

Swedish Crash Mail 1895-1975

A Postal History Study of Swedish Crash Mail During Times of Global Rapidly Developing Means of Transportation

All mail items in the exhibit are originating from one of the following categories:

Maritime Crashes, foreign and domestic, page 2-16

Train Crashes, foreign and domestic, page 17-32

Aviation Crashes, foreign and domestic, page 33-80

Scope

The scope of this five frame exhibit is to document mail items that were subjected to major crashes during transportation. The chosen time period is very interesting with a high occurrence of major crashes due to WWI, WWII and recently invented and still developing means of transportation, i.e. maritime, trains and aviation. Maritime, train and aviation transportation means also encountered major improvements during the same time period. This was also a time period when an extensive increase in technical and safety improvements as well as progress in engineering and mechanical construction technology occurred. As a result, excluding WWI and WWII, the trend over time is a decrease in the number of major crashes.

My definition of Swedish crash mail is crash mail from and to Sweden processed by the Swedish or any foreign post office.

The exhibit consists exclusively of mail that in any way is connected to Sweden. This limitation was established in order to make the exhibit more challenging, however, still maintaining the possibility of exhibiting mail items treated and processed in any country or area in the world.

Rarity

Some crashes produced large numbers of recovered mail items while others produced a moderate amount or none at all. The only rarity codes applied are for maritime crashes and according to Maritime Disaster Mail by Hoggarth & Gwynn, see References.

The exhibit is divided into three sections

Each section, Maritime, Train and Aviation crashes, is treated in chronological order. The upper left title of each page indicates the section and the right title indicates year of crash and the name of the page. Labels are classified according to Swedish Postal History Society (sspd.se) and Hoggarth & Gwynn, see References.



Mentor, USA 1905 train crash, see page 17.



Kastrup, Denmark 1947 air crash, see page 50.



Stockholm after colliding with Andrea Doria 1956, see page 16.

General

Collecting crash mail is an extremely interesting, educating and rewarding area of philately since it often involves actual traceable historical events or disasters, including plenty of research work when faced with a mystery piece of crash mail.

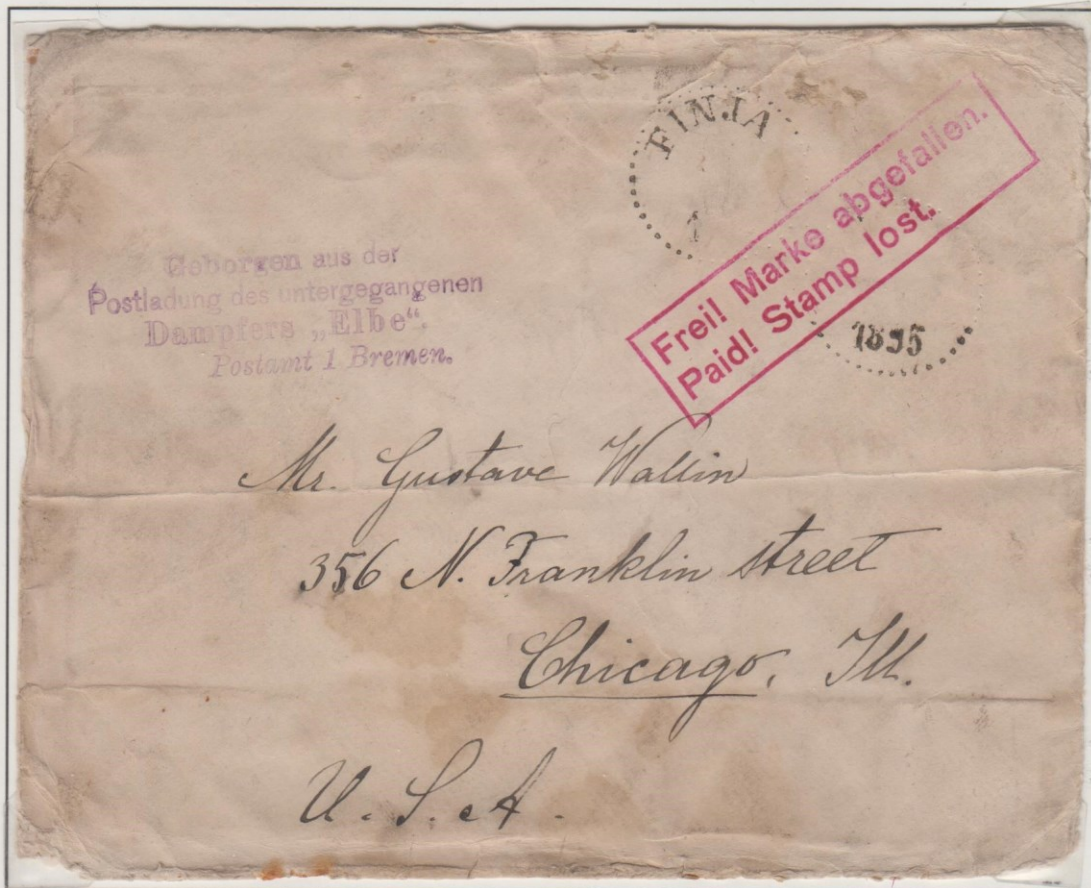
References

Maritime Disaster Mail, N. Hoggarth & R. Gwynn. Somerset: Bookcraft (2003). *Railway Disaster Mail*, R. Gwynn and N. Hoggarth. Hobbs (2010). *The History of Airmail in Scandinavia*, Ö. Lüning, Bröderna Olofsson (1978). *Flygporton 1920-1992*, Karin Svahn. Postmuseum (1993). www.tpo-seapost.org.uk, www.olyckspost.se, www.wreckandcrash.org, www.planecrashinfo.com.

MARITIME ACCIDENTS 1895 SS ELBE

HIT AND RUN

German steamer Elbe left Bremen on January 29, 1895 with 199 passengers, 155 crew and 120 bags of mail from Europe and Russia, 19 from Sweden. She was bound for Southampton and New York. The next day going across the North Sea on a dark, cold and clear night she was hit by a much smaller steamer, the Crathie, that totally failed to see the much larger Elbe. Elbe sank fast with only 20 survivors. Crathie did not stop and arrived safely in the Netherlands with only one injured crew member. Estimated 20-35 known covers according to Hoggarth & Gwynn.



SS Bore left Åbo Finland bound to Stockholm Sweden. She ran aground on December 31 1899 in the Stockholm Archipelago. There were no casualties reported. After Bore was salvaged in 1901 she returned to service as Bore 1 with subsequent name changes to Hebe and Åbo before reverting to Bore 1 (see exhibit page: 1950 SS BORE 1).



Special red labels (three basic types) were printed during a period of six weeks that it took to handle 40 salvaged mail bags. These labels were affixed on each mail item. It states: Belongs to Steamer Bore's mail. Above postcard was affixed the Type 2 label.



A cover from Russia with a Saint Petersburg cancel on reverse dated December 17, 1899, with the Type 1 label. Estimated 36–50 known according to Hoggarth & Gwynn.

Below cover addressed to Denmark shows the Type 4 label and a Danish cachet stating: Received without Stamps.



The Swedish post office produced a special ambulance envelope in order to distribute severely damaged mail items. The bottom states: Contains a mail item belonging to the wrecked Steamer Bore's mail. Bore was salvaged in April 1901 and brought to Finnboða Varv in Stockholm.

On January 19, 1901 the Danish iron paddle steamer Gefion was on route between Malmö, Sweden and Copenhagen, Denmark. She collided with Hveen, from the same shipping company, one mile off the Sjollen Ground close to the island Saltholmen. They were both carrying passengers, various cargo and mail. Gefion sank in seven minutes and Hveen was able to safely reach Malmö. There were no casualties. Mail bags were salvaged the following day by divers and returned to Malmö for the contents to dry and subsequently forwarded.



A postcard from Stockholm to Germany dated Jan. 18, 1901 . with the purple cachet that the Malmö Post Office created. It states: Mail from the wrecked steamer Gefion Malmö January 20, 1901.

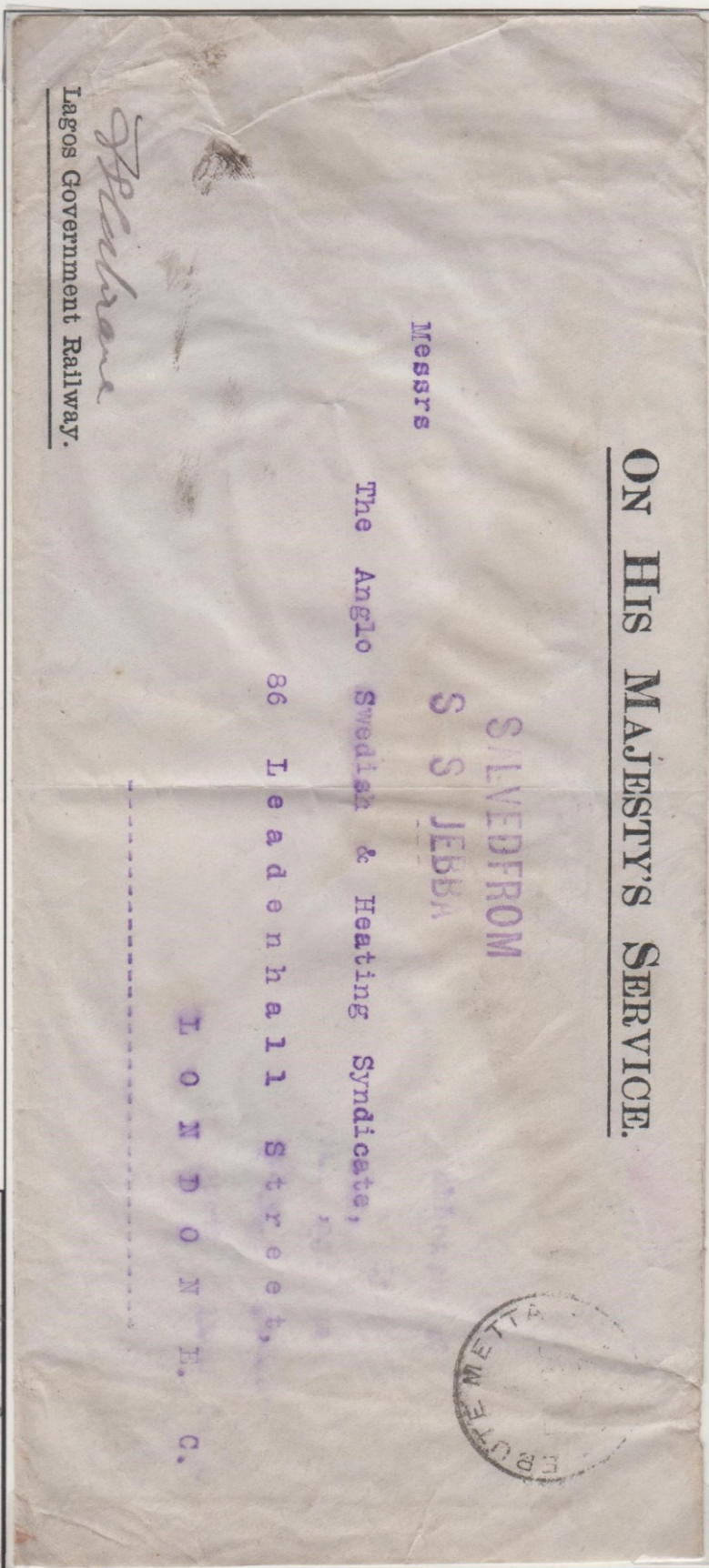
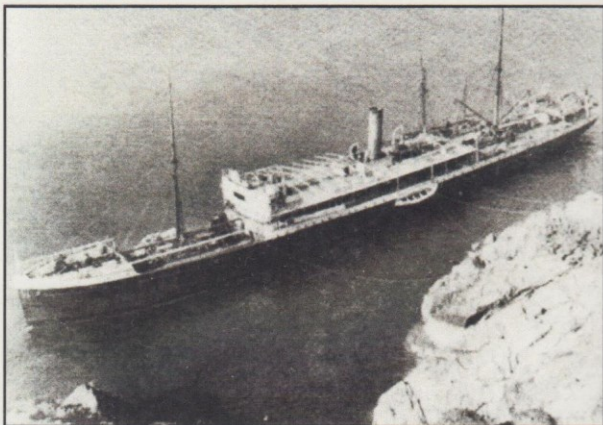
Below a commercial advertisement cover to Denmark with the identical railway cancel. Estimated fewer than 10 known according to Hoggarth & Gwynn.

<p>Lager och tillverkning af Eau de Cologne, Parfymer, Pomad., Håroljor, Amykos-, Septin, Skol-, Skrif-, Keng- och Linierbläck, 1:ma Waselinblanksvarta [exped. eras efter önskan såväl i askar som paketer]. OLJOR: såsom Mat-, Cocos-, Palm-, Vasefin-, Bom-, Recin-, Carbol-, Läder-, Extra 1:ma hvit Symaskins- samt ryska Maskinoljor. Kongo- och Läderfernissar [för sko- och seldor]. Läderbläck, Läder smörja. Färgsatser [för Lemfärgning]. Persiskt Insektpulver, GLYCERIN, Kamfert, Hartz. Lakritz, Pottaska, Borsyra, Jernvitriol m. m.</p>	<p>specialite TVÅLER & Kongoblankfernissa. Post från förolyckade ång. Gefion Malmö den 20 Jan 01 TELEFON: 250. Sappulver. * * * Lutpulver.</p>	<p>Lager och tillverkning af Toilette-Tvåler [i lådor och kartonger] såsom: Favoritvål, Opoponaxtvål, Gripes Äkta Balsamiska Aseptintvål, Äkta genomskinlig Glycerintvål, Mandelvål, Honungstvål, Blomstertvål, Familjetvål & Hushållstvål m. fl. * * * Trätt-tvåler * * * såsom: Westvål, Finistvål, Kärntvål, Oleintvål, Gripens Äkta Ylletvål, Koncentrerad Såpa m. fl. Medicinska & Diverse Tvåler såsom: Tjärtvål, Svaveltvål, Carbolsyretvål, Silverpolertvål, Badtvål, Raktvål, Lädertvål, Örntvål m. fl.</p>
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On March 18, 1907 the British steamer Jebba was on route between West Africa and Plymouth. She ran ashore in dense fog near Bolt Tail, England. Jebba carried 155 passengers and crew whom were safely put in safety with no loss of life. Mail was sent to Plymouth for processing. The cargo, consisting of rubber, ivory! and palm oil, were salvaged and Jebba was declared a wreck.

A commercial cover from Lagos, Southern Nigeria, dated Feb. 28, 1907 sent to the Anglo Swedish & Heating Syndicate, London. A large number of different cachets were created. This item was struck with the Type 3c cachet where the words SALVED FROM form one single word: SALVEDFROM S S JEBBA. Estimated 101-200 known according to Hoggarth & Gwynn.

Photography of SS Jebba aground near Bolt Tail.



MARITIME ACCIDENTS 1916 SS NEWTON

FIRE ONBOARD

On February 14, 1916, Swedish SS Newton was on route from Sunderland, England to Uddevalla, Sweden. She carried a cargo consisting of coal and 470 mail bags. A fire of unknown origin occurred in the mail compartment while at Sunderland. The crew most likely distinguished the fire on their own and did not report it until arriving in Uddevalla in order not to delay Newton's departure from Sunderland. Part of the mail was damaged by fire and water. Two different cachets were created, one in Swedish (for mail to Sweden) and one in French (for all other countries).



Above a post card from Cairo, Egypt, dated Nov. 11, 1915, with British censor cachet, to Sweden. The card is showing minimal water damage. It was struck twice with the Type 1 cachet which translated reads: Damaged by fire on board the steamer "Newton" at Sunderland on 14 February 1916.

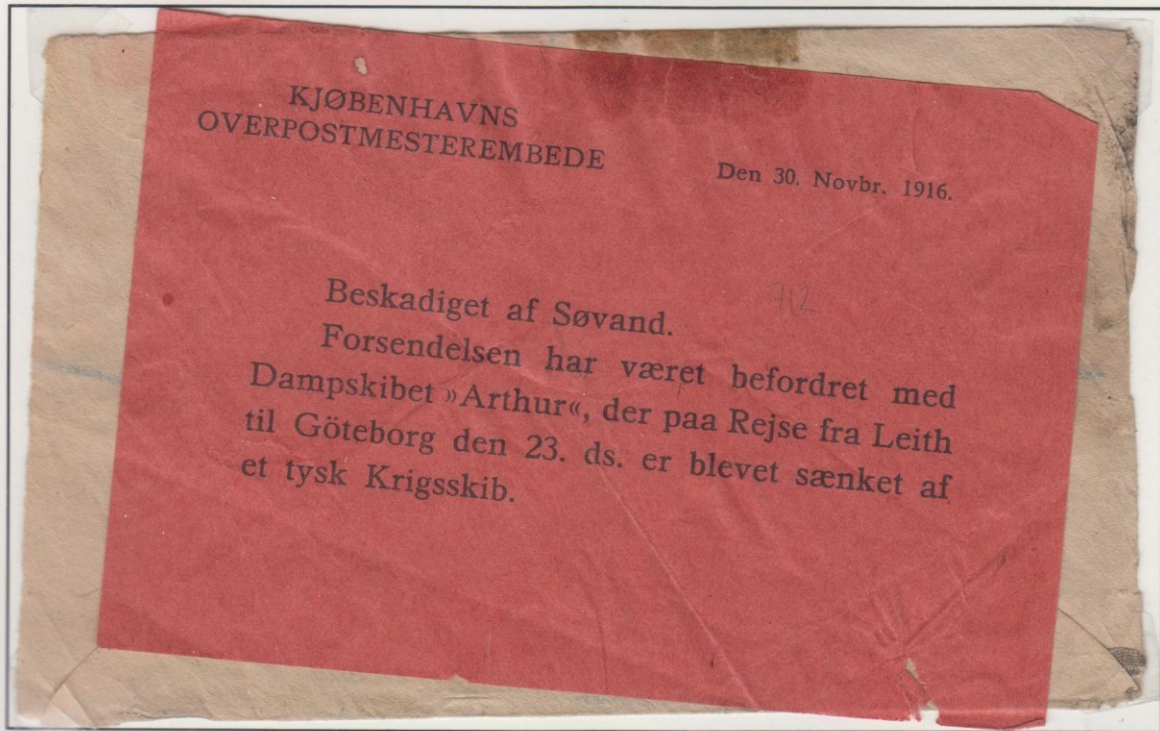
Below a censored commercial cover from England, dated Feb. 10, 1916 to Sweden. It is showing fire damage and was repaired by the post office personnel. Estimated 20-35 known according to Hoggarth & Gwynn.



MARITIME ACCIDENTS 1916 SS ARTHUR

TORPEDOED

Swedish SS Arthur left Leith, left England to Gothenburg, Sweden with a cargo of coal and mail for Sweden, Denmark, Russia, Japan, China and Persia. She was torpedoed and sunk in the Cattegat by a German submarine on November 23, 1916. Part of the mail was rescued by the crew. Some mail was seized by the submarine crew. It was inspected and censored. Some covers addressed to neutral countries were released a little more than three months later and some were kept and released at the end of WWI.



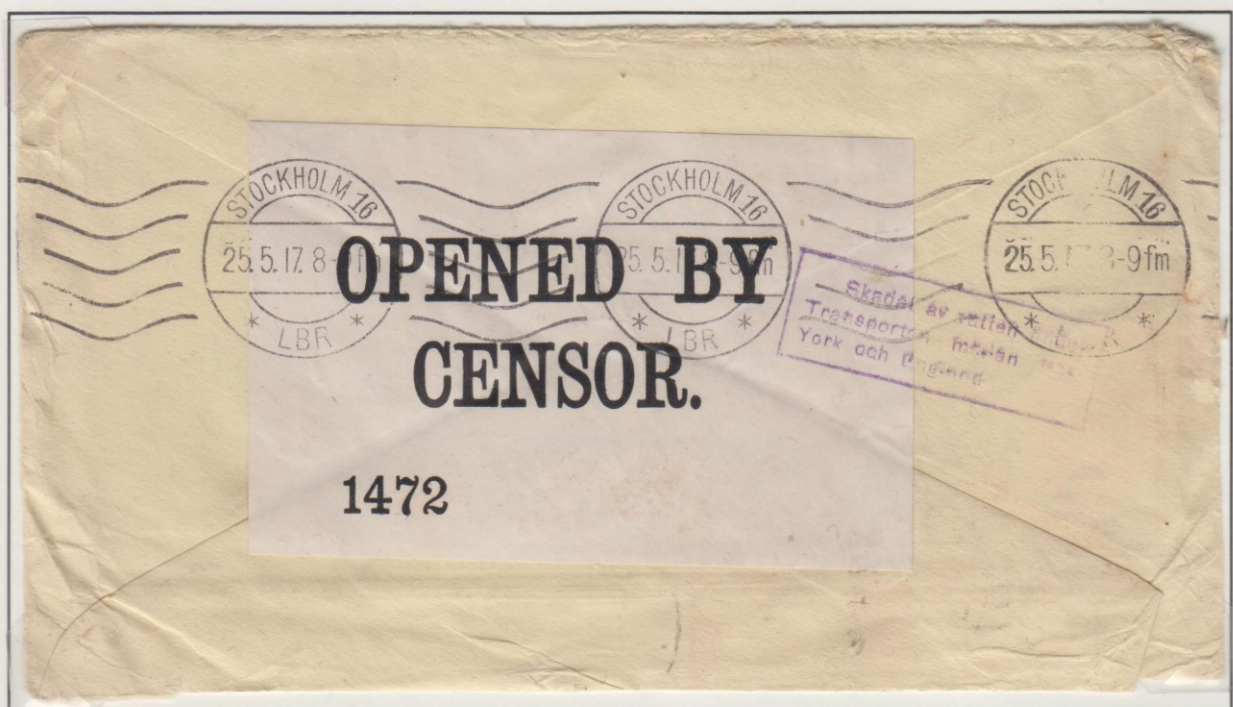
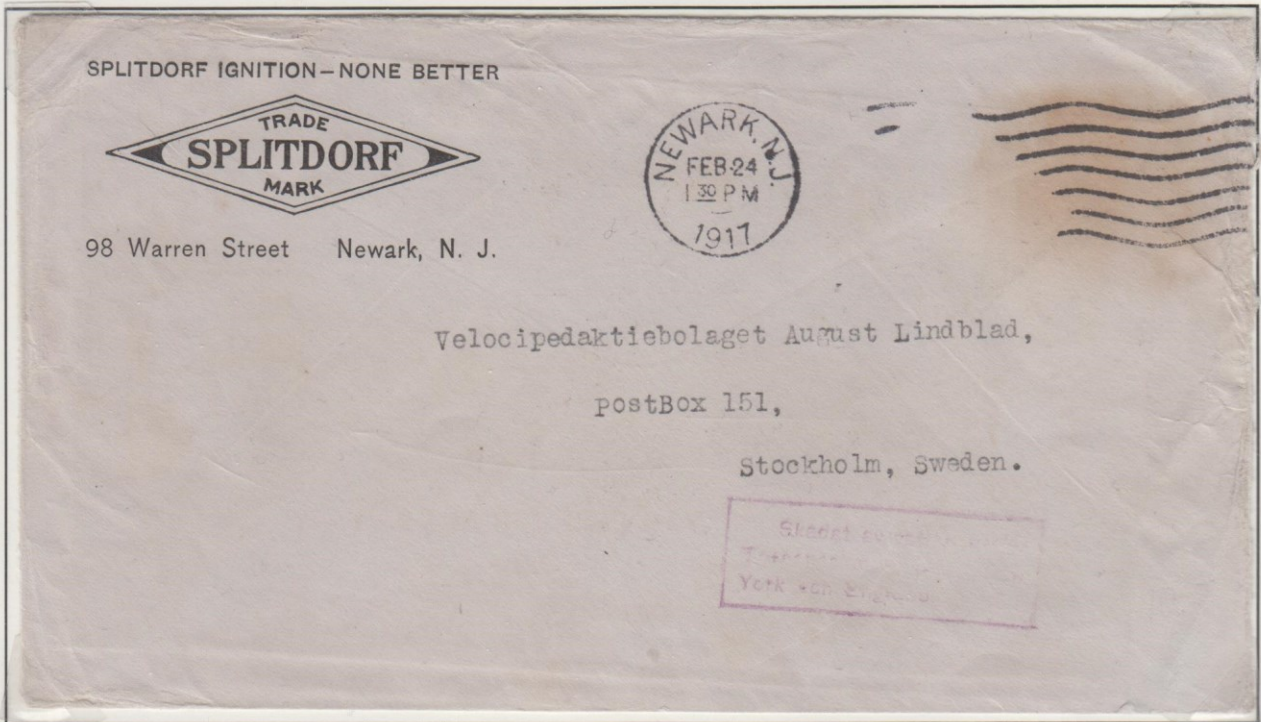
Above cover was saved by the crew with a Danish label Type 1 label explaining the attack. Below the reverse of a censored commercial cover from England to Sweden. Attached is a newspaper clipping from a Malmö newspaper dated March 8, 1917, reporting the incident. H & G erroneously calls this newspaper clipping Type 3 label. Estimated less than 10 known according to Hoggarth & Gwynn.



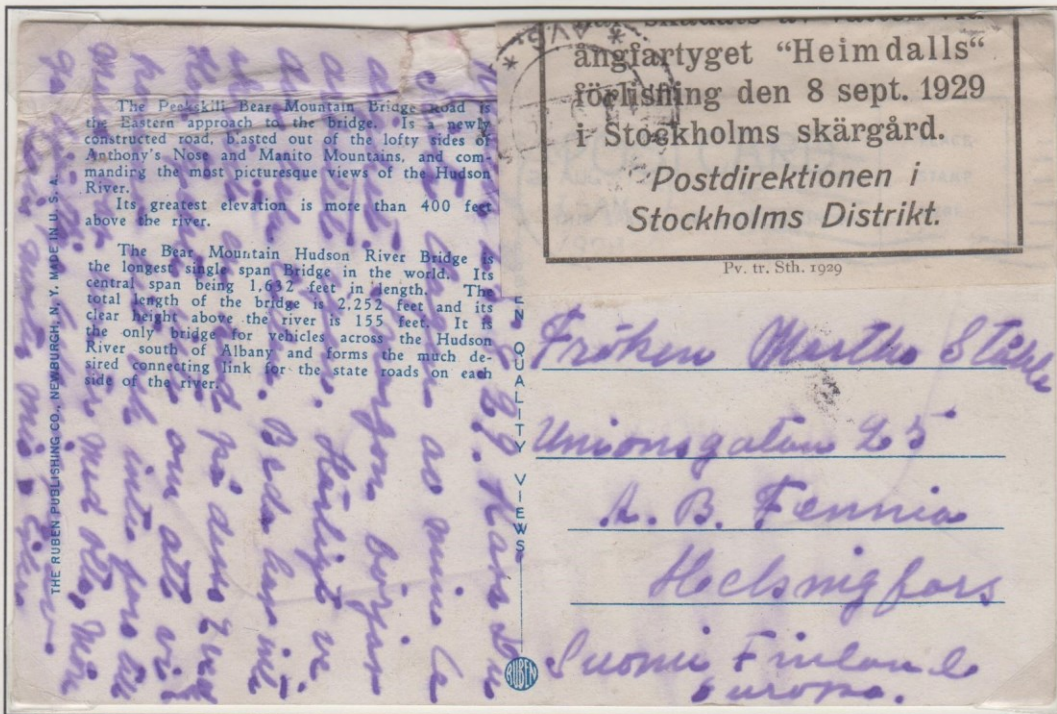
Two commercial covers from England to Sweden from the same mail batch as the one on the previous exhibit page. One batch covers was released to the Netherlands after the end of the war. These covers show the rare cachet: SAISI PAR L'ALLEMAGNE 1916 1917 cachet (Type 4a) applied prior to the release by the Netherlands. Both covers reached their destination more than 800 days later.



SS Norwegian departed from New York on February 27 1916 for Liverpool. She beached on the Irish coast after a suspected explosion caused by a German mine killing five crew members. A number of different cachets exist. Below two commercial US covers to Sweden with the rare Swedish purple cachet: Skadat av vatten under Transporten mellan New York och England - Damaged by water during Transportation between New York and England. Estimated 51 - 100 known according to Hoggarth & Gwynn.



On September 8, 1929 SS Heimdall was on route between Stockholm, Åbo and Helsinki. She ran aground and sank near Vaxholm, Sweden. All passengers and crew were rescued. 209 mail bags were found on September 10. Mail came primarily from Sweden, Denmark, Germany, the Netherlands, Switzerland and England. All mail was returned to Stockholm for processing. Each cover had a unique label affixed, cancelled and forwarded through the regular mail stream. Two different labels were used, one in Swedish for mail from Sweden and one in French for foreign mail. The label states: This mail itam was damaged by water during the grounding of the steam ship "Heimdalls" in the Stockholm archipelago. Estimated 101-200 known according to Hoggarth & Gwynn.



A postcard from USA to Finland, cancelled August 16, 1929. The Swedish label is tied with a Stockholm cancellation dated September 13, 1929.

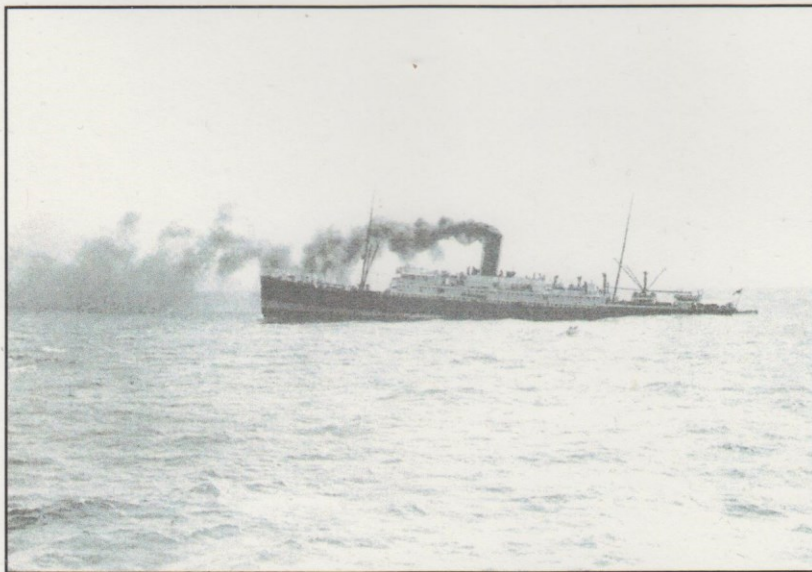


A postcard from Germany to Finland with fallen off stamp showing the entire label in Swedish tied with a Stockholm cancellation dated September 12, 1929.

SS Tahiti was on route between Wellington, New Zealand and San Francisco. On August 16 1930 her starboard propeller shaft fractured apprx. 460 miles from Rarotonga. The remains of the propeller shaft damaged the vessel causing flooding in the engine room and spreading to other compartments. Two different ships aided in the evacuation of passengers and crew. She sank two days later with only material losses including 139 bags of mail items.



A cover from Niue dated July 26, 1930. including an Auckland Loose Letter cancel dated Aug. 1, 1930. A large number of cachets were utilized for this incident. Above item was struck with the Type 5 cachet. Estimated 101–200 known according to Hoggarth & Gwynn.

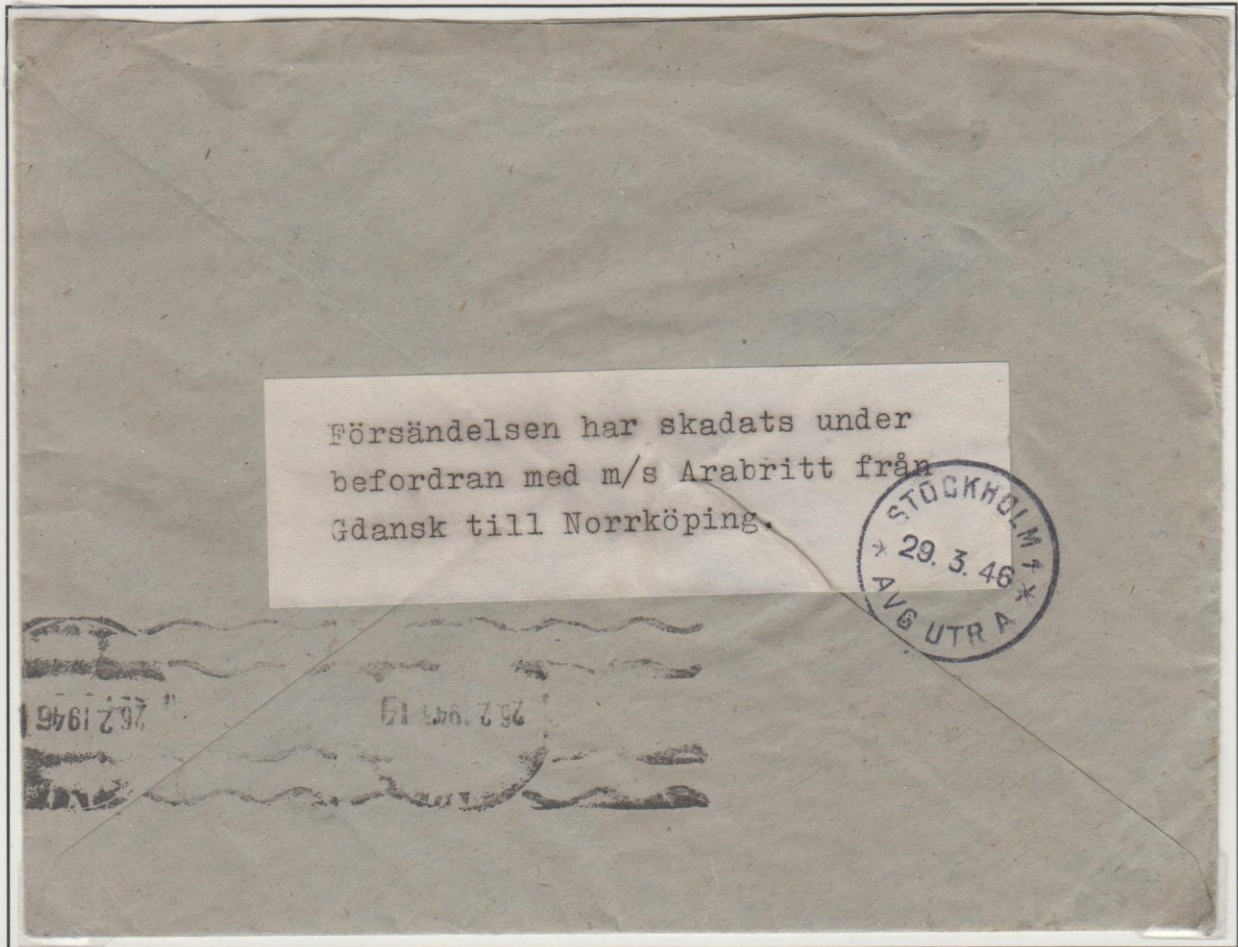


SS Tahiti on her way down.

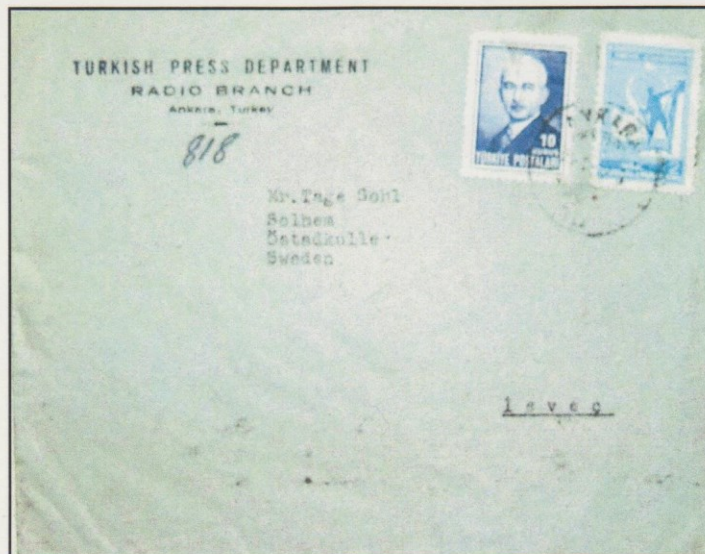
MS

MARITIME ACCIDENTS 1946 SS ARABRITT UNREPORTED ONBOARD INCIDENT

Mail was damaged onboard Swedish SS Arabritt while crossing the Baltic Sea between Gdansk, Poland and Norrköping, Sweden. The incident most likely occurred on March 25, 1946. It is believed the incident that caused damage to the mail must have been of minor nature, managed by the crew and not reported. Damaged mail was processed by the Stockholm post office. Each cover had a specially printed label affixed, cancelled and forwarded through the regular mail stream.



The reverse of a commercial cover from Turkey to Sweden with the label affixed by the Swedish post office. The labels states: This cover was damaged during transit from Gdansk and Norrköping. The label is tied with a Stockholm cancellation dated March 29, 1946. Estimated 10–19 known according to Hoggarth & Gwynn.

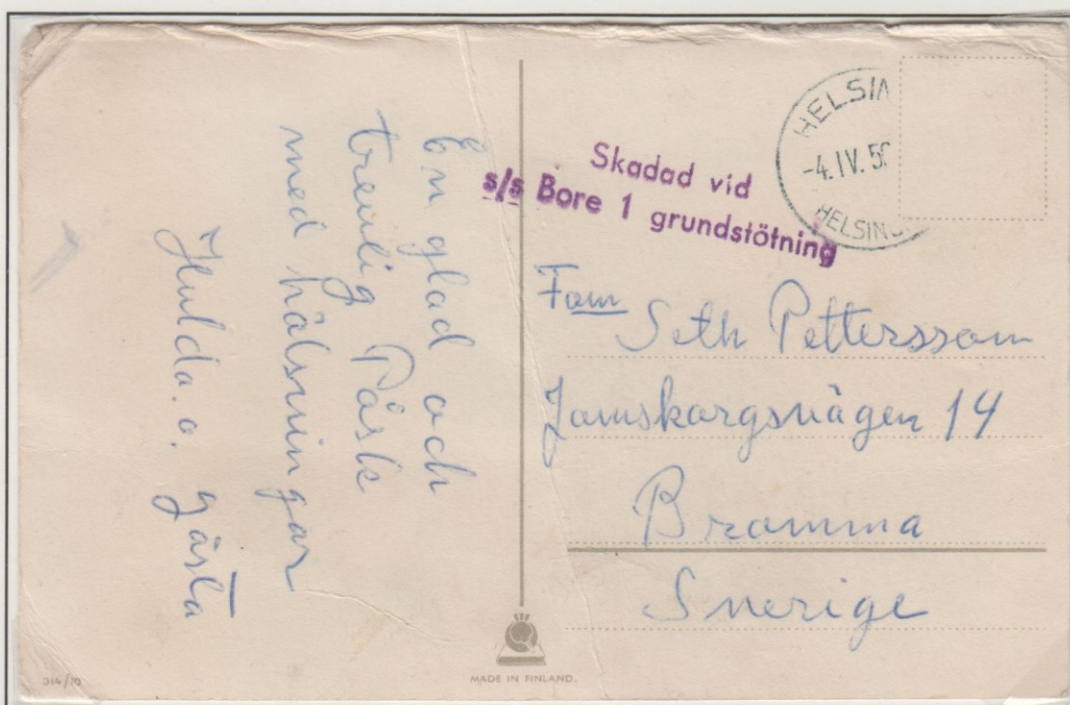


An image of the front of above cover with full contents from the Turkish Press Department Radio Branch to Sweden. canceled Ankara February 26, 1946.

SS Bore 1 is the only vessel known to have been involved in two maritime accidents, 1899 and 1950. Bore 1 was in trouble on April 6, 1950 when she was grounded at Storgrynnan near the southern point of Åland with no casualties. Bore was refloated the following afternoon. Estimated 10–19 known according to Hoggarth & Gwynn.



Mail for Swedish addresses were forwarded with a purple two line cachet (Type 1) that states: Damaged during SS Bore’s grounding. Four different types of labels and cachets were used: Swedish cachet Type 1, French label Type 2, French cachet Type 3 and English cachet Type 4. These were used according to final destination.

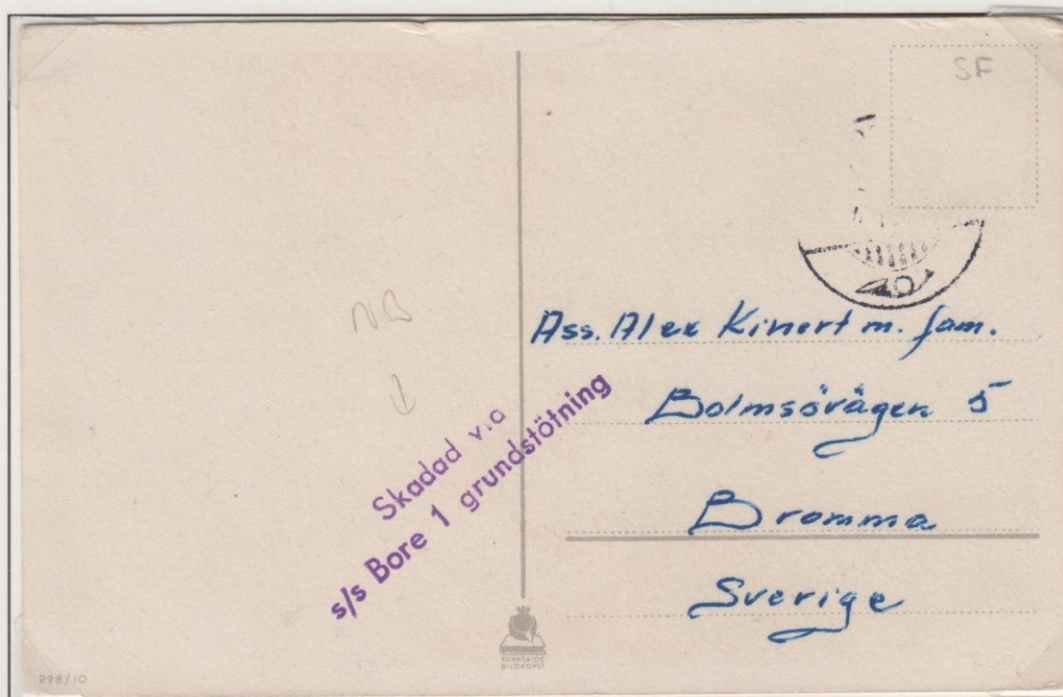


Postcard via Finnish steamer Bore 1 from Finland to Sweden, canceled Helsinki April 4 1950 with fallen off stamp.

Below a commercial cover from Finland to Germany with the Type 3 cachet in French.



Cover from Finland canceled Kuopio April 4, 1950 to Germany including a Cinderella for war veterans.



Postcard from Finland to Sweden with the Type 1 cachet.

MS Stockholm collided with the Italian liner MS Andrea Doria in dense fog off Nantucket Island approaching New York just before midnight on July 25, 1956. 1,660 persons were saved by Stockholm, though badly damaged, including four other vessels. 46 persons from Andrea Doria and five persons from Stockholm succumbed. Andrea Doria went to the bottom of the sea ten hours after the collision. Stockholm carried mail from New York to Europe. Only mail to Sweden have been seen with little or no damage. Stockholm was back in service on December 8, 1956.



A commercial cover from USA to Sweden, canceled Indianapolis, Indiana, 1956. This cover was carried by MS Stockholm and has the purple Type 1 cachet that states: This item was damaged by m/s Stockholm's collision on 26/7 1956 with m/s Andrea Doria. There is also a Type 2 and 3 label affixed on some covers. Additionally, a purple two line cachet was also used on a large cover: DAMAGED IN HANDLING / IN THE POSTAL SERVICE, together with the Type 3 label. This cover was processed by the US Postal Authorities prior to forwarding to Sweden. Estimated 10–19 known according to Hoggarth & Gwynn.

Avfaller	Frets	Kapner	RADIOTELEGRAM		Användning, se bakom	
Fartyg			Den med guld färg uttrycker delar		Skrivnings- & t. n.	
Transport			avse på destination		Skrivningens betydelse för service indikationer only.	
Kort			Form	Storlek	En	Kl.
Tråd			Klass	Nr	Ors	Ar
Övrigt					Datum	Kl. G. M. T.
Summa			Tjänsten			
Bilagor						
Adress						
amerline Göteborg						
Text						
vid kollisionen dödades 569 elis Bsterberg stop följande						
saknas 327 evert svensson 331 kenneth jonasson 333 sune						
steen stop svårt skadade 342 vilhelm gustavsson 1301 lars						
falk 557 alf johansson 558 arne smedberg som ilandtagits						
med helikopter stop styr mot new york eskorterade av två						
coast guard cutters med tillsvidare fem knops fart						
nordenson						
Avsändarens namn och adress. Sender's name and address.						
26/7 1956						
Ann. exp. expeditionstiden m. m.						

An image of the radiotelegram sent from MS Stockholm the following day to headquarters in Gothenburg announcing deaths, injuries, missing people etc.

On Wednesday June 21, 1905 the "20th Century Limited" eastbound from Cleveland to New York and traveling at about 70 m. p. h. Hit an open switch in front of the Mentor passenger station, jumped the rails and crashed. A fire ensued and the baggage and mail cars as well as two other carriages were badly burned. 21 people were killed. It is suspected that it was a deliberate act. Recovered mail was damaged by both fire and water. A straight line cachet was struck on recovered mail items prior to forwarding. There are at least two different cachets.

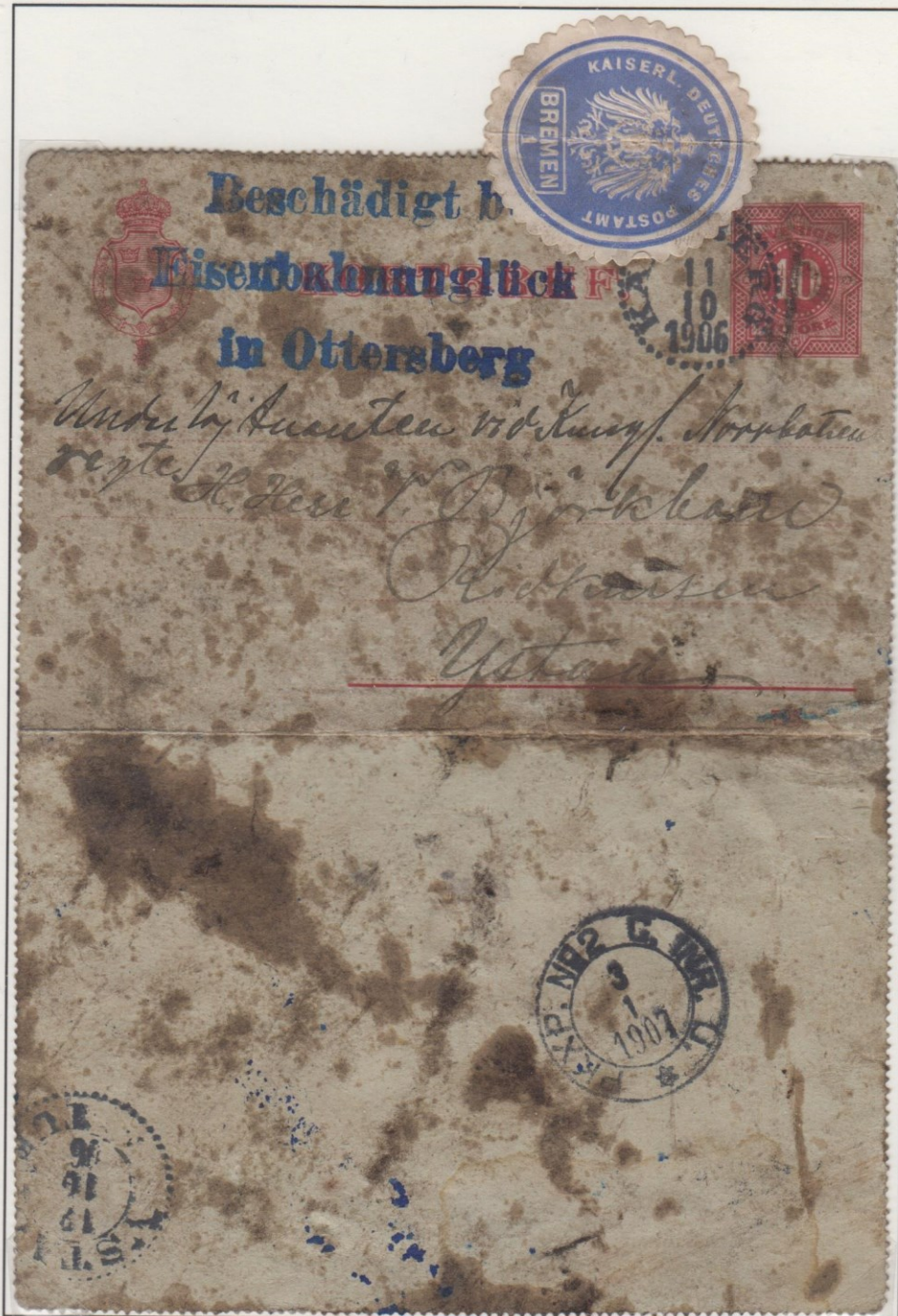


Postcard from Canada, canceled VICTORIA B C. CANADA JUN. 7 05. Subjected to above train wreck during transit in the USA. The red cachet: **In LS & MS Train wreck Jun 21, 05** is much rarer than the black cachet usually associated with this wreck. On arrival in Sweden the postmaster made a pen notation that it arrived burnt and without stamp initialed and canceled LUND 05. Probably a unique destination for this accident.



Image from the accident in Mentor.

On december 30 1906 the Hamburg-Cologne express train collided with a freight train full of livestock. It is beleived that the driver of the express train failed to see the stop sign due to very dense fog. Total chaos broke out with injured people and livestock. Accounts vary re. death toll, four or five and 11 injuries. A total of eight different types of cachets and labels were produced. Below letter-card has the Type 4 cachet.



A Swedish letter-card with really bad luck. What was supposed to be a short domestic trip via train ended up in a nightmare. It was sorted wrongly, sent to Germany and spent some time there. It was halted in Ottersbäck due to the train collision and returned to Sweden with a receiver dated 3.1.1907.

On July 28, 1910 a fire arose in a railway car going north at Pont St. Maxence station between Paris and Jeumont. No apparent cause for the fire was ever established. Several different labels and cachets were applied to mail items. Type 1-4 and 7 are German, Type 5 and 6 are Danish, 8-8a and 10-11 are Swedish and Type 9 is French. It should be noted that Pont St. Maxence was misspelled Pont St. Marence on all labels.



Updated commercial 2 cents postal envelope with advertisement from the USA with fallen off stamp canceled San Francisco July 16, 1910. This cover has the Type 8a label. The label states: This mail item belongs to American mail that on 28 July 1910 was subjected to a fire accident at the Pont St. Marcene station (France), Stockholm 13 August 1910). Occasionally "Postmästaren" (Postmaster) was crossed over manually and substituted for "Reklamationskontoret" (Dead Letter Office). The following dates are known: 10 (August 1910), 16 September, 24/11 and 20 January 1911. This cover is from the 24/11 batch signed Reklamationskontoret (DLO).

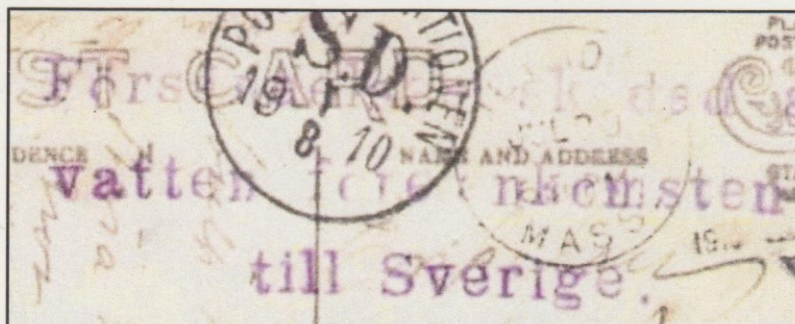


Image of a Type 10 cachet in Swedish.

Two USA postcards from the same accident to the same addressee in Wadsholmen, Sweden but with different routes.



Above postcard was delayed due to poor address but was finally put in the Swedish mail bag and once in Sweden it was affixed a Type 8 label dated August 10, 1910.

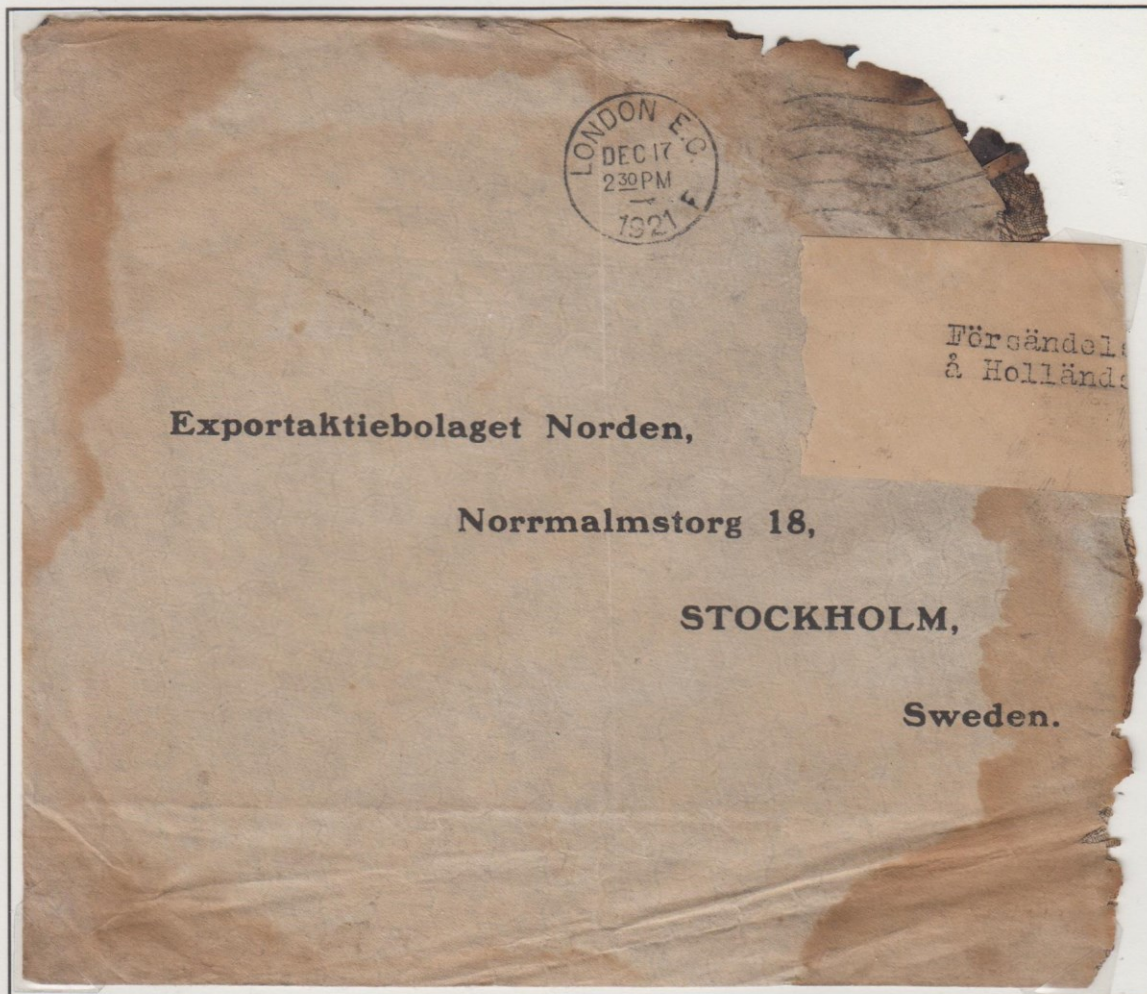


Above postcard was mistakenly put in the German mail bag. Once in Germany it was affixed a Type 2 label and forwarded to Sweden. The label states: Saved from burned America mail from SS La lorraine via Havre July 28, 1910. The label erroneously blames SS La Lorraine for the fire when in actuality all unloaded mail was undamaged.

TRAIN ACCIDENTS 1921 UDEN HOLLAND

MAIL CAR FIRE

On Sunday morning December 18, 1921, the mail car of the Dutch train D71 from Vlissingen to Berlin caught on fire between the Veghel and Uden stations in North Brabant. The train stopped at Uden where the fire was extinguished. The mail car was completely destroyed by fire including most of the mail. Any reason for the fire was never detected and no personal injuries whatsoever were reported. It contained mail from USA via SS George Washington and possibly other ships and also mail from Great Britain destined for Germany and Scandinavia via Sassnitz to Trelleborg.



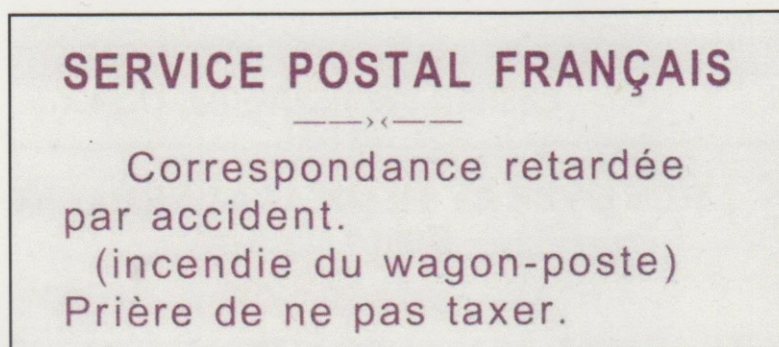
Five different labels are recorded in connection to this accident, four German with slight variations and one from the Swedish Post Office that states: Mail item was damaged by fire in Dutch territory. It was often used to seal covers.



A fire broke out at the Mantes train station in France. No explanation for the fire was provided nor reports of person injuries although cachets mention a railway mail car incident. Mail from a large number of countries was involved. Five different cachets exist.



Above cover from Sweden to USA shows a faint purple Type 1 cachet.



Clear image of the Type 1 cachet of above cover

In the morning of July 6, 1937, the passenger train from Halmstad to Nässjö collided with a freight train at the Bredaryd train station. The freight train was waiting on a siding in order to make way for the passenger train. However, it was unusually long and a few cars remained standing unnoticed on the main track. When the passenger train came around a curve it was too late to make a complete stop. Only a few of the passengers sustained minimal injuries.



Mail was quickly brought to the post office in Värnamo. Above a postcard cancelled in Båstad on July 5, 1937. Handwritten note: Damaged during a train accident in Bredaryd 6/7 37 and canceled by an assiduous postmaster (the postcard has minimal damage, just some staining) in Värnamo the same day as the accident. The exhibitor believes this is the only recorded mail item from this accident.

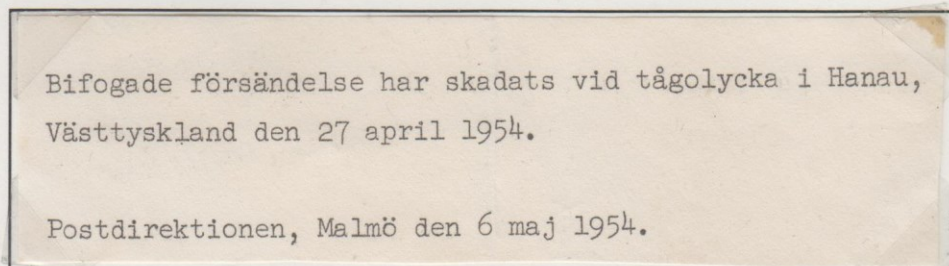


The crash caused a lot of material damage and 5 days to clear.

On April 27, 1954 the Scandinavian Express and a local commuter train collided at Hanau, near Frankfurt, Germany. German railroad officials reported three persons killed and 60 injured. The dead, all Germans, on the Rome-to-Copenhagen express were two train conductors and a woman passenger who had just entered the dining car when the collision occurred. No one aboard the local train was reported hurt. Officials said that the local train had just pulled out of the Hanau station when it smashed into the side of the express at a switch. The locomotives of both trains and five cars were derailed and overturned.



A QSL card from Italy canceled Rome April 23, 1954.



Above label from the Swedish Post Office was attached to above QSL card and states: Attached mail item was damaged in a train accident in Hanau, West Germany April 27, 1954. Post Office Malmö May 6, 1954. This label is Type 3. Eight different cachets and labels exist.

On September 9, 1954 a passenger train from Malmö to Stockholm derailed due to high speed. Eight people were killed. The mail car ended up in a small pool of water resulting in a lot of water damaged mail. Mail was handled and often put in cellophane ambulance envelopes and forwarded to the addressee. There are eight different cachets and labels.



Commercial postcard from Switzerland with the Type 1 cachet.



Domestic cover with the Type 1 cachet.

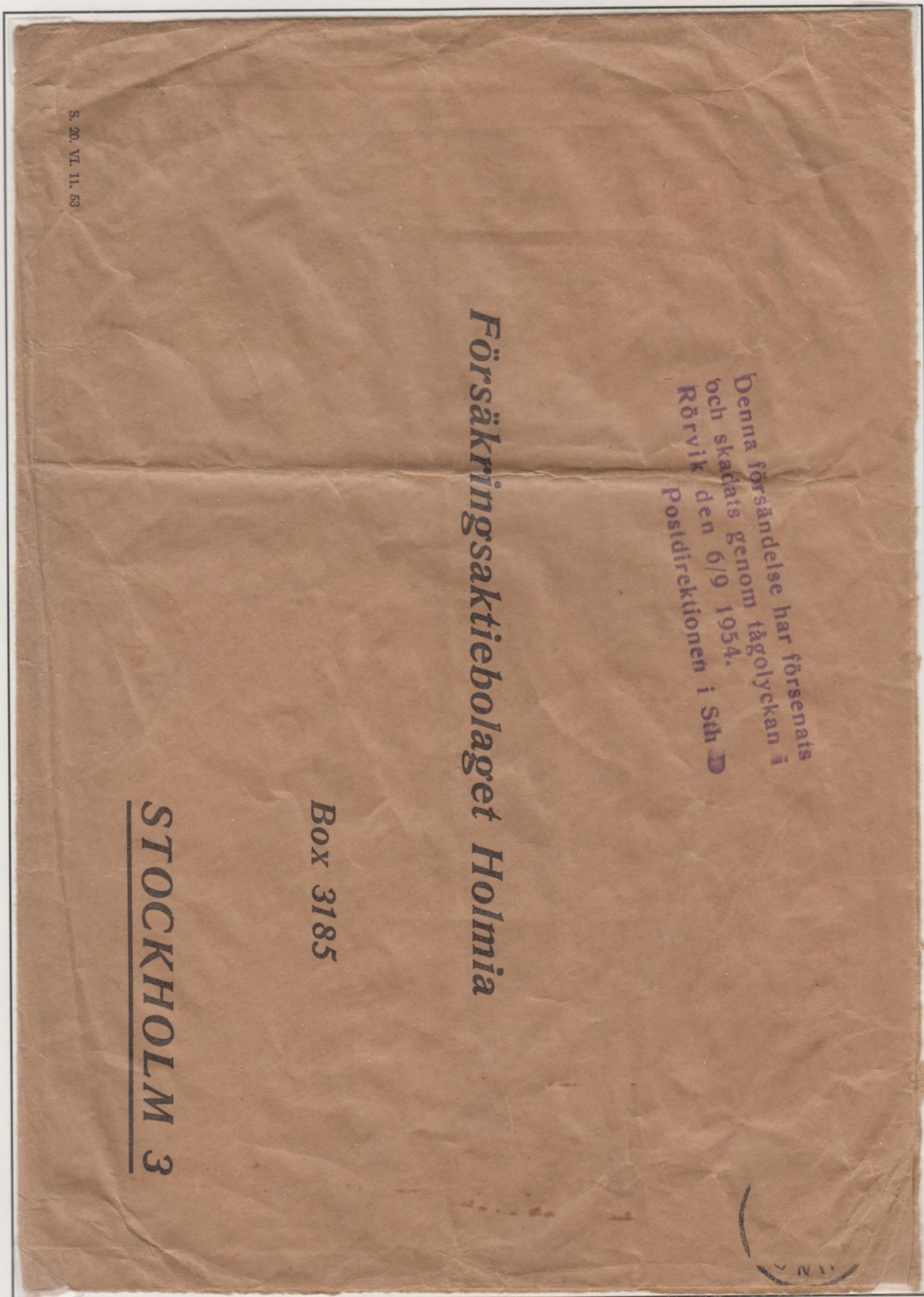


Postcard from Belgium with fallen off stamp with the Type 2 cachet.



Cover from England with the Type 2 cachet.

Commercial domestic cover with fallen off stamp and the Type 3 cachet.



S. 20. VI. 11. 53

Försäkringsaktiebolaget Holmia

Box 3185

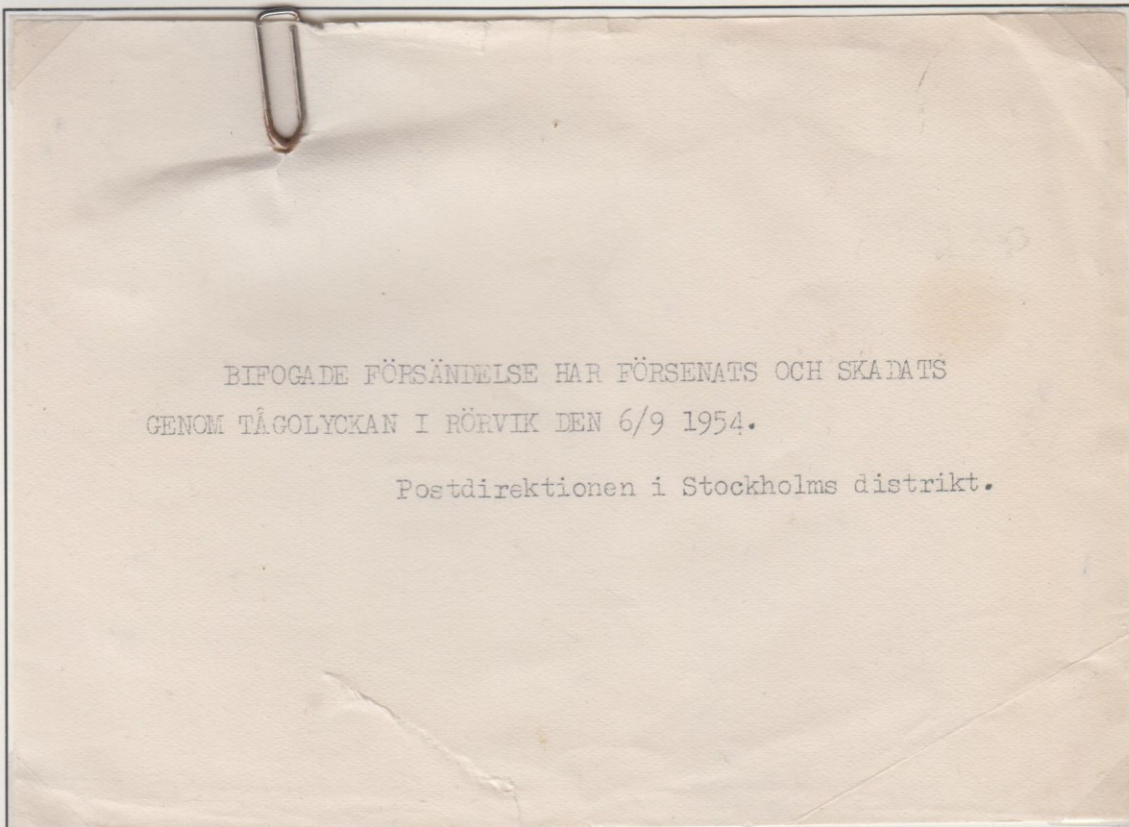
STOCKHOLM 3

Denna försändelse har försenats
och skadats genom tågolyckan i
Rörvik den 6/9 1954.
Postdirektionen i Sth

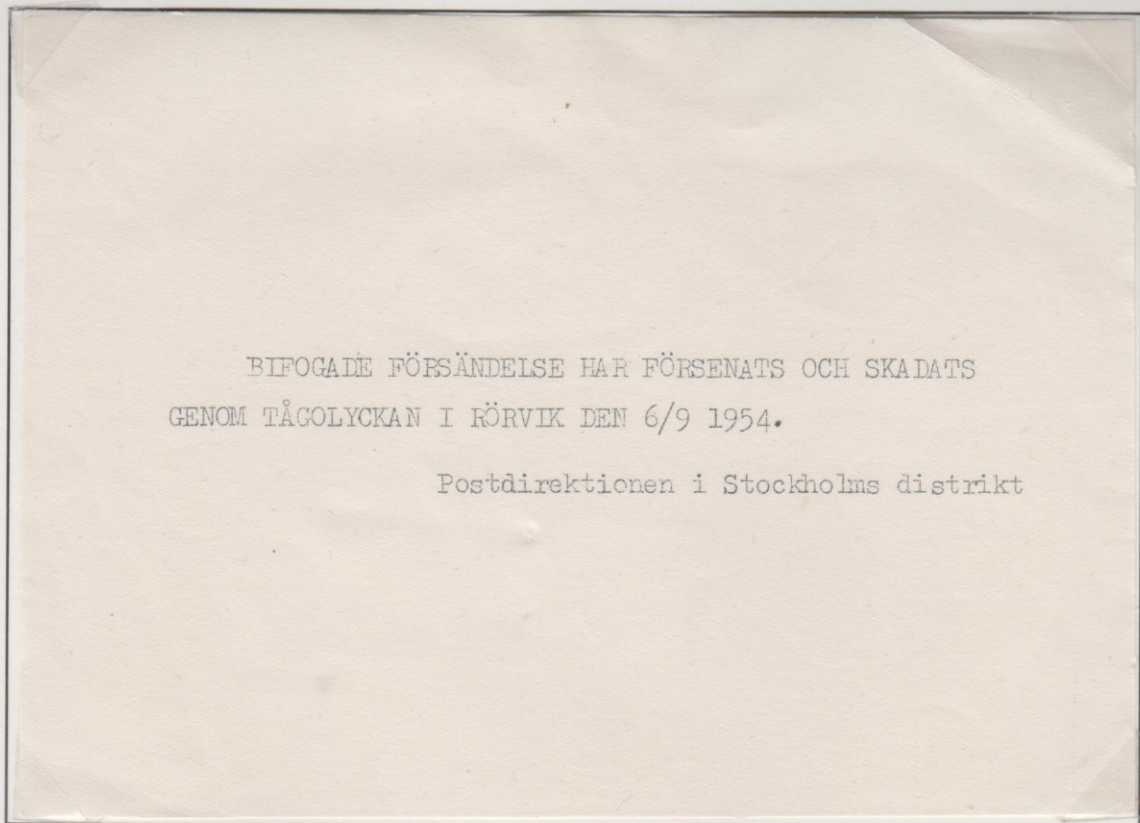
Postcard from Switzerland with fallen off stamp with the Type 4 cachet.



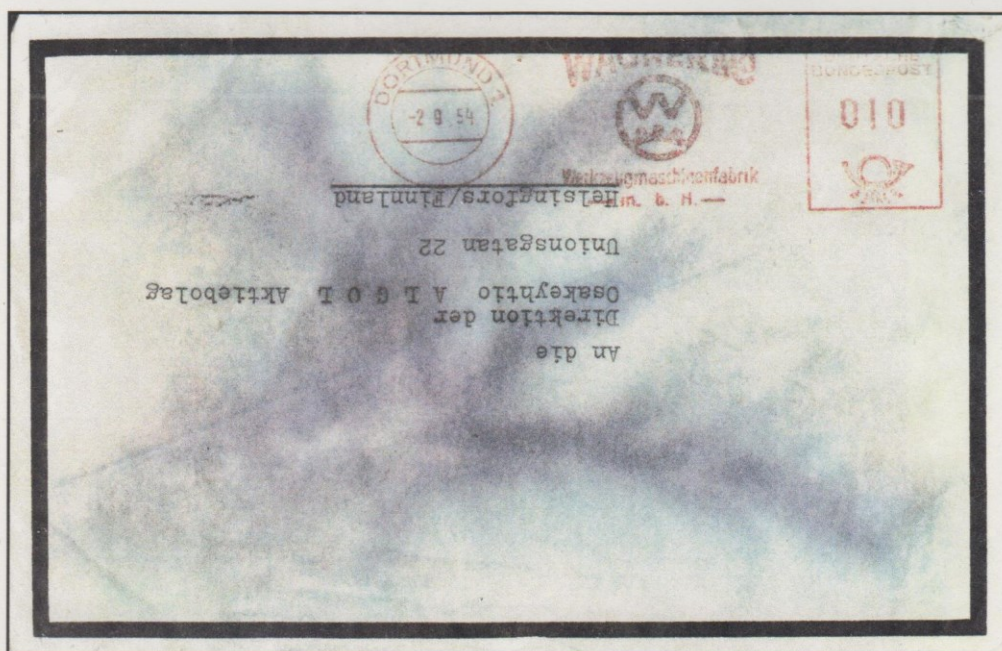
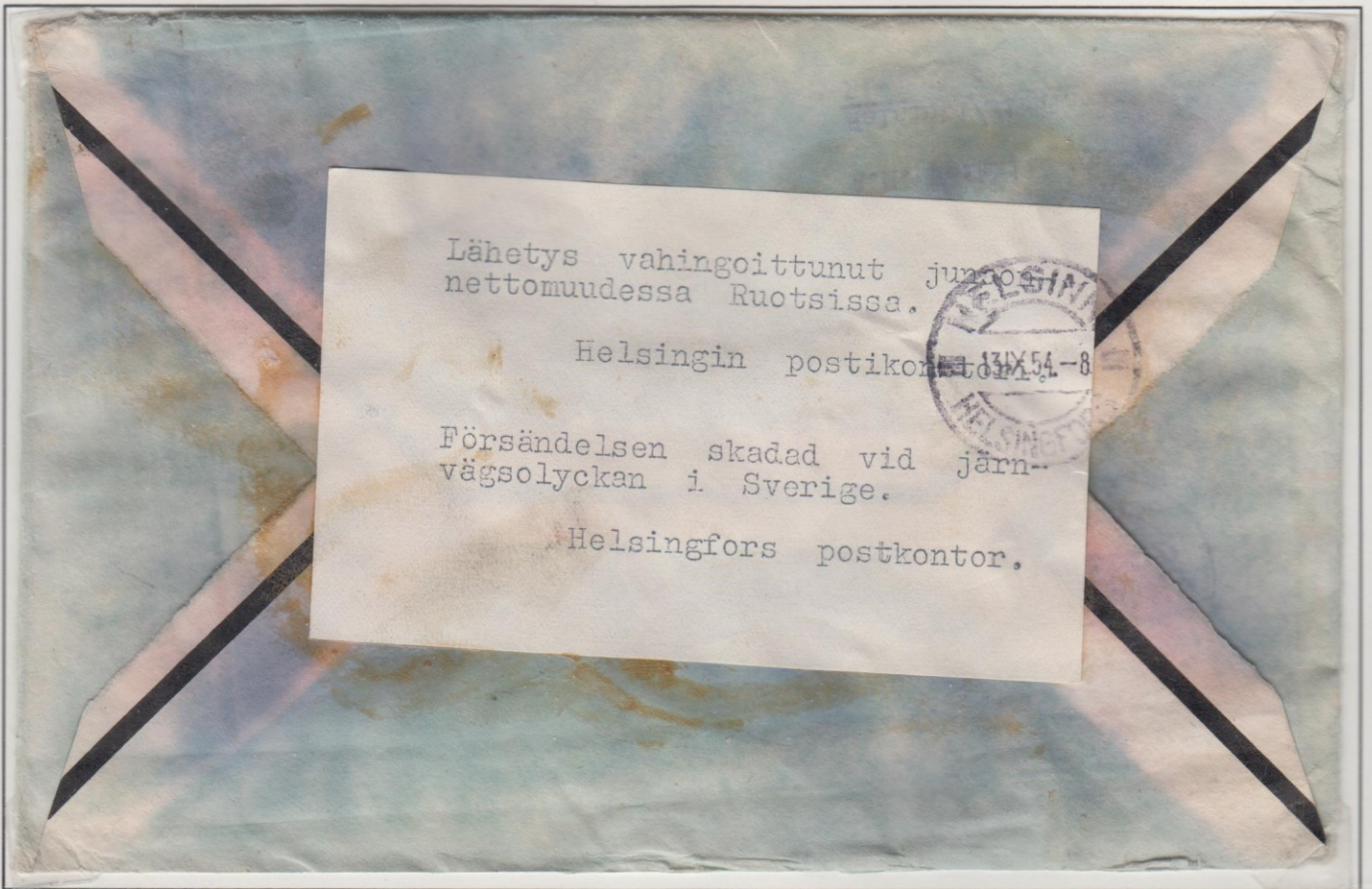
Above postcard was delivered with below slip attached with a paperclip.



A domestic mail item with the Type 4 label, delivered in an ambulance cover due to extensive damage.

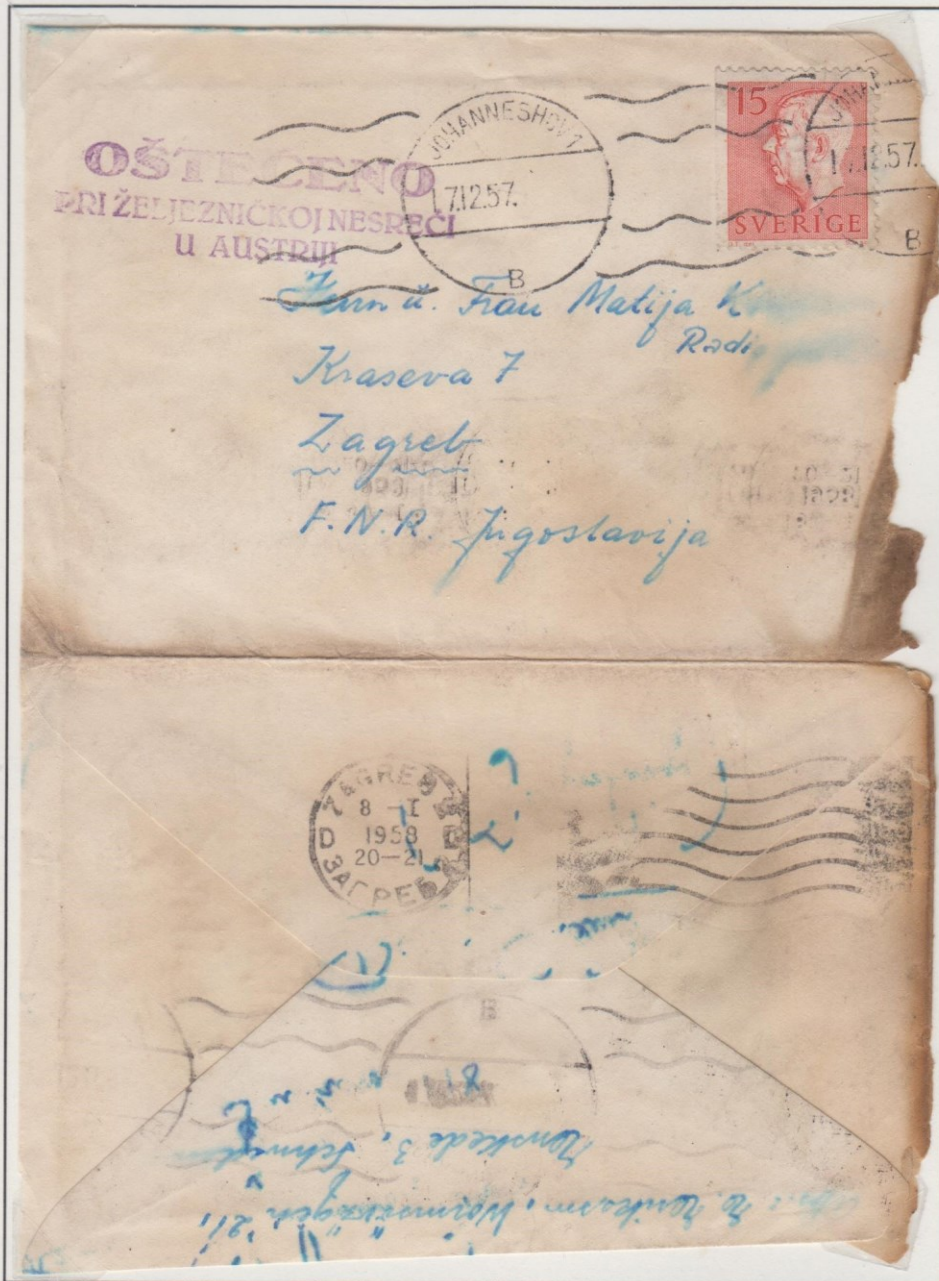


A commercial cover from Germany to Finland with the Type 5 label (printed in Finnish and Swedish) stating that this cover was damaged during the railroad accident in Sweden and tied to the cover with a Helsinki arrival cancel.



An image of the front of above item showing moderate damage.

The Balcan Express on route from Vienna to Istanbul via Belgrade and Sofia on December 21, 1957. A fire started in the train mail car at the Mallnitz train station in Austria. No details were provided as to cause or injuries.



Exploded cover from Sweden to Zagreb. The cover shows the Type 2 cachet and states Damaged By Accident In Austria and was used for mail to former Yugoslavia. The Type 1 cachet was used for mail to Slovenia.

On December 18, 1965 over 30 people were killed and more than 60 severely injured when an international and a local passenger train collided at the Villar de los Alamos train station in Spain. Collisions at this time were rare due to safety improvements.

The international train was headed for Paris to Lisbon Southern Express, travelling at a speed of 100 km/h and with over 1,000 passengers on board (mostly Portuguese workers abroad returning to spend Christmas with their families).

The Spanish local train was just leaving the station of Villar de los Alamos for Salamanca, Spain.

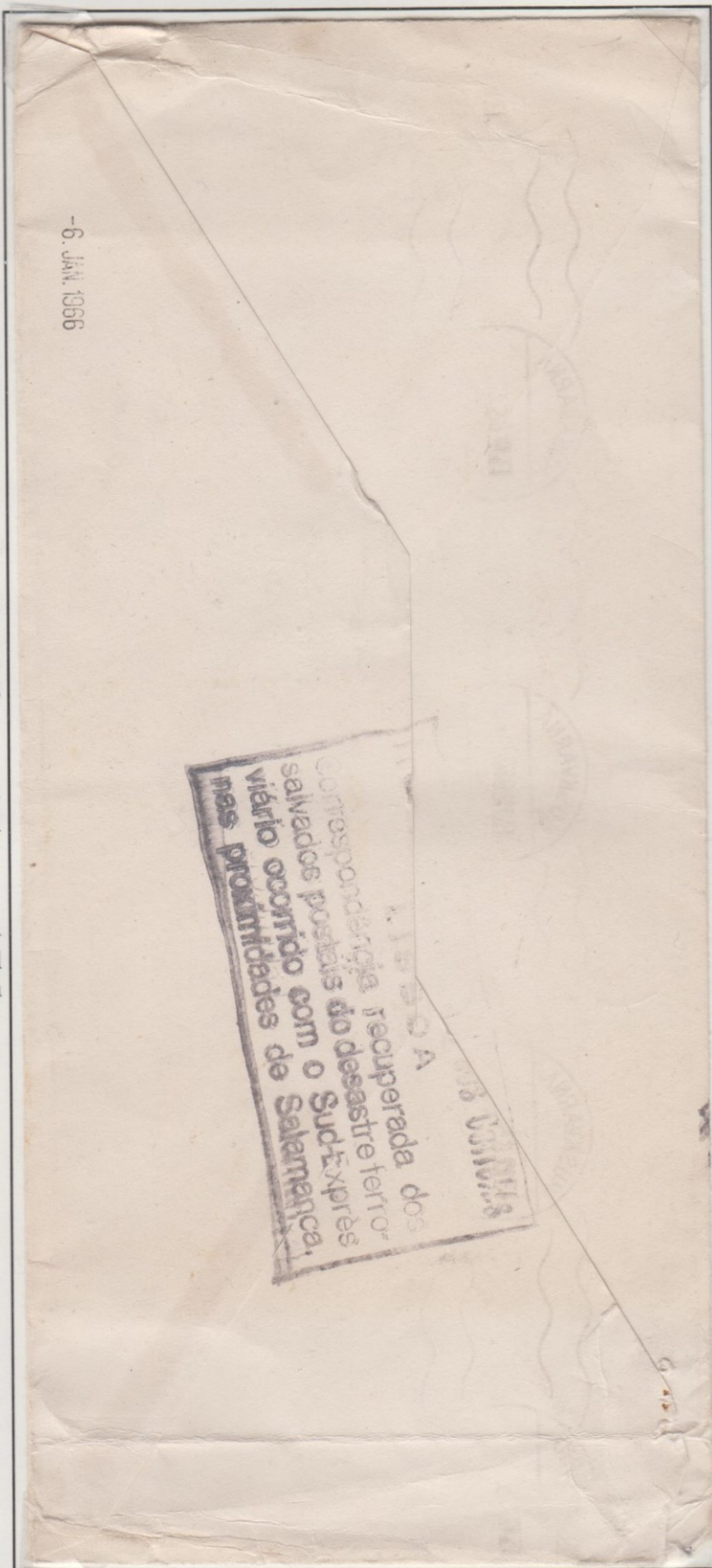
The collision took place in thick fog in the morning less than a 100 kilometers from the Portuguese border. Both locomotives exploded as a result of the impact and were completely destroyed.

The mail car of the express was located in the front of the train and was badly damaged.

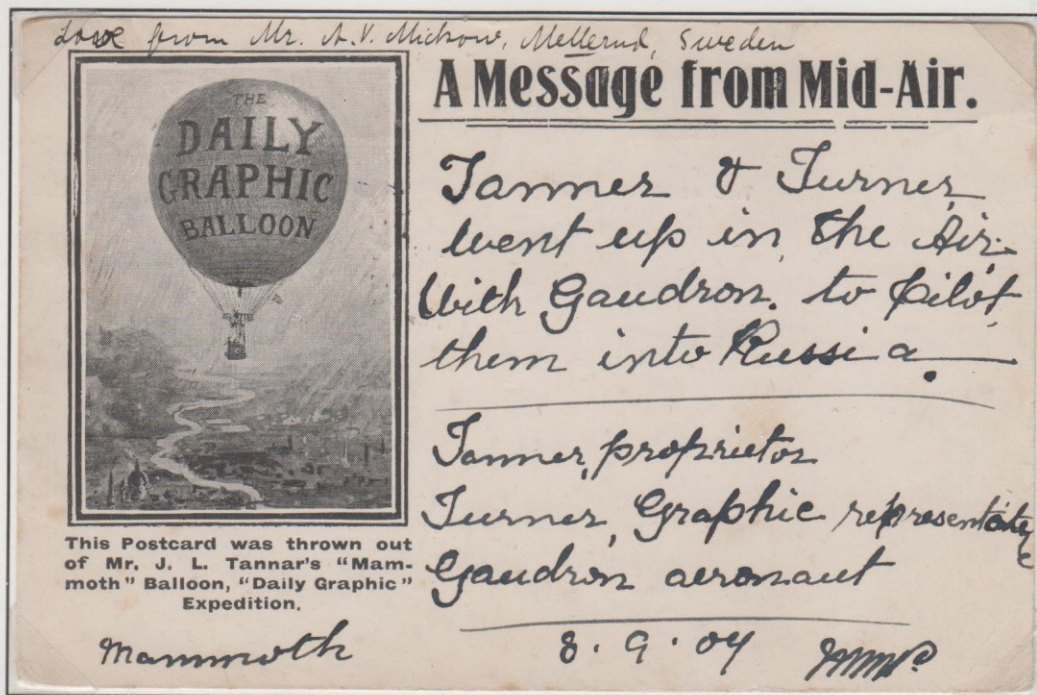
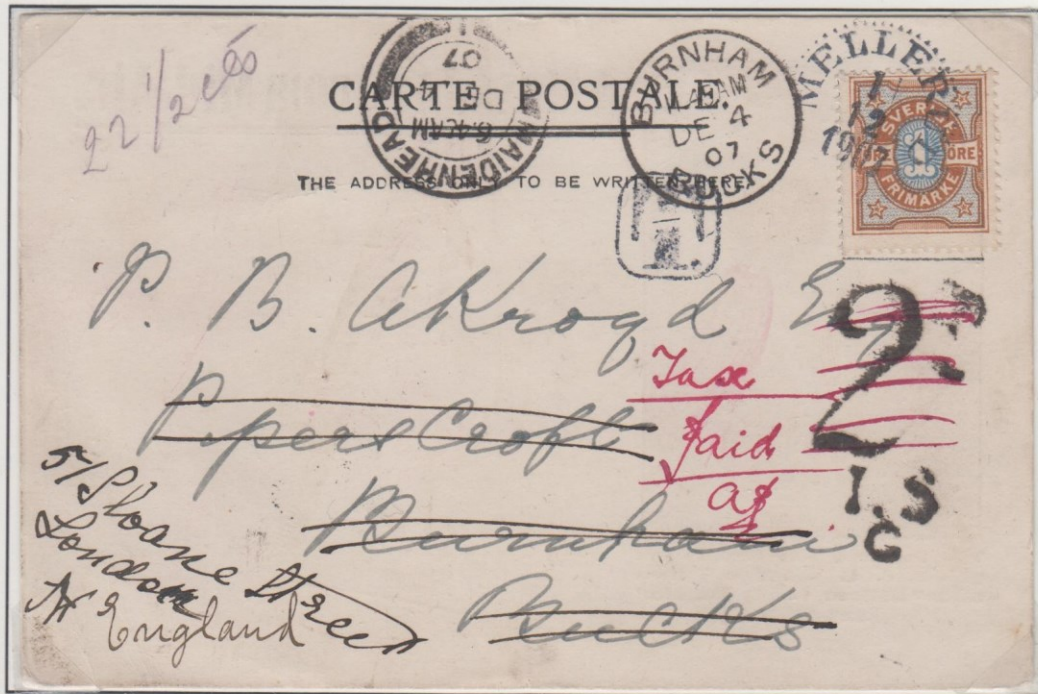
However, some of the mail was salvageable, and items from Austria, Canada, France, Great Britain, Italy, the Netherlands, Sweden, Switzerland and probably elsewhere are recorded as having been recovered from this accident.

More than two weeks passed before the Portuguese Post Office was able to forward the salvaged mail, on January 3, 1966.

The cachet used translates, "Notice from the General Post Office, Lisbon. Salvaged mail recovered from the railway disaster involving the Southern Express near Salamanca".



On October 12, 1907 the Daily Graphic balloon "Mammoth" ascended from the Crystal Palace in London. It carried a crew of three: J. L. Tanner (proprietor), A. E. Caudron (pilot) and C. Turner (Daily Graphic). They reached Sweden on October 14, got lost and crash-landed near the village of Bracken. The balloon became untied and took off without crew. While careering cards were scattered over a large area before landing near Tösse. A school teacher, A. V. Mickow found some of these cards during walks and posted them on different dates. Mickow only put stamps on some of the cards he found.



"Tanner & Turner went up in the air with Caudron to pilot them into Russia."

Here is clear proof that a school teacher in Sweden at that time, prestigious as it was, did not have a great income since most of the cards Mickow found in the woods were dropped off without postage stamps into the mail stream.



AIR ACCIDENTS 1912 LIDINGÖ SWEDEN

FORCED LANDING

Sweden's first official air mail took place in Stockholm on Saturday September 21, 1912. A special semi-official air-mail stamp was printed. 10,000 were printed and 3,200 were sold. They were sold at 60 öre each and covered first letter/card rate incl. airmail fee 50 öre. A second attempt was made the following day but ended with a forced landing in nearby lake Värtan due to engine problems.



The mail plane on route Casablanca-Alicante-Barcelona-Perpignan-Toulouse ran into heavy fog shortly after take off from Barcelona on December 15, 1928. The pilot decided to make a forced landing at Malgrat de Mar, Spain due to the poor weather conditions. The plane caught on fire after landing, most likely due to a leaking fuel tank. The single pilot survived.



A commercial airmail cover from Morocco with the Type A cachet with a manually applied date cancel 15 DEC 1928.

In 1929 the Swedish pilot Albin Ahrenberg wanted to attempt the first transatlantic flight from Sweden to the USA via Iceland and Greenland. In order to provide capital for the flight, Ahrenberg let pilot Axel Flodén, whom donated SEK 60,000 to the project, act as co-pilot. Another way to raise capital was to let the general public send mail items and pay a special additional SEK 20 airmail rate that went straight to the project. 1,269 mail items were brought on board, 65 of these were dropped off on Iceland and 65 additional from Iceland were brought on board before taking off to Greenland.



Above registered special cover to USA was signed by both pilots. The plane had a successful take off from Stockholm on June 9 with touchdowns in Karlstad, Sweden and Bergen, Norway. The crew had to emergency land on the east coast of Iceland with major engine trouble and could not leave Reykjavik for Greenland until July 10. When taking off from Ivigtut at the southern point of Greenland they were confronted with hurrican-like winds that lasted for several weeks. The last attempt took place on August 3. The mail was subsequently forwarded by steamer to the U.S.

AIR ACCIDENTS 1929 GREENLAND

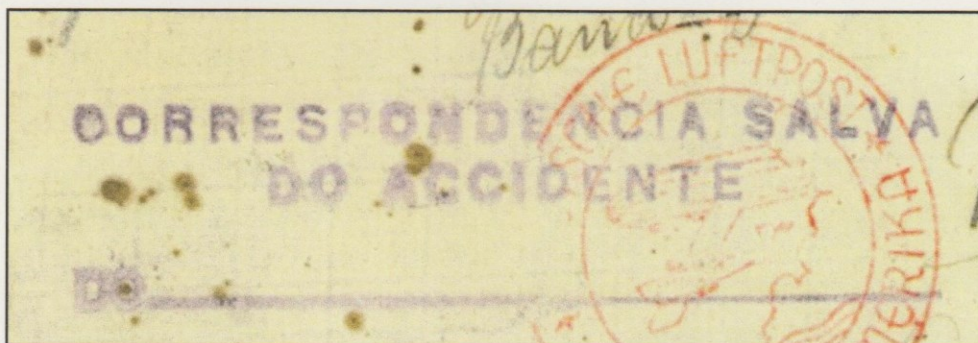
FORCED LANDING

Below cover is one of three known with a crash mail cachet: Received In Bad Condition G. P. O. N. Y. P. M.



Example of a typical Ahrenberg cover. All covers were sent as registered mail.

A recovered Swedish registered (label on reverse) postcard to Brazil from the Condor Tapajoz mail flight Natal to Rio de Janeiro on May 3, 1934. It carried mail for Deutsche Lufthansa from Natal Brazil to Buenos Aires Argentina. After the Junkers W-34 safely landed at Guanabara Bay it inexplicably capsized and sank in 7 meter deep water as it taxied to the mooring at Caju. Most of the mail was destroyed. Surviving covers were salvaged by divers the following day and after drying struck with 3-line purple handstamp: Correspondencia salva/do accidente/do_____ (Correspondence salvaged from the accident/of_____) with Tapajoz added in manuscript. The crew of two people did not survive the ordeal.



A clear image of the cachet from another cover involved in the same accident. This is obviously a standard cachet which indicates a high rate of air accidents at that time.

AIR ACCIDENTS 1934 VIRESTAD SWEDEN

MID-AIR ENGINE FAILURE

On the evening of July 6, 1934 K. G. Lindner, ABA's chief pilot, departed from Barkaby, Stockholm, Sweden with "Småland", a brand new Northrop "Gamma" purchased from USA by Swedish ABA. Engine problems arose soon after lift-off and subsequently the plane crashed after only 19 hours of service. The pilot and radio operator escaped the plane in parachutes. Most of the mail was burnt, recovered and brought to the Malmö post office. Each mail item had a specially printed label in French affixed and forwarded through the regular mail stream.

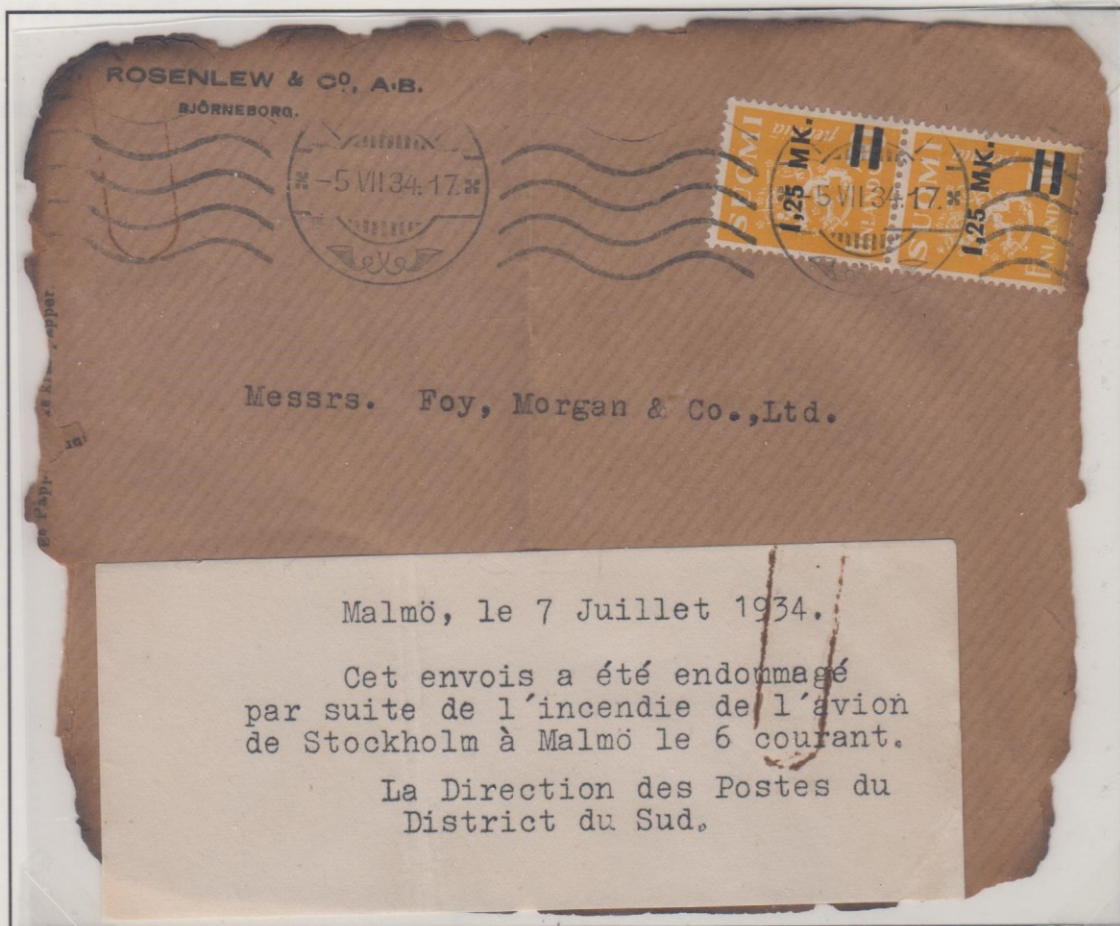


Two covers from Sweden to Europe with labels that states: This mail item was damaged due to an airplane accident between between Stockholm and Malmö the sixth of this month. The Post Office of Southern Sweden

AIR ACCIDENTS 1934 VIRESTAD

MID-AIR ENGINE FAILURE

A large part of the surviving mail was from Finland addressed to Europe.



AIR ACCIDENTS 1936 CROYDON U.K.

CRASH DURING TAKE-OFF

On September 15, 1936, British Airways G-AYED De Havilland DH-86A was scheduled to fly from Croydon near London to Hannover Germany. The plane crashed during night take-off. The cause of the accident was never published. No casualties were reported. This crash is not reported by Nierinck.



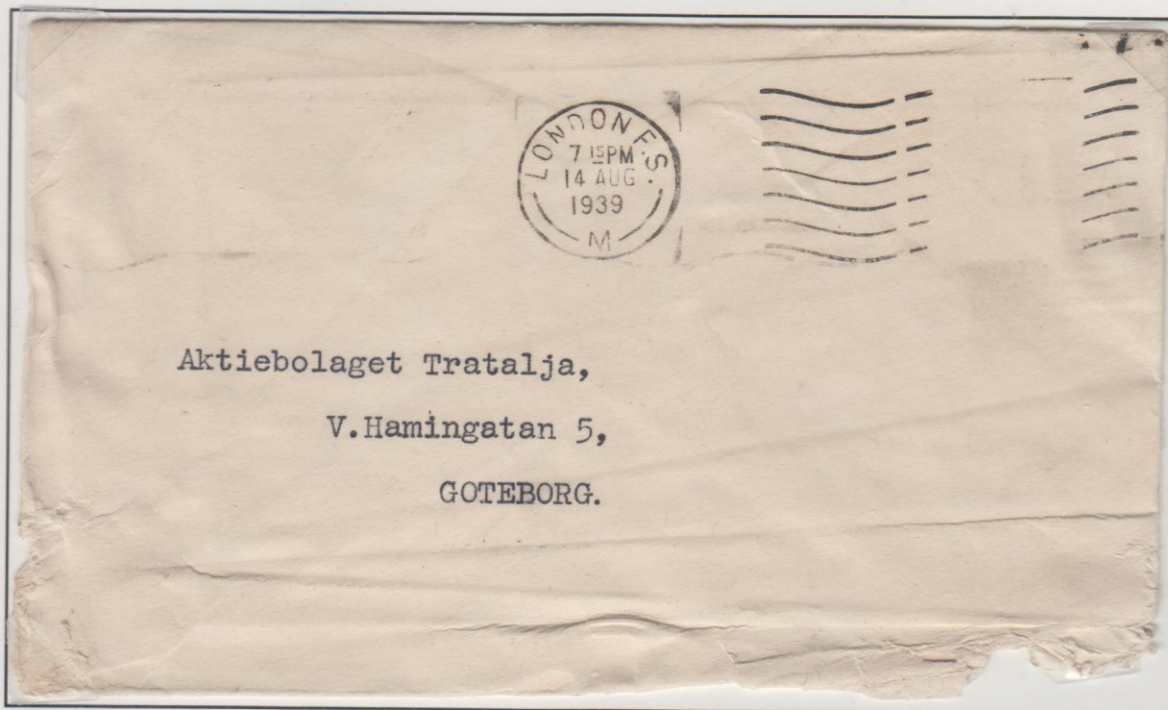
Commercial cover canceled Birmingham 17 1936 to Gothenburg Sweden. Salvaged mail was processed in London and canceled LONDON F.S. 22 16 SP 36 and forwarded to Gothenburg Sweden with a Gothenburg receiver on reverse dated Sep. 17, 1936. The Swedish P.O. prepared a special label that was affixed to each mail item. In English it states: This mail item was damaged due to accident with a mail airplane.



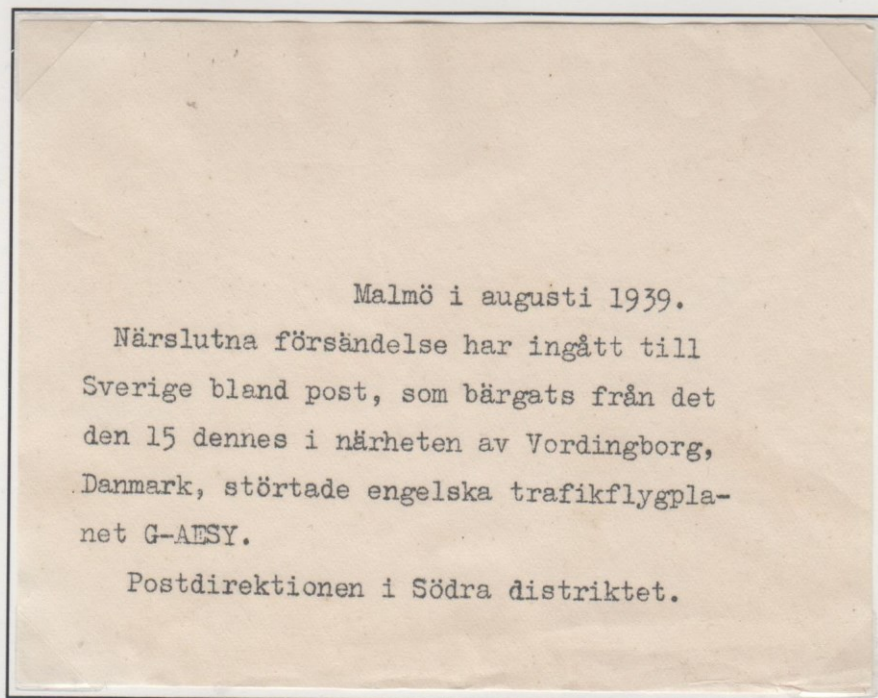
Partial image of reverse of above cover showing the London Sep. 16 and the Gothenburg Sep. 17 cancels struck after the crash.

AIR ACCIDENTS 1939 VORDINGSBORG DENMARK UNEXPLAINED EXPLOSION

In 1936 British Airways opened their own route to Scandinavia using the American Lockheed plane Elektra. On August 15, 1939 such a plane, the G-AESY, destination from London to Copenhagen crashed under mysterious circumstances in south Danish waters near Vordingborg. An unexplained explosion occurred in the passenger cabin. The pilot crashed a window in order to get fresh air. He landed the plane, crawled out the crashed window and swam to the passenger door. While trying to open the door the plane suddenly sank. All five passengers drowned. Mail items destined for Sweden had a special label attached explaining the accident.



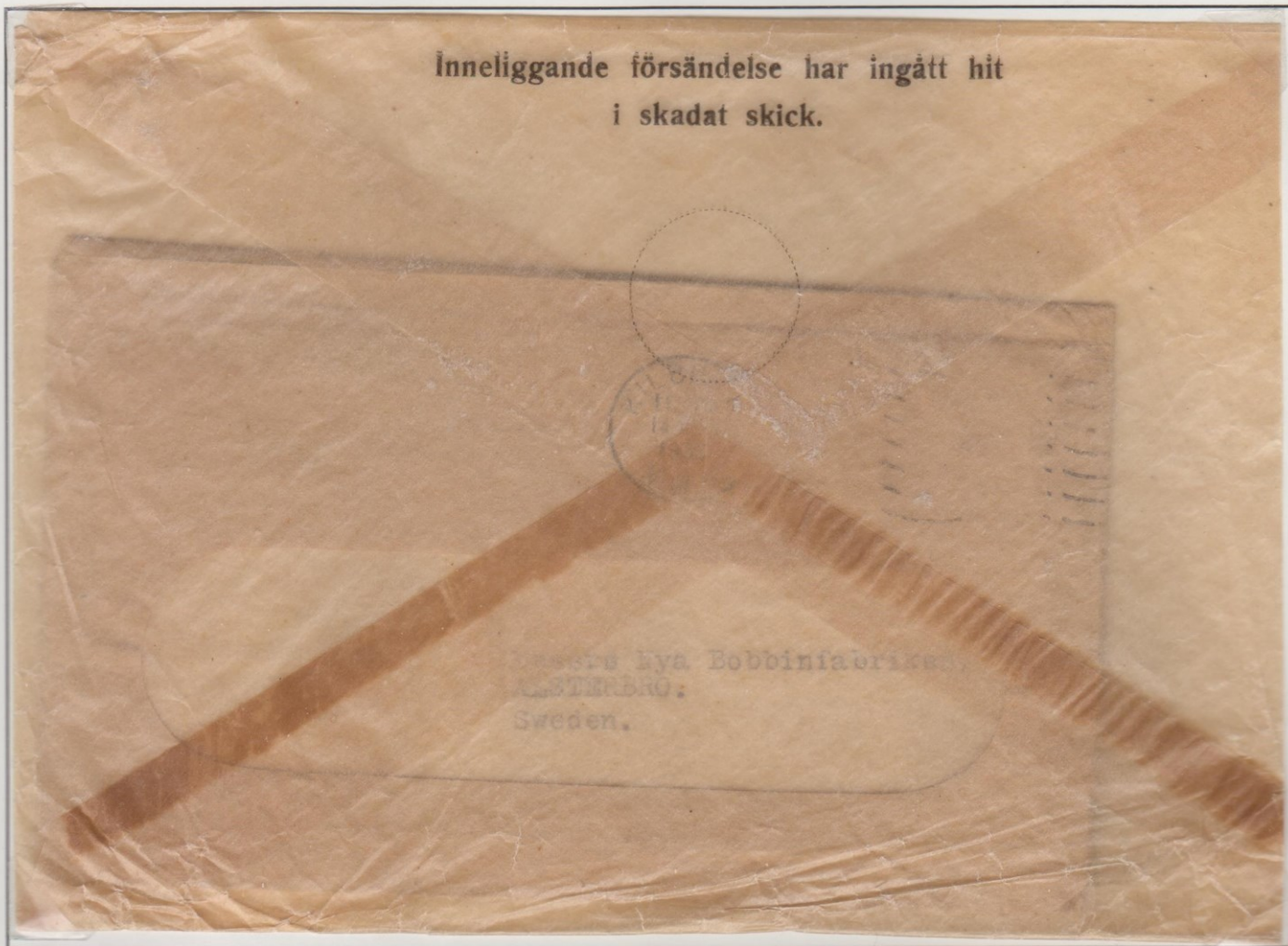
A commercial mail item, with stamp fallen off, correct postage would be 4 Pence, cancelled London August 14, 1939. Approx. 12,000 mail items destined for Sweden were salvaged with more or less severe water damage. Most were attached or accompanied with one out of four different labels.



The label affixed to above item by the Swedish post office before forwarding it to the addressee states: Malmö August 1939. Enclosed mail item was part of the mail that was salvaged the 15th this month from the British traffic airplane G-AESY that crashed near Vordingborg, Denmark. The Mail Directory, Southern District.

AIR ACCIDENTS 1939 VORDINGBORG DENMARK UNEXPLAINED EXPLOSION

Example of a commercial cover inside an ambulance cover stating: Inside cover was received in bad condition.



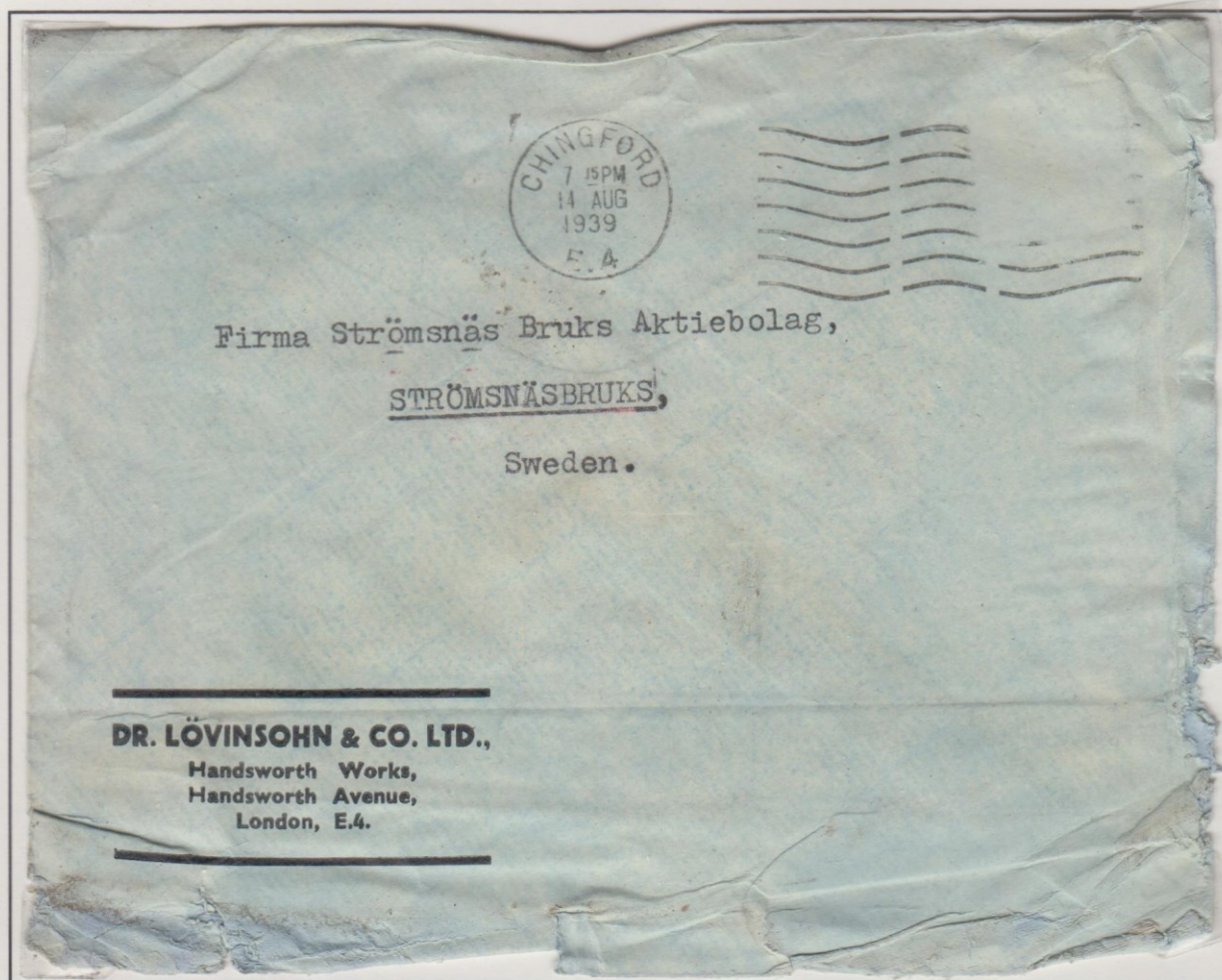
Malmö i augusti 1939.

Närslutna försändelse har ingått till Sverige bland post,
som bärgats från det den 15 dennes i närheten av Vordingborg,
Danmark, störtade engelska trafikflygplanet G- AESY.

Postdirektionen i Södra distriktet.

AIR ACCIDENTS 1939 VORDINGBORG DENMARK UNEXPLAINED EXPLOSION

An example of the typical mail from this accident which consisted of many English commercial covers to Sweden.



Malmö i augusti 1939.

Närslutna försändelse har ingått till Sverige bland post, som bärgats från det den 15 dennes i närheten av Vordingborg, Danmark, störtade engelska trafikflygplanet G-AESY.

Postdirektionen i Södra distriktet.

Finnish Aero Finnair O/Y's airplane Sampo, a Junkers JU 52, departed on November 7, 1941 from Åbo, Finland with destination Bromma, Stockholm, Sweden. Shortly after departure the left engine stopped with a powerful bang. After a short while the other engines stopped as well. Fortunately, the pilot was able to turn the plane around towards shallow water with muddy sea bottom in the archipelago west of Åbo. All 16 passengers and crew onboard survived and were rescued out of the ice-cold water. Mail was rescued and brought to the Finnish post office for further handling.



Commercial cover with Finnish censor, with one stamp fallen off, canceled Helsinki November 6, 1941. The Finnish Postal Administration struck a three line cachet in three languages (Finnish, Swedish and French) that states: This mail item was damaged during an air accident, and subsequently forwarded to the addressee.

An image of the Junker JU 52 flying high up in the air. The first JU 52 flew in October 1930. Production ended at the end of 1943 and replaced by JU 252. A total of almost 5,000 JU 52s were built powered with various size BMW engines.





This cover needed repair and was mended in Åbo with a Finnish post office seal.



The second item is a postal card, a much rarer kind of mail item.

AIR ACCIDENTS 1942 UNKNOWN LOCATION

MYSTERY CRASH

Airmail cover from Sweden canceled 29.12.41 and 3.1.42 to China Via New York and Rangoon. It has several Chinese and Korean transit cancels from 1942. The cover has Chinese writing and a cachet stating Return to sender. It is not possible to deliver due to postal interruptions. The cover was lost and was eventually returned to Sweden. It was put in a glassine ambulance cover with a cancel dated 22 DEC. 1943. If there ever was an explanatory slip, it is lost. This cover focuses on an issue pertaining to crash mail collecting—a cover must be connected to a certain incident. All we know is that something happened to this cover but what, where and when? A cover is not as interesting without derivation, although just as “pretty” which is proven by below cover.



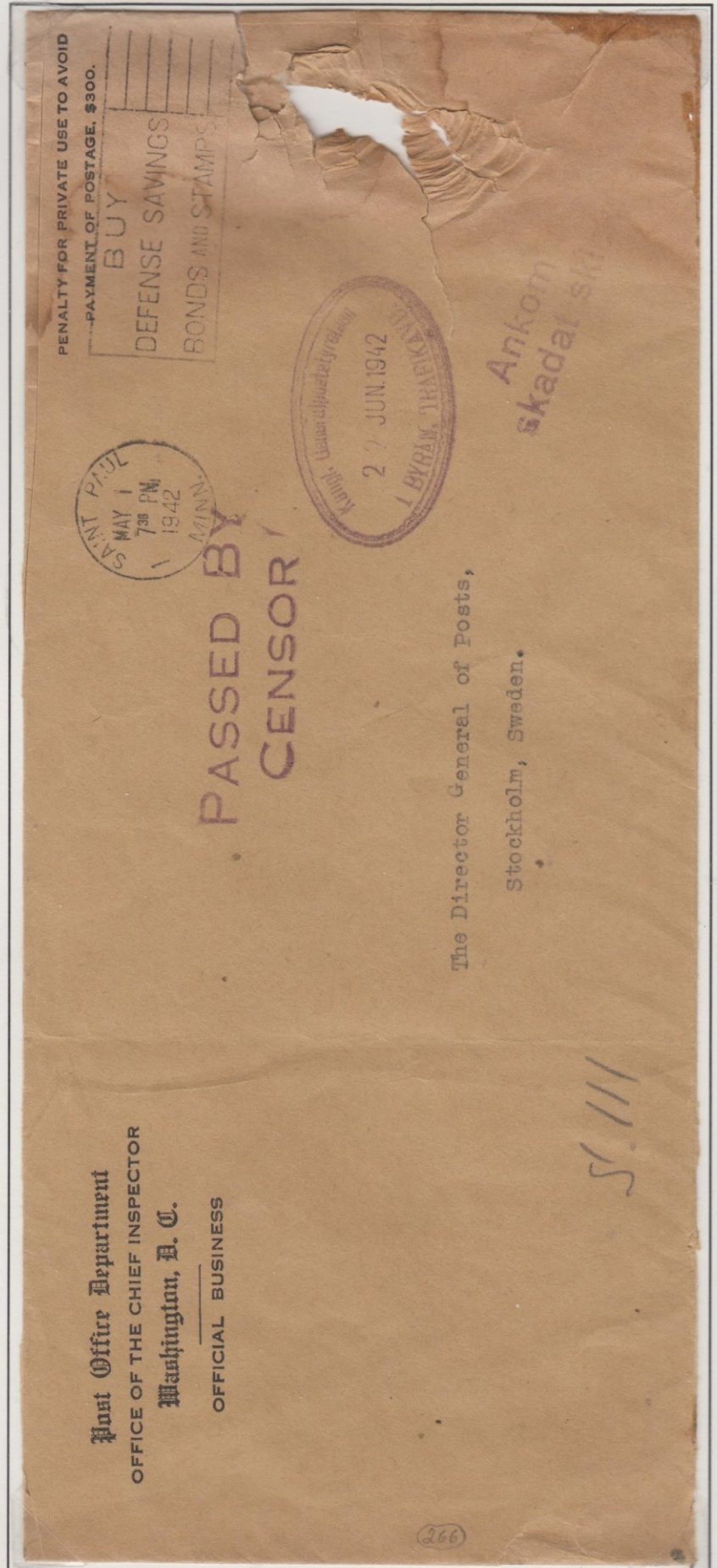
Image of reverse of above cover showing several transit cancels.

The ambulance cover dated Stockholm 22 DEC. 1943 stating that enclosed cover has arrived in a damaged state.



AB Aerotransport's SE-BAG Gripen was taken in to use in May 1940 and flew as a courier plane between Bromma airport, Sweden and Dyce airport, Aberdeen, Scotland. Initially flights were performed at a very high altitude, 7,000 meters. Gripen was equipped with special oxygen equipment. Gripen was attacked for the first time around June 20, 1942 flying from Scotland. The Germans attacked Gripen over the North Sea. The pilot made a sharp nosedive in order to avoid the attack. Personnel on board were injured. It carried a very small amount of mail and it was damaged as well. In spite of a multitude of bullet-holes in people, plane and mail, it managed to reach Bromma with no fatalities. Air traffic ceased after this incident but continued under darkness around August 15, 1942. Gripen's last trip was on October 22, 1943 when it was shot down by a German Junker outside Smögen, Sweden.

An official cover from USA to Sweden, canceled in Saint Paul, Minnesota on May 1, 1942. It received a bullet-hole during the attack. After arriving in Sweden it was struck with a Swedish cachet: Arrived in Damaged Condition and an oval cancellation dated June 27, 1942 and forwarded to the addressee. There is only one other mail item recorded from this flight.



BOAC De Havilland Mosquito – G-AGGF took off from Leuchars for Bromma Sweden in the evening on August 17, 1943. Shortly after the crew experienced issues with orientation. They radioed several times for bearing and distance information. In lieu of no response they returned to Leuchars. The plane crashed into a mountain near Glen Esk more than 60 kilometers north of Leuchars. All onboard were killed, 2 crew. 3 weeks after the crash it was located by a local gamekeeper. Crash investigators suspected that the airplane suffered a major compass or instrument systems failure. ATC at several airfields were criticized for not reacting to an emergency situation and not responding to the air crew's pleas for directional information. The plane carried no passengers. The crew, 2 persons, were killed.



Above postal card from Tunis, Tunisia to Sweden was involved in the accident. Salvaged mail was hand stamped with a British purple 55x8 mm Type C cachet, DAMAGED BY SEA WATER.

AIR ACCIDENTS 1943 TAGUS RIVER PORTUGAL POOR WEATHER CONDITIONS

On February 22, 1943, the Pan Am Boeing 314 (flying boat) "Yankee Clipper" flying from New York was about to land in poor weather conditions on the Tagus River, Lisbon, Portugal when the left wing tip of the plane inadvertently made contact with the water while making a descending turn prior to landing. 20 of 33 passengers and 5 of 6 crew members were killed. 93 mailbags were salvaged. Below two covers from Argentina to Sweden. Special label (two types) were printed by the Swedish post office. The label states: Enclosed mail item was water damaged during the crash of a Clipper plane in the Tagus River near Lisbon February 22, 1943 and a Stockholm cancellation dated March 8, 1943. Below two registered covers from Argentina to Sweden with a short version label.



AIR ACCIDENTS 1943 TAGUS RIVER PORTUGAL POOR WEATHER CONDITIONS

Below two covers from USA with the longer version label that states: Enclosed mail was damaged during the crash of a Clipper plane in the Tagus river near Lisbon February 22, 1943. In general stamps have fallen off.



AIR ACCIDENTS 1944 FALSTERBO SWEDEN

ENEMY FIRE

Deutsche Lufthansa's Focke Wulf "Condor" D-AERE, from Berlin, was expected to land at Bulltofta airport, Malmö, Sweden at 11 AM on November 29, 1944. There was intense bombing by the Germans at the time and it is believed that the Condor was mistaken for an enemy plane, however, this was never substantiated. A fishing boat found objects floating around, including some mail, establishing that the mail was from the disappeared passenger plane. Everyone aboard were killed, 6 passengers and 4 crewmen.



Covers in good condition were forwarded from Sweden to England and struck with: Damaged through an airplane accident in course of conveyance. Below cover with a Swedish label stating: This mail item was damaged by water during the crash of air plane on route between Berlin—Stockholm near Falsterbo on November 29, 1944. Stamps have in some cases fallen off.



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.

ERNST & CO.
SCHULBEDÄN .PAPETERIE
EN GROS
HERZOGENBUCHSEE

Firma
Maskinaffären Carl Lamm A/B,
Kungsgatan 29,
Stockholm.

Below two censored commercial covers from Switzerland with identical labels, one in an ambulance cover.

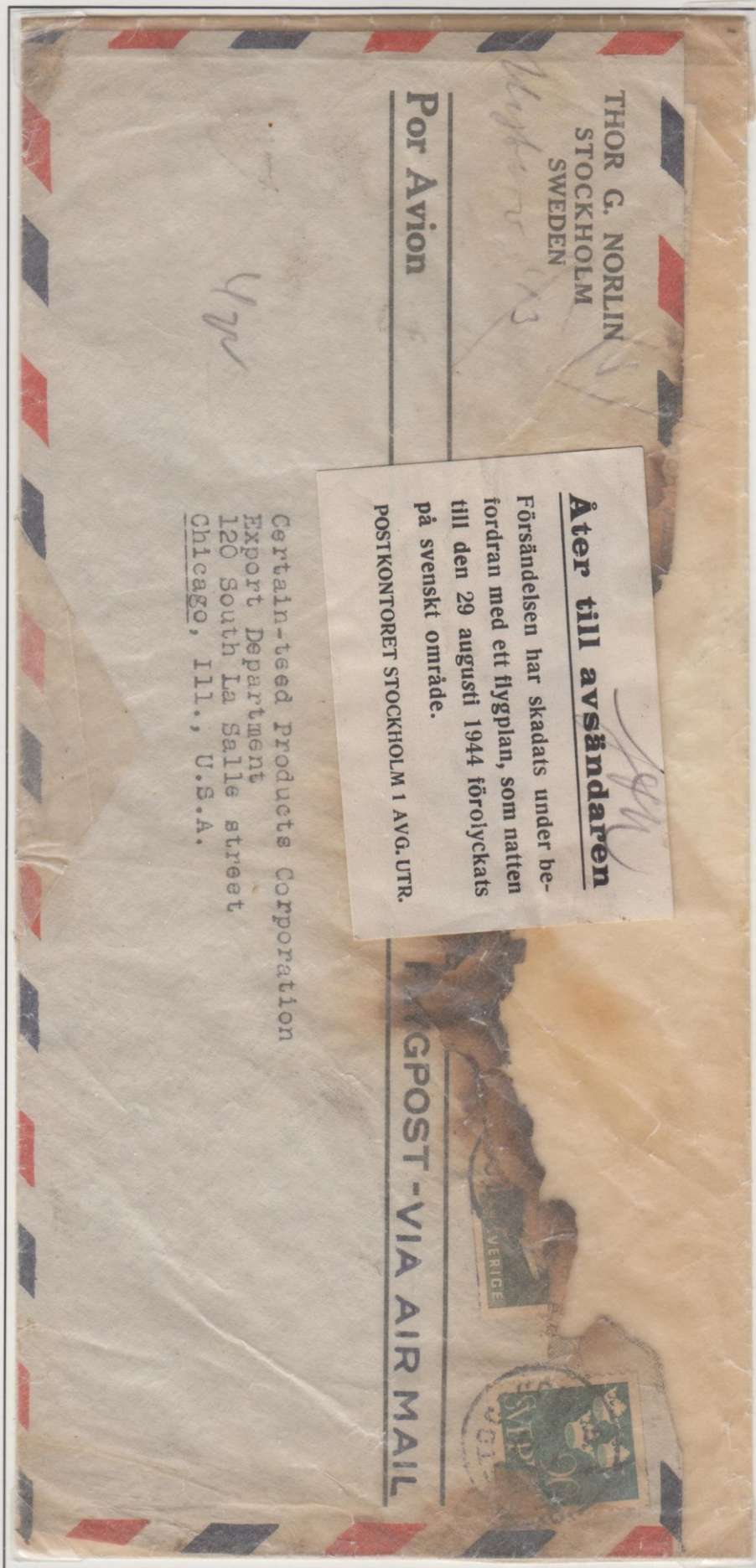


During 1941–1945 there was a very dangerous flight route from Sweden to Leuchars, Scotland, the so called Skagerack flights. It provided Sweden with a fast postal connection to the UK. In total there were eight planes that were either shot down by the enemy, crashed or disappeared during that time. On August 28 a Lockheed "Lodestar" departed from Bromma together with a De Haviland "Mosquito". The Mosquito arrived as planned. "Lodestar" lost their orientation over Norway. It returned to Sweden in order to land at Sätenäs near the town of Lidköping. However, due to bad weather they got lost and crashed on mountain Kinnekulle, not far away. Four people were saved by a couple living nearby. Eleven Norwegian citizens were killed. This crash is the only one of the eight that is postally documented with a special label.



Above commercial mail item to Lima, Peru, canceled in Gothenburg on August 24, 1944. Mail was retrieved and sent to Stockholm. Once dried, labelled and returned to sender or forwarded to Leuchars for further distribution to addressees. The label states: Return to sender This mail item was damaged in an airplane that the night before 29 August 1944 crashed on Swedish territory. Post Office Stockholm 1. It was subsequently put in above ambulance envelope with a Stockholm cancellation on reverse dated September 2, 1944 and returned to the sender due to the bad condition.

Another very damaged commercial cover that was returned to the sender.



AIR ACCIDENTS 1944 KINNEKULLE SWEDEN

POOR WEATHER CONDITIONS

Mail in better condition was forwarded to the UK and struck with standard cachet Damaged through an airplane accident in course of conveyance and subsequently forwarded to respective addressee.



On October 25, 1945 BOAC Douglas DC3 G-AGHR was flying from Palestine to Malta enroute to Europe when it crashed on take-off due to engine power loss from Luqa near Valletta in Malta. The Plane swung and hit a ridge catching on fire. There is no report of human injuries. 350 kilograms, or about 23 mail bags of saturated mail was salvaged. A number of different cachets and labels were applied at the ports of destination.

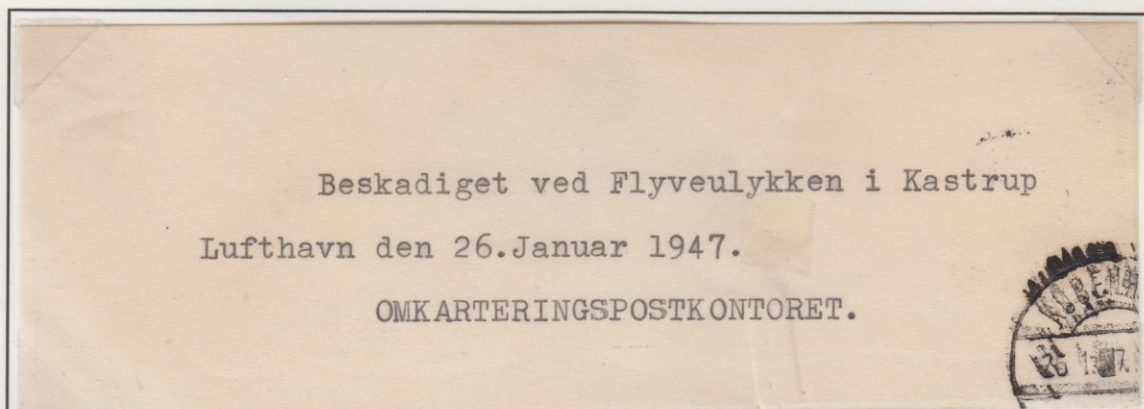


A commercial cover from Palestine to Sweden canceled Tel-Aviv 23 Oct 1945. Arrived to A.P.O. in Rome, Italy on 21 Nov. 1945 that applied cachet (It) is regretted this item has been damaged by fire.

On January 26, 1947 at 15:30 hours KLM's Douglas C- C47A-30 on route to Stockholm, Sweden crashed during takeoff from Kastrup airport. The plane rose to a height of 150 feet and then crashed to the ground in a fireball. The cause was failure to remove the elevator locking pins prior to takeoff. All 22 aboard were killed, 18 passengers and 4 crew members. The Swedish crown prince Gustav Adolf 41 was among those killed, he is the father of Carl XVI Gustaf, the king of Sweden.



An express cover to Sweden from Denmark. In this case it was forwarded to the addressee in an ambulance envelope with below label attached.



Above label was enclosed with above mail item and states: Damaged in the air crash at Kastrup Airport January 26, 1947 The Danish Post Office and canceled Copenhagen January 26, 1947 and is tied to above item. It is unusual for a Danish post office label to be attached to a mail item destined for Sweden. There are three different Swedish labels produced for this accident.

Below commercial cover from Belgium was forwarded in a Danish post office ambulance cover to the Swedish post office that added a slip stating Malmö January 30, 1947. This cover was damaged during an air accident on Kastrup airport January 26, 1947. The post office Malmö 1.

Malmö den 30 januari 1947.
Denna försändelse har skadats vid flyg-
olycka å Kastrups flygfält den 26 januari
1947.
Postkontoret Malmö 1.

Heri en under Postbesørgelsen beskadiget Forsendelse



WERP



PER VLEGTUIG
PAR AVION

Messrs. AKTIEBOLAGET LINNEVAROR

6, Lilla Fiskaregatan

LUND.

SUEDE

On August 23, 1947 BOAC flying boat "Portland" on route from Karachi to Bahrain in the Persian Gulf approached for landing. The pilot misjudged the approach and made a heavy touchdown, short of the flarepath. He then failed to maintain control during the bounce and the airplane hit the water with nose downwards. 8 passengers of 18 and 3 of 8 crewmembers were killed.



A commercial cover from Thailand canceled Bangkok August 19, 1947. This item was minimally damaged and was forwarded via French air mail where it was struck with a cachet in French stating: Delayed due to airplane accident.

An image of a Short Sandringham 5, the crashed "Portland" was one.



Due to lack of space, all information about this cover is found on the following page 1947.

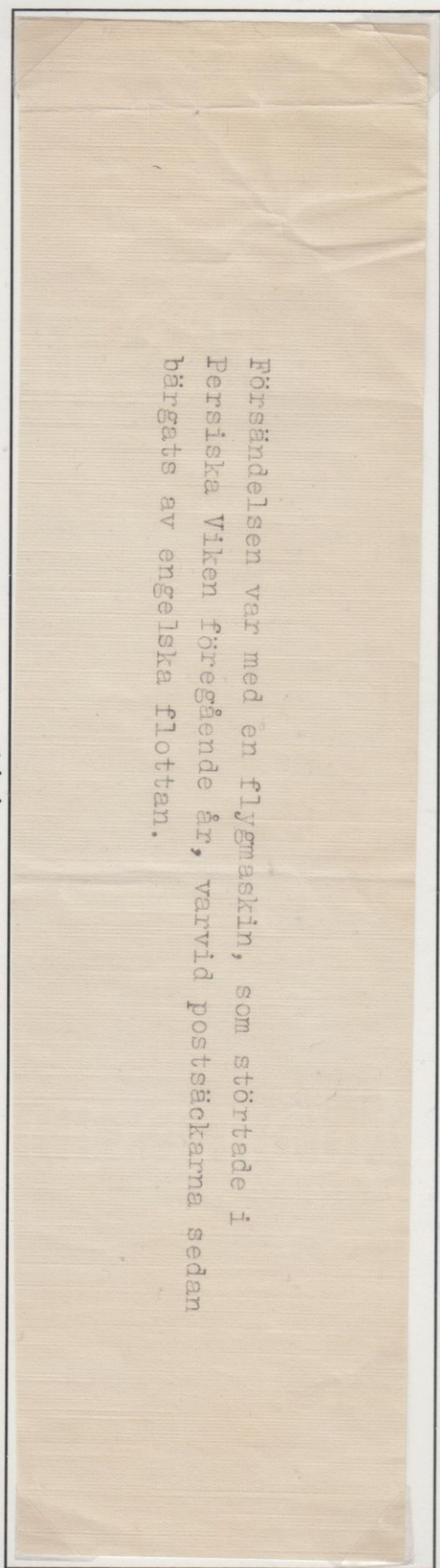


←

PRECEDING PAGE: A commercial registered mail item from the Swedish Royal Embassy in Bangkok, canceled Bangkok, Thailand with fallen off stamps. The cancellation is illegible. This cover was found in the Persian Gulf by the British Navy much later than most of the other mail items from this accident. Due to heavy water damages when salvaging the mail, the British officials affixed it to an official mail envelope, struck it with cachet type "f": Damaged By Sea -Water and forwarded it to to the Swedish Post Office in lieu of a discernible sender.

←

The Swedish Post Office printed a special label that states: This mail item was carried by an airplane that crashed in the Persian Gulf previous year and subsequently mailbags were salvaged by the British Navy. The exhibitor believes that this label is previously unknown.

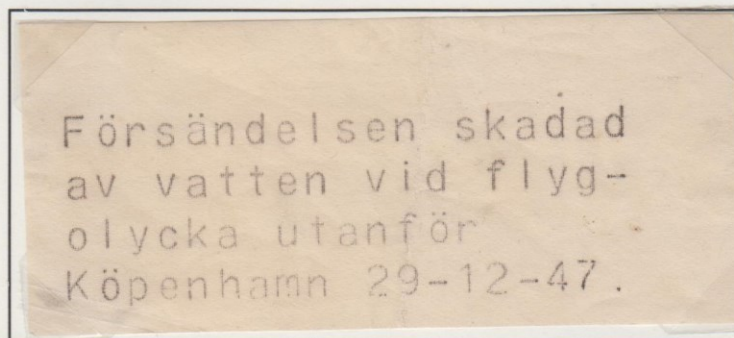


Försändelsen var med en flygmaskin, som störtade i
Persiska Viken föregående år, varvid postsäckarna sedan
bärgats av engelska flottan.

The plane, Vickers 628 Viking – OY-DLI – Torulf Viking, left Paris for Copenhagen on December 29, 1947. For unexplained reasons the plane came down in shallow water, 150 meters short of the runway at Kastrup Airport. All passengers and crew were quickly picked up by a motor boat with no casualties. No explanation to the crash was ever provided.



Cover from Congo with fallen off stamps. Swedish purple cachet that states Arrived without stamps from abroad.



The Swedish Post Office printed a special label that states: This cover was damaged during an air accident outside Copenhagen 29-12-47.

A midair collision occurred in Northolt, Middlesex, England on July 4, 1948, between an SAS Douglas DC-6 and a Royal Air Force Avro York MW248. All onboard were killed, 26 passengers and 13 crew members including 7 from the the York. The collision was due to an ATC (Air Traffic Control) error. Some mail was salvaged, brought to the dispatching post office and forwarded to the addressees or returned to sender.



A correctly uprated 10 öre postal card to London. Due to damage it was returned to sender with below label enclosed.

Bifogade brevförsändelse, som skadats vid flygolyckan vid Northolt i England den 4 juli 1948 återställes härmed.

Kungl. Generalpoststyrelsens Reklamationskontor.

Above slip from the Swedish post office states Enclosed cover which was damaged during the air accident in Northolt England on 4 July 1948 is hereby returned. The Royal Swedish Dead Letter Office.

Commercial cover canceled Stockholm July 3, 1948. This cover was forwarded with typewritten message.

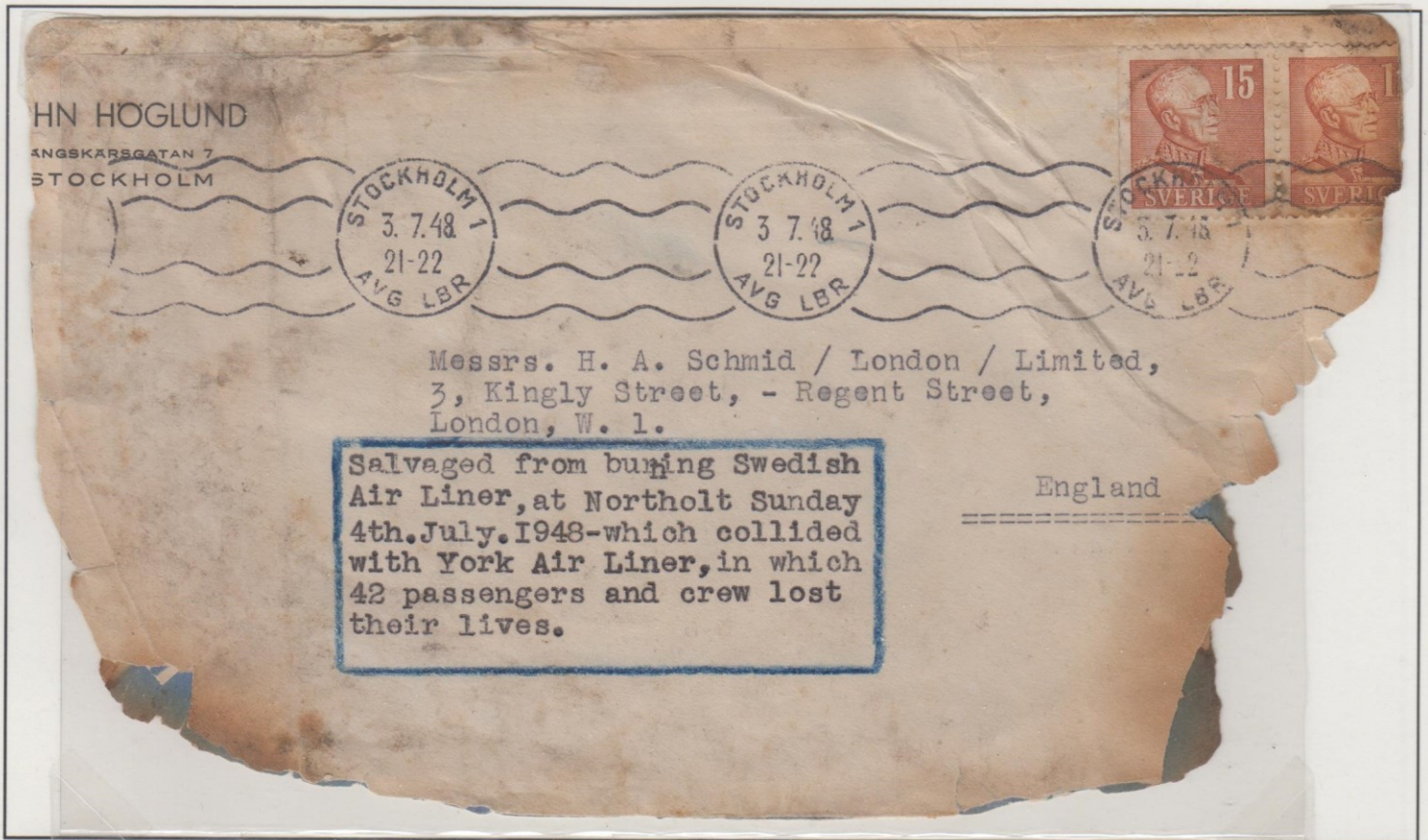


Image showing part of the crashed DC-6.

Commercial cover canceled Stockholm July 3, 1948, sent to Mombasa Kenya.



Above cover had two attached slips from the Office of the Postmaster in Mombasa. See next page.

Below slip was attached to the preceding cover explaining the crash.

The attached mail matter is forwarded with this
Department's regret at its condition, which was due to the
mail plane having crashed and burnt out.

Below letter, dated 27th August, 1948 is from the Postmaster of Mombasa

Ref. No.M.

Office of the Postmaster,
Mombasa, 27th August, 1948.

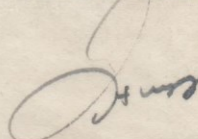
MESSRS. LION TRANSPORT LTD.,

PRIVATE BAG,
Mombasa.

~~Sir~~ Sirs,

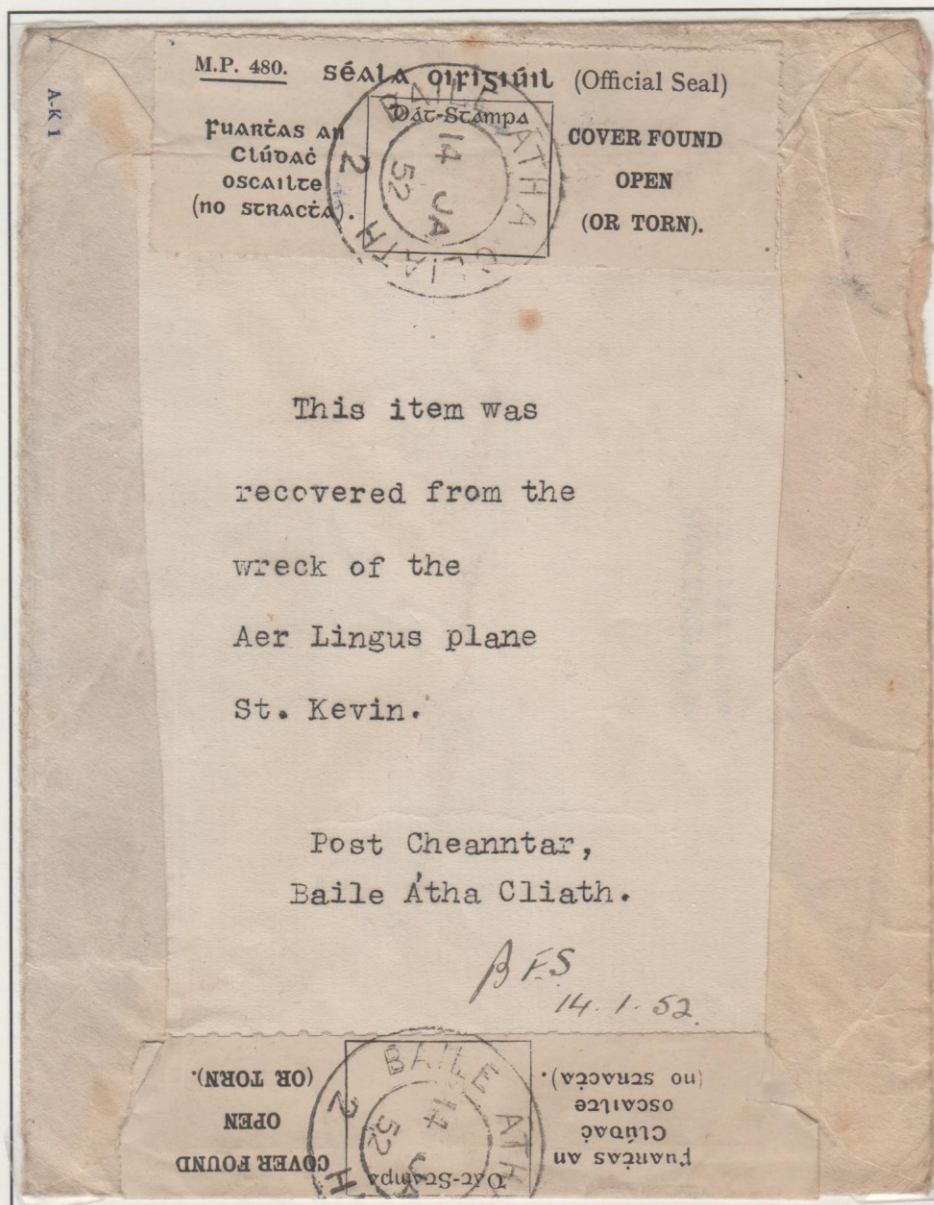
The attached envelope was salvaged from the
aeroplane which crashed at Northolt, Middlesex, on the
4th July, 1948.

Yours faithfully,



POSTMASTER OF MOMBASA.

On January 14, 1952 Douglas C-47B – EI-AFL – St. Kevin was on route from London to Dublin. When reaching the Nefyn area the crew reported that they would descend from 6500 ft. to 4500 ft. This was the last radio contact. The descending plane was caught by downdraughts that forced the plane into an area of great turbulence. The crew lost control of the plane, crashed into a peat bog and caught on fire killing everyone onboard, 20 passengers and 3 crew members.

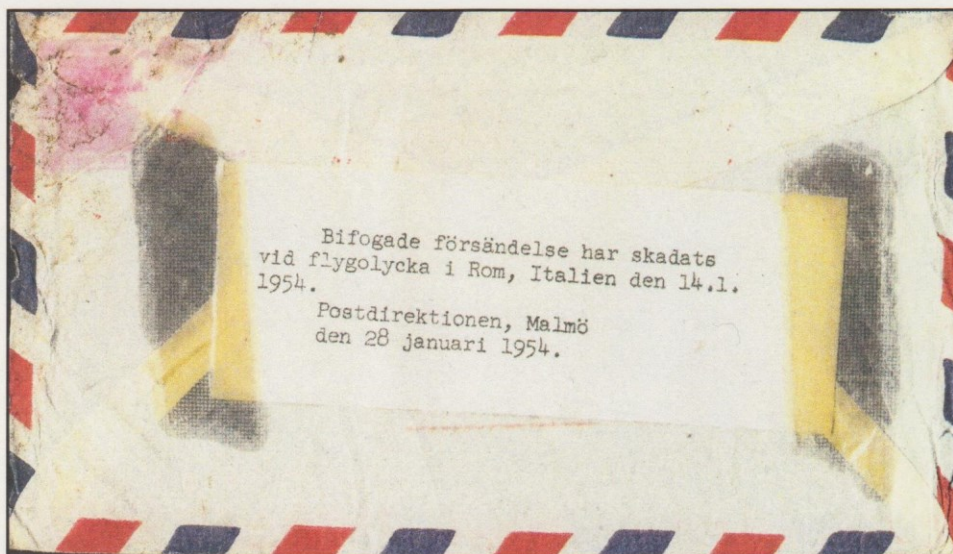


Above reverse of a registered commercial cover canceled Stockholm January, 8 1952. Officially sealed and canceled by the Irish post office including a typewritten label stating the crash.

On January 14, 1954 Philippine Air Lines' Cloud Master, a Douglas DC-6, was on route from Beirut, Lebanon to Rome. The Douglas crashed in a steep dive while making an IFR (Instrument Flight Rules) landing in turbulence following an engine fire. It probably lost a wing during a pull out from a deep dive. The crash killed all 9 passengers and all 7 crew members.



Commercial cover from Hong-Kong canceled Victoria January 12, 1954 showing minor damage. Italian black cachet states Corrispondenza recuperata in seguito / incidente aereo dei - 14 GEN 1954
Correspondence recovered after / plane crash - 14 JAN 1954.

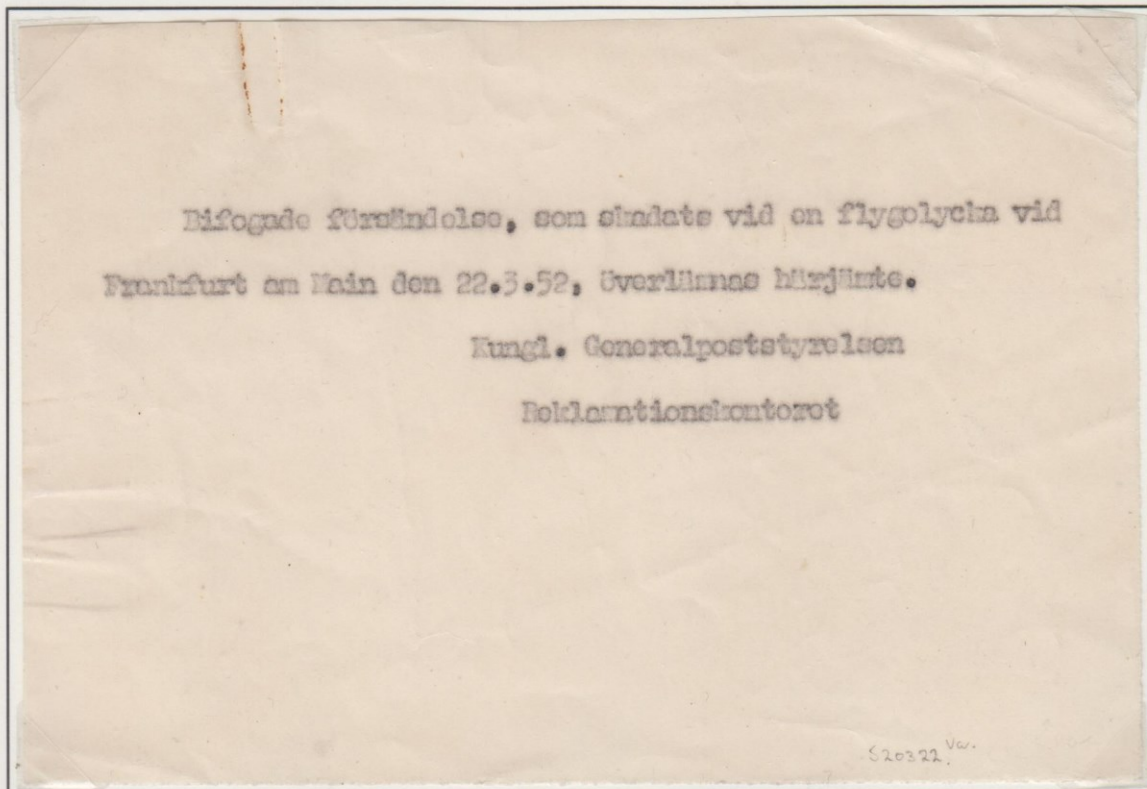


Reverse of above cover with a Swedish post office label stating: Attached mail item was damaged during an aeroplane accident in Rome, Italy on 14.1.1954. Mail Directory Malmö January 28, 1954.

On March 22, 1952 "Koningin Juliana" a KLM Douglas DC-6 was on route from Johannesburg to and the Hague. The Douglas exploded and burst into flames after crashing in a wooded area in rain and fog only two miles short of the runway at Frankfurt airport. Cause unknown. The crash killed 36 passengers with one survivor and nine crew members with one survivor.



Commercial mail item to Sweden from Brazil canceled in January 1952. This item was not badly damaged but was sent in bundle with an explanatory note. The Swedish Post Office produced labels in Swedish to accompany the mail item. See below.

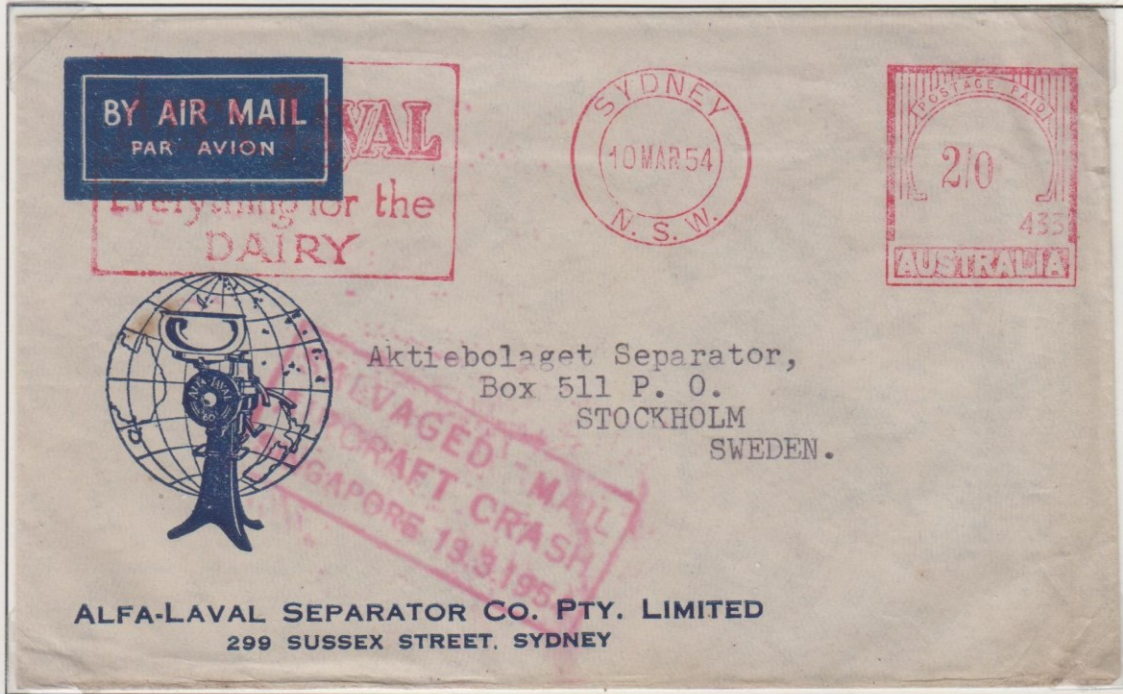


The label states: Attached mail item, that was damaged during an aeroplane accident in Frankfurt am Main 22.3.52, is hereby delivered.

AIR ACCIDENTS 1954 SINGAPORE

PILOT FATIGUE

On March 13, 1954 a Qantas—BOAC Lockheed Constellation "Belfast" was carrying mail from Sydney to London and crashed, due to pilot fatigue, while attempting to land at Kallang Airport, Singapore. Belfast landed short of the runway, striking a sea wall with the undercarriage. The impact caused a leak in one of the fuel tanks. The undercarriage collapsed as the aircraft touched down again on the runway. The right wing broke off as the aircraft slid down the runway. Belfast rolled to the right and came to rest inverted. The crash killed all 31 passengers and 2 crew members with 7 survivors, including the captain, T. Hoyle. A number of labels and cachets were produced by various postal services.



Commercial cover from Australia, canceled Sydney March 10, 1954. A number of different cachets and labels were created and quite a few exist on mail to Sweden. This cover has the red framed cachet struck in Singapore: SALVAGED MAIL AIRCRAFT CRASH SINGAPORE 13.3.1954.

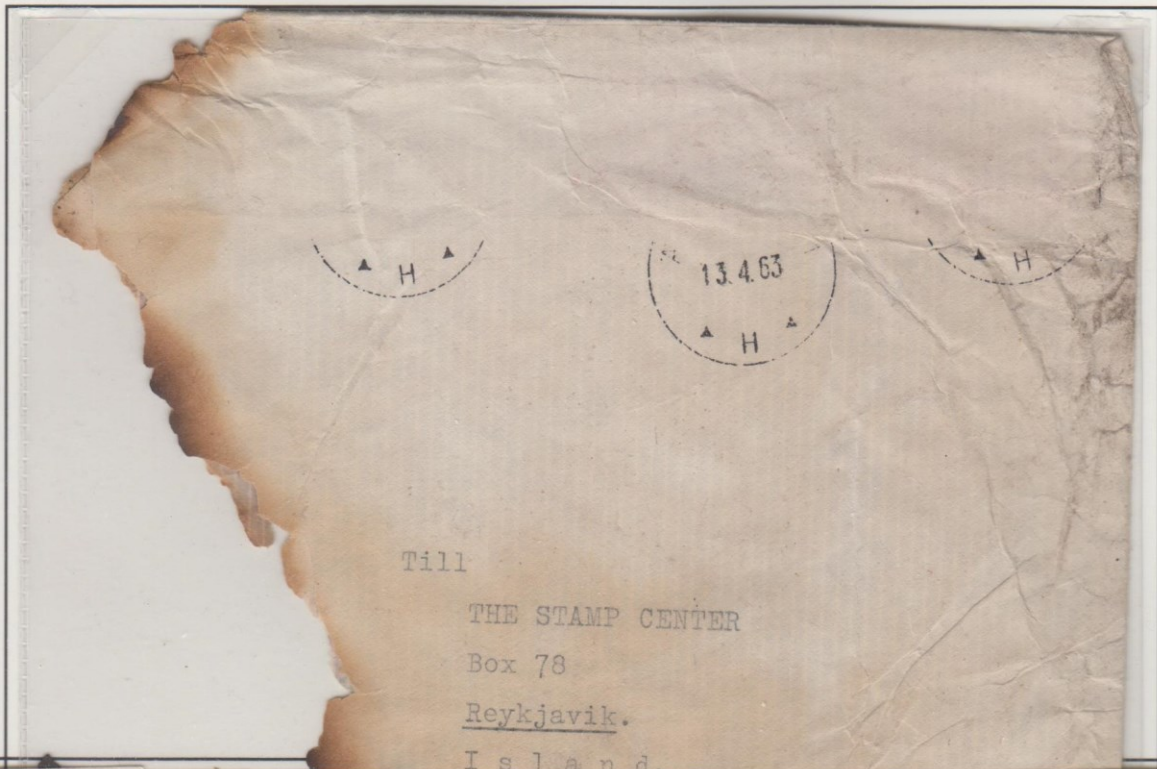


Private cover from New Zealand canceled Wanganui March 9, 1954. A number of different cachets and labels were created and quite a few exist on mail to Sweden. This cover has the red framed cachet struck in Singapore: SALVAGED MAIL AIRCRAFT CRASH SINGAPORE 13.3.1954.

AIR ACCIDENTS 1963 OSLO

ICING

On April 14, 1963 Icelandair's Vickers Viscount 759D was on route Copenhagen—Oslo. It crashed on approach 6 kilometers west of the runway in Oslo. The crash was most likely due to icing on the stabilizer. All 7 passengers and 5 crewmembers were killed. Only 3 other mail items are recorded from this accident.



Meðfylgjandi sending bjargaðist úr flugvélinni,
sem fórst við Oslo hinn 14. þ.m.

Póststofan í Reykjavík.

Above a registered mail item from Sweden to Iceland picked up in Gothenburg. Above is the label the Icelandic post office produced in connection to the crash. It states: Attached mail item was salvaged from airplane that crashed in Oslo the 14th this month the post office in Reykjavik.

AIR ACCIDENTS 1970 WÜRENLINGEN SWITZERLAND

BOMB ONBOARD

On February 21, 1970 Swissair Convair Coronado took off from Zürich to Tel Aviv. 9 minutes after take-off the crew reported issues regarding the cabin pressure and suspected an explosion in the aft cargo hold. While returning to the airport the crew lost instrument and electrical power and crashed into a forest. A bomb with an altimeter trigger was suspected to have been placed in a package mailed to an Israeli address by Palestinian terrorists. There were no survivors, 38 passengers and 9 crew members were killed.



A commercial cover to Israel from Sweden with a Zürich post office cachet in French that states Correspondence from the crash in Würenlingen. The Post Office Zürich 58.

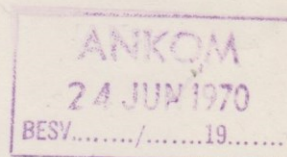
AIR ACCIDENTS 1970 ROME ITALY

ENGINE EXPLOSION

On April 19, 1970 SAS Anund Viking caught on fire due to an engine explosion when taking off from Rome airport on route to Copenhagen. A fan blade came off in one of the engines, bounced off the ground and made a hole in a fuel tank. All 64 passengers and 11 crew members escaped, 26 people with injuries.



A commercial mail item FROM Iran to Sweden canceled in Teheran with no legible date. Below the label from the Swedish Post Office attached to above item and forwarded to the addressee. It states Attached mail item unfortunately damaged, when an SAS plane on April 19, 1970 was destroyed by fire, including a purple cachet: Received June 24, 1970.



Bifogade försändelse har tyvärr skadats, då ett SAS-plan den 19 april 1970 brann upp på flygplatsen i Rom.

Postens Reklamationskontor

A commercial cover from USA to Sweden involved in the accident in Rome.

Bifogade försändelse har tyvärr skadats, då ett SAS-plan
den 19 april 1970 brann upp på flygplatsen i Rom.
Postens Reklamationskontor

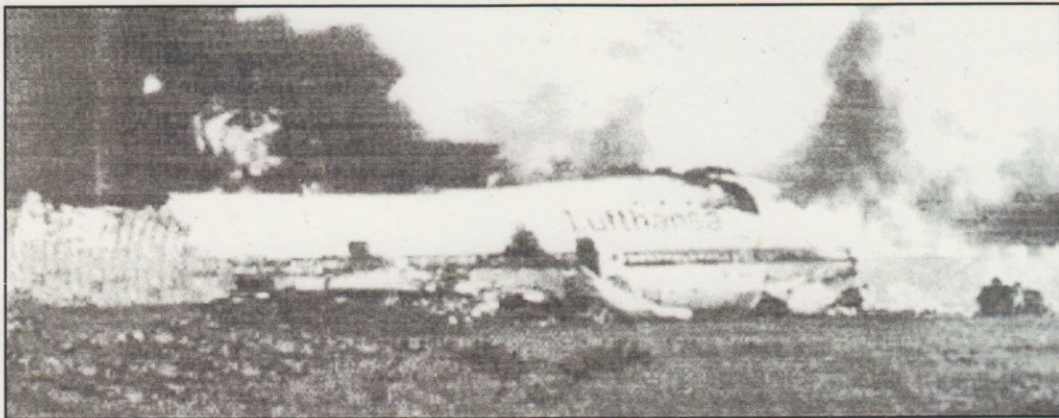
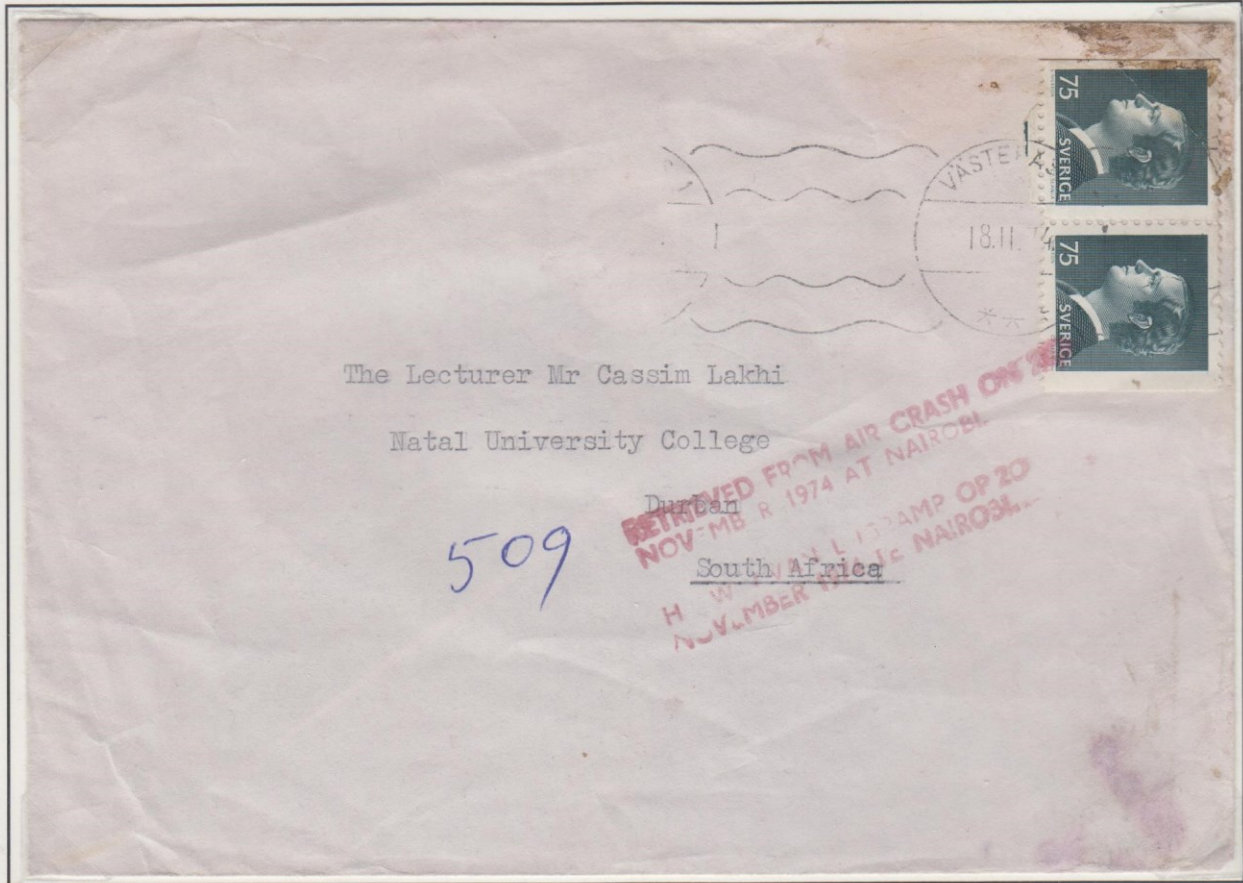


Lufthansa's flight 540 from Frankfurt to Johannesburg stalled and crashed during takeoff from Nairobi Embakasi airport, Kenya in the AM of November 20, 1974. It was the first fatal Boeing 747 accident to occur. It carried 144 passengers and 13 crew members. 59 passengers and 4 crew members were killed. The aircraft was completely destroyed by fire. Stalls can occur at any altitude and with full engine power. Stalls can happen when the Aircraft is climbing or descending. Stall occurs when the Angle of attack goes beyond the critical AOA (Angle Of Attack) at which there is no lift force to balance the weight and drag. Airspeed is the speed of an aircraft relative to the air



A second letter rate cover canceled November 18, 1974. Recovered mail, primarily destined for South Africa, was forwarded after receiving 2 purple cachets in English and Afrikaans stating: RETRIEVED FROM AIR CRASH ON 20 NOVEMBER 1974 AT NAIROBI/HERWIN VAN LUGRAMP OP 20 NOVEMBER 1974 TE NAIROBI.

A first rate cover to S. A. canceled November 18, 1974 struck with the 2 cachets in English and Afrikaans.



A post-crash photography by an unknown photographer. Investigation determined that the cause of the accident was a stall at low altitude and was due to pilot error by not turning on the hydraulics that extend the leading wing flaps for takeoff. This process is now automated on all 747's.

To finish things on a lighter side of accidents the exhibitor chose to include the following covers on pages, 79 and 80.



Balloon cover dated 10-6-1946 with special cancel and Cinderella stamp with red cachet stating it was damaged in a difficult landing around Zevenhuisen and on to Sweden.

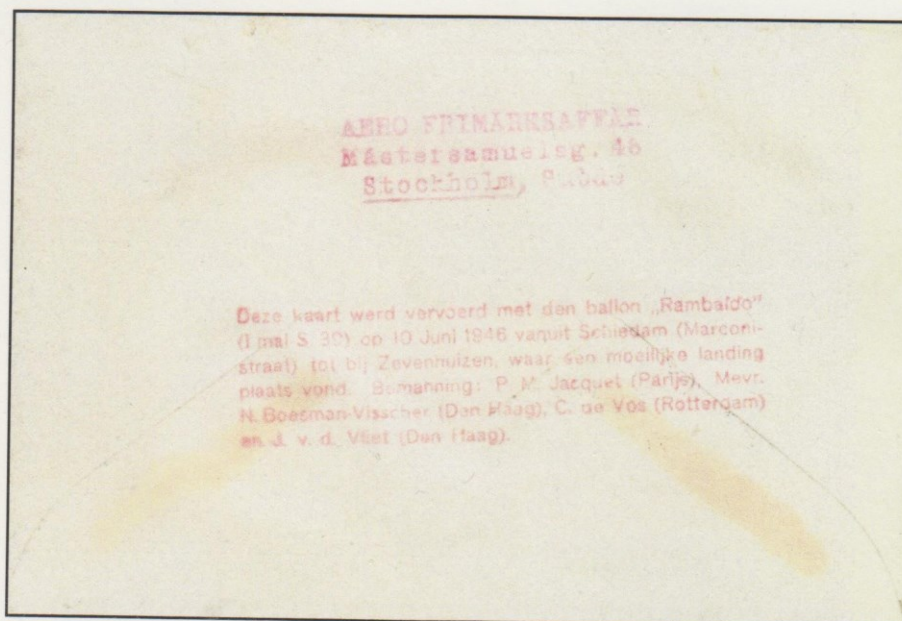
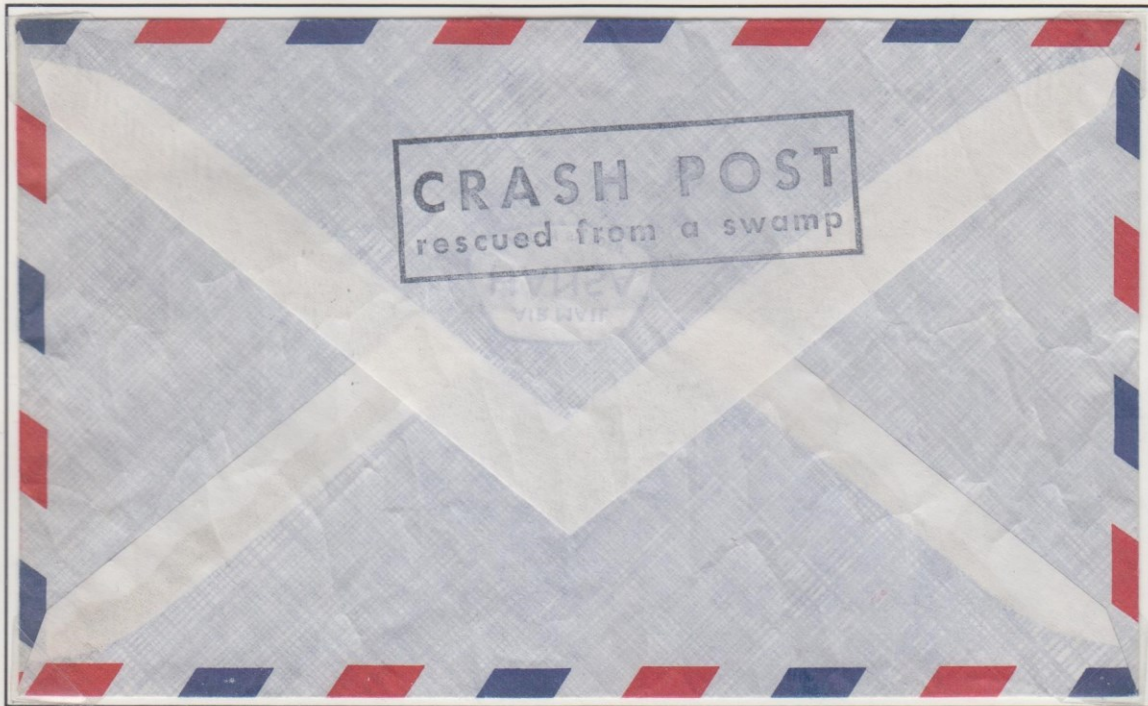


Image of reverse of above cover with a red cachet announcing the balloon "Rambaldo" and its pilots as well as its planned route from Schiedam to any available landing spot in Zevenhuizen.

A cover from a Swedish mail rocket experiment.



Cover from a 1967 unsuccessful mail rocket experiment that ended up crashing into a swamp.



A mail rocket experiment in commemoration to the 50th anniversary of the World's first official airmail stamp. Red cachet stating Third Mailrocket Experiment Järvafältet OCT. 22 1967. Purple cachet stating Rocket launched by the "Swedish Rocket Society". After rescue it was brought to the post office, canceled Sollentuna 23.10.67 and forwarded to the addressee.