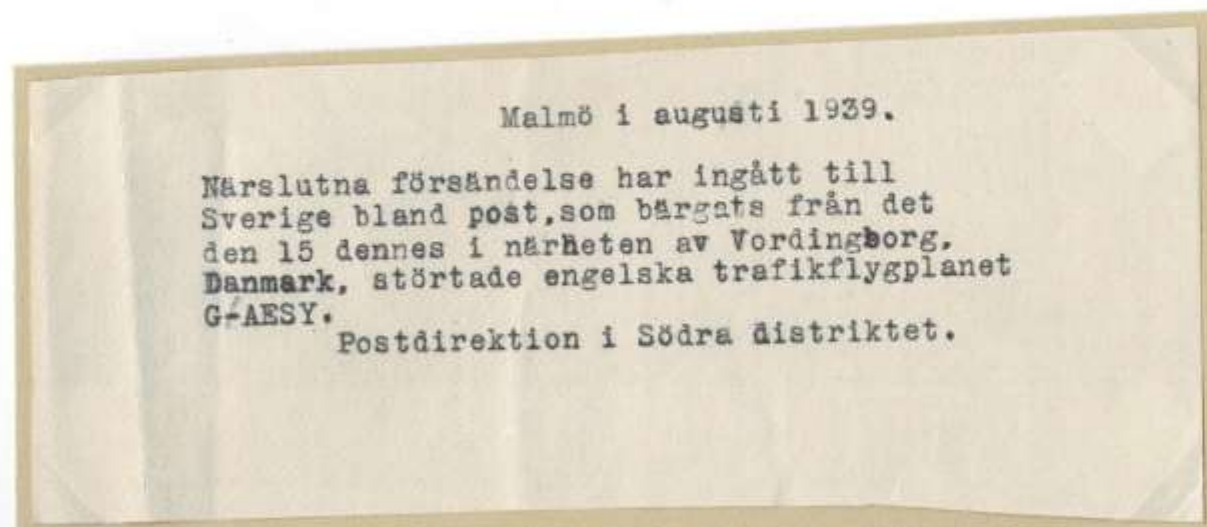


# 1919-1939 British Airways Aircraft Crashed Burning in Denmark



Label in Swedish. Only recorded.

Space between post and comma in line 3 and "närheten" (närheten) and "Vordingsorg" (Vordingborg) subsequently corrected.



Neutral service cover.



Letter sent from Glasgow cancelled Manchester 14 August 1939 and sent via London, from where it was sent by British Airways on the route London – Hamburg – Copenhagen. Franked 2½d and 3d registration fee. Label no. 8738. It is unknown if the stamps originally belonged to the letter by the postage is correct. 1K

# 1919-1939 Fire in Mail Compartment Carriage near Uden, Holland



The SS George Washington came to Rotterdam with mail from North America, England and Scotland which was to be forwarded to Germany, Denmark and Sweden. The mail was forwarded by train, where on Sunday morning, December 18, 1921, near Uden, the train staff realized that there was a fire in the mail compartment car.

After the fire was extinguished, the remaining mail was forwarded to Oberhausen, Germany.

In Oberhausen, the mail for Germany, Sweden and Denmark had some German-made labels of 4 different types applied.

Some of the mail to Sweden was forwarded without labels because the Swedes themselves wanted to make some labels explaining the delay in their own language. So today we know several types.

Label type 4, attached to the postcard:  
Mail damaged at the fire of the railway mail car belonging to the Dutch railway company in Juge 71 Vissingen – Gennep on December 18th

Oberhausen (Rhineland), 21.12.21. Railway post 15.



Postcard from Niagara Falls December 4, 1921 and cancelled Niagara Falls December 5, 1921. Franked at 3 cents. Arrival stamp Copenhagen December 27 1921. R2





Label type 1, which is affixed to the letter below:

Letter fire damaged in the railway mail car  
belonging to The Dutch creations – railway mail in  
Juge 71 Vissingen – Gennep on December 18.

Oberhausen (Rhineland), 21.12.21. railway post office 15



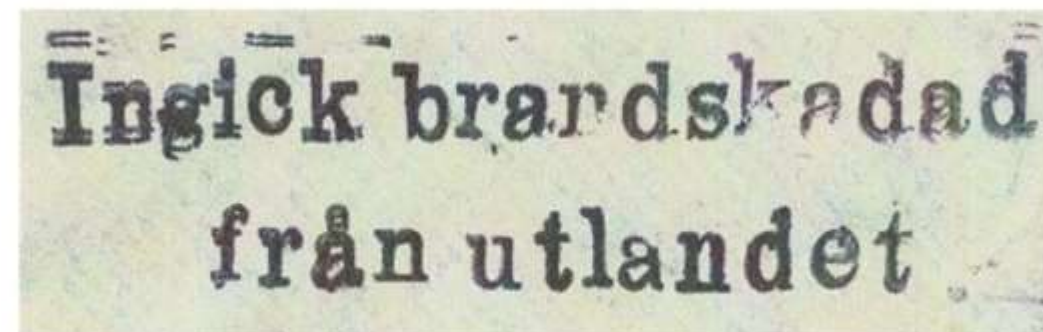
Closing labels attached in Oberhausen, Germany: Bahnpostamt 15



Letter dated London 10 December 1921 containing business letter and invoice. Sent from London via Holland to Sweden. Franked with 3d. Rate October 1 1907 – June 2 1918 until ½ oz was 2½d – over franked ½d. Arrival stamp Stockholm December 27 1921. R2



Letter stamp "Arrived fire damaged from abroad"



Only known print of this stamp.

December 23 1921 is the earliest known  
arrival stamp, Postdirektionen Södra  
distrikt, from this accident in Uden.



Letter cancelled Dundee 16 December, 1921 and sent via Holland and Germany to Sweden. Franked with 3d. Rate 1.10.1907 – 2.6.1918 until ½ oz was 2½d – over franked ½d. Arrival stamp Norrköping 24.12.1921. R2



1940-1945

## Unknown Ship Wrecked between Iceland and England August/September



### Unknown ship

There exists British field mail from Iceland stamped between 15 and 27 August, which was damaged by sea water. It is known that there was mail from Bloomfield's shipwreck on 13 September, but since the Active Service envelope at the bottom right is stamped in England already on 15 September, this shipwreck must be excluded as far as this mail is concerned. It is very likely that the small letter was sent by the same ship, which means that Bloomfield must be excluded.

Five different types of postmarks are known to have been used on mail in the month of August 1941. Also the two postmarks used here, which are called type 4 and 5 respectively.

DAMAGED BY IMMERSION  
IN SEA WATER

Type 1

DAMAGED BY SEA WATER

Type 4

DAMAGED BY  
SEA WATER  
IN AIRPLANE  
ACCIDENT

Type 3

DAMAGED BY  
SEA WATER

Type 3a



Water damaged letter postmarked FIELD POST OFFICE No. 304 on 18 August, 1941 and sent from Akureyri by ship. Violet triangular postmark PASSED BY CENSOR No. 3316. Stamp "Damaged by sea water" type 3a is a repaired type 3. R4



Letter written in Iceland 21 August and postmarked: FIELD POST OFFICE NO. 306. Purple postmark SALVED FROM THE SEA type 2. Re-addressed from Bridlington to Hull. Passed Censor stamp No. 2495 on the back. R3

SALVED FROM THE SEA Type 2

### Operation Fork

On 3 May 1940, the 2<sup>nd</sup> Royal Battalion in Bisley, Surrey received orders from London to be ready to move at two hours' notice to an unknown destination, which later turned out to be Iceland. The invasion consisted of 746 British soldiers and 4 warships and took place on 10 May, 1940. On 17 May, 1940, 4,000 Canadians arrived and on 7 December, 1941, American troops arrived. At that time there were a total of 30,000 foreign soldiers in Iceland.

### Field Post Offices

The following army field post offices were established in Iceland.

Stamp	Censor	Period	Location
FPO 2	Army RAF	10.10.1940 28.02.1943	Artun/Reykjavik
FPO 3	Army (2 typer) Army på Navy	10.10.1940 29.08.1943	Seydisfjörður
FPO 89	Army, Navy, RAF	13.03.1941 21.11.1941	Reykjavik HQ 49 div.
FPO 304	Army, Navy, RAF	21.05.1940 22.08.1942	Akureyri
FPO 305	Army, RAF	03.08.1940 27.06.1942	Reydarfjörður
FPO 306	Army, Navy, RAF	11.06.1940 03.12.1942	Reykjavik
FPO 307	Army, RAF	07.10.1940 07.04.1942	Geithals/Reykjavik
FPO308	Army (2 typer)	02.10.1940 12.04.1942	Borgarnes
FPO 526	Army, RAF	27.11.1941 05.08.1943	Reykjavik

DAMAGED BY SEA-WATER

Type 5



Water damaged Active Service envelope postmarked FIELD POST OFFICE no. 306 on 25 August, 1941 and sent from Reykjavik by ship. Postmarked Bromley & Beckenham, Kent and Post early in the day 15 Sep. 1941. Re-addressed to Surrey. Damaged by sea-water type 5. R4



1940-1945

## SS Ebro Stranding. All were saved



SS Ebro stranded and all were saved. SS Ebro was built in 1920 for DFDS at Hall, Russell & Co. in Aberdeen, Scotland. Registered in Denmark with a crew of 24. Sold in 1940 to Ellerman's Wilson Lines, Hull. Stranded 18 March 1942 at Rattray Head and sank on voyage from Iceland to Hull loaded with fish and mail.

The day after the shipwreck, 19 March, 1942 three sacks of mail were delivered to the post office in Reykjavik. The crew of 30 people were all saved.



Letter postmarked Reykjavik 11 March 1942 and sent with S/S Ebro which ran aground at Rattray Head. The mail was saved, censored and forwarded with the purple postmark "DAMAGED BY SEA WATER". R3

1940-1945

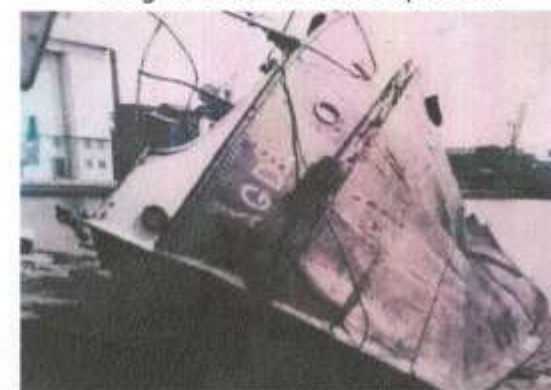
## SS Agda's Wreck off Endelave Harbour



During the German occupation, all lighthouses in Denmark had to be switched off after dark, which was a contributing factor to the SS Agda, on its route Horsens, Hjørnø, Snaptun and Endelave, hitting an English magnetic mine at 18.45 on Saturday 15 January 1944. Part of the population at Endelave was waiting on the quay for the SS Agda to dock, but suddenly a huge bang was heard and after the water column had subsided, the light from Agda could no longer be seen. The sinking of the SS Agda – which claimed the lives of 14 people – was the largest domestic shipping disaster in Denmark of World War II.

The mail sack was recovered and returned to Horsens Post Office to be dried, identified and sorted, and several days later it was sent to Endelave to be finally delivered.

SS Agda's bow after the explosion.



The entire letter post was recovered within 3 weeks.

This shipwreck is not mentioned in Norman Hoggarth and Robin Gwynn's big book: "MARITIME DISASTER MAIL".

Only three letters are known from the sinking of the SS Agda.



Letter sent from Roskilde on Friday 14 January 1944, franked with 20 øre domestic rate 1.7.1940 – 31.5.1950. After the recovery, the letter was placed in a parchment envelope "Herein a letter damaged in the mail". R5



1940-1945

## SS Bergensfjord Seized by the English at Kirkwall



On departure on 3 January 1940 from New York, the captain of the SS Bergensfjord was asked to take the mail with him to England, which he refused to do, because on previous trips the ship was seized because of the mail. The Norwegian SS Bergensfjord was sailing on the route between Norway and New York, and the result was that the mail got on board, and so the captain stated that he would dock at Belfast. As the captain predicted, the Bergensfjord was seized and directed to Kirkwall, Orkney Islands, Scotland. All mail was sent to London for censorship.

It turned out later that this was not the only accident this letter encountered on its way to Denmark. From England it was sent with DFDS's cargo ship SS Vidar, which was sunk by a German submarine U-21. 15 of the 34 on board the ship perished.



Letter postmarked Minneapolis, Minnesota Air Mail 30.12.1940 and in manuscript "AIR MAIL TO NEW YORK ONLY" and with handwriting "Via S/S Bergensfjord sailing Jan. 3. 1940", which was sent to Great Britain and from there with "Vidar" to Denmark. After the sinking of "Vidar", the mail drifted around in the North Sea. On the letter there are stamps with a value of 7 cents. We cannot be sure if they belong to this envelope, but the rate to Europe was 5 cents and the last 2 cents may be surcharge for domestic airmail. R3



## 1940-1945 The Sinking of the SS Vidar in the North Sea. 16 perished

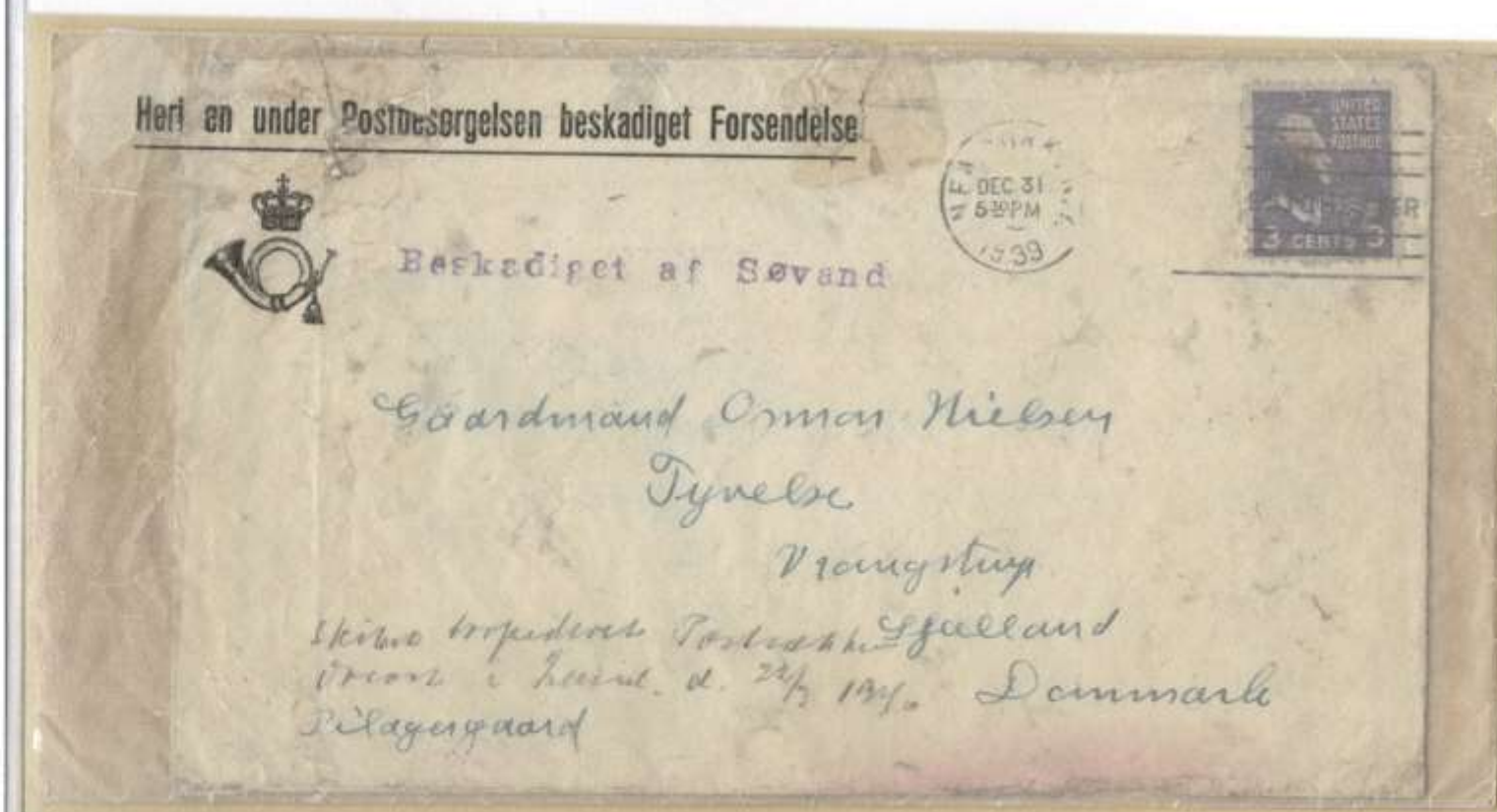


Sailing from Grimsby and on 31 January 1940 SS Vidar sank, but it is still unclear whether it was a torpedo or whether she hit a mine. At the sinking, 16 crew members perished, while 18 were rescued.

As a small curiosity, it can be mentioned that on 19 August 1915, the SS Vidar brought the 15 dead British submariners from the submarine E.13, which was destroyed at Saltholm, to England.



SS Vidar photographed during WW1.



Letter cancelled New York 31 December 1939 and sent by ship to England, from where it was forwarded on the SS Vidar, which sank on 31 January in the North Sea. In manuscript: "The ship torpedoed." Mail sack floated ashore on 22 March 1940". Stamped "Damaged by sea water" and forwarded in a transparent envelope "Herein a letter damaged during postal service" J 6 (5-36). R1



## 1940-1945 Finnish Sea Plane Emergency Landing in the Archipelago



Friday evening, 7 November, 1941, Aero O/Y's Junkers Ju 52 waterplane – called "Sampo" – emergency landed in the Åbo archipelago. The plane came from Helsinki and had a stop in Turku to get fuel for the further trip to Stockholm. Shortly after the start, some strong bangs are heard and the left engine stopped. Shortly after, the other two engines also stopped. Sampo being a sea plane, the pilot had to land in the archipelago. The plane hit the water surface very hard. All 16 passengers and crew members save themselves. It was the bad fuel that Sampo got during the stop in Turku, that caused the emergency landing.

Mail was damaged by the water and brought in to Turku, where it was dried and a three-language postmark was applied before forwarding.



Air mail letter postmarked Lovisa 6.xi.1941 and sent to Helsinki, from where it came on the airplane Sampo, which later crashed in the Åbo archipelago. Censored in Helsinki. After the emergency landing, the letter was postmarked in purple: *Lähetys vahingoittunut lento-onnettomuudessa. Forsändelsen skadats under flygolycka. L'envoi endommagé par accident d'aviation.* Postage: 2.75 m for the letter + 1 m Air mail fee. R2

## 1940-1945 Finnish Sea Plane Emergency Landing in the archipelago



After the accident, the letter below was stamped with a purple three-language postmark:

*Lähetys vahingoittunut lento-onnettomuudessa.  
Forsändelsen skadats under flygolycka.  
L'envoi endommagé par accident d'aviation*

Instead it was stamped:  
"PAR SERVICE AÉRIEN TRANS-  
ATLANTIQUE EUROPE-ETATS-UNIS".

Only recorded letter from this accident with that stamp.

The mail was damaged by water and brought to Turku, where it was dried and a three-language postmark was applied before forwarding.



Express letter from Helsinki 6.xi.1941 unfortunately landed in the Åbo archipelago. Danish postmark "Arrived without stamp". No frame. Postage Nordic countries: First weight class 1 May 1941 – 31 Aug 1942 1 Mark. Express fee 1 Jan 1935 – 14 Jan 1942 4 Mark. R3



1940-1945

## Pan Am's Yankee Clipper Crashes Close to Lisbon



At 6:47 AM, one of Pan Americans flights of the type Boeing B-314 (sea plane) was smashed during the attempt to land in the Tejo River by Lisbon in bad weather. Novelist Ben Robertson and singer and actor Tamara Drasin were among the 34 killed. American actress Jane Froman was seriously wounded. She later married the co-pilot who had saved her life despite his own serious personal injuries.



British censorship label: "Opened by Examiner 1512 / P.C. 90". On the YanKee Clipper, there were 93 sacks with mail to Europe from both South and North America (which during the Second World War was sent via Lisbon). Within the Nordic countries, there was largely only mail to Sweden, which was neutral. The damaged mail was, with few exceptions, forwarded directly from Lisbon to the recipient country.

White label with the following text: "Innelliggande försändelse har skadats av vatten vid förlisningen av en Clippermaskin på Tajo-floden utanför Lissabon den 22 febr. 1943". The shipment inside was damaged by the water in the sinking of a clipper machine on the Tagus river outside Lisbon on 22 February 1943".



Air Mail letter postmarked Buenos Aires c.g.2\*Argentina. Shipped by plane from Buenos Aires "VIA NATAL\*BOLAMA-LISBOA". Postmarked upon arrival in Stockholm 8 March, 1943. Foreign rate for the first weight class 20 Centavos + air mail fee to Sweden 2.50 Peso. R1

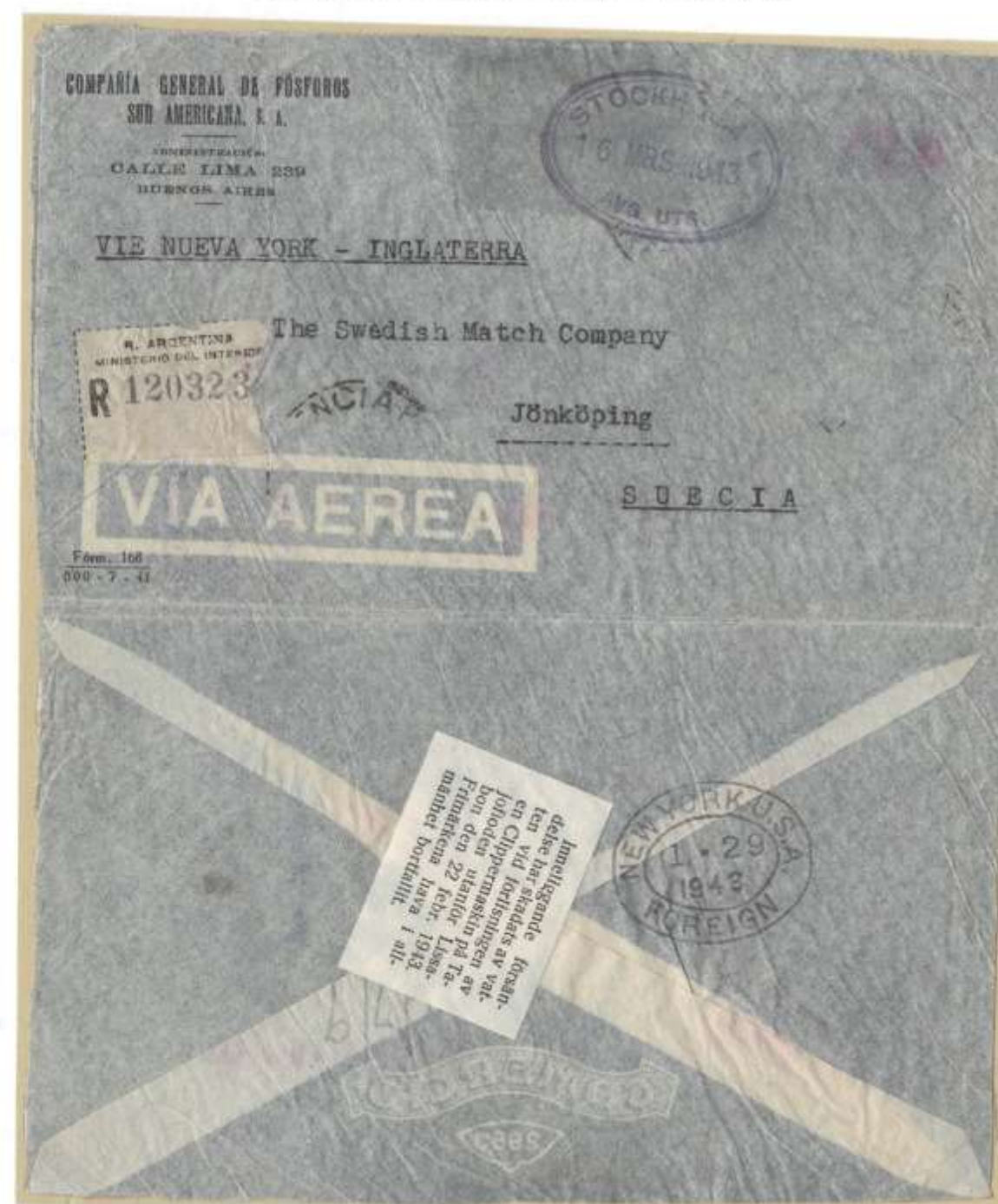
1940-1945

## Pan Am's Yankee Clipper Crashes Close to Lisbon



Innelliggande försändelse har skadats av vatten vid förlisningen av en Clippermaskin på Tajo-floden utanför Lissabon den 22 febr. 1943. Frimärkena hava i allmänhet bortfallit.

Other label: The stamps have fallen off due to water.



Registered air mail letter from New York 29 January, 1943. Sent with Pan American from Buenos Aires via New York, from which it was passed on to Lisbon, where the plane crashed in the Tejo River. Oval arrival postmark Stockholm Avg. UTR. 16 March, 1943 R1



1940-1945

## Pan Am's Yankee Clipper Crashes Close to Lisbon



This was the only Boeing Clipper to be lost due to high waves as the airplane crashed while landing on the Tagus River, Lisbon. 24 of the Yankee Clipper's passengers and crew members were killed in the accident. 15 people survived.

The letter below is one of the 6 sent via England and postmarked "DAMAGED BY/SEA WATER".  
To the Nordic countries.



Letter postmarked Denver, Colorado 17 January, 1943 and sent to Stockholm, Sweden. American censorship sealing label (left), which fell off into the water. Label on back: "Officially Sealed In The / Returned Letter Section, / London Postal Region." Purple stamp "DAMAGED BY/SEA WATER". British censorship and sealing label (right) from London. R2

1940-1945

## Unknown Cause for Plane Crash at Falsterbo, Sweden



Wednesday, 29 November 1944, the Lufthansa Focke-Wulf FW 200 crashed on the route between Berlin and Stockholm.

It is believed to be a German coastal guard ship that shot down the airplane at Måkläppen's lighthouse near Falsterbo. The reason should be that Erik Perwe (who was on board) had been one of the key figures behind the smuggling of 20 German Jews in November 1944. Alternatively, the reason may be a technical error, which has not been proved. 10 perished at the plane crash



Copy of the back of the letter below. Censorship label and censorship stamp, both from Berlin.

Denna försändelse har skadats av vatten vid olyckandet av flygmaskinen å linjen Berlin-Stockholm nära Falsterbo den 29 november 1944.  
Frimärkena hava i en del fall bortfallit.

This item has / been damaged by water in / the crash of the airplane on the route Berlin-Stockholm / near Falsterbo / 29 November 1944. Stamps have in some cases / fallen off.



Water damaged letter sent from Bern, Switzerland via Berlin to Sweden. The letter was censored in Germany with a label and stamped on the back. During the stay in the water, the censorship label of a neighboring letter stained the letter. R3



1940-1945

## 11 Norwegian Freedom Fighters Perished on Kinnekulle, Sweden



The night between August 28 and 29, a British Overseas Airways plane crashed with 12 passengers and 3 crew members near the top of Kinnekulle. All passengers were Norwegian freedom fighters on their way to Norway. The flight crew had lost the orientation and the aircraft flew directly into Kinnekulle. Two brothers living nearby succeeded in saving 4 of the passengers. The entire crew as well as eight passengers perished.

Etikette type A

Åter till avsändaren

Försändelsen har skadats under befordran med ett flygplan, som natten till den 29 augusti 1944 förolyckats på svenskt område.  
POSTKONTORET STOCKHOLM 1 AVG.UTR.

Label type A

Return to the sender

The shipment was damaged during transport by an airplane, which in the night of 29 August 1944 crashed on Swedish territory.  
POST OFFICE STOCKHOLM 1 DEP.ABROAD.

The flight wreck was spread over a very large area, which meant that the mail was not found until Tuesday evening at 9:35 PM. The mail consisted of several letter bundles addressed from Stockholm 1 and sorting office destined for London, Iceland, Istanbul, Spain and via "By Air from England over the Atlantic" to New York.



French-language letter bundle.



By air from England across the Atlantic.



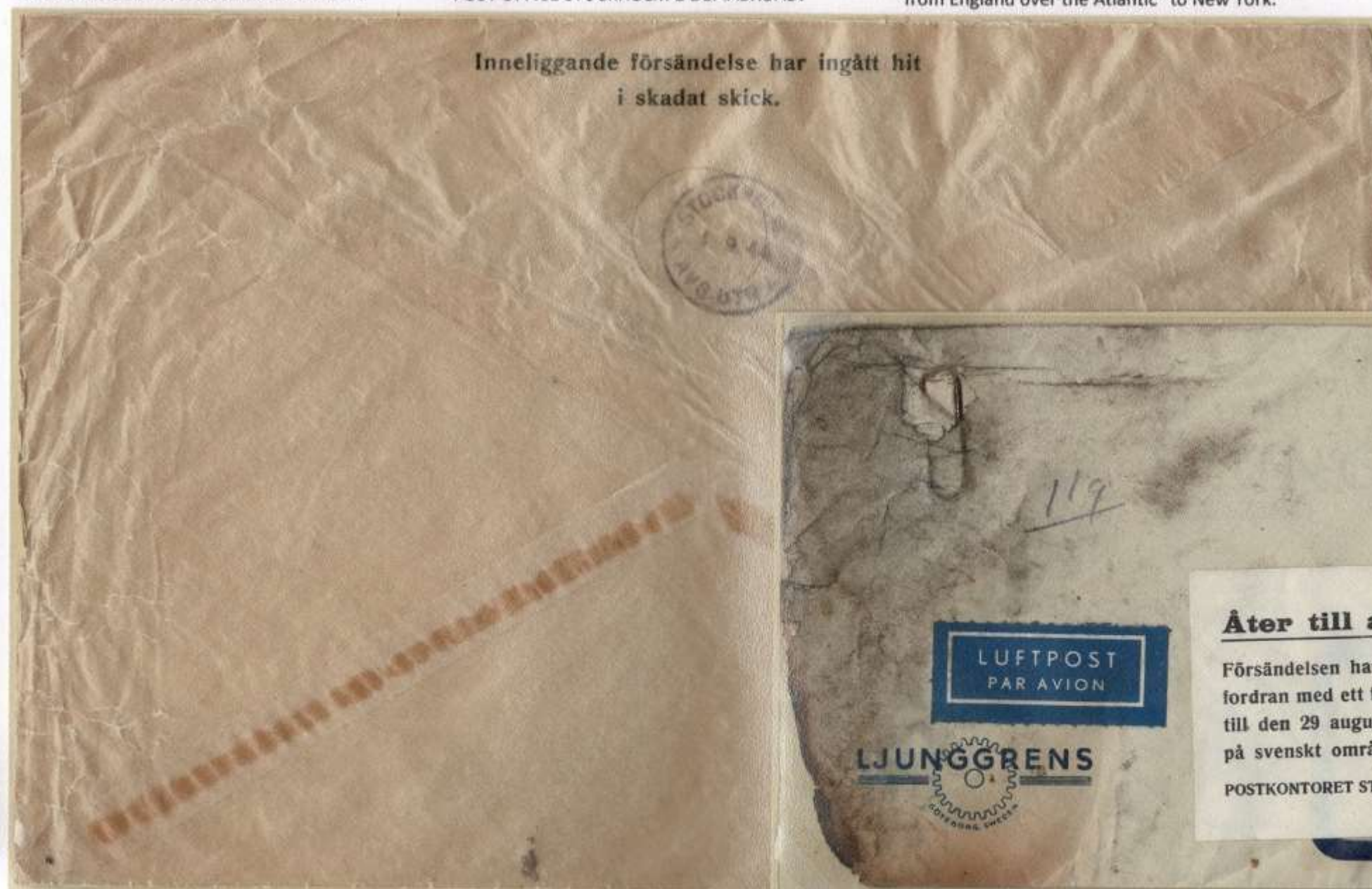
Swedish-language letter bundle.



By air to the United Kingdom



By air to the United Kingdom.



Interesting service cover with the text "Consignment in transit has arrived here in a damaged condition", which was used to return the damaged window envelope to the sender Ljunggrens in Gothenburg. These large service covers have only been used in a few cases.



Fire damaged window envelope sent from Gothenburg August 25 1944 with a B.O.A.C. flight to London. The damaged letter had a label applied explaining the reason for the return and then placed in an service cover. Foreign rate for letters up to 15 grams = 30 øre from 1.4.1942 - 31.3.1948. Air mail fee for 11 grams = 60 øre. R3





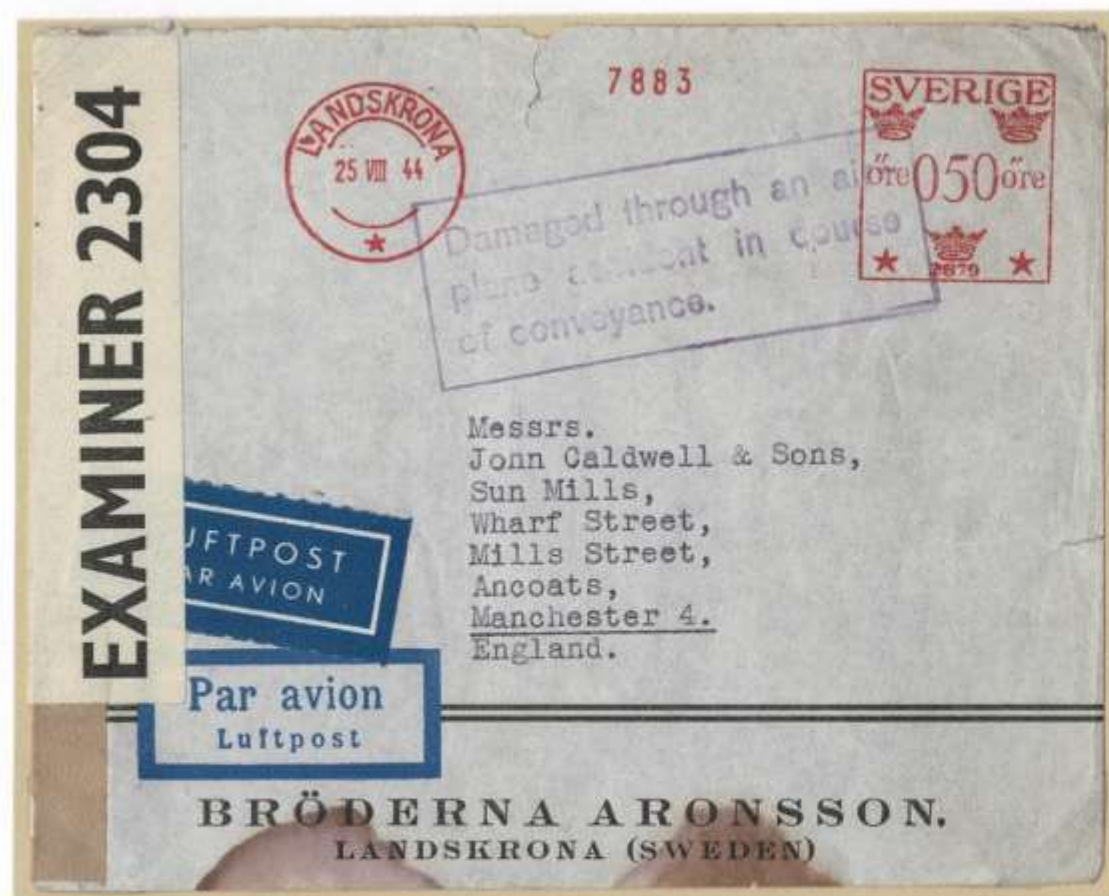
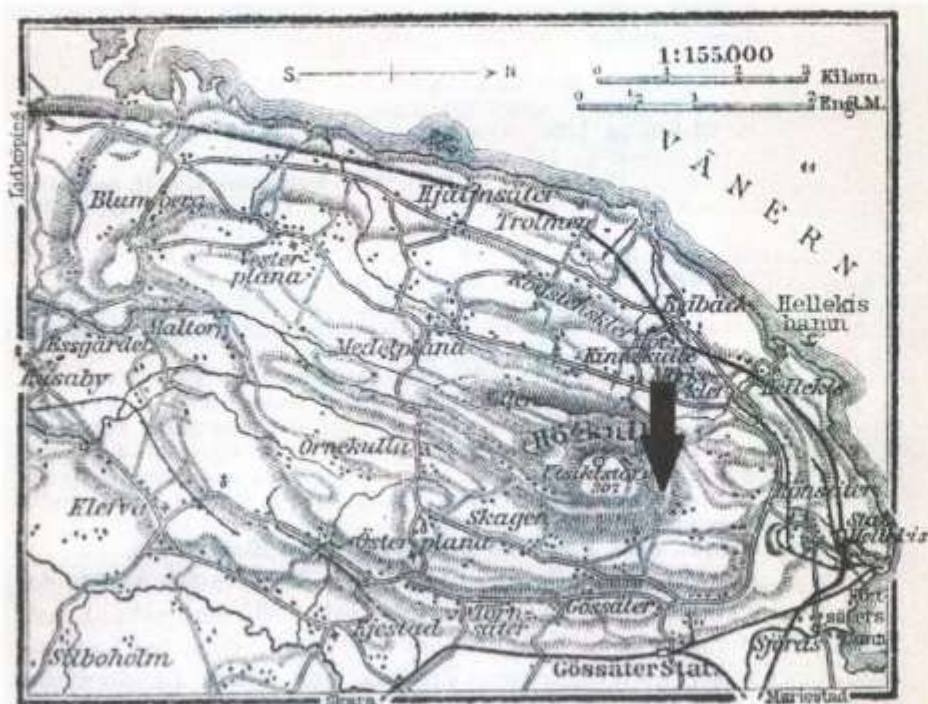
Mail from this plane crash can be divided into two categories.

1. The most damaged mail was returned to the sender.
2. All other mail was forwarded to the recipient.

Part of category 2 was stamped with a violet stamp:

"Damaged through an airplane accident in course of conveyance".

See letter below.



Letter cancelled in Landskrona 25 August, 1944 and sent via Stockholm on 1 September, 1944, from where it was forwarded by plane to England. British censorship label "Opened by Examiner 2304 P.C. 90". Franked at air mail rate for 1st weight class to England. R2



Normally mail was not delayed more than 24 hours because of censorship in New York, but obviously this letter contained information, so it was not released until 12 September 1945 and cancelled on arrival at Vinterhaven 13. September 1945.



Censorship label "EXAMINED BY 7599"

"THIS ARTICLE HAS BEEN HELD/ BY THE OFFICE OF CENSORSHIP".

THIS ARTICLE HAS BEEN HELD  
BY THE OFFICE OF CENSORSHIP



Airmail letter cancelled Mellerud 1 March 1945 and sent by plane to Vinterhaven, Maine, USA held by censorship: "THIS ARTICLE HAS BEEN HELD/BY THE OFFICE OF CENSORSHIP". Foreing 1, class rate: 30 øre and air mail fee via England 65 øre per. 5 grams. R3





Proceedings regarding the disappearance of N.B. letter, Reg. No. 743 from V (KBH) to Løgstør. Railway Post Office 2 in Fredericia sent a request to the assistant S.P. Knud, Fa-Ab 25, 25 April, 1945. On 17 May, 1945, he referred to information from Hobro on 7 April; "It is also reported that the valuable bag from train 25, 5 April, 1945 car Hb-Lø 873/843 was stolen in Hobro (the Post Office's car was stopped in Hobro). Fredericia 17 May, 1945 S.P. Knudsen.

Apparently, no further action is taken in the matter.

Denmark was without police from 19 September, 1944 until the end of the war.

Railway Post Office 2, 4 May 1945

About the attached Case Journal No. 3316 (a total of 2 documents) regarding NB letter, Reg. No. 743 from V (KBH) to Løgstør that did not arrive.

Your declaration is requested, which is to be listed here.

Mr. Thomsen

Upkm. A. E. Nielsen

Fa-Ar Bureau 20025 d. 5 April, 45.

Remember the letter?

How forwarded?

Has the relevant NBmail been available in Bureau 20025 5 April?

Form: A. 2014 (4-44 A5)

Mr. Assistant S.E. Knudsen

(Fa-Ab 25 5/4 45)

Overleaf 3 questions must be answered.

Discrepancies in the checklist for the bureau are noted

Post Office 2 15 May 1945

Fredericia

Signature

Ad 1) No!

Re 2) The relevant letter was submitted from Fa-Ab 25 to Hb-Lø 873/445

Ad 3) Yes! It is also reported that the valuables bag from Train 25 5 April 1945 to Hb-Lø 873/843 has been stolen in Hobro (The post office's car was stopped in Hobro)  
Railway Post Office Fredericia May 17 1945 S.E. Knudsen

*726*

Jernbanepostkontor 2  
den 4 MAJ 1945 194

Over vedlagte Sag Journal Nr. *3316* (ialt *2* Aktstykker) angaaende  
*Fa-Ab 25, Reg. No. 743 fra V til Løgstør ikke kommet frem.*

udbedes Deres Erklæring, der ønskes anført herpaa.

Sagen bedes tilbagesendt hertil snarest.

Hr. *Upkm. A. E. Nielsen.*  
*Fa-Ar Bureau 20025 d. 5. 4. 45.*  
*Er minde Drevet?*  
*Har den omhandlede Pibe forligget i Bureau 20025 5/4?*

*E. P.*  
*Nielsen*  
*45.*

A. 2014 (4-44 A5)

*Hr. Assistent S.E. Knudsen.*  
*(Fa-Ab 25 5/4 45)*  
*Omt. 3 spørgsmål bedes besvaret.*  
*Medlemsstemmelser i Kontor i lister for Bureauet bringes i erindring.*

Jernbanepostkontor 2 15 MAJ 1945  
Fredericia  
*Knudsen*  
*bas*

ad 1/ *nej!*

ad 2/ *Den omhandlede Forsendelse vil være afgivet i Afslutning fra Fa-Ab 25 til Hb-Lø 873/843.*

ad 3/ *ja!*  
*Det oplyses endvidere, at Værdipostbussen fra Tog 25 5/4 til Hb-Lø 873/843 er stoppet i Hobro (Postkontoret vil blive holdt op i Hobro)*  
*Fredericia 17. 5. 45*  
*S.E. Knudsen*

*Vide kendes Postkontoret i Hobro.*  
*Omhandlede aflyst for sendelse, der ikke er rigtig kommet i Fa-Ab Bureau 25 den 5/4 d. 45, vil være afgivet i Afslutning til Hobro-Løgstør Bureau 873/843, oplyst i Postbureau 105 Rec. Brev. Kontrollister for Bureau 25 den 5/4 indviser 2 Rec. Brev. Ifølge Skrivelse fra det øvre Kontor F. No. 486 af 7/4 d. 45, blev der foretaget Afslutning specialt i Hobro.*  
*2 Bilag.*

Jernbanepostkontor 2 17 MAJ 1945  
Fredericia



1940-1945

# Withheld air mail letter returned



After the German occupation of Norway and Denmark on April 9, 1940, mail transport via the UK was disconnected between 9 and 24 April. In the period between 25 April and 9 June, mail was transported either via Russia, Southern Europe or Italy. When Italy joined the Germans on 10 June, the route via Italy was disconnected.

The letter below was supposed to be sent to A.M.N. Abdul Hamid, Abdul Wahab & Co., No. 119, Pitt Street, Penang, Straits Settlements. However, due to previous shipments being returned from Italy, The Royal General Postal Authority's Complaint Office chose to return the letter to the sender, which is also seen in the label dated 20 December, 1940.

## Återställles till avsändaren.

Bifogade försändelse har i dagarna återkommit från italienska postverket, som icke kunnat vidarebefordra densamma. Med hänsyn till den långa tid, som förflutit efter försändelsens avlämnande till postbefordran, har försändelsen ansetts böra lämpligen återställas till avsändaren i stället för att härifrån vidareändas. Stockholm den 20 december 1940.

Kungl. Generalpoststyrelsens  
Reklamationskontor.



Air mail letter sent from Gothenburg 31 May, 1940 to Straits Settlements and franked 30 øre for 1st weight class 1 July 1936-31 May 1952. Air mail fee to Asian countries from 1 June 1934-28 Feb 1941 was 50 øre per. 5 grams. R4

1946-1970

# Air France Aircraft Crashed at Holtug 3 September, 1946



Beskadiget ved Flyveulykken ved Holtug  
den 3. September 1946.

OMKARTERINGSPOSTKONTORET.

A DC-3 Air France aircraft departed from Kast-rup Airport at 4:25 PM on its way to Paris, but a fire in the engine spread to one of the wings which subsequently fell off and the air plane crashes. All 17 passengers and 5 crew members perished in the largest flight disaster in Denmark after WW II.

## Hert en under Postbesørgelsen beskadtet Forsendelse



1946 with 40 øre foreign rate from 1.7.1940 to 31.5.1950. The letter was returned to the sender in envelope # 6 (1-44). R3

Damaged by the Flight accident at Holtug on 3 September 1946.

REMAPPING POST OFFICE.

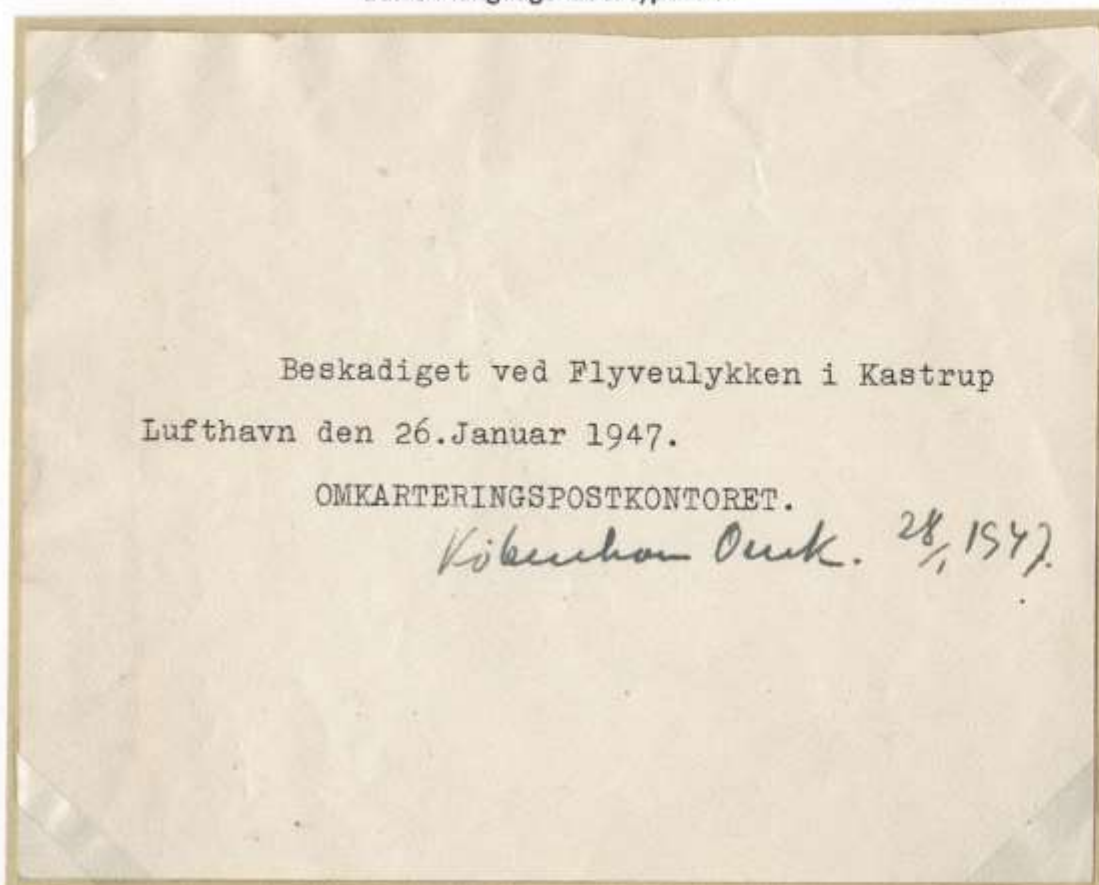


1946-1970

# KLM Aircraft Crashed at Kastrup Airport, Denmark. To Sweden



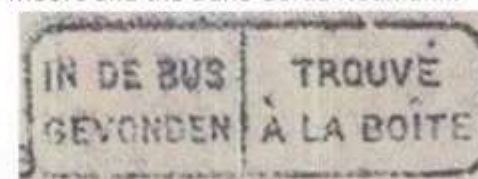
One of the two well-known labels with the endorsement "Copenhagen Omk. 28/1 1947".  
Danish-language label type A-c.



On Sunday, 26 January, KLM'S Douglas C-47A-30DK lands at Kastrup Airport. It was a terrible stormy weather, so all the flaps on the plane were secured with 13 rudder locks, which were handed over to an employee at the airport. The aircraft was refueled after landing. When the aircraft was ready to take off at 4:35 PM, all 13 rudder locks had been delivered back to the captain. However, an extra height rudder in the back part of the aircraft had not been removed, which caused the accident.

All 22 on board died including 40-year-old Swedish Prince Gustav Adolf as well as American singer Grace Moore and the Dane Gerda Neumann.

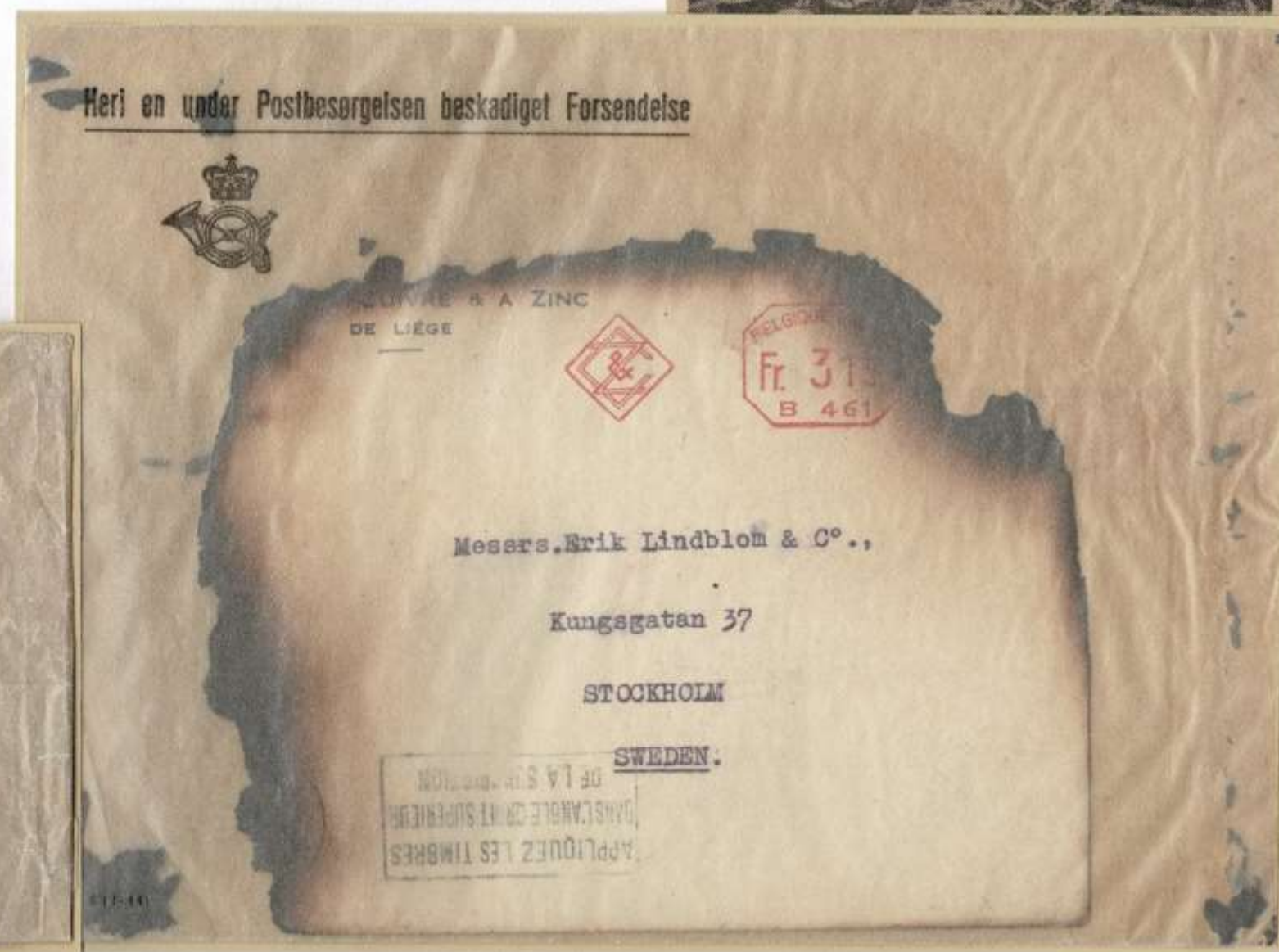
Postcard on the left postmarked: "Found in the the box".



## Kastrup-katastrofen dystert 10-årsminne



Postcard postmarked in Antwerp 25 January, 1947 and sent to Helsingborg via Copenhagen. Foreign rate for postcards 20 May 1946 to 14 Dec 1948 was 1.75 franc + 2 franc for air mail. R2



After the air plane accident in Kastrup, the letter was forwarded in a Danish "ambulance" with the text "Heri en under postbesørgelsen beskadiget forsendelse (Inclosed a letter damaged during shipment)". Letter sent from Liège, Belgium and via Kastrup Airport to Stockholm, Sweden. Foreign rate 20 May 1946 – 14 December 1948 3.15 fr. R2



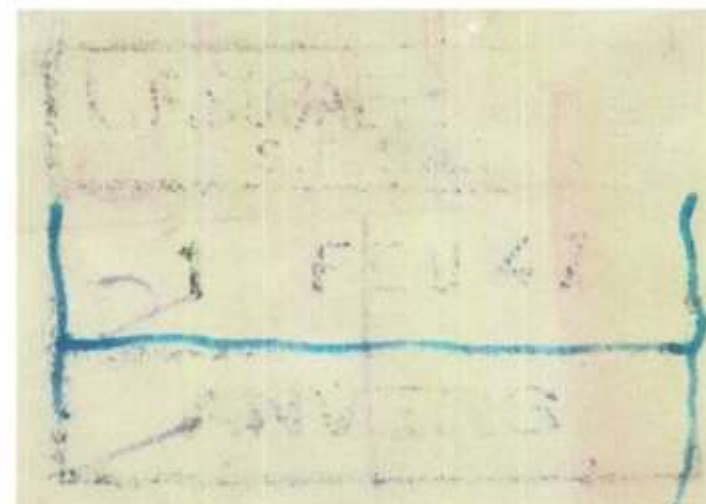


Only known item to Finland with inlaid Danish label.

Beskadiget ved Flyveulykken i Kastrup  
Lufthavn den 26. Januar 1947.  
OMKARTERINGSPOSTKONTORET.



Postcard postmarked in Brasschaat, Belgium and sent with KLM aircraft to Helsinki, which crashes at Kastrup Airport. Put in a Danish parchment envelope with label and forwarded to Finland. The card is correctly stamped foreign rate for postcards 20 May 1946 to 14 dec 1948 1.75 franc. R2



Copy of L. F. Bogarts & Co's date stamp 1 February 1947, Anvers.

NOTE! Unfortunately, someone has redrawn the postmark with a pen. In addition, a label has been put on which has no postal relevance.

Only 2 items returned from this crash are known.



"Service cover". A "Heri en under Postbesørgelsen beskadiget Forsendelse" (enclosed a letter damaged during shipment) letter used to return the contents of a letter to Bogarts & Co Victor Panis, Antwerp dated 23 January 1947. The letter was originally sent to Tahka & K:ni Oy, Helsinki, Finland. R2



1946-1970

DDLs Torulf Viking landed in Øresund, Denmark



Danish etiquette type A-d is known by:  
V after Copenhagen is just below the T  
in Sorting post office

Damaged by the aircraft accident outside  
Kastrup on 29 December, 1947.  
Sorting post office  
Copenhagen v

Beskadiget ved Flyveuheldet ud-  
for Kastrup den 29. December 1947.  
OMKARTERINGSPOSTKONTORET  
KØBENHAVN V

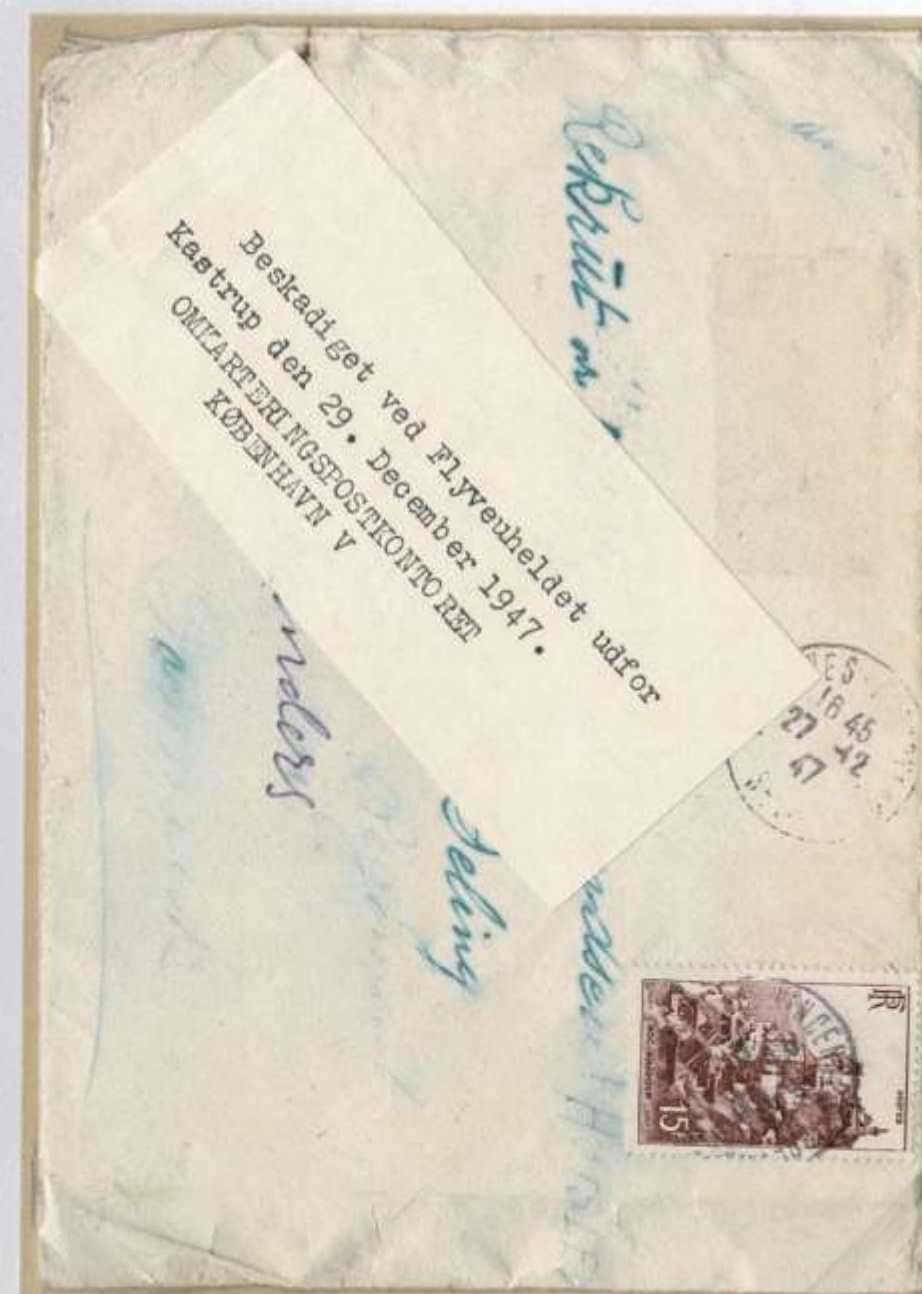


Danish etiquette type A-i is known by:  
First line break after udfor  
The first B is above the t.

Damaged by the aircraft accident outside  
Kastrup on 29 December, 1947.  
Sorting post office  
Copenhagen v



Registered aerogram cancelled Santos, Brazil 22.12.1947 and sent via Paris to Stockholm, Sweden. Franked according to the applicable letter rate to Europe of 1.20 Reals. Supplement and recommendation 1.90 Reals and the air mail rate 4.20 Reals = a total of 7.30 Reals. R2



Air mail letter sent to Randers, Denmark. Postmarked VINCENNES CENTRE SEINE on 27 December, 1947. Stamped with 15 francs. R2



## 1946-1970

## DDLs Torulf Viking landed in Øresund, Denmark



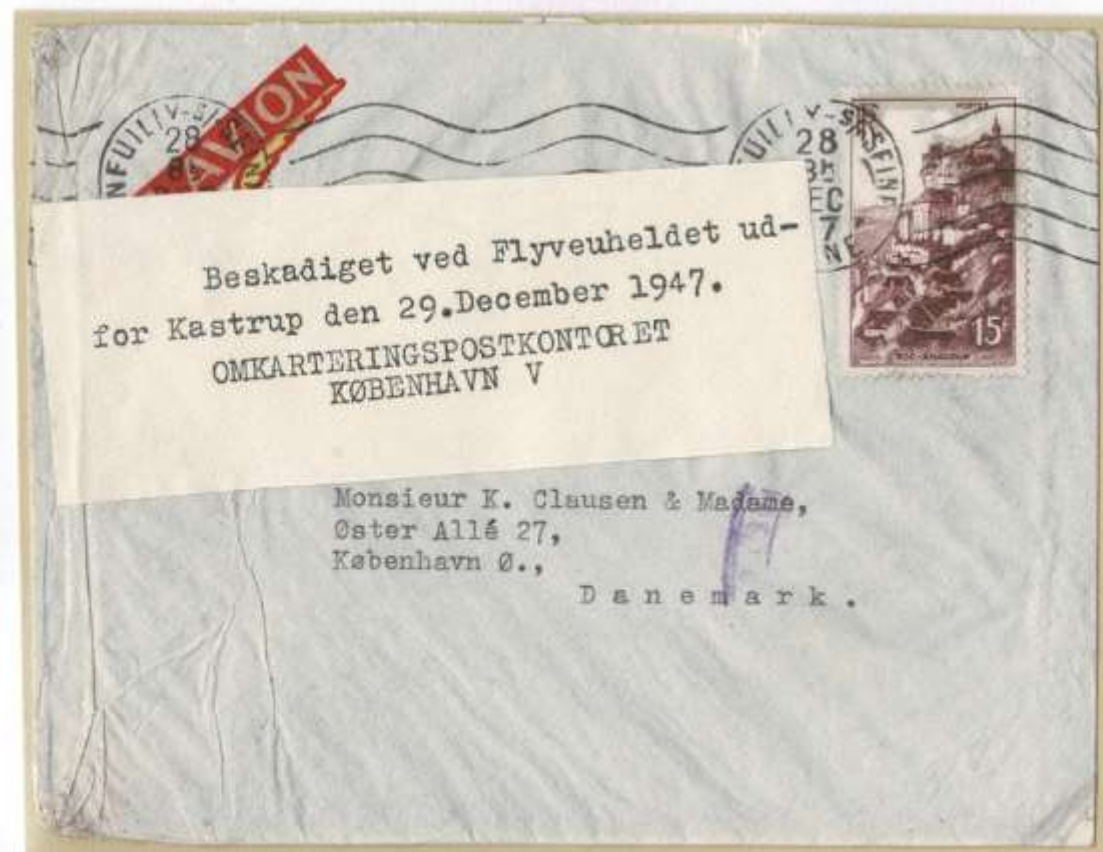
The plane was on Monday 29 December 1947 at 15.55 taken off from Paris with 4 crew members and 20 passengers taken off from Paris and on approach to Kastrup Airport in fog and darkness over Øresund at 18.50, when the second pilot suddenly discovered water straight ahead and warned the first pilot, but when it was too late to correct and the landing wheels caught the sea surface, the plane went nose-down and ended up in shallow water 150 meters from land, where the wheels dug into the sandy bottom.

The pilots managed to turn off the gasoline supply to minimize the danger of explosion, but the cockpit was crushed and the pilot was thrown out the window. He only got a sling in the forehead, but the other pilot broke the leg. An enlightening motor boat quickly saved the crashed, and only one passenger had to be in the hospital.

The aircraft stood at 3 m water depth in Øresund at approx. 150 meters from land, so the mail was to some extent damaged by water, but it was all saved. There was mail from different destinations to Denmark and Sweden.

Danish etiquette type A-e is known by:  
V after Copenhagen is just below the K  
in Sorting post office

Damaged by the aircraft accident outside  
Kastrup on 29 December, 1947.  
Sorting post office  
Copenhagen v



Air mail letter sent from Embassade de Danemark, Paris to Denmark. Postmarked EUILLY S/SEINE on 28 December, 1947. At the back is a blue oval stamp "KGL. DANSK AMBASADE I PARIS" (Royal Danish embassy in Paris. Stamped with 15 francs. **R2**

### 1946-1970 KLM's "Koningin Juliana" Crashed near Frankfurt am Main



KLM's Douglas DC 6 called "*Koningin Juliana*".

Parchment envelope "Herein mail  
damaged during postal delivery."  
J.6(2-50).

Parchment Envelope with white  
Danish label Type A-g:

Damaged at flight accident at  
Frankfurt (Main) on 22 March  
1952.

SORTING POST OFFICE,  
COPENHAGEN V.



Postcard postmarked Taormina Messina, Sicily 20 March 1952 and sent via Rome, from where it was sent by plane to Denmark via Frankfurt. Correctly franked 35 lire. **R2**