The second mark found on all cards is a circular rubber stamp enclosing "IX" and below it "54". This identifies the origin, Przemysśl being postoffice number 54 in Galacia, the ninth postal district of Austria. The five types of this mark are illustrated in figure 2.5. Type I is 20mm. in diameter, the rest are 25.5 mm. In type II, the "IX" is 13 mm. high, in types III-V it is 16mm. high. Types III-V are distinguished by the position of the "5" relative to the "I". In type III it is partially under the "I", in type IV directly under it, and in type V it is... (15)
completely to the right of the vertical line of the "I". Also note that type IV has a defective "." after the "54". The table shown in figure 2.6 is adapted from Imre Szekely's article in Filitelial Szemle. The table displays the relative scarcity of the combinations of the six types of cancellations and five types of circular postoffice marks. Those combinations indicated with "-" are not known to exist. The rest are rated on a 1 to 10 basis, the higher the value, the greater the scarcity.

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<tr>
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<th>I.</th>
<th>II.</th>
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<td>2.7</td>
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</tbody>
</table>

**Figure 2.6**

There are three other types of postal marking that exist on these "Fliegerpost" cards. In rare circumstances the rule concerning a military unit mark was not observed, the Fliegerkompagnie Nr. 11 marking shown in figure 2.2 is the most frequently used of these illegal marks. Of course, various receiving marks as described with the flights above were occasionally used. Also the normal double circle date mark of "Przemysl 1" is found on some cards. Therefore, the maximum number of postal markings that can be found on a single care is five - and cards with five marks do exist!

(16)
During the second siege six planes are known to have carried mail into Przemysl, and seven others may have. This mail is very rare and difficult to identify since a Przemysl receiving mark was not used. The Austro-Hungarian supreme command ordered all soldiers to destroy all letters and papers prior to the surrender. Therefore the only letters that exist were carried through years of imprisonment by those who disregarded this order. Some mail intended for Przemysl is known which was marked as undeliverable and therefore returned to the sender.

Specially printed cards with a 45x27mm. dark lilac cachet reading "Aeroplan Stempel" seem to have been intended for mail into Przemysl. These were sold for the benefit of widows and orphans. These were to be sent to a Vienna address and presumably dispatched to Przemysl from there. Two cancellations are known: "KuK Fliegerpost / 1914 Postg. Przemysl", and: "KuK Aeroplan / 1915". The authenticity of these items is disputed.

The January 13, 1915 issue of Tabori Ujság announced the organization of a balloon-post to aid the troops in correspondences. It was planned to use unmanned balloons at times of favorable wind and weather. The balloons stood about 12 feet high, were made of painted wrapping paper, and had a gas capacity of 8 cubic meters. They weighed 2 kg, they carried 3 kg of sand ballast which was gradually released to offset gas loss, and the balloons carried 2 kg of mail, or 500-600 cards. Balloon flying time was 5-6 hours, during which they had to travel over 120 kilometers (further if a north wind carried them over the Carpathians). The mail was wrapped in doubly-gummed "balloon cloth" to make the packet waterproof. A printed label on the packet (in all the languages of the monarchy) asked that the packet be turned in to any government office for a
10 korona reward. Lt. Col. Julius Nimmer richter was organizer and head of the balloonpost.

The cards for the balloonpost went on sale on January 12, and were only available to staff personnel. The limit was one card per officer and one card for each fifteen enlisted men. The charge for the cards was 50 filler to be applied to a trust fund for war widows and orphans. Stamps were not permitted on the cards. Only enough cards were sold for one balloon at a time. The mail was packaged and turned over to the "Kommando der Festungsballonabteilung 3/3" for dispatch. Up to March 22 ten balloons were prepared and released, the fate of five of these is unknown.

Adolf von Arx, the foremost specialist on the Przemysl airmail, has said that two of the balloons were captured by the Russians and three others reached the vicinity of Hungarian cities. The first of these was found at Turjaremety on March 19. This group of cards, thought to have left Przemysl on March 7, was cancelled on the 19th by Fieldpost Office Number 47. The second balloon was found near Lemes on May 18, and the third at Margitfalva on June 20.

10,000 of these light-weight cards were sold. All were numbered by machine in the upper left. The highest number yet found is in the neighborhood of 6000. The colors of the card were blue and blue-grey, rarely others. The basic cancellation reads "Balloonpost Przemysl / 1915", is 55 mm. long, and the color is dark violet-blue. This cancellation is shown in figure 2.7. The circular "IX / 54" postoffice mark is also found on all of the balloonpost cards. It is usually type I, and rarely types III and V. The color of this mark is violet-blue to black-lilac. Besides balloonpost cards, "Flieger-
Post" cards were also used on the balloons. They have the following cancellation:
KuK Festungsartillerieregiment
Furst Kinsky Nr 3
Festung Ballonabteilung Nr. 1
An example of this is shown in figure 2.8.

Ballonpost Przemysl
1915

Figure 2.7

Figure 2.8

Another balloonpost chapter opened in the last days of the siege when the fortress' five reconnaissance balloons were prepared for an escape attempt carrying official documents and mail. All five balloons ended up in Russian hands, but some of the mail was spared despite orders to the pilots to destroy their cargos prior to capture. The mail is a great rarity, and bears the marks of Russian military censors and the Austrian Red-Cross. A few pieces also have a mark of the government department in charge of inquiries regarding missing persons.

(19)
The first of these balloons, the "Przemysl" left on March 19 with Capt. Grebenz and a non-com named Klingohr as crew. It landed at Nowgorod-Wolinsk in Russia. The next was the "Austria", crewed by Capt. Schneider and Lt. Col. Nimmerrichter. They landed at Lukowo. All the mail (excluding official documents) was saved. The third, the "Erzh. Joseph Ferdinand" was piloted by Capt. Blaschke and Lt. Scheschenko. They landed 60 km southeast of Brest-Litowsk. The "Schicht" crewed by Lts. Ficker and Schindler landed at Sokal, Galacia. The last, the "Steiermark", was torn from its riggings by wind and went aloft without a crew. It was shot down by Russian artillery fire.
III. The War Years

Obviously, during the First World War there was virtually no development of aircraft for commercial purposes. There was though, considerable development of the capability of aircraft in a variety of military uses. The highlights, philatelically, of the war are the Przemyśl airmail service, and the airmail service between Budapest and Vienna in July 1918, both of which are very rich in philatelic material, and are described in separate chapters. In addition, during the war years, there were other events happening which are of interest to the Hungarian aero-philatelist.

The black cross on the nose, fuselage, and wings, and the two red stripes on the wing tips identified hundreds of the aircraft of the Austro-Hungarian army and navy. The navy planes in addition had a distinctive red and white rudder marking, with a shield surmounted by a crown, both outlined in gold.

During the war several military landing fields were established in Hungary. Aircraft manufacture was carried out in three factories in Hungary - two near Budapest and one in Szeged. The aircraft produced were all of German or Austrian design. The most important of these aircraft were the Lohner seaplanes. A large number of these high-winged biplanes, with engine and "pusher-prop" between the wings, were used by the Austro-Hungarian navy. They served as reconnaissance aircraft stationed at a series of bases that effectively ringed the Adriatic Sea. They were also used very effectively in bombing runs over Italy.

Of special interest to the philatelist is the fact that these navy seaplanes carried mail from the personnel at the seaplane bases.
Mail flown by these aircraft are known from the bases located at Pola, Fiume, Sebenice, Rogoznica, Curzola, Kumbor, and Durz. The mail from Fiume is recognized by the Fieldpost 406 markings rather than the city name. Some of the known markings are:

1. a red circle enclosing "KuK Flugstation Pola" and the Austrian coat of arms.
2. a violet circle enclosing "KuK Seeflugstation Pola" and the Austrian coat of arms.
3. a red box containing "Briefzensur des KuK Seeflugstutzpunktes Feldpost 406".
4. a red or violet circle enclosing "KuK Kustenflugstation Sebenico".
5. a violet or black single line reading "KuK Seeflugstutzpunkt Rogoznica".
6. a violet or black single line reading "KuK Seeflugstutzpunkt Curzola".
7. a red, blue or black circle enclosing "KuK Seeflugstation Kumbor" and the Hungarian coat of arms.
8. a red circle enclosing "KuK Seeflugstation Durz" and the Austrian coat of arms.
9. a red, violet or blue double circle enclosing "KuK Flugstutzpunkt Durz" and the Hungarian coat of arms.
10. a red or black circle enclosing "KuK Oberkommando des Seefliegerkors".

Another event of some philatelic interest is the Army Flying Exhibition of 1917 in Budapest. This is probably the first occasion that civilian mail was flown by airplane in Hungary proper. This mail was cancelled with the special cancellation shown in figure 3.1 prior to being flown on a brief flight over Budapest. Figure 3.2 is a reduced photo of a picture postcard from the Flying Exhibition. It pictures a typical army aircraft of the period.
One little known aeronautical fact is that the first helicopter to fly successfully was built in Hungary near the end of the war. It was designed by Dr. Karmann and was built by Stephen de Petroczy. It flew to 120 feet as a captive aircraft (pilotless, attached to a cable), and evidenced a lift of 1800 kg.
The airline which provided airmail service between Budapest and Vienna during July 1918 grew out of an Austrian airline that began service earlier that year, and so brief mention of these efforts is necessary to obtain perspective.

On March 3, 1918, the Central Powers signed the treaty of Brest-Litowsk with the Russian Bolshevist government. Large areas of Russia were transferred to the Central Powers, and the Ukraine was recognized as an independant nation. Communication with this vast area became highly important, especially with Lemberg, the Austrian military headquarters in the east. On March 19, 1918 a military airpost service was established between Vienna, Cracow, Lemberg, and Kiev (capital of the independant, but occupied Ukraine). On March 31 this service was opened to civilian mail as far as Lemberg. Only unregistered letters and postcards were permitted. At the end of June civilian mail service was extended to Kiev. Austrian civilian mail on this last leg of the route is extremely rare. During July a branch line between Budapest and Vienna operated. It, as well as the Lemberg-Kiev section, was discontinued late in July. The Vienna-Cracow-Lemberg portion of the airline continued to carry civilian mail until October 15, 1918.

The equipment used on this service was unarmed military biplanes, whose 165-200 hp engines were able to lift a useful load of about 200 kg. 22 airplanes and about thirty pilots and observation officers were available. This airline was organized and run on a military basis in every respect except the procedures for the handling of civilian mail.
The air service came to Hungary on July 4, 1918 with many speeches and much fanfare. The extension of the airline to Hungary was obviously based more on politics and nationalistic rivalries than on the military considerations which brought the line into being in Austria. There was however a plan (that was never implemented) to extend the airline from Vienna-Budapest to Odessa, on the Black Sea in southern Ukraine. This extended line would have gone through Ujvidek, Hungary, Craiova and Braila, Roumania, to Odessa, and certainly would have had important military purposes.

The pilot and observer on the first flight of the Budapest-Vienna airline were Lt. Emil Vargha and Capt. August Raft-Marville, the commander of the Austrian non-combatant air fleet. Lt. Vargha crashed his plane and was killed on July 13. Capt. Raft-Marville was, in 1967, still alive and well in Vienna.

The airmail service was cancelled, for lack of use, after the heavy initial philatelic mail. There is no official record of the last day of service, but it is generally considered to be July 24. Some sources quote the last day as July 23.

The official document establishing rates, etc. for the service was order 12,299 which was published in the official gazette of the Hungarian Post and Telegraph Service, issue of July 2, 1918. The fee schedule is as follows for Budapest to Vienna:

a. the normal prepaid postage fee (10f for postcards, 20f for letters, and 50f for registered letters).

b. the airmail fee - 1k50f for each 20 grams.

c. a conveyance fee of 1 korona.

d. the normal "expresse" (special delivery) fee of 60 filler.

It is notable that registered mail was permitted on the Budapest-Vienna leg of the

(25)
airline. This is evidenced by the use of a registered letter as the example of rate computation in the document mentioned above. The Austrian rates were 1k50f additional for each "leg" of the air route, i.e. Vienna-Cracow and Cracow-Lemberg, per 20 grams. In addition to Vienna, Budapest, Crakow, and Lemberg, there were 22 cities in Hungary and 12 in Austria to and from which airmail could be dispatched and received. Mail to and from these cities (which is very rare) was handled as "expresse" mail using surface means, except for the standard air route portion of the trip. Within Vienna express mail was handled by pneumatic post and so airmail from Hungary that had to be transferred between postal stations in Vienna received the double circle cancellation "Wien Telegraphenzentralenstation" to indicate the service.

The double circle receiving marks used on the Hungarian airmail were: "FLUGPOST / WIEN 1 *", "FLUGPOST * POCTZA LOTNICZA / KRAKAU 1 * KRAKOW 1", and "FLUGPOST * POCTZA LOTNICZA / LEMBERG 1 * LWO 1".

Hungary issued two stamps to prepay the airmail fee portion of the postage required. These were overprinted on the regular issue of 1916 showing the Hungarian Parliament building. These stamps were typographed at the National Printing Office in Budapest on white wove paper. The paper was watermarked with "double crosses" horizontally and the stamps were perforated 14½x14. These stamps were designed by Vilmos Brandrayer.

The low value was 1k50f, the 75f blue of 1916 being overprinted in carmine red. A minor variation is the overprint in a brick red color. One sheet (100 stamps) of this value was found with the overprint inverted. These, of course, are very rare, but the forgeries of this variety are numerous. The high value was 4k50f, the 2k bistre of 1916 being overprinted in blue. Many fakes (26)
of the normal overprint also exist. Figure 4.1 shows an example of the overprint.

It is generally stated that 70,000 sets of these stamps were printed, but no official confirmation of this fact is known. Relatively few imperforate copies of these stamps were kept in the Post and Telegraph Ministry vaults. These reached the philatelic market after the Second World War.

The July 4 first flight arrived at Vienna at 12:33PM after the 130 km trip. On this first flight 530 pieces of mail were carried. These all bear the Vienna receiving mark of July 4th at 1:40. From this first flight through July 14 the ordinary Budapest 4 cancellation was applied to outgoing mail. Beginning July 15, outgoing airmail was cancelled with a special double circle cds reading "Repulo Posta / IND / Budapest" (see figure 4.2). This was then used until the end of the service. "IND" is the abbreviation for "Inditas" meaning dispatch. A similar receiving mark was also used for Austrian airmail arriving in Budapest.

Figure 4.1

Figure 4.2
V. The Post World War I Period

The chaotic year of 1919 in Hungary brought to an end virtually all air service, both commercial and military. While the Communist regime was in power in 1919, some semblance of an airforce was reestablished. This was done with 10-12 former Austro-Hungarian navy seaplanes and about 100 men. This force was located at a seaplane base on the Danube at Csepel, south of Budapest. With the Roumanian occupation of the summer of 1919, this entire base, and its aircraft were destroyed. The aircraft belonging to the former Austro-Hungarian army, at landing fields around the country, were either destroyed by the occupying forces, or commandeered for use by Roumania. Very few, if any, aircraft were left under the control of Hungarians by the end of 1919.

With the return of a reasonable amount of political stability early in 1920, a company named "Magyar Aeroforgalmi RT" was formed in February to provide domestic air service in Hungary. This company operated the well-known airmail service inaugurated on November 7, 1920. The author has been unable to find much contemporary source material on this air service, therefore the information that follows is based on standard catalogs and material he has seen.

Airmail service was established from Budapest to Szombathely on November 7, designated "Rakosi Flying Day". The first return flight took place on the 8th. The service continued until April 9, 1921. It was stopped due to Czech insistence that the Trianon Treaty be literally interpreted. This permitted no aircraft manufacturing, no air service, and no airfields in Hungary for specified periods of time. Most of the mail carried by this service is obviously

(28)
philatelic. The distribution of dates available on covers indicates that daily service was not provided, in fact service was quite sporadic. This certainly is not unexpected during the winter months in this early period of air travel. Mail was dropped in bags with parachutes to intermediate cities on the Budapest-Szombathely flights. Airmail with the receiving marks of Gyor, Sooron, and Veszprem are known, in fact Budapest-Gyor covers are the most common. Early in December a second route, between Budapest and Szeged was established. Material flown on this route is very scarce.

Mail dispatched from Budapest on the inaugural day carries the special cancellation shown in figure 5.1. After that the standard Budapest 72 airmail cds was used (similar to figure 5.2). The dispatch marks from Szombathely and Szeged are shown in figures 5.2 and 5.3 respectively. The airmail stamps discussed below could only be cancelled at the above dispatching cities, therefore mail originating in nearby cities is postmarked, but the stamps were not cancelled until ready for dispatch by air.

A set of three stamps was produced for this airmail service. The 3kr, 8kr, and 12kr values were all produced by surcharging the 10kr violet brown and rose lilac value of the issue of 1916. The basic stamp is the same as those used to produce the issue of 1918. The overprints are in green, red, and blue respectively and read "Legi Posta / x Korona" (see figure 5.4). The 8kr value is known with a double impression. A copy with a very weak second impression sold for $75 in 1970 (see figure 5.5). This is the only variety on this issue. 311,000 perforated sets were printed. No imperforate copies of this issue are on the market.