



Boletim da

FEBRAF

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FIP ADIA O 76º CONGRESSO DA ENTIDADE



Fédération
Internationale de Philatélie

Devido à pandemia e às incertezas quanto às restrições de viagens, por razões de segurança, o Board da Federação Internacional de Filatelia FIP, em seu 133º Encontro, em 8 de agosto de 2020, decidiu que

o 76º Congresso da FIP não deverá ocorrer em Jacarta/Indonésia, em 10 de novembro de 2020, conforme estava previsto - por ocasião da INDONESIA 2020 - Specialized World Stamp Championship. A comissão organizadora da exposição poderá adiar o evento. Ainda não se determinou a nova data do Congresso da FIP.

Literatura recebida pela FEBRAF - 1º semestre de 2020



> Les Maximaphiles Français
Nº 527 – Março de 2020

Vincennes - França

<http://www.maximaphiles-francais.org/>

> Hablemos de...

Nº 2 – FESOFI

Madrid, Espanha

www.fesofi.es

> Boletim Filatélico

Clube Filatélico Brusquense

A) Nº 30 - Março/Abril de 2020

B) Nº 31 – Maio/Junho de 2020

> Selos & Moedas

Nº 158 – Dezembro de 2019

Clube dos Galitos

Aveiro, Portugal

www.galitos.pt

> Filatelia Lusitana

Séria III – Nº 39 – Junho de 2020

Federação Portuguesa de Filatelia – FPF

Lisboa, Portugal

www.fpfilatelia.wordpress.com

Coleção do Mês

por Wady Nagel Widal

A conquista do Atlântico Sul para a prestação de serviços de correio aéreo continua sendo uma das maiores façanhas da história da aviação comercial. Os alemães e os franceses, primeiro competindo e depois trabalhando juntos, cada um trouxe seus próprios talentos particulares.

O Brasil conseguiu lucrar com a competição entre interesses alemães, americanos e franceses, adquirindo desde muito cedo uma boa infraestrutura de transporte aéreo e estabelecer companhias aéreas nacionais bem organizadas, que até hoje figuram entre as mais antigas do mundo.

Contar esta fascinante história que tem o Brasil como ponta de lança, por ser o país sul-americano mais próximo da África e da Europa é o objetivo da nossa coleção.

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AIR MAIL SERVICE IN BRAZIL – 1925/1945

INTRODUCTION

The birth of commercial airline development in the world is easily to the end of WWI.

The conquest of the South Atlantic to provide airmail services remains one of the greatest exploits in the history of commercial aviation. The German and the French, at first competing and then working together, each brought to bear their own particular talents: the French, with a concept of “the Line” of epic, almost mystic import justifying all the sacrifices of the new knights of the air, embodied by Mermoz and immortalized by Saint Exupery; the Germans through an approach less rich in panache, but more economical in the means it used, and symbolized by the mastery of Dr. Eckner at the controls of his dirigible balloon, or by the power of the catapult ships launching seaplanes over the face of the ocean.

And yet our European egocentricity should not lead us to underestimate the role played by a third group of actors: the Americans. With the encouragement and guidance of a lordly leader, Juan Trippe, Pan American Airways, supported by the US Administration, they acted for 20 years as the sole representative of the economic and financial power, the confident and prudent operations, the clever and crafty imperialism of the American flag in the Caribbean Sea and in South America.

As for the Brazilian themselves, they succeeded admirably in turning the situation to their benefit. Profiting from the competition between German, American and French interests, Brazil succeeded in acquiring at a very early stage a good air transport infrastructure and in establishing well organized national airlines, which in at least some cases, still figure today among the oldest in the world.

EXHIBIT PURPOSE

In the 1920s, Brazil – 3.300.000 square Miles, half the area of South America – was ripe for the introduction of the airplane and the connective links that it offered.

This exhibit is intended to show the history of the development of airmail services in Brazil from the viewpoint of each of the major lines, a story which starts after one world war and ends, for many of the participants, before or during the next.

PLAN

ITEM	DESCRIPTION
1	EXPERIMENTAL FLIGHTS
2	THE AIRLINES
3	UNCOMMON USAGES
4	SPECIAL OVERSEAS SERVICES
5	CHALLENGING FLIGHTS

HIGHLIGHTS:

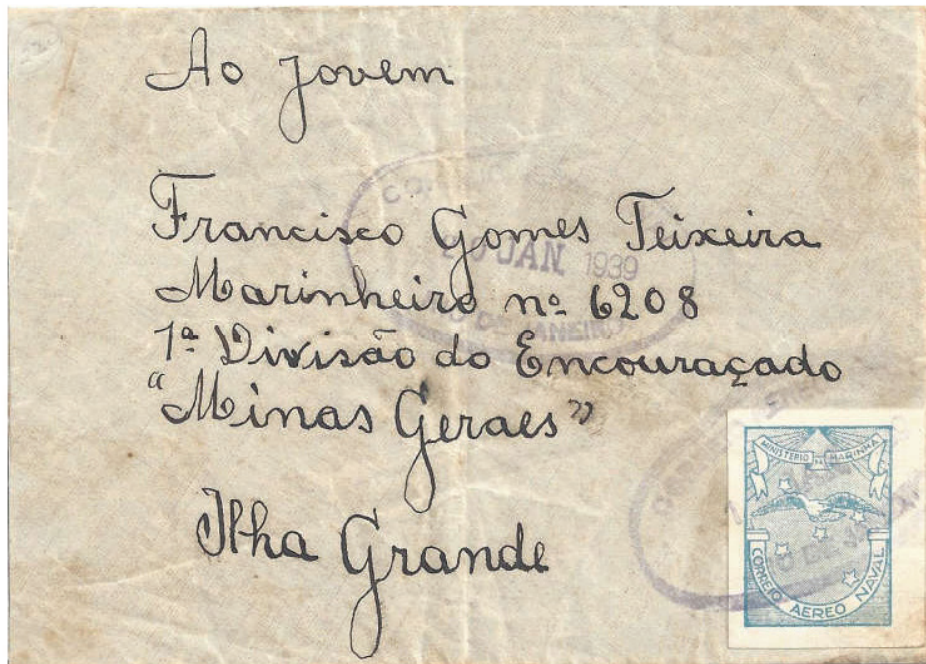
We wish to put on evidence selected pieces of this collection, most of them are result of author's research. This is the case of the pieces indicated in black frame, inserted in the sheets number: 5, 6, 13, 16, 17, 19, 21, 22, 23, 24, 34, 38, 42, 64, 70, 98, 101, 104, 107, 108, 110, 111, 120

BIBLIOGRAPHY AND REFERENCES:

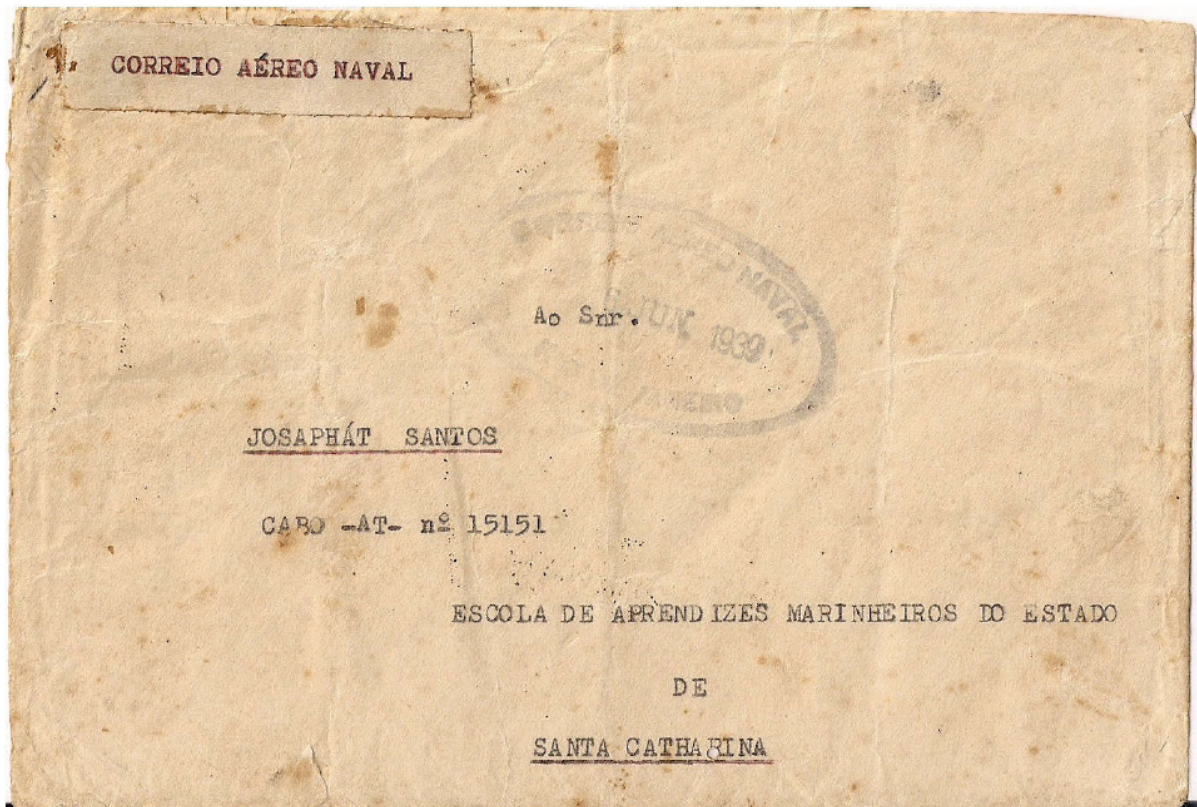
AAMS, American Air Mail Catalogue (AAMC); **Dr. Mario D. Kurchan**, The Secrets of Air Mail Routes and Rates in South America – 1928-1941; **Sieger-Verlag**, Zeppelin Post Katalog; **William Victor Kriebel**, Correio Aereo - A History of the Development of Air Mail Service in Brazil

(c) = Expertisation Certificate

2.9 – Correio Aéreo Naval – Correio Aéreo Militar - Correio Aéreo Nacional



(C) Jan. 20th, 1939 – Rio de Janeiro/Minas Gerais Dreadnought, which participated in naval exercise in Ilha Grande Bay. In front, naval airmail label. The mail service of the Navy was exempt from franking.



Jun. 6th, 1939 - Rio de Janeiro/Santa Catarina. In front, oval dated stamp. The mail service of the Navy was exempt from franking.

3.5 – Cover Bag

Regra 48

Os malotes de papel empregados no serviço postal aéreo são os seguintes com os respectivos pesos, dimensões e formatos:

MODELO	FORMATO	DIMENSÕES	PESO
266 (ant. 634)	grande	275 x 200 mm	5 gramas
267 (ant. 734)	alongado	300 x 150 mm	4 gramas
265 (ant. 735)	pequeno	190 x 130 mm	2 gramas

Regra 49

Na organização das expedições aéreas deve-se empregar os malotes de papel descritos na regra anterior, sempre que o volume da correspondência o permitir.



Mar. 9th, 1936 – Rio de Janeiro/Santa Cruz -

5 – CHALLENGING FLIGHTS

1934 – Lombardi and Mazotti flight from Rome to Buenos Aires

By this stage, Lombardi and Mazotti were using land-based aircraft for the flight. On the flight from Dakar to Natal the plane encountered problems and tried to land on a beach near Fortaleza, in Brazil. In manoeuvring during landing, the plane struck a large rock and overturned, wrecking the aircraft. Only the radio operator, D. Guilini, was injured. The mail was saved in undamaged condition and was carried to Buenos Aires on a Pan American flight. Items of mail received a rectangular purple stamp to this effect.



Reverse reduced 75% - The crew were rescued by the agent of PANAIR and the mail were transported from Fortaleza to Buenos Aires by the PAN AMERICAN AIRWAYS SYSTEM. On the front, a 4 lines stamp applied by the pilot of

Jan. 25th, 1934 – Postcard - Rome/Assunción. Total rate of 3,25 Lire. Transit cancellation in Buenos Aires on Feb. 2nd, 1934.



(C) Jan. 23rd, 1934 – Postcard – Varese/Rio de Janeiro. Total rate of 5,75 Lire.