



# Danish Aviation History - a Paraphilatelic View

## -Part Three

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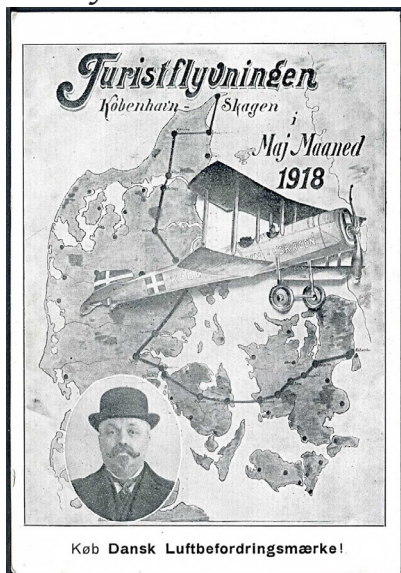
Following the end of World War One there was a lot of activity in the aviation field. Wartime flying had honed the skills of many early aviators. Nobody really had a strong feeling for how aviation would fit into people's lives or their businesses, but enthusiasm for aviation was high. There were many exhibitions, small at first, which included demonstrations and even passenger sightseeing flights. Unfortunately, none of the aviation exhibitions, small or large, were recognized or publicized on any poster stamps, but there were a few special flights which did involve stamps.

### J. Erlind's Private Airmail Stamp

In 1918, J. Erlind of Copenhagen, planned a Tourist Flight on May 15th, from Copenhagen to Skagen (at the northern tip of Jutland) with a return the same day. Another flight was planned for the Købestævnet (Shopping Trade Show) at Fredericia, on May 8th. He had a special stamp, denominated 5 Kroner, printed for use on mail to be carried on the flights. Erlind also had a special postcard printed, promoting the flights, which exhorted people to: "Buy "Danish Air Transport Labels" for the tourist flight on 15 May 1918: Copenhagen - Skagen and return on the same day, and the Fredericia Shopping Convention on 8 May."



Erlind's private Airmail Stamp



Unfortunately, for unknown reasons, the flights never occurred, and there were significant numbers of Erlind's stamps remaining, which were made available for



other uses. Many of the remaining stamps were supplied to Børnenes Kontor, a children's charity, and overprinted for use as fundraisers.



### Otto Reichert's Flights in Næstved and Storehedinge - 1919

After the war ended, many Germans who had been involved in the German war effort found themselves trying to make a living. Danish-German pilot Otto Reichert had been employed at the Albatross Flugzeug Werke in Berlin, and was able to obtain some surplus Albatross airplanes very cheaply. He brought some of these planes to Denmark, and formed a loose association with the Nielsen & Winther Aircraft Manufacturing Company. Nielsen & Winther was originally a Danish machine factory, but became involved in airplane production during the World War One era. Nielsen & Winther arranged a Scandinavian air show in Copenhagen, along with an exhibition held in Tivoli during the days from 12 to 27 April 1919. After the exhibition closed, a large number of the exhibits in Tivoli were moved to the Ridehuset (Equestrian School) in Nykøbing Falster. This was a perfect





opportunity for Otto Reichert. In connection with this first air show in the province, passenger flights were organized from a field north of the city, and here Reichert began his business as a pilot in Denmark.

Throughout the summer of 1919, there was a great deal of aviation activity in Denmark, with pilots from all over Europe making visits there, and showing off their various aircraft. A major stir occurred in August as a result of the visit of a French aircraft, a Farman "Goliath", which was piloted by French Lieutenant d'Or and Danish pilot Krause-Jensen. The French aircraft manufacturer "Avions Farman" was investigating the possibility of a joint French-Danish venture.



On September 11th, the Farman "Goliath" made a demonstration flight from Copenhagen to Aarhus (on Jutland). The plane carried 9 passengers and a small amount of mail. The mailed was franked with ordinary postage stamps, along with one or more of the remaindered labels printed by J. Erlind the previous year. The labels, which were supplied by Erlind, received an oval rubber stamp marking "Erlinds Lufttrafik / Æbtestien 3-Kbhvn.C". The cover received a boxed handstamp cachet in red with "„GOLIATH" / København-Aarhus / 11 - 9 - 1919".



The covers were postmarked in Aarhus on arrival. Unfortunately, the Goliath crashed on its return flight to Paris, near the Germany-Netherlands border, and the French-Danish joint venture never came to fruition.

Otto Reichert had arrived in Næstved on September 10, 1919 with an Albatross airplane. He was there to participate in the Rundskuedagen (Sightseeing Day) festivities, and had planned a flight from Næstved to Storhedinge on September 13, with the intention of establishing an airmail route. There were special airmail stamps prepared for the flight, 150 examples were printed in panes of 6, typeset with text only. The September 16 issue of the Østsjællands Folkeblad (newspaper) had a small note stating: "Reichert brought 111 letters and postcards from Næstved to Storhedinge on Saturday." For some reason, some of the mailpieces show an error in the Næstved postmark, with the year date as "18" instead of the correct "19".



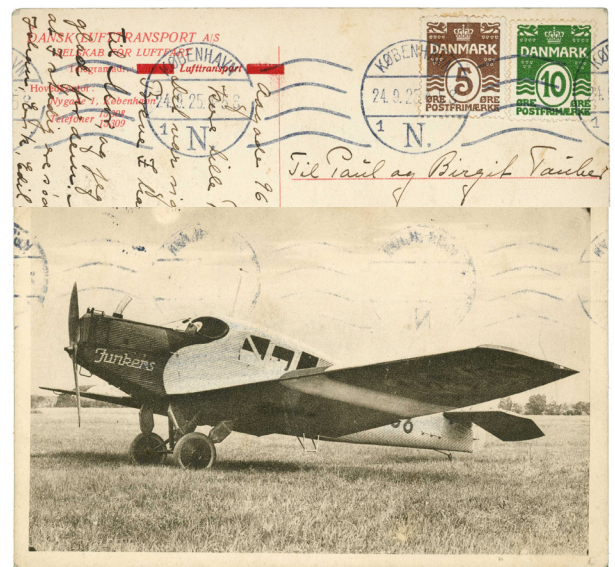
There was a second flight planned, from Storehedinge to Copenhagen, and a different stamp was prepared. This stamp, also typeset with text only, was printed in an issue of 600 stamps. The stamps were printed in black, on either red, blue or green paper - 200 of each. The different colors were intended to be used for different origin towns: red for Storhedinge, green for Faxe, and blue for Stege. Supposedly, there were 190 letters and cards mailed from Storhedinge, probably franked with the red stamp, postmarked on September 16. Unfortunately, all of the mailings from that flight were lost, and all of the other stamps were later destroyed, with only a few unused stamps remaining. The original printer of these stamps produced 35 numbered reprints of the blue stamp in 1936, and some additional reprints were created at a later, unknown date.





## Næstved Rundskuedag 1925

In the spring of 1925, the German company Dansk Lufttransport A/S, a subsidiary of Junkers, was founded, as a direct competitor to the Danish company DDL (Det Danske Luftfartsselskab). DDL was founded in 1918, and controlled the newly built Kastrup Airport outside of Copenhagen. Dansk Lufttransport owned two Junkers F.13 airplanes, and the company maintained a daily route between Copenhagen, Berlin, and Dresden during the summer of 1925. Their competition with DDL ensured a lot of propaganda surrounding the burgeoning business model of passenger travel by air.



Because of the popularity of the special Rundskuedagen flight of 1919, a new stamp was prepared for the event in September, 1925. The stamp design was by artist Hakon Mielche, depicting a plane flying over the Næstved skyline. They were printed by the Næstved Avis (Næstved Newspaper) printer in panes of 4 stamps, with two rows printed tête-bêche, in an issue size of 500 stamps.



On September 3, 1925, pilot Christian Johanssen flew one of Dansk Lufttransport's Junkers F.13 airplanes from Næstved to Copenhagen. On that flight were 287 pieces of mail franked with



the special stamp. Dansk Lufttransport struggled to obtain concessions from the Danish authorities for additional domestic routes because of their competition with DDL (which was still not operating at full capacity). In the winter of 1925-26 Dansk Lufttransport ceased operations, leaving DDL as the only major airline company in Denmark.



## Robert Svendsen's Jubilee Sundflyvning – 1930

1930 was the 20th anniversary of Roberts Svendsen's historic first flight over the Øresund. The "Foreningen Danske Flyvere" (The Danish Pilot's Association) celebrated the anniversary with a second flight across the Sound. Robert Svendsen, who was now a wealthy director of the automobile company H. C. Christiansen, of Copenhagen, was invited to undertake the flight over to Malmö, Sweden. The flight began at the Skandinavisk Aerodrom (a local venue for air shows) on July 17, 1930, at around 9 a.m., with a De Haviland Moth airplane belonging to a well-known aviation enthusiast Dir. C.



Mærkat depicting Utzon Frank's monument to Danish flyers.

Thielst. The Moth was accompanied by six Danish military planes to mid-Sound, where nine Swedish military planes took over the escort to the Bulltofta Airport in Sweden. Svendsen was greeted there by a large crowd and the head of the ABA (AB Aero-transport), Charles Lignell, who presented flowers to both Svendsen and his wife, who arrived a little later in a DDL Fokker.



Part of H. C. Christiansen's display area at Copenhagen's 1926 Automobile Exhibition.

On the site of the 1910 landing, in Limhamn, Sweden, flagpoles with Danish and Swedish flags had been erected, and a memorial ceremony was held.

Foreningen Danske Flyvere had arranged for souvenir mail to be flown over the Sound with Svendsen, with the approval of the Danish Post Office. A semi-official airmail stamp was produced and sold for 5 Kroner, with the proceeds to benefit the Dansk Flyveres Fond (Danish Pilot's Memorial Fund). The stamp depicts Svendsen's Voisin airplane, in which he made his original cross-Sound flight in 1910.

The stamps were printed in panes of 4, in an edition of 4,500 perforated stamps and 500 imperforate stamps.





600 mailpieces, including covers and cards, were carried on the Jubilee Flight, all franked with the special stamp, plus regular Danish postage stamps, and postmarked: “KØBENHAVN”, “17/07/30 7-8F”, “LUFTPOST 2”. They also received an arrival postmark: “MALMÖ 1”, “17/07/30 9-10”, “LUFTPOST”. Some items also have a round handstamped cachet in green with the text “DANSKE FLYVERE”.



Left: Postal card produced by Foreningen Danske Flyvere with special stamp along with postage imprint and stamp.



Right: Picture post card with special stamp along with postage stamps. Also showing circular green “DANSKE FLYVERE” cachet.

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