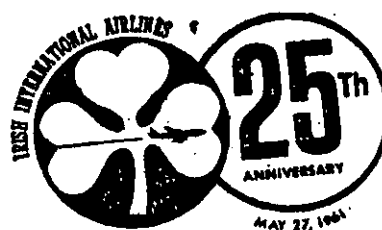




IRELAND

HISTORICAL FIRST FLIGHT

AIR COVERS



Supplement No. 29

ÉIRE PHILATELIC ASSOCIATION

January, 1967

FIRST FLIGHT - BELFAST TO LIVERPOOL 1924

The first official mail flight between Ireland and England took place on the 2nd of May 1924. The airmail fee was 1/2d per two ounces or fraction thereof, in addition to the regular postage. The only mail accepted initially for this service was outgoing from Belfast to Liverpool.

On May 2, 1924, the pilot, Sir A.J. Cobham left Malone Aerodrome, Belfast at 6:22 a.m. and arrived at Aintree Aerodrome slightly over two hours later. Although no special markings were applied, some covers have a violet cachet in two lines: "FIRST AIRMAIL - BELFAST TO LIVERPOOL."

The flights were continued on May 3, 5, 6, 7, 8, 12, 15, 16, 17, 23, 24, 26, 28, 29 and June 2 when they were discontinued.

SECOND EXPERIMENTAL FLIGHT 1928

This Liverpool and Belfast experimental mail service resumed on September 24, 1928 and continued for two weeks until October 4, 1928 but bad weather interfered with the schedule. The cover illustrated at the right has a rectangular cachet:

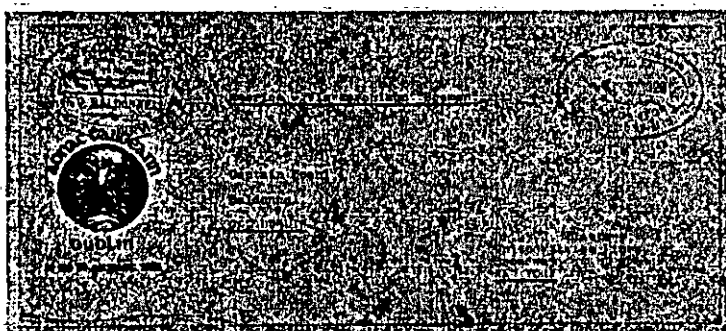
"1st England-Ireland-Service / Liverpool Civic Week" with a superimposed two line: "By Flying Boat / Belfast-Liverpool".

"BREMEN" FLIGHT 1928



No official mail was carried on the first East-West flight of the Atlantic Ocean in 1928 by the "Bremen". A few covers were carried by favor of the personnel of the flight (one of which is illustrated at the right).

The flight was made by Baron Guenther von Huenfeld of the German Luft Hansa. The pilot of the flight was Captain Hermann Koehl, and James Fitzmaurice, a captain of the Irish Air Force, was co-pilot. The Plane, the "Bremen" left Baldonnell Airdrome, in Ireland, on April 12, 1928. After a flight of 36 1/2 hours, the aviators became hopelessly lost on the fog-bound coast of Labrador. Finally they found a rift in the fog and made a crash landing on Greenly Island.



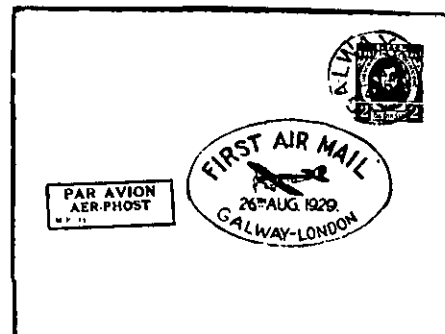
FIRST GALWAY—LONDON FLIGHT, 1929

With the arrival of the North German Lloyd steamship "KARLSRUHE" at Galway from New York on 26th August 1929, about 21 pounds of U. S. mail, together with about 7 pounds of mail posted on board with the Seapost cancellation were transferred ashore. It is said that there were about 2000 U. S. letters and about 1000 posted aboard the Karlsruhe. This mail together with 5,026 covers (5 bags = 68 pounds) postmarked in Galway and bearing a cachet supplied by the Galway Chamber of Commerce were transferred to a Vickers-Vixen airplane at Oranmore Aerodrome, Galway.

The plane, piloted by Colonel Charles Russell, who was formerly Chief of the Irish Free State Air Force and Flight Officer J. Summers, test pilot for Vickers Aviation, Ltd., the builders of the plane, left Galway, Ireland at 7:30 a.m. and arrived at Croyden Aerodrome, near London at 11:35 a.m. after making fuel stops at Baldonnel (Dublin) and Sea-land, near Liverpool.

Four different postmarks were used at Galway for this flight: (a) "Gaillimh 26.viii.29"; (b) "Galway 26 Au. 29"; (c) machine cancellation "Gaillimh. 7.15 p.m. 24 Aug. 29"; (d) machine cancellation "Gaillimh 26 Aug. 29". Both these machine cancellations also had the slogan "Buy Irish Goods".

Mail from Ireland is also known with the postmark BAILE ATHA CLIATH machine cancel with "Buy Irish Goods" slogan.



J. A. MOLLISON SOLO FLIGHT - DUBLIN TO NEW YORK 1932

The 18th August 1932 flight by J. A. Mollison from Dublin to New York carried some mail and made use of the privately overprinted 1/- definitive stamp. (see Supplement No. 21).

GALWAY—BERLIN FIRST AIR MAIL

The following notice appeared in the Galway Post office on October 19th, 1932:

**GALWAY—BERLIN
AIR-MAIL.**

A mail will be despatched to Berlin by aeroplane at 6-30 a.m. on Saturday the 22nd inst.

The inclusive fee is 6d. per oz. Letters insufficiently prepaid will not be forwarded by air-mail.

Latest time for posting is Midnight, Friday 21st inst.

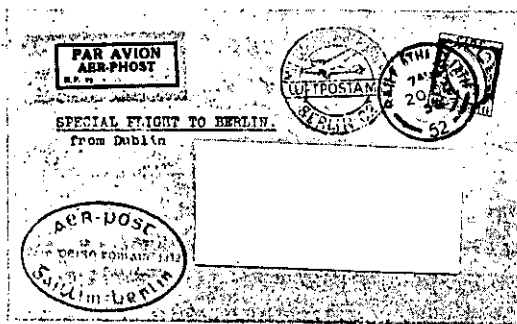
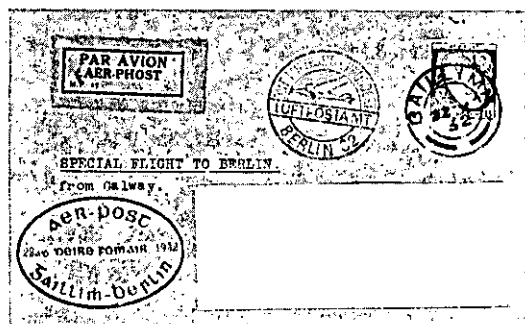
N.B.—MAXIMUM WEIGHT, 1 oz. GAILLIM, 19th October, 1932.

Since the advance notice was short, a small amount of mail was carried on the flight. Only 1,015 letters were sent from Galway. A special green cachet appeared on all mail but that sent from Dublin bearing the same cachet was in a paler shade of ink. The covers on arrival received at Berlin on the front a red circular LUFTPOSTAMPT cancellation and a backstamp "Berlin C. 22.10.32".

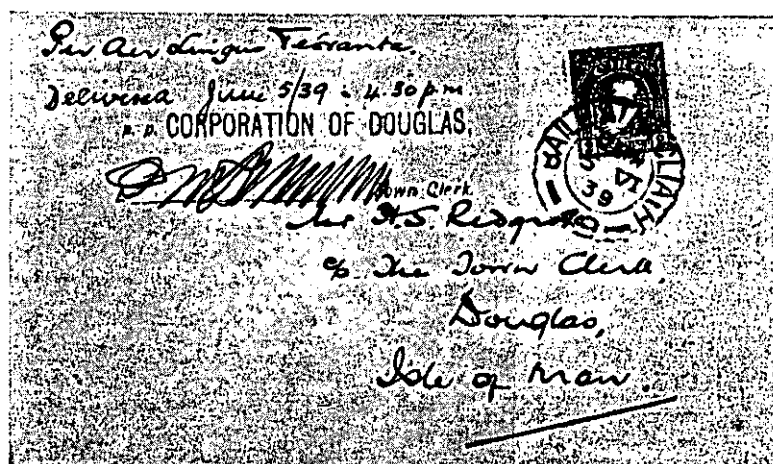
At 6:33 a.m. on October 22, 1932, Mr. O. E. Armstrong took off in a Fox-Moth plane from Oranmore Aerodrome (Galway) with the mail and two passengers. He arrived at Baldonnel Aerodrome (Dublin) at 7:27 a.m. The mail was then transferred together with the Dublin mail to a Royal Dutch Air Liner and at 8 a.m., this plane piloted by Colonel Russell and fourteen passengers took off from Baldonnel for Croyden. Arriving at Croyden at 10:55 a.m., the plane was refueled and left there forty-five minutes later. A stop was made at Rotter-

dam sometime after 1 p.m. and left again at 1:45 p.m. for Berlin. A final landing at Berlin was made at 4:30 p.m. (5:30 p.m. German time).

The return flight was made on the following day, leaving Berlin at 5:47 a.m. and landing again in Ireland at 4 p.m.



DUBLIN - ISLE OF MAN EXPERIMENTAL FLIGHTS 1937-1939



In 1937, the Irish postal officials entered into a contract for the transfer of mail by air from Dublin to the Isle of Man. Many Irish folk spend their summers there and this was intended to be an experiment.

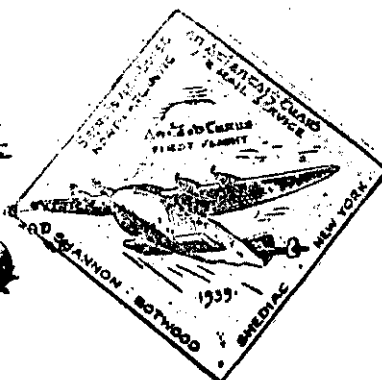
The contract was made with Aer Lingus and the first flight was made with officially flown mail on 1st July 1937 by Captain A. L. Robinson in the DeHaviland "Rapide" G-ACYR. This mail was sent from the Dublin Sorting Of-

fice at 12:15 p.m. to the Baldonnel Aerodrome. At 1:45 p.m. the plane left for Ronaldsway Aerodrome, Isle of Man, arriving at 2:45 p.m. with delivery in Douglas that same afternoon. Mail was carried in this one direction only. These flights continued until 31 August 1937 when the season ended. There are no reports of existing covers.

In 1938, the experiment was resumed beginning on 4th June and continued until 19 September. Covers are known in existence for this year. There was no official markings and covers must be identified by the Douglas backstamp.

In 1939, the service to the Isle of Man was continued commencing on the 5th of June and being suspended on the 31st August. (See photo of cover above).

PAN AMERICAN WORLD AIRWAYS TRANS-ATLANTIC FLIGHT 1939



(a)

(b)

(c)

(d)

(e)

This flight left New York on June 24th and arrived at Shediac, Canada on the same day. Mail was accepted for Canada, Newfoundland, Ireland and England. The covers bear an official FAM 18 cachet in red, applied in New York (Design a).

Due to the fog, there was a three day delay at Shediac before the flight could be resumed. On June 27, the flight left Shediac with mail for Newfoundland, Ireland and England. Two different cachets were applied here to mail: that for Botwood, Newfoundland had Design (b) and that for Ireland and England had Design (c). The flight arrived at Botwood on the same day.

The flight then left Botwood, Newfoundland with mail for Ireland and England. No special cachet was applied at Botwood on mail originating there as far as we know. Upon arrival in Ireland on June 28th, the Irish mail was backstamped; the mail for England was backstamped there on June 29th.

The return flight left Southampton, England on June 30, 1939. No special cachet was applied to the mail originating there. The flight stopped at Foynes Ireland the same day and picked up the Irish mail. Covers carried on this flight were cancelled at Foynes, Limerick as early as June 24, 1939. The postmark is circular FAING - Co. LUIMNEACH 24 vi 39. Covers are also known postmarked Dublin as early as June 27 and even as late as June 30th. The Dublin postmarks reported as BAILE ATHA CLIATH 5 27 vi 39; BAILE ATHA CLIATH 2 or 5 /30 vi 39.

A special Irish cachet (Design d) was applied in violet to all covers originating in Ireland, addressed to Newfoundland, Canada and New York. Upon arrival at Botwood, the Newfoundland mail was backstamped (circular) BOTWOOD, NFLD July 1, 1939.

The flight left Botwood, Newfoundland on July 1, 1939 with mail for Canada and the United States with no special cachet there. On the same day, the plane stopped at Shediac, Canada with the Canadian mail, which received a circular backstamp SHEDIAC, CANADA July 1, 1939 6 p.m. Mail from Canada destined for New York received a special cachet (Design e) in black. Upon arrival in New York, the mail received a back stamp NEW YORK, N. Y. Jul 1, 1939 10 p.m.

IMPERIAL AIRWAYS TRANS-ATLANTIC FLIGHT 1939

The first flight of the Imperial Airways left Foynes, Ireland on August 5th, 1939. Covers were given a violet cachet in Gaelic. Stops were made at Botwood and at Montreal on August 6th with arrival in New York the same day. No cachet was applied at Montreal. The covers were backstamped New York on August 6th.

The return flight left New York on August 9-10, 1939, arriving in Montreal August 10th. No special cachet was used. All mail was officially destined for Newfoundland and overseas, none for Canada. The flight left Montreal on the 10th and arrived at Botwood the same day. Special cachets were applied to covers for each destination, at Montreal. A map and plane for Botwood; a plane over crossed maple leaf and a plane over the ship Britannica for the overseas mail. Leaving Botwood with additional mail for Ireland and England on August 10th, it arrived at Foynes on the 11th. No mail was accepted in Ireland for England.

