

INDOCHINA AIRMAIL SERVICES 1929-1939 (beginning to pre-war)

KEY MILESTONES OF INDOCHINA AIRMAIL SERVICE: (1929 to pre-war)

- 1929

■

The year 1929 marked as the beginning of airmail history in Indochina. Several trial flights connecting France to Indochina have been conducted, including both success and failure.
- 9 Dec 1929

■

From 25 Sep 1929, Royal Dutch Airlines - KLM operated a two-weekly service to the Dutch East Indies. A postal agreements between KLM and Air Orient allowed the exchange of mail since Dec 9, 1929: From Amsterdam, the KLM plane carried mail from Europe to Bangkok on its way to the Dutch Indies; Air Orient transported mail on the final leg from Bangkok to Saigon.
- 17 Jan 1931

■

In a race with Royal Dutch Airlines and British Imperial Airways, Air Orient was established in France on Aug 30, 1930. This airline organised the air routes from France to the Far East (line Nougès) and inaugurated the twice weekly regular service to Indochina from Jan 17, 1931.
- 7 Oct 1933

■

Air France was formed in Oct 7, 1933, whose administration continued the prior efforts of Air Orient to expand connections to Europe, Middle East, Mediterranean, Africa. 1934-1939 was the rapid pace of airmail service in Indochina with Air France as the main carrier.
- Middle 1930s

■

The extension of line Nougès to Asia, mostly to South China and South East Asia, was well developed after the middle of 1930s decade with the opening of regular airmail services linked to these destinations.

Airmail service within Indochina had been establised by the early 1930s but its itineraries really envolved at the end of this deacde with the weekly scheduled flights between major cities of Tonkin and Cochinchina.
- 2 Sep 1939

■

September 2, 1939, Air France suspended all its airmail services, including those to the Far East, on the first day of the outbreak of the WWII.

SCOPE & PURPOSE OF THE EXHIBIT

- The exhibit presents the development of airmail service in Indochina during the booming period 1929-1939. Beside focusing on the history of experimental flights, the establishment of regular airmail services, the development of air routes, my collection also contributes further studies on airmail rate. Not all routes and rates can be shown in 80 sheets, so unusual or short-lived routes are favoured. Details of the flights and the crews are also given.
- Airmail letters of the first flights & regular flights which are carried outbound, inbound, inside, transited through Indochina are used for the exhibit.

EXHIBIT PLAN

		Page
Chapter 1:	Experimental flights (1929-1930) This chapter shows the test flights of French to Indochina, include the successful and fail flights undertaken in 1929 and 1930	2-11
Chapter 2:	Linked to the air route of the Dutch East Indies (1929-1931) The French was successful in reaching an agreement with the Dutch for the transport of mail between Europe and Indochina since Dec 1929. This chapter covered the acceptance of airmails between France/Europe and Indochina sending via Royal Dutch Airline (KLM)	12-23
Chapter 3:	The Nougès route: Connecting France to Indochina by Air-Orient (1931-Aug 1933) After 1929-1930 trial flights, the French had established their own air route to the Far East (line Nougès). This chapter shows the regular airmail service between France/Europe and Indochina that performed by Air Orient.	24-40
Chapter 4:	The booming period of airmail service to Europe, Middle East, Africa, America (Aug 1933-1939) Airmail service extensively grew thank to the expansion of routes. Air France as the main carrier, other competitors were also included.	41-56
Chapter 5:	Extension of air routes to Asia, Oceania (1932-1939) This chapter shows the extension of the Nougès route to: <ul style="list-style-type: none">▪ South China (Saigon - Hanoi - Hongkong, Hanoi - Fort Bayard - Canton, connection to Shanghai, Hanoi - Yunnan/Kunming)▪ South East Asia (Batavia - Singapore - Saigon, Saigon - Bangkok); Oceania (Australia), South Asia (Saigon - Calcutta, Ceylon, Rangoon)	57-73
Chapter 6:	Indochina internal airmail service (1929-1939) This chapter shows the development of postal air routes within Indochina from 1929 to 1939.	74-80

1 | Experimental flights (1929-1930)

1.1 | The first attempts to Indochina and the crash of "Dragon Annam"

February 19, 1929 | Costes, Codos, Bellone

Departed from Le Bourget airport on a trip to Indochina, the engine got troubles after 8 minutes takeoff, forcing it to land on the outskirts of Bondy station. The plane was completely destroyed but its crew of three: Costes, Codos (pilots) and Bellone (navigator) were lightly injured. Mail was rescued and returned to senders with a large violet cachet: RAID INTERROMPU PAR ACCIDENT Retour à l'expéditeur.

The first experimental flight of French to Indochina in 1929

| February 19, 1929

Aircraft: F-AIYB Breguet 284T "Dragon Annam"

ROUTES:

- ▶ Sent from PARIS 16:30pm Feb 13, 1929
- ▶ P.L.M ETRANGER Feb 14, 1929
- ▶ Special cancellation "POSTE AERIENNE FRANCE-INDOCHINE" 18:pm Feb 19, 1929

RATE: 21.5fr

- ▶ <20g letter to Indochina: 0.5fr
- ▶ Airmail surcharge, the first 10g^[1]: 10fr
- ▶ Airmail surcharge, next 10g: 10fr
- ▶ Registration: 1fr

13.2fr franked on the reverse.



Special flight cachet

A small number of covers were handstamped with a rectangular cachet noting that this was the first airmail connection from France to Indochina. The plane was named the **Dragon of Annam**.

PAR AVION
"DRAGON DEL'ANNAM"
Équipage COSTES
(1^{re} Liaison Poste Aérienne)
FRANCE - INDO - CHINE

RATE: 11.5fr

- ▶ <20g letter to Indochina: 0.5fr
- ▶ Airmail surcharge, first 10g^[2]: 10fr
- ▶ Registration: 1fr

^[1], ^[2] Effective: 19 Feb 1929 - 15 Jan 1930.

Par Voie Aérienne de
FRANCE en INDOCHINE

Route to BANGKOK via the first experimental flight of French - Indochina 1929
| February 19, 1929

Almost letters of this flight were sent to Indochina. This airmail was addressed to BANGKOK, SIAM, striking a very rare route-marking: "Par voie Aérienne de FRANCE en INDOCHINE".



ANNULÉ handstamps

Simple letters had to be franked at 10fr50 and registered letters at 11fr50. However, various cities in France were not always followed this instruction, there were 542 letters paid more 10fr of postage.

When the post office noticed this at Le Bourge, they cancelled the over-franked stamps with "ANNULÉ". Among 542 covers treated in this manner, only 50 were registered letters.

ANNULÉ

RATE: 11.5fr

- ▶ <20g letter to Indochina: 0.5fr
- ▶ Airmail surcharge, first 10g: 10fr
- ▶ Registration: 1fr

The stamps affixed by mistake: 1fr50; 10fr were cancelled with "ANNULÉ". Replacement postage of 11fr50 was franked on the reverse.

1 | Experimental flights (1929-1930)

1.2 | Accident of the second connection between France & Indochina

February 19-26, 1929 | LeBrix, Paillard and Jousse

At the same time with the flight of "Dragon Annam", a crew of Paillard (pilot), LeBrix (navigator) and Jousse (mechanic) left Istres on 19 Feb, 1929 for Indochina. On the 26th, about 180km beyond Rangoon, the plane forced to land in a swamp at Moulmein, Burma, which badly injured Jousse. LeBrix carried 30kg of mail (3,000 letters) by train to Pnompenh, then onward by plane to Saigon. A portion of the mail was marked with a black cachet: "COURRIER ACCIDENTÉ".

Distance: 11,220km - Stopovers: Istres, Tunis, Benghasi, Cairo, Basra, Agra, Karachi, Allahabad, Calcutta, Akyab, Yangon, Saigon

Airplane: Bernard 197 GR, F-AIYI, single-motor engine 450CV Lorraine



The second experimental flight of French to Indochina in 1929

| February 19-26, 1929

Le Brix's signature: *LeBrix*

ROUTES:

- ▶ MARSEILLE 12:45pm Feb 18, 1929
- ▶ POSTE AERIENNE FRANCE-INDOCHINE 18:pm Feb 18, 1929
- ▶ Departed next day on Feb 19, arrived Saigon on Mar 8, 1929

RATE: 21.5fr

- | | |
|-------------------------------------|-------|
| ▶ <20g letter to Indochina: | 0.5fr |
| ▶ Airmail surcharge, the first 10g: | 10fr |
| ▶ Airmail surcharge, next 10g: | 10fr |
| ▶ Registration: | 1fr |

Under 10g airmail letter

| February 19-26, 1929

ROUTES:

- ▶ Posted at PLEMET 8:am Feb 14, 1929
- ▶ PARIS-GARE P.L.M Feb 15
- ▶ POSTE AERIENNE FRANCE-INDOCHINE 18:pm Feb 18, 1929
- ▶ SAIGON 10:55am Mar 9, 1929 at back
- ▶ Returned to the sender

RATE: 10.5fr

- | | |
|-------------------------------------|-------|
| ▶ <20g letter to Indochina: | 0.5fr |
| ▶ Airmail surcharge, the first 10g: | 10fr |

2.5fr franked on the reverse



1 | Experimental flights (1929-1930)

1.3 | Return mail of "Dragon Annam"
February 25, 1929

Because of the crashes of "Dragon Annam", the return airmail service could not be accomplished. About **1,850 letters** then went to Europe & France by sea. However, they had been franked with airmail label and handstamped with a winged style airmail cachet.



Return mail of "Dragon Annam"
February 25, 1929

ROUTES:

- ▶ HANOI 15:pm Feb 21, 1929
- ▶ Transitted to SAIGON on Feb 25
- ▶ Left SAIGON by sea, arrived SOMME at 17:15pm Apr 2, 1929

Both the airmail label and the flight cachet were lined out with a pen because airmail service could not be provided.

RATE: 106c^[1]

- ▶ <20g letter to France: 6c
- ▶ Airmail surcharge, the first 10g: 80c
- ▶ Service accéléré surcharge: 5c
- ▶ Registration: 15c

Here, the 212c overprint was applied a half for postage rate because of currency devaluation.

Return mail of "Dragon Annam"
February 25, 1929

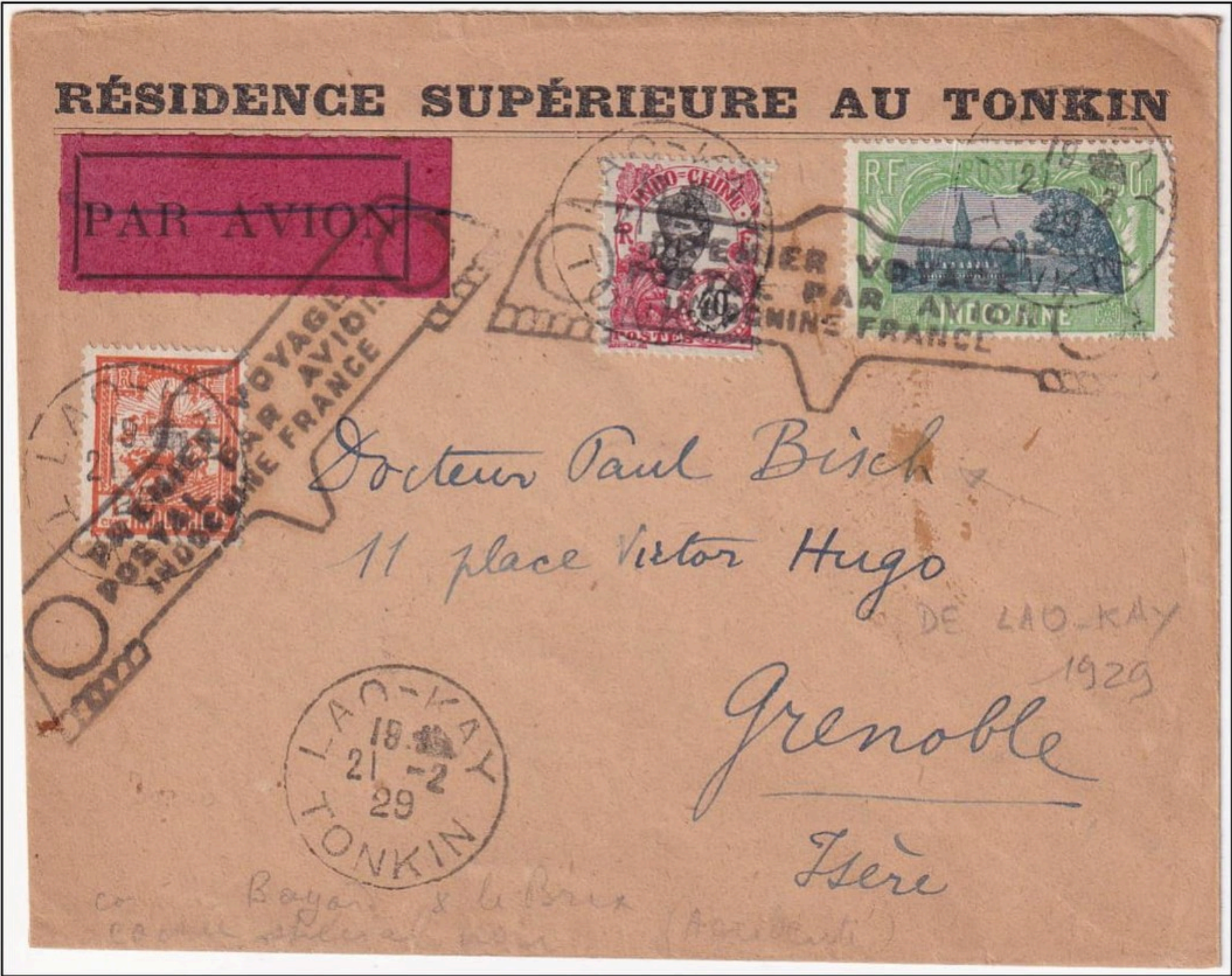
ROUTES:

- ▶ LAOKAY 19:pm Feb 21, 1929
- ▶ Transitted to SAIGON 10:55am Feb 25
- ▶ Left SAIGON by sea, arrived GRENOBLE on Apr 1, 1929

The airmail label was lined out with a pen because airmail service could not be provided.

RATE: 91c^[2]

- ▶ <20g letter to France: 6c
- ▶ Airmail surcharge, the first 10g: 80c
- ▶ Service accéléré surcharge: 5c



[1], [2] Rate applied for airmail letter. However, it was accomplished by sea.

1 | Experimental flights (1929-1930)

1.4 | Premier Voyage postal par avion: The 3rd trial flight between Indochina & France
April 12-20, 1929 | SAIGON → PARIS

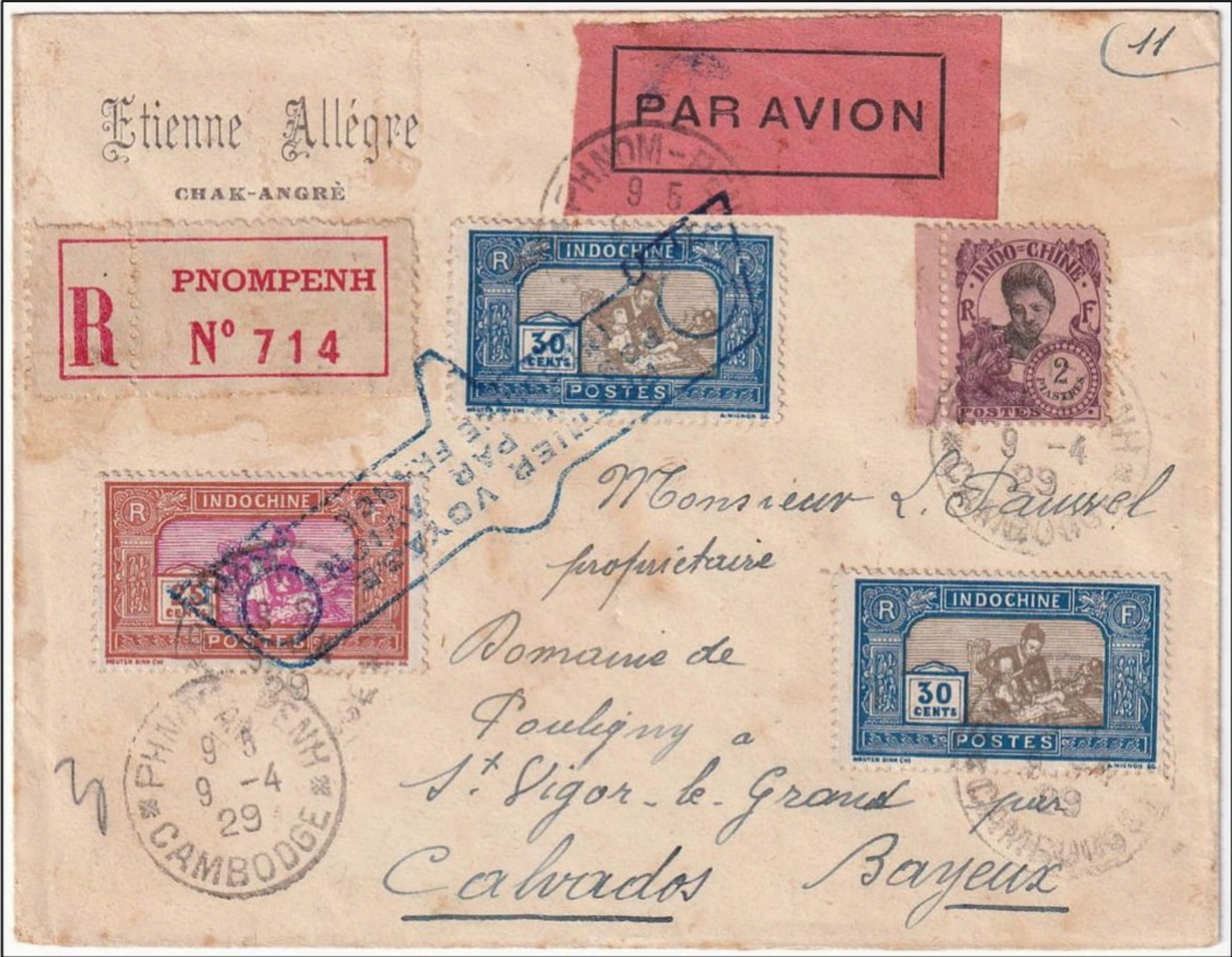
Air route: SAIGON → PARIS; distance: 12.000km; departed from Saigon at 9:30am Dec 4th, 1929; flying time: 9 hours; total time: 9 days
Pilot: André Bailly & Jean Réginensi; mechanic: Georges Marsot
Aircraft: Farman 190 F-AIYM high-wings, engine: Gnome & Rhone Titan 230CV, carrying **5.979 letters**

SAIGON → SWITZERLAND via 3rd
experimental flight Indochina-France
| April 12-20, 1929

After the failure of two experimental flights at the beginning of 1929: the first belonged to the Dragon Annam of Costes & Bellonte, Paris-Hanoi, forced landing 19/2/1929 at Bondy; the second was the Bernard 197GR of Paillard & Le Brix, departed from Istres for Saigon (19-26/2/1929), crashed at Rangoon, Myanma. The 3rd tested flight was the first success connection from SAIGON to PARIS by air. The winged cachet that prepared for February's flight was applied.

ROUTE:

- ▶ Posted at SAIGON, 18:pm Apr 10, 1929
- ▶ Left SAIGON 9:30am Apr 12
- ▶ Arrived ZURICH Apr 22, 1929



PNOMPENH – CALVADOS, BAYEUX
| April 12-20, 1929

ROUTES:

- ▶ Sent from PNOMPENH, 9:am on Apr 9
- ▶ Transitted to SAIGON on Apr 10
- ▶ Left SAIGON at 9:30am Apr 12
- ▶ Arrived CALVADOS 7:30pm Apr 22, 1929

RATE: 265c ^[2]

- ▶ 20-50g normal letter to France: 10c
- ▶ Airmail surcharge, the first 10g: 80c
- ▶ Airmail surcharge, next 10g: 80c
- ▶ Airmail surcharge, next 10g: 80c
- ▶ Registration: 15c

^[2] 20c overfranking.

1 | Experimental flights (1929-1930)

1.5 | Record flight: Voyage Retour Record Distance Costes Bellonte
November 17-21, 1929 | HANOI → PARIS

Aircraft: Bréguet-Hispano; pilot: Dieudonné Costes, navigator: Maurice Bellonte;

Departed Hanoi 6:45am Nov 17, 1929, landed in Le Bourget on Nov 21, 1929; distance: 12,110km; total time: 5 days (record flight) - Carried **8,889 letters** (100kg)



**PNOMPENH → MARSEILLE via
record flight Voyage Retour
Record Distance Costes Bellonte**
| November 17-21, 1929

ROUTES:

- ▶ Sent from PNOMPENH 17:pm Nov 7, 1929, arrived SAIGON next day
- ▶ Transferred to HANOI on Nov 17
- ▶ Arrived PARIS 14:pm Nov 21
- ▶ MARSEILLE 11:30am Nov 22

RATE: 111c, overfranked 1c

- ▶ 20g basic letter to France: 6c
- ▶ Airmail surcharge: 100c
- ▶ Service accéléré: 5c

Only a few covers applied distinctive flight cachet as below, uncommon & quite rare:

RAID COSTES BELLONTE

Bellonte's signature on the cover.

RATE: 121c

- ▶ 20g basic letter to France: 6c
- ▶ Airmail surcharge: 100c
- ▶ Registration: 15c

20 cents overprinted value was applied a half for the postage.



1 | Experimental flights (1929-1930)

1.6. Attempted to reach HANOI of Rebart, Lasalle, Fallot
Accident of 15 December 1929 | PARIS → HANOI

A crew of Rebart, Lasalle and Fallot departed from Le Bourget airport, Paris on 10 December 1929, attempted to reach Hanoi. On 15 December, after leaving Tunisia, they disappeared. The plane had crashed into a sand hill near Syrte, Tripolitania during a storm killing the entire crew. Recovered letters were returned to Marseille on Jan 3, 1930. After being given a black cachet "COURRIER ACCIDENTÉ," mails were forwarded by surface mail to Hanoi on Jan 6.

The last experimental flight in 1929
Attempted to reach HANOI & accident flight of Rebart, Lasalle, Fallot at SYRTE
| December 10-15, 1929



ROUTES:

- ▶ Posted at CHAMBERY 15:45pm Dec 5, 1929
- ▶ MARSEILLE-GARE, RHONE 11:am Dec 6 on the reverse
- ▶ Crashed at SYRTE on Dec 15; the letter was back to France; then departed from MARSEILLE on Jan 6, 1930
- ▶ Arrived SAIGON Jan 28; PNOMPENH Jan 30, 1930

RATE: 11.5fr

- | | |
|-------------------------------------|-------|
| ▶ <20g letter to Indochina: | 0.5fr |
| ▶ Airmail surcharge, the first 10g: | 10fr |
| ▶ Registration: | 1fr |

Flight accident handstamp:

COURRIER ACCIDENTÉ

November 20-21, 1930 | SAIGON – HANOI

Departed from Paris on November 8, 1930, after arriving at Saigon on November 13, 1930, Lalouette and Goulette rested for a few days. On November 20, they continued their voyage northward to Hanoi ^[1]. After 6 hours of flight, they encountered a storm at Hue and had to returned to Saigon. The next day, November 21, they flew again and reached Hanoi in 7 hours 15 minutes, a recorded time for an internal flight from Saigon to Hanoi.



Route to BOURNEMOUTH, GERMANY
via SAIGON – HANOI
| Nov 20-21, 1930

ROUTES:

- ▶ Posted at SAIGON 19:25pm Nov 19, 1930
- ▶ HANOI R.P. 17:pm Nov 21, 1930 backstamped upon arrival



December 1-8, 1930 | SAIGON – PARIS

On November 26, 1930, Lalouette and Goulette departed Hanoi for Saigon as the first step of their long voyage home to France. They took Pierre Pasquier, the Governor-General of Indochina, as their passenger for the return trip to Paris. Left Saigon on 1st December, the Farman-190 plane reached Paris on the 8th, carrying **5,600 letters**.

Aircraft: Farman 190 F-AJRY; engine: Lorraine 240CV; 78 hours of flight; 5 days 3 hours and 55 minutes in total time
Stop overs: Saigon, Bangkok, Rangoon, Calcutta, Karachi, Djask, Basra, Aleppo, Athen, Marseille, Paris

1 st December			2 nd December		3 rd December	4 th December	5 th December	6 th December	8 th December
SAIGON	BANGKOK	RANGOON	CALCUTTA	ALLA-HABAD	KARACHI	DJASK	ALEP	ATHENES	MARSEILLE-PARIS
Dep: 0h16	Arr: 4h55 Dep: 6h10	Arr: 9h45 Dep: 23h10	Arr: 6h15 Dep: 6h55	Arr: 11h40 Dep: 18h55	Arr: 5h15 Dep: 8h00 DJASK Arr: 13h10	Dep: 2h30 BASSORAH Arr: 10h Dep: 19h30	Arr: 3h30 Dep: 8h30 ATHENES Arr: 16h	Dep: 3h00 MARSEILLE Arr: 16h30	

Return flight to Paris includes two stages:

Nov 26, 1930: HANOI – SAIGON
Dec 1-8, 1930: SAIGON – PARIS

Route to ALGERIA via SAIGON – HANOI
| Nov 20-21, 1930

ROUTES:

- ▶ Sent from SAIGON 19:25pm Nov 19, 1930
- ▶ HANOI R.P. 14:45pm Nov 21 backstamped upon arrival



- ▶ Arrived ALGER on Dec 8, 1930

RATE: 121c

- ▶ <20g letter to France colonies: 6c
- ▶ Airmail surcharge, per 10g: (2x60) 120c
- ▶ Registration: 15c



ROUTES:

- ▶ THANHHOA 17:pm Nov 22, 1930, transferred to HANOI on Nov 23, arrived SAIGON on Nov 26 (1st stage)
- ▶ NIMES 11:am Dec 8, 1930 on the reverse (2nd stage)

RATE: 66c

- ▶ <20g letter to France: 6c
- ▶ Airmail surcharge: 60c

The letter paid correct postage despite of the "Affanchie par expéditeur" written by the sender

^[1] The Governor-General of Indochina was in Hanoi when Goulette and Lallouette arrived in Saigon, he was among the first to send them a telegram of such warm congratulations. To thank him, the crew decided to fly to Hanoi.

1 | Experimental flights (1929-1930)

1.8 | Record flight of Codos-Robida
January 21-24, 1932^[*] | HANOI → PARIS

[*]. This was a speed record flight rather than an experimental flight. Departing Le Bourget, Paris on 4 January 1932, the crew of Paul Codos and Henri Robida reached Hanoi on 12 January. On their return, they hoped to the better record set by Costes and Bellonte in November 1929. Leaving Hanoi on 21 January, flying a converted military biplane, they flew for 3 days 4 hours and 17 minutes to reach Paris, which demolished the old record by a day and a half.

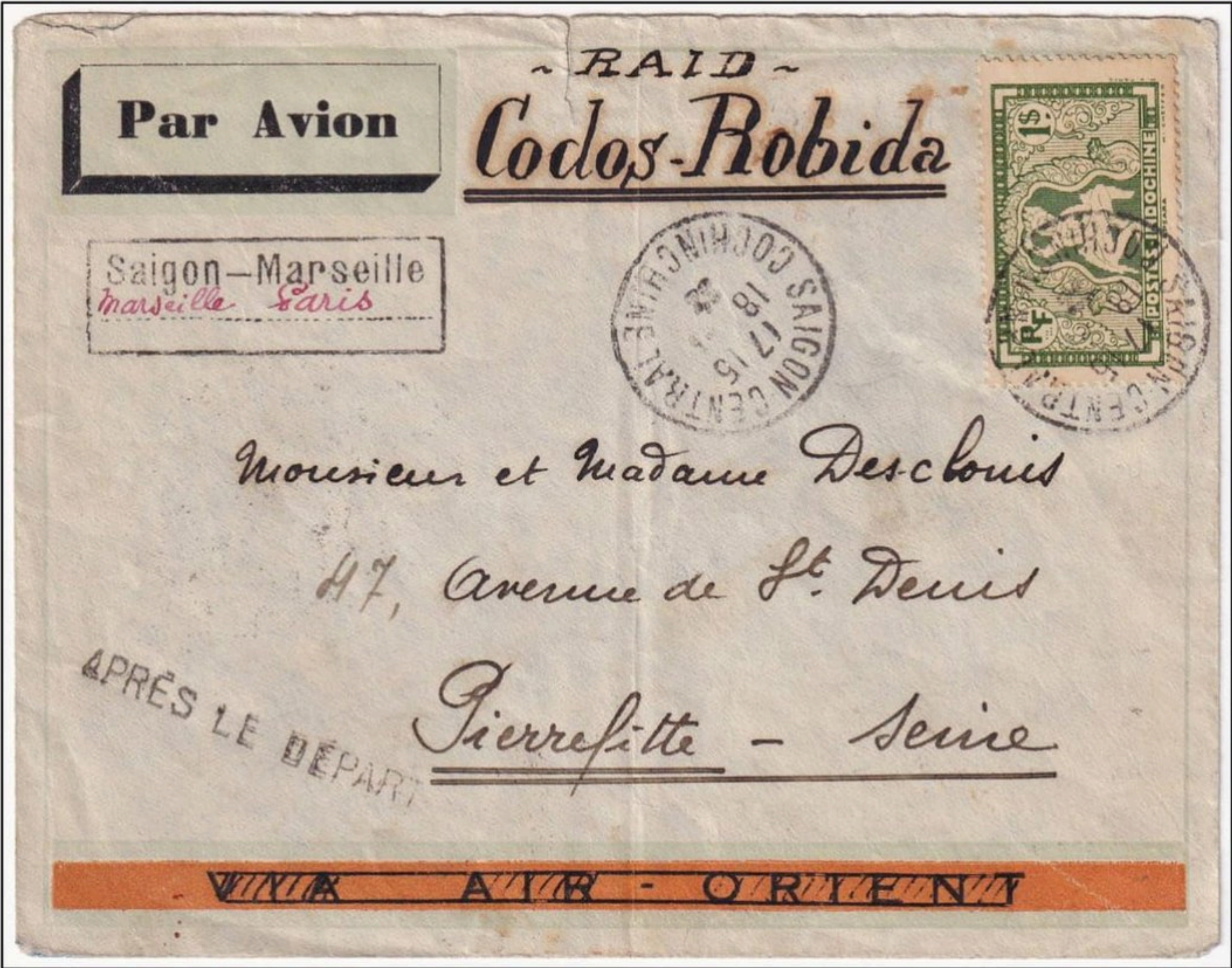
Record flight:
HANOI → PARIS in 3 days 4 hours
by Codos & Robida
| January 21-24, 1932

Aircraft: Bréguet 330 F-AKEZ, engine: Hispano 650CV. Pilot: Paul Joseph Codos, navigator: Henri Robida.

Left Hanoi 6:40am 21 Jan 1932, landed Le Bourget 3:55am 24 Jan. Stopovers: Calcutta, Karachi, New Basra, Athens, Rome, Marseilles, Paris. Struck two special handstamps:

PAR AVION
HANOI PARIS

LIAISON HANOI-PARIS
AVION CODOS ROBIDA
Janvier 1932.



Missed the flight of Codos & Robida
| January 21 - February 11, 1932

- ROUTES:
- ▶ Posted at SAIGON 17:15pm Jan 18, 1932
 - ▶ Arrived HANOI 7:15am Jan 21
- The flight of Codos & Robida departed at 6:40am Jan 21, the letter was missed the flight and had to wait the next departure.
- Received "too late" handstamp
- APRÈS LE DÉPART
- Finally, it arrived Marseille on Feb 11, three weeks after the arriving of Codos & Robida.
- ▶ SEINE 15:30pm Feb 13, 1932 reverse
- Applied Saigon-Marseille routing par avion postmark, no special handstamps of Codos-Robida.

The sender used printed envelope with "VIA AIR-ORIENT" at the bottom, cancelled by handwritten because this was the flight commenced by Air-Union.

Air Asie combined with K.L.M Royal Dutch Airlines

After the success of several test flights from Amsterdam to Batavia, Indonesia in the 1924-1928 period. Since 25th September 1929, KLM (Koninklijke Luchtvaart Maatschappij or Royal Dutch Airlines) had operated a two-weekly regular but experimental service to the Dutch East Indies, the world's longest scheduled air service at that time. Two months later, a postal agreements between KLM and Air Orient allowed the exchange of mails: from Amsterdam, the KLM plane carried mail to Bangkok on its way to the Dutch Indies; while Air Orient transported mail on the final leg from Bangkok to Saigon.



First airmail letter of French to Indochina
via KLM's AMSTERDAM-BANGKOK service
| November 28 - December 10, 1929

The first acceptance of French mail on KLM's Amsterdam-Bangkok service was in November, 1929
KLM's airplane: Fokker F.VIIa/3m, PH-AEN - pilot & crew: Soer, Wiersma, Naber

- ROUTES:**
- ▶ Sent from LE BOURGET on Nov 26, 1929
 - ▶ Transferred to AMSTERDAM by train, here it received "26 XI 29 PER LUCHTPOST AANGEERACHT" flight cachet



- ▶ Left Amsterdam on Nov 28, 1929
- ▶ Arrived BANGKOK on Dec 9 and SAIGON on Dec 10, 1929



2 | Linked to the air route of the Dutch East Indies (1929-1931)

Air Asie combined with KLM Royal Dutch Airlines

In the reverse direction, the first service from Indochina to France via KLM was performed on 19th Dec 1929. The airplane of KLM departed BANDOENG on 18th Dec, while the Air Asie's plane left SAIGON on 19th Dec 1929, carried **587 ordinary letters & 1,076 registered letters**. After being transferred to a KLM plane at Bangkok, the postal cargo arrived AMSTERDAM on 28th Dec, reached Paris on 29th Dec, 1929.

1st inaugural service, Indochina to France via KLM: SAIGON-BANGKOK-AMSTERDAM-PARIS

| December 19-29, 1929



KLM airplane: Fokker F.VIIb/3m PH-AGR
No special flight cachet was applied for the first combination service with KLM

ROUTES:

- ▶ Posted at SAIGON Dec 19, 1929
- ▶ PARIS Dec, 29 on the reverse then forwarded to BRUXELLES

RATE: 110c

- ▶ <20g letter to Europe: 10c
- ▶ Airmail surcharge: 100c

Here, the 46 cents overprinted values was applied a half for postage rate. Total franking value was 110c.

2nd inaugural service, Indochina to France via KLM: SAIGON-BANGKOK-AMSTERDAM-PARIS

| January 3-12, 1930

SAIGON → BANGKOK: by Air Asie; aircraft: POTEZ 32 F-AJD; pilot: BOURGEOIS
BANGKOK → AMSTERDAM: by KLM airlines; aircraft: FOKKER F.VIIb/3m PH-AEN; pilot: SOER-WIERMA
AMSTERDAM → PARIS: by regular airmail service



2.1 | Inaugural service with KLM

SAIGON-BANGKOK-AMSTERDAM-PARIS

ROUTES:

- ▶ Sent from CAP SAINT-JACQUES 17:pm Dec 27, 1929
- ▶ SAIGON 11:am Jan 1, 1930 datestamp

The flight left SAIGON on Jan 3, arrived PARIS on Jan 13, 1930

RATE: 121c

- ▶ <20g letter to France: 6c
- ▶ Airmail surcharge, the first 10g: 100c
- ▶ Registration: 15c

3rd inaugural service with KLM: SAIGON-BANGKOK-AMSTERDAM-PARIS

| January 16-25, 1930

For the 2nd and 3rd combined flights with KLM, the letters was handstamped "PAR MALLE AÉRIENNE HOLLANDAISE" in red rectangular

PAR MALLE AÉRIENNE
HOLLANDAISE

ROUTES:

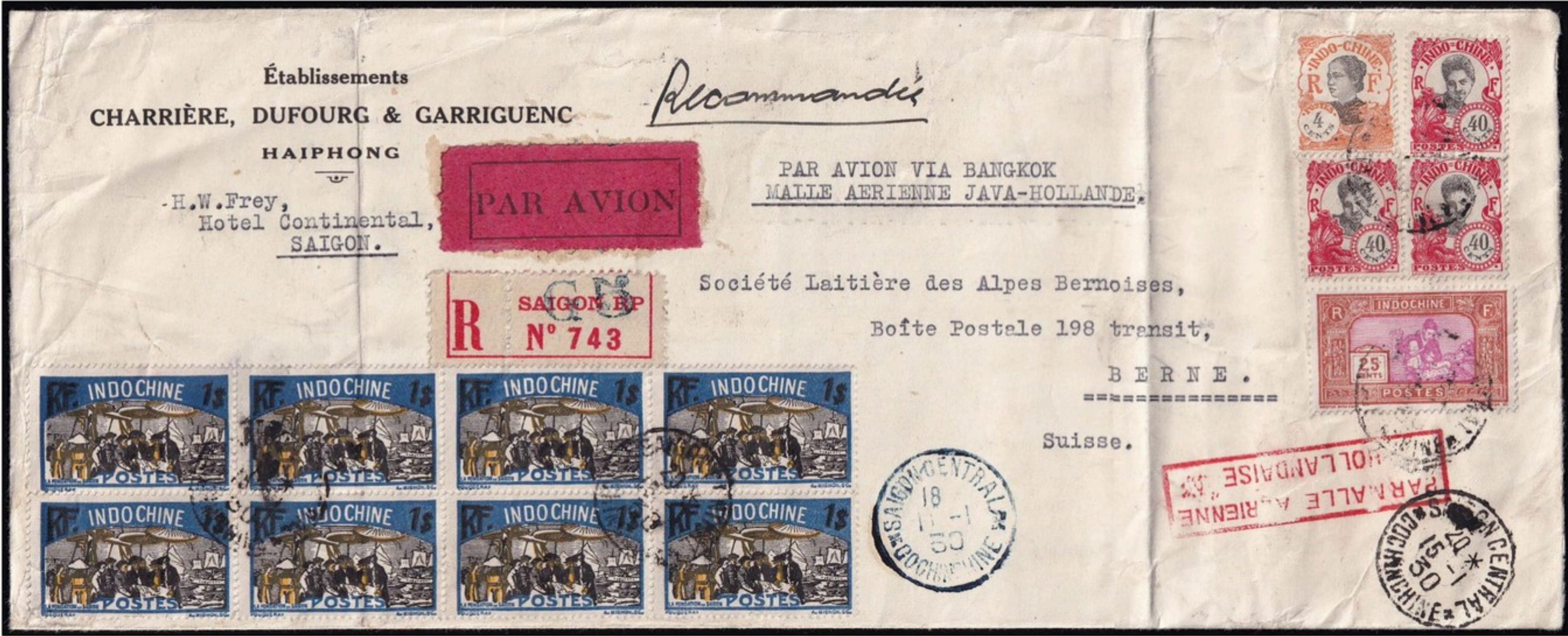
- ▶ Sent from SAIGON 18:pm Jan 11, 1930
- ▶ SAIGON 20:pm Jan 15 datestamp

The flight left SAIGON at 11:am Jan 16, 1930, reached BANGKOK on Jan 17, arrived PARIS on Jan 25, where the letter continued forwarding to BERN, SWITZERLAND

RATE: \$9.49

- ▶ Normal foreign letter up to 100g: 34c
- ▶ Airmail surcharge for 90g (100c each 10g): 9x100: 900c
- ▶ Registration: 15c

After the 3rd experimental flight, the service was suspended until the fall of 1930. No more trial flights made during this time, but ultimately resulting in a regular service by the fall of 1930. A bi-weekly air service was inaugurated on September 25, 1930 with the flight of KLM's PH-AGR from Amsterdam to Bandoeng.



The 1st scheduled flight left Amsterdam on September 25th, 1930; arrived Saigon on October 3rd, terminated at Bandoeng on October 4th
Stopovers: Budapest, Istanbul, Aleppo, Baghdad, Bushire, Karachi, Allahabad, Calcutta, Akyab, Bangkok, Medan, Palembang, Batavia to Bandoeng
Aircraft: Fokker F.VIIIb/3m PH-AGR Reiger (Heron) - Pilot & crew: Van Dijk, Wiersma, Buitenhuis

1st scheduled flight of KLM to Dutch Indies
AMSTERDAM – BANGKOK – SAIGON – HUE
| September 25 - October 3, 1930

ROUTES:

- ▶ Posted at GRAVENHAGE on Sep 24, 1930
- ▶ Arrived SAIGON Oct 3, HUE on Oct 5

The letter was carried by KLM to Bangkok, from there it went to Saigon by Air Orient, where it arrived on Oct 3rd, then by surface mail to Hue. It was struck purple "par avion" cachet in dual languages (Dutch and French)

RATE: 67½c

- | | |
|-------------------------|------|
| ▶ Postage to Indochina: | 12½c |
| ▶ Registration: | 15c |
| ▶ Airmail surcharge: | 60c |



MARSEILLE – SAIGON via AMSTERDAM – BANDOENG 1st scheduled flight
| September 25 - October 3, 1930

ROUTES:

- ▶ Posted from MARSEILLE on Sep 25, 1930
- ▶ Sent to HUE, then redirected to KONTUM, ANNAM

RATE: 6.5fr

- | | |
|----------------------------------|-------|
| ▶ <20g letter to Indochina: | 0.5fr |
| ▶ Airmail surcharge (every 10g): | 6fr |

2 | Linked to the air route of the Dutch East Indies (1929-1931)

Air Asie combined with K.L.M Royal Dutch Airlines

2.2 | Opening of KLM scheduled flights

Twice weekly regular service | SAIGON ⇄ AMSTERDAM ⇄ PARIS

Return of the first scheduled flight left Bandoeng on Oct 17, while 13kg of mail departed from Saigon on Oct 18, 1930. Then transferred to KLM's plane at Bangkok, landing in Amsterdam on Oct 25, nearly 1 month after its original departure. The airplane carrying mail from Amsterdam landed in Le Bourget airport on Oct 25.



First return of KLM regular service
SAIGON-BANGKOK-AMSTERDAM-PARIS

| October 18-25, 1930

ROUTES:

- ▶ Posted at SAIGON on Oct 17, 1930
- ▶ Arrived PARIS at 18:pm Oct 25
- ▶ Reached LAMBERSART on Oct 26

RATE: 81c

- ▶ <20g letter to France: 6c
- ▶ Airmail surcharge: ^[1] 60c
- ▶ Registration: 15c

^[1] To promote the use of airmail, the air surcharge of KLM regular service was also discounted to 60c per 10g from 100c of the experimental flight.

A thinner, longer than usual "Cross X" applied in Paris, this type of "Par Avion" cancellation was used to obliterate airmail labels
↓

2nd return of KLM regular service
SAIGON → AMSTERDAM → PARIS

| October 31 - November 11, 1930

ROUTES:

- ▶ Posted at SAIGON 19:25pm Oct 31, 1930
- ▶ MARSEILLE 19:pm Nov 9, 1930

Upon arriving at Paris, a cross X was applied to ensure that the airmail service stopped at Paris and did not continue onward by air. The letter paid airmail fee to Paris only.

RATE: 66c

- ▶ <20g letter to France: 6c
- ▶ Airmail surcharge, first 10g: 60c



2 | Linked to the air route of the Dutch East Indies (1929-1931)

Air Asie combined with K.L.M Royal Dutch Airlines

2.2 | Opening of KLM scheduled flights

Twice weekly regular service | SAIGON ⇄ AMSTERDAM ⇄ PARIS

The 3rd scheduled flight of the return voyage left BANDOENG on Nov 14, 1930 and the flight from Saigon took-off on Nov 15, 1930 to catch up with the KLM airplane.

Return of the 3rd KLM regular service
QUINHON → BESANÇON via BAGDAD
| November 15-26, 1930

Airplane: Fokker F.VIIa/3m, PH-AEN

ROUTES:

► Posted at QUINHON Nov 10, 1930

RATE: 145c

- <20g letter to France: 6c
- Airmail surcharge, the first 10g: 60c
- Airmail surcharge, next 10g: 60c
- Additional air surcharge in France 4c
- Registration: 15c



Franked at 65c, underpaid 1c, a "T" in triangle was applied to indicate that it was under postage. Upon arrival in France, the postal clerk determined the amount due was 0.30Fr, which was written in red color.

Missed the flight
VINH → SEINE via the 3rd KLM regular service
| November 15 - December 14, 1930

ROUTES:

- Posted at VINH 11:am Nov 10, 1930
- Arrived SAIGON 13:55pm Nov 15

However, the letter was missed the airplane (departed in the morning of Nov 15). It had to wait the next flight, which left Saigon on Nov 29, 1930. The APRÈS LE DÉPART handstamp indicated that the letter was sent "too late" after the departure of flight.

APRÈS LE DÉPART

- It finally arrived SEINE on Dec 14, 1930, more than one month to reach France

2 | Linked to the air route of the Dutch East Indies (1929-1931)

Air Asie combined with K.L.M Royal Dutch Airlines

2.2 | Opening of KLM scheduled flights

Twice weekly regular service | SAIGON ⇄ AMSTERDAM ⇄ PARIS



SAINT, LAZARE → SAIGON, inbound flight
via AMSTERDAM → BANGKOK

| November 13-24, 1930 (14 days service)

Airplane: Fokker F.IX PH-AGA.

ROUTES:

- ▶ GARE-SAINT-LAZARE 14:pm Nov 10, 1930
- ▶ PARIS-GARE 22:pm Nov 10
- ▶ Arrived SAIGON 15:55pm Nov 24, 1930

KLM's airplane departed Amsterdam on 13th Nov 1930, arrived in Bandoeng on 25th Nov 1930.

RATE: 6.5fr

- ▶ <20g letter to Indochina: 0.5fr
- ▶ Airmail surcharge, the first 10g: 6fr

SAIGON → VICHY
via SAIGON → AMSTERDAM → PARIS
| December 12-24, 1930

ROUTES:

- ▶ Posted at SAIGON Dec 12, 1930
- ▶ Arrived MARSEILLE Dec 24, 1930

The airplane of KLM left Bandoeng on Dec 12, 1930, arrived Amsterdam Dec 23.

A long & thin cross X was applied upon arrival in Paris to ensure that the airmail service stopped at Paris.

RATE: 66c

- ▶ <20g letter to France: 6c
- ▶ Airmail surcharge, first 10g: 60c



On December 10, 1910, Indochina's first flight departed from Saigon for ChoLon, piloted by Charles Van den Born aviator. To commemorate the 20th anniversary of this event, the Indochinese Post Office handstamped **3,400 letters** to Europe with a special bird wings cachet. All the letters carrying to France and Europe were transferred to KLM air plane, which left Bandoeng on Dec 26, 1930.



20 year of the first flight over Indochina
SAIGON → BANGKOK → MARSEILLE
| December 26, 1930 - January 8, 1931
Special flight cachet in black

- ROUTES:**
- ▶ TAMBINH 17:pm Dec 24, 1930
 - ▶ Transitted to VINHLONG 10:30am Dec 26
 - ▶ SAIGON 19:25 Dec 26, 1930
- RATE: 66c**
- ▶ <20g letter to France: 6c
 - ▶ Airmail surcharge, the first 10g: 60c

20 year of the first flight over Indochina
SAIGON → BANGKOK → MARSEILLE
| December 26, 1930 - January 8, 1931
Special flight cachet in blue

- ROUTES:**
- ▶ SAIGON 17:25pm Dec 26, 1930
 - ▶ Arrived ALPES-M^{MES} on Jan 13, 1931
- RATE: 70c**
- ▶ <20g letter to France: 6c
 - ▶ Airmail surcharge, the first 10g: 60c
 - ▶ Additional airmail surcharge in France: 4c



First KLM regular service in 1931
Route to BORDEAUX via SAIGON →
BANGKOK → AMSTERDAM → PARIS
| January 9, 1931

ROUTES:

► SAIGON 19:25pm Jan 9, 1931

RATE: 195c

► 20-50g letter to France: 10c

► Air surcharge per 10g: (3x60) 180c

Over franked 5c, but it was not indicated on the cover



3rd KLM regular service in 1931
SAIGON → TOULOU
| February 6-16, 1931

This flight departed two days after the first inaugural flight of Air Orient from Saigon. However, the both flights reached France at the same day.

ROUTES:

► Posted at SAIGON 17:25pm Feb 6, 1931

► Arrived TOULOU on Feb 16

RATE: 66c

► <20 ordinary letter to France: 6c

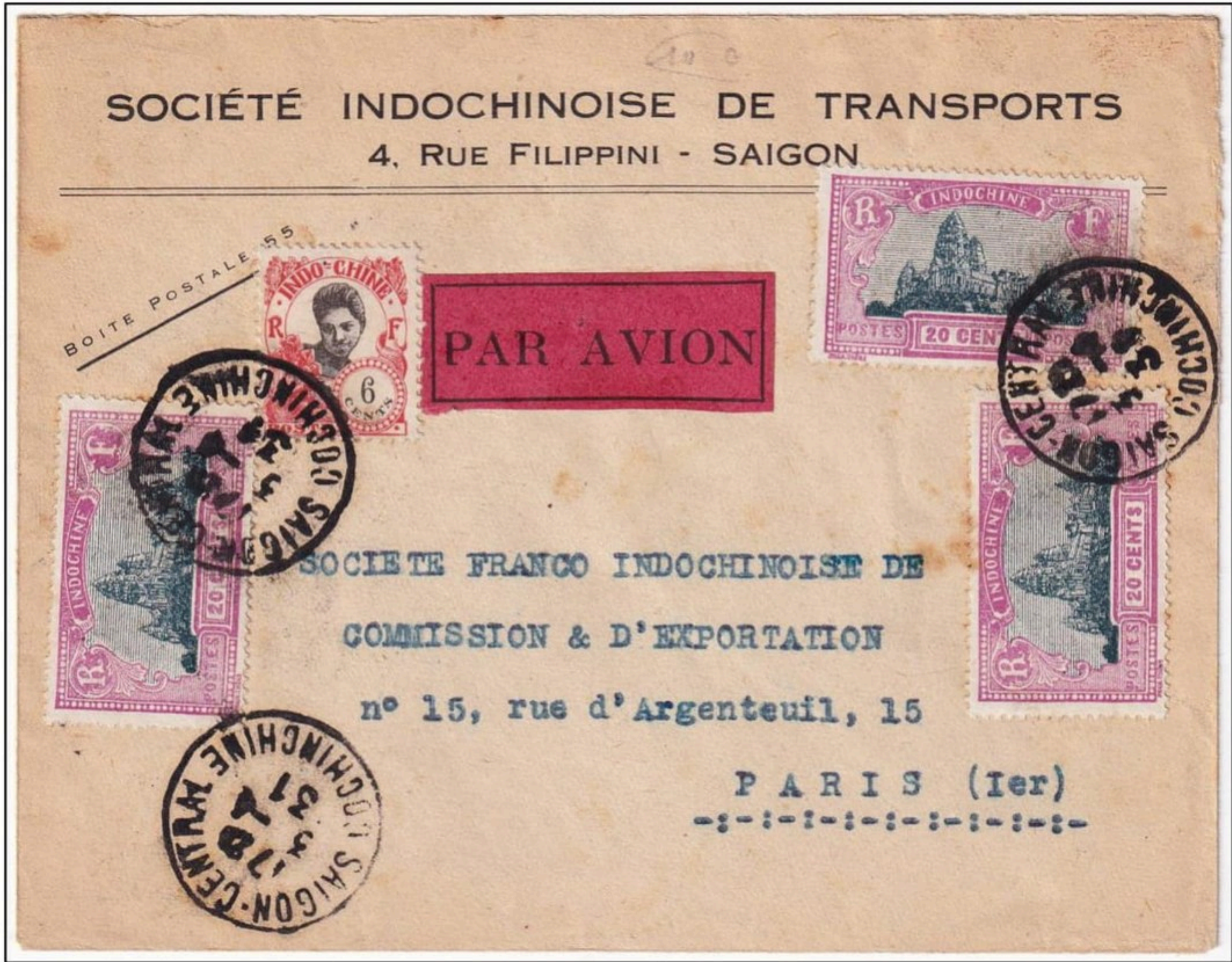
► Airmail surcharge, the first 10g: 60c

2 | Linked to the air route of the Dutch East Indies (1929-1931)

Air Asie combined with K.L.M Royal Dutch Airlines

2.3 | KLM scheduled flights in 1931

Twice weekly regular service



SAIGON → AMSTERDAM → PARIS

| April 3-13, 1931

The Fokker F.XII PH-AFL, named "Leeuwerik" left Batavia on Apr 3, 1931.

ROUTES:

- ▶ Sent from SAIGON 17:25pm Apr 3, 1931
- ▶ Arrived PARIS 15:45pm Apr 13, 1931

RATE: 66c

- ▶ <20g letter to France: 6c
- ▶ Airmail surcharge, the first 10g: 60c

SAIGON → TOULOUSE via MARSEILLE

| May 6-16, 1931

A smaller cross X was cancelled on the airmail label upon arrival in Marseille indicating that the air route would stop at here.

ROUTES:

- ▶ Sent from CHOLON 8:am May 6, 1931
- ▶ Arrived SAIGON the same day

RATE: 66c

- ▶ <20g letter to France: 6c
- ▶ Airmail surcharge, the first 10g: 60c

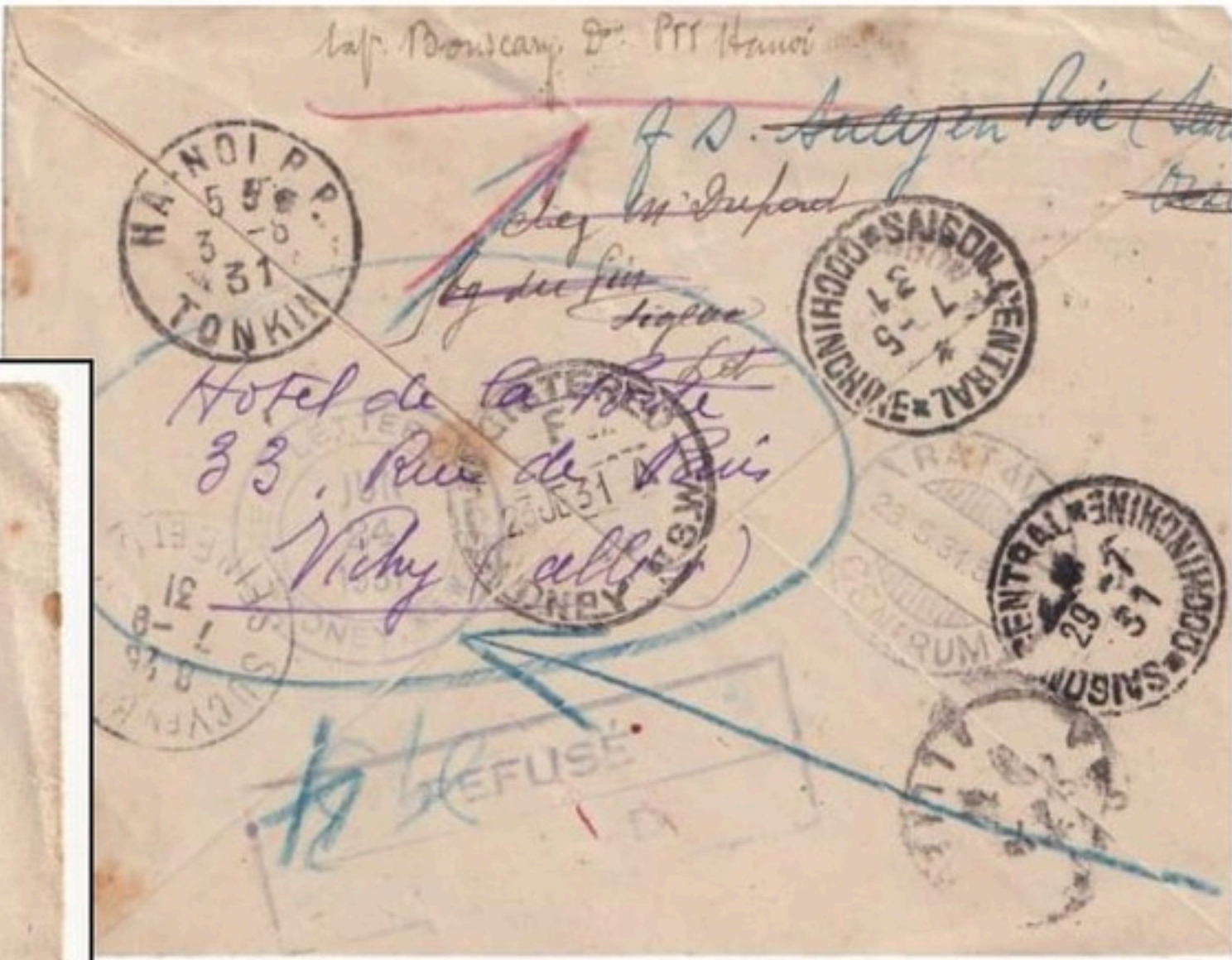
The letter used a handmade airmail label



2 | Linked to the air route of the Dutch East Indies (1929-1931)

Air Asie combined with K.L.M Royal Dutch Airlines

Opening SAIGON → BATAVIA → SYDNEY, retoured & redirected to VICHY, ALLIER | May 7, 1931



May 1931, KLM added an experimental flight from Batavia to Melbourne to their Amsterdam-Batavia regular service, providing a through service from Amsterdam to Australia.

The plane was a Fokker FVIIA/3m trimotor, named "Abel Tasman", took off for the 1st leg from Amsterdam to Batavia on 30 April.

The pilot and co-pilot: Maurits Pattist and Jan Moll.

Refused upon arrival in Sydney Jun 23, 1931

sent from HANOI May 4, 1931 to SAIGON May 7, 1931 to BATAVIA May 23, 1931 arrived SYDNEY June 23, 1931 retoured from SYDNEY June 24, 1931 back to SAIGON July 29, 1931 forwarded to HANOI Aug 3, 1931 arrived SEINE^{ET} OISE Aug 7, 1931 reached ALLIER Aug 8, 1931

NHATRANG → SWITZERLAND

| June 30 - July 15, 1931

ROUTES:

- ▶ Depart from NHATRANG June 29, 1931
- ▶ Transitted to SAIGON on June 30
- ▶ Arrived SEINE 7:20pm Jul 15
- ▶ Redirected to MONT-PELERIN, SUR VEVEY Jul 16

RATE: 141c

- ▶ <20g letter to France: ^[1] 6c
- ▶ Airmail surcharge, per 10g: (2x60) 120c
- ▶ Registration: 15c

^[1] Initially, rate applied to France. However, the letter was redirected to SWITZERLAND but the rate was remained.



2 | Linked to the air route of the Dutch East Indies (1929-1931)

Air Asie combined with K.L.M Royal Dutch Airlines

From October 1, 1931 the frequency of service was doubled: KLM's planes now left Amsterdam for Batavia every Tuesday using Fokker aircraft.

2.3 | KLM scheduled flights in 1931
Regular weekly service



First KLM weekly service SAIGON → PARIS
| October 1-12, 1931

Aircraft: Saigon–Bangkok: Farman 190;
Bagdad–Damas: Bréguet 284T-AIZT

ROUTES:

- ▶ Sent from HONQUAN Oct 1, 1931
- ▶ Transitted to SAIGON 19:25pm Oct 1
- ▶ Arived MARSEILLE 17:pm, Oct 12

RATE: 66c

- ▶ <20g letter to France: 6c
- ▶ Airmail surcharge, the first 10g 60c

Sending under Air Orien's printed envelope with directional marking: INDOCHINE-FRANCE, PAR BAGDAD-MARSEILLE. However, the letter was mailed via KLM's service.

KLM weekly service
SAIGON → ROME, ITALY
| November 18-28, 1931

ROUTES:

- ▶ Sent from SAIGON 18:pm Nov 18, 1931
- ▶ NAPOLI FERROVIA Nov 28
- ▶ ROMA Nov 29, 1931

RATE: 85c

- ▶ <20g letter to Europe: 10c
- ▶ Airmail surcharge, the first 10g: 60c
- ▶ Registration: 15c



3 | The Nougès route^[1]

Connecting France to Indochina by Air Orient^[2] (1931-1933)

3.1 | The inauguration of Air Orient’s airmail service to the Far East

January 17-27, 1931

The dream of having a direct air connection between France and its colonies in the Far East, in competition with Dutch Indies Airlines and British Imperial Airways, became reality with the inauguration of Air Orient's regular airmail service to Indochina on January 17, 1931.

France-Indochina in 10 and a half days; 1st leg: Marseille-Badgad, 2nd leg: Badgad-Saigon

17 stopovers: Marseille, Naples, Corfu, Athens, Beirut, Damascus, Badgad, Basra, Djask, Karachi, Jopdhpur, Allahabad, Calcutta, Akyab, Rangoon, Bangkok, Saigon

Aircraft: Marseille-Tripoli by CAMS-53 sea plane; to Karachi by Farman 300; heading to Saigon on a three-engined Fokker VII Gnome-Rhône-Titan 230 hp leased from K.L.M

Crew: Pichodou (pilot), Richaud (mechanic), Ronat (navigator)

First regular air service of Air Orient from MARSEILLE → SAIGON, commercial letter
| January 17-27, 1931



Departed from Marignane on 17 January at 9:20am, carrying **3,768 letters** (63kg) to Saigon. Before the advent of air travel, mail from France to Indochina took 26 days by sea.

ROUTES:

- ▶ Sent from LIMOGES R.P 15:00pm Jan 15, 1931; MARSEILLE-GARE-AVION Jan 15 on ther reverse
- ▶ Arrived SAIGON on Jan 27, 1931
- ▶ Left SAIGON next day Jan 28 on a retour trip, carrying by ocean liner
- ▶ Returned LIMOGES on Feb 28, 1931

RATE: 7.5fr

- | | |
|-------------------------------------|-------|
| ▶ <20g letter to Indochina: | 0.5fr |
| ▶ Airmail surcharge, the first 10g: | 6fr |
| ▶ Registration: | 1fr |

Tariff period: 15.1.1930 - 31.8.1931

^[1] From February 12 to March 9, 1930, Maurice Nogues performed a test flight lasting 23 days on a Farman 190 between Paris and Indochina. He was the pioneer, also the architect of the France - Indochina air route.
^[2] Air Orient, a French airline created by the merger between Air Union and Air Asie on August 30th, 1930.

3 | The Nougès route

Connecting France to Indochina by Air Orient (1931-1933)

3.1 | The inauguration of Air Orient's airmail service to the Far East
January 17-27, 1931

The airmail labels used for the 2nd leg: Badgad-Saigon, using Fokker VII tri-motor airplane

The airmail labels used for the 1st leg: Marseille-Badgad, using hydroplane

Letters posted from Marseilles for the inauguration of the Air Orient service received a violet rectangular handstamp

LIAISON AÉRIENNE COMMERCIALE
MARSEILLE-SAIGON
PREMIER VOL AÉROPOSTAL RÉGULIER



BEIRUT → SAIGON first regular service
January 21-27, 1931

From Athens, the CAMS-53 hydroplane carried the mail to Beirut and arrived on the Jan 21, where it went overland to Damascus and then onward by air to Saigon

ROUTES:

- ▶ Posted at BEYROUTH Jan 19, 1931
- ▶ Left BEYROUTH 18:40pm Jan 24
- ▶ Arrived SAIGON Jan 27
- ▶ Returned by steamship, received PORT-SAID, EGYPT Feb 23, 1931 cancellation on the reverse



Letters posted from Beirut for the first Air Orient service were handstamped with a triangular cachet.

LIBAN - SYRIE - INDOCHINE: the two sections from Beirut to Saigon

3 | The Nougès route

Connecting France to Indochina by Air Orient (1931-1933)

3.2 | First return service SAIGON → MARSEILLE
February 4-16, 1931

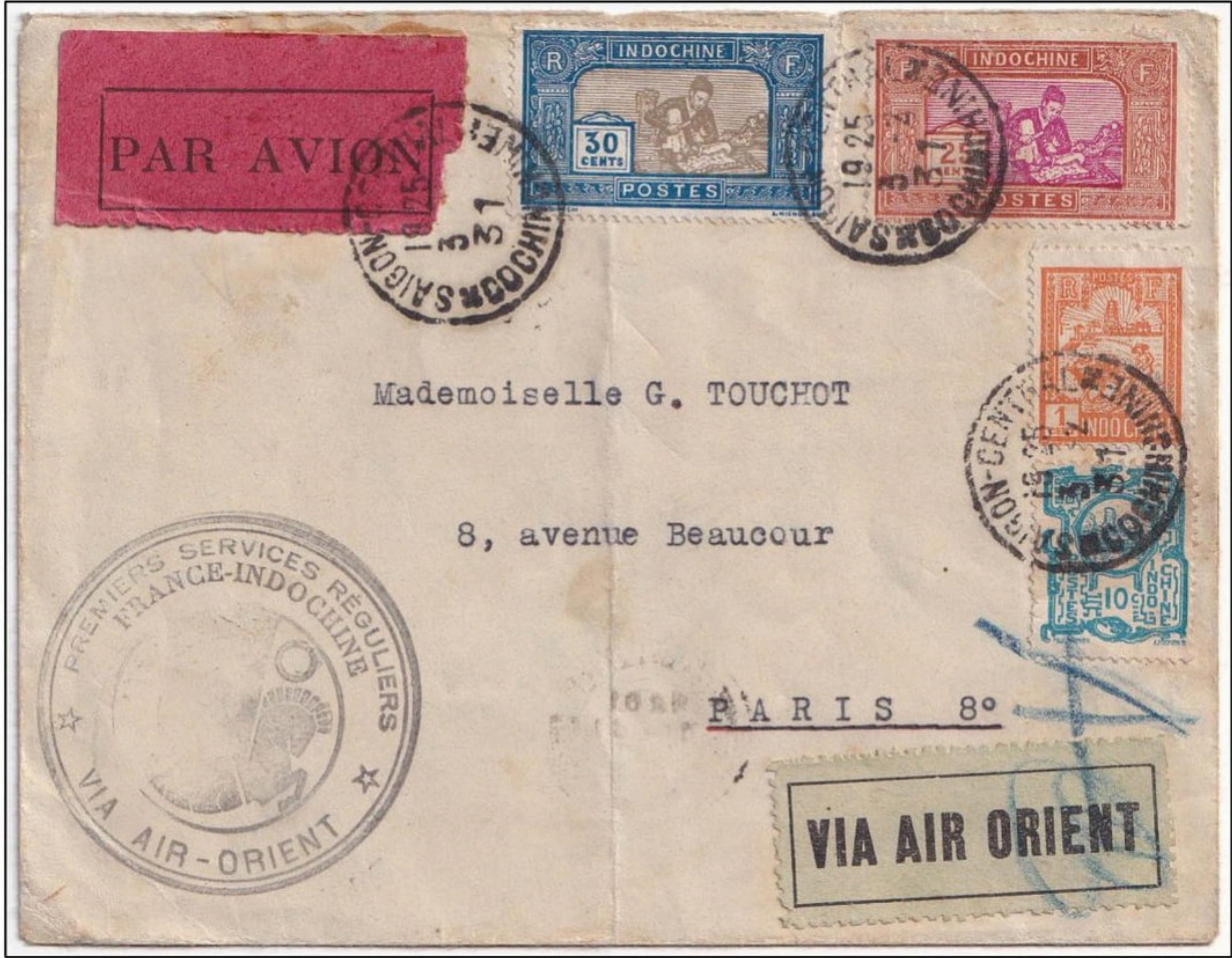
For the return voyage, it departed from Saigon on Feb 4, 1931 and arrived Marseille on Feb 16. It was also the first flight of regular airmail service from Indochina to France by Air Orient.

First regular air service from Indochina to France by Air Orient
SAIGON → MARRSEILLE
| February 4-16, 1931

ROUTES:

- ▶ Sent from SAIGON 15:25pm Feb 3, 1931
- ▶ Left SAIGON next day, Feb 4
- ▶ Arrived MARSEILLE on Feb 16

A winged seahorse cachet in violet was struck on covers arriving at Marseille, not applied from Saigon, where the letter was sent...



First regular air service from Indochina to France by Air Orient
SAIGON → PARIS
| February 4-16, 1931

ROUTES:

- ▶ Sent from SAIGON 19:25pm Feb 3, 1931
- ▶ Left SAIGON next day, Feb 4
- ▶ Arrived PARIS on Feb 17

RATE: 66c

- ▶ <20g letter to France: 6c
- ▶ Airmail surcharge, the first 10g: 60c

... while the black cachet applied for letters arriving at Paris.
This cachet continued to used for Air Orient's flight departing from France until the end of 1931

3 | The Nougès route

Connecting France to Indochina by Air Orient (1931-1933)

3.2 | First return service SAIGON → MARSEILLE

Stopovers of return voyage

The return trip was also accomplished in stages with different planes and crews: Saigon - Calcutta, Saigon - Beyrouth (Beirut), Syria,...



Stopovers on the return flight
SAIGON – CALCUTTA, INDIA
| February 4-18, 1931

ROUTES:

- ▶ Posted at SAIGON 13:55pm Feb 3, 1931, left SAIGON next day
- ▶ Arrived CALCUTTA 8:15pm Feb 18

RATE: 30c

- ▶ <20g letter to Calcutta: 5c
- ▶ Airmail surcharge, per 10g: 25c

Applied for route: Saigon - Calcutta, Madras, Agra, Karachi, Bombay.

The bag of letters from Saigon to the Mid-East was somehow left behind at Bangkok. It was transported to Penang, Malaysia; then via a mail steamer through the Suez Canal onward to Beirut. The mail finally arrived at Beirut on 2 March 1931, a month after the initial posting.

SAIGON → BEYROUTH, SYRIA
| February 4 - March 2, 1931

ROUTES:

- ▶ Posted at SAIGON 9:25pm Feb 3, 1931; departed next day
- ▶ To PENANG 4:pm Feb 9
- ▶ To BEYROUTH Mar 2, 1931

RATE: 55c

- ▶ <20g foreign letter: 10c
- ▶ Airmail surcharge, 10g: 45c

Applied for route: Saigon - Palestine - Syrie, Damas, Beyrouth.



3 | The Nougès route

Connecting France to Indochina by Air Orient (1931-1933)

3.2 | First return service SAIGON → MARSEILLE
Regular airmail service to Europe

Now that there were two regular airmail services from Indochina to Europe, operated either directly by Air Orient or connected with K.L.M service from Bangkok.

Letter to ROTTERDAM, HOLLAND via
SAIGON → MARSEILLE inaugural service
| February 4-16, 1931

ROUTES:

- ▶ Sent from SAIGON 19:25pm Feb 3, 1931
- ▶ Left SAIGON next day, Feb 4

RATE: 70c

- ▶ <20g letter to Europe: 10c
- ▶ Airmail surcharge, the first 10g: 60c

Violet flight cachet was applied on letters arriving at Marseille. →



SAIGON → BOUCHIR, IRAN via
Air Orient inaugural service,
redirected to LONDON by sea
| February 4 - March 19, 1931

ROUTES:

- ▶ Sent from SAIGON 13:55pm Feb 3
- ▶ BOUCHIR (BUSHEHR), IRAN on Feb 26, 1931
- ▶ Redirected to LONDON by sea mail, arrived on Mar 19, 1931.

Posted at Saigon on 3 February, it arrived Bouchir, Iran by Air Orient. However, the mail was redirected to London by sea mail via: Penang, Bombay, Bouchir and reached London on 19 March, 1931.

RATES:

Airmail surcharge to Burchir was 35c per 10g. However, the letter was franked with 37c in total. The correct postage would be 45c (included 10c ordinary rate).

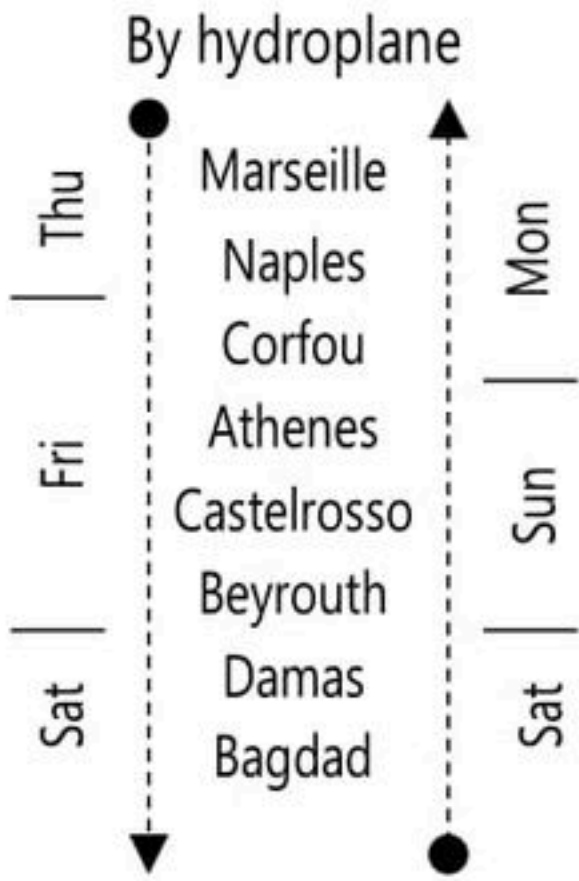


3 | The Nougès route

Connecting France to Indochina by Air Orient (1931-1933)

3.3 | Summer service: 1st Mar - 15th Oct 1931
Regular two-weekly flight

1st leg: MARSEILLE - BAGDAD

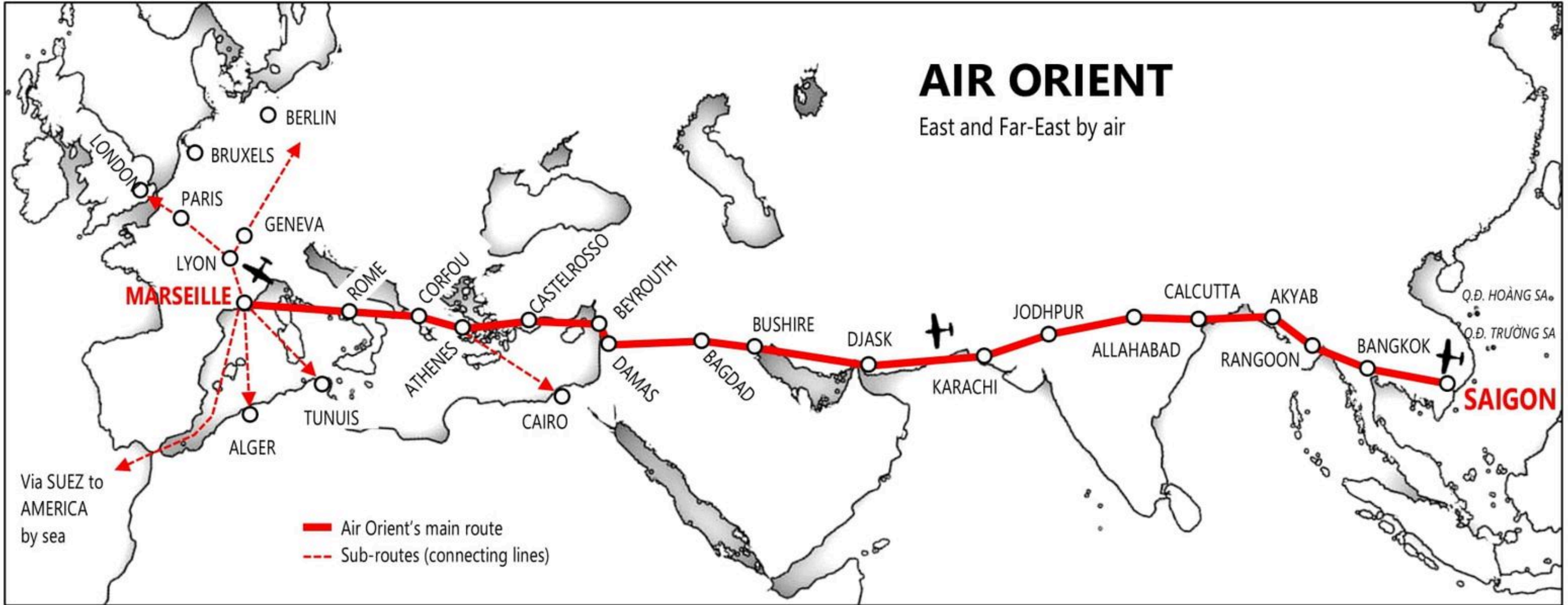
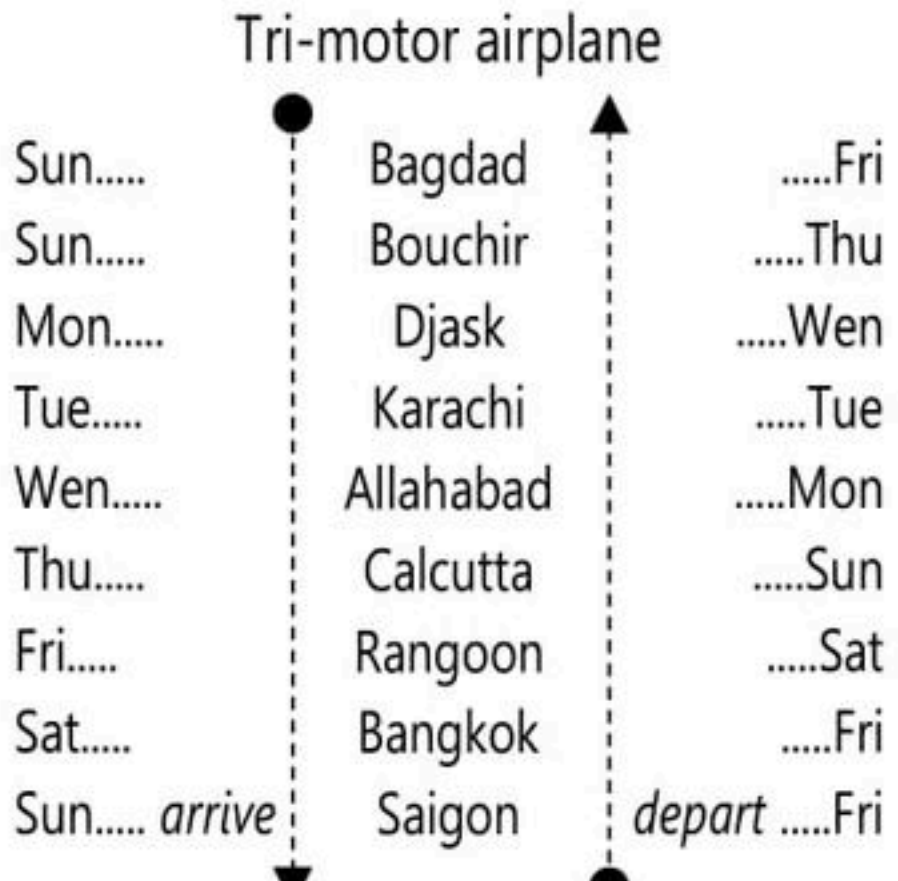


FRANCE - SYRIE - INDOCHINE
Summer service: 1st Mar - 15th Oct, 1931

The summer service started on Mar 1st and lasted until Oct 15th. The plane took-off from Marseille on Thursday of every two weeks and need about ten days to arrive. This route divided into two legs: 1st leg: Marseille-Badgad, 2nd leg: Badgad-Saigon

Return voyage departed from Saigon on Friday of every two weeks

2nd leg: BAGDAD - INDOCHINA



2nd regular air service SAIGON → MARSEILLE
BINHDINH → ISERE via Air Orient
| March 2-15, 1931

Upon arrival in Marseille, a cross X was applied on the "Par avion" label to ensure that the airmail service stopped at Marseille and did not continue onward by air.



ROUTES:

- ▶ Sent from BINHDINH Feb 28, 1931, transferred to QUINHON same day
- ▶ Arrived to SAIGON Mar 2
- ▶ MARSEILLE GARE Mar 15, LYON Mar 16

RATE: 81c

- ▶ <20g letter to France: 6c
- ▶ Airmail surcharge, the first 10g: 60c
- ▶ Registration: 15c



3 | The Nougès route:

Connecting France to Indochina by Air Orient (1931-1933)

3.3 | Summer service: 1st Mar - 15th Oct 1931
Regular two-weekly flight

Additional air surcharge on Marseille-Paris route
SAIGON → MARSEILLE → PARIS

| May 28 - June 8, 1931

SAIGON → MARSEILLE: by Air Orient
MARSEILLE → PARIS: regular air service

ROUTES:

- ▶ Departed from HAIPHONG 20:pm May 24, 1931, via QUANG-YEN at the same day
- ▶ Transitted to SAIGON 10:55am May 28
- ▶ Arrived RIBERAC June 9

RATE: 70c

- ▶ <20g letter to France: 6c
- ▶ Airmail surcharge to Marseille, the first 10g: 60c
- ▶ Additional airmail surcharge on Marseille → Paris: 4c



A Fokker F.VIIb/3m PH-AEO (F-ALSG) airplane of Air Orient departed Saigon on 6 June, 1931. On 7 June, the accident occurred while en route from Rangoon to Akyab, probably caught by hitting trees in heavy rain and strong winds. The plane fell into the Sandoway river. The entire crew: pilot Beauregard ^[1], copilot Bourgeois, mechanic Patard were killed.



Accident flight at Burma
SAIGON → LUXEMBOURG
| June 6-7, 1931

ROUTES:

- ▶ Letter posted at SAIGON 19:25pm Jun 4, 1931. Left SAIGON Jun 6.
- ▶ The airplane crashed at Burma, however the mails were saved and carried to Marseille on Jul 2, nearly one month since its departure
- ▶ It arrived Luxembourg on Jul 4

There letters were given an explanatory cachet

COURRIER ACCIDENTÉ
LE 7 JUIN 1931

RATE: 70c

- ▶ <20g letter to Europe: 10c
- ▶ Airmail surcharge, the first 10g: 60c

¹ After Lallouette, an other great pilot Beauregard was killed by an accident. Since the beginning of its network, Air-Orient has suffered the very hard blow of losing a valuable crew.

3 | The Nougès route:

Connecting France to Indochina by Air Orient (1931-1933)

3.3 | Summer service: 1st Mar - 15th Oct 1931
Providing weekly service

The Air Orient Marseille - Saigon service commenced in January 1931. Initially, the service operated on a fortnightly basis, but it became a weekly service from 1 July 1931 (according to Bulletin ["puis" mensuel] de la Chambre de commerce de Hanoi), not from May 1932 as the mention of some documents.



Engine fire and got a repair
LONDON → INDOCHINA via MARSEILLE → SAIGON
| July 1-22, 1931

Air Orient put a new Fokker into service for the 30 June departure to Saigon, which replaced the one destroyed at Akyab, Burma in June. After experiencing several problems at Calcutta, the plane finally reached Akyab on 13 July. An engine fire caused serious damage to the plane, taking a week for repairs. The plane and the mail finally reached Saigon on 22 July.

ROUTES:

- ▶ Sent from LONDON 2:45pm Jun 30, 1931
- ▶ To MARSEILLE 20:30pm Jul 1
- ▶ Arrived SAIGON Jul 22, 1931

RATE: 1s4d (1s=12d)

From 23 Feb, 1931, air fees and postage to Indochina were combined at 1s4d, then reduced to 1s1d since 30 Sep, 1931.

Exposition Coloniale 1931
MARSEILLE → SAIGON by Air Orient
| July 10-24, 1931

ROUTES:

- ▶ PARIS-GARE-AVION 16:pm Jul 9
- ▶ MARSEILLE-GARE 10:30am Jul 10
- ▶ Arrived SAIGON Jul 24, 1931

RATE: 6.5fr

- ▶ <20g letter to Indochina: 0.5fr
- ▶ Airmail surcharge, the first 10g: 6fr

Tariff period: 15.1.1930 - 31.8.1931

To promote the 1931 Colonial Exposition in Paris, Air Orient handstamped letters with a cachet to advertise this event. The cachet employed Air Orient's winged seahorse logo but VIA AIR-ORIENT was replaced by EXPOSITION COLONIALE 1931



Connecting France to Indochina by Air Orient (1931-1933)

Providing weekly service

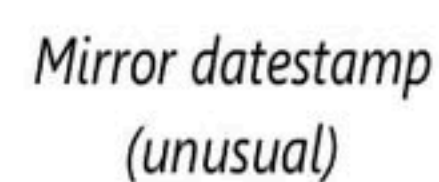


| July 9-21, 1931

- ▶ SAIGON 19:20:pm Jul 9, 1931
- ▶ MARSEILLE Jul 21, 1931

- ▶ <20g letter to France: 6c
- ▶ Airmail surcharge, per 10g (2x60) 120c
- ▶ Air surcharge Marseille→Paris: 4c

Mirror timestamp MARSEILLE-GARE B^{CHES} DU
RHÔNE 21.7.1931



Correct datestamp after
flipped horizontally

Route to HANOI via MARSEILLE → SAIGON

| July 15-24, 1931

- ▶ MARSEILLE ^{AUX} ARCS Jul 15, 1931
- ▶ MARSEILLE-GARE-AVION 19:pm Jul 15
- ▶ Arrived SAIGON Jul 24, 1931
- ▶ HANOI 7:15am Jul 27

- ▶ <20g letter to Indochina: 0.5fr
- ▶ Airmail surcharge, the first 10g: 6fr

Tariff period: 15.1.1930 - 31.8.1931

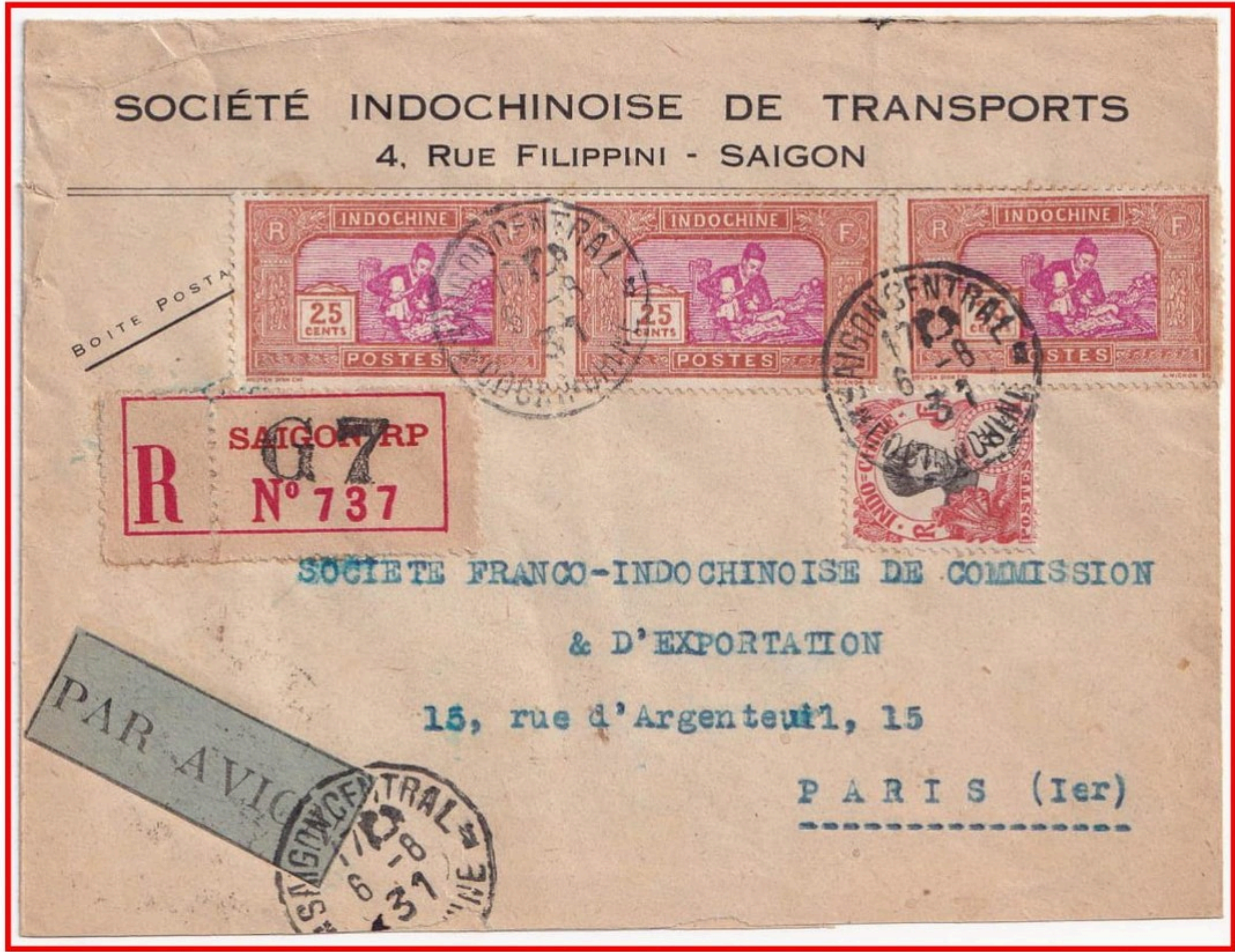


3 | The Nougès route:

Connecting France to Indochina by Air Orient (1931-1933)

3.3 | Summer service: 1st Mar - 15th Oct 1931

Two accidents in one month



Forced landing at the south of CORFU

| August 6-18, 1931

From the south of Corfu, the seaplane faced with engine fire and had to land, but was able to make its way to the port of Amalfi on Aug 18. With the engine repaired, the crew reached Marseille at late of the same day.

Pilot: Pommereau; Mechanic: Richard.

ROUTES:

- ▶ SAIGON 17:pm Aug 6, 1931
- ▶ Arived MARSEILLE at 18:pm, Aug 18

RATE: 81c

- ▶ <20g letter to France: 6c
- ▶ Airmail surcharge, the first 10g 60c
- ▶ Registration 15c

The Cross X indicated that the airmail service stopped at Marseille, continued onward in France by surface



Forced landing near DAMASCUS

| August 13-18, 1931

The regular Air Orient plane that had departed Saigon on 13 August 1931 later made a forced landing near Damascus because of a sandstorm. No explanation of the incident was indicated on letters carried by this airmail service.

ROUTES:

- ▶ SAIGON 17:25pm Aug 13, 1931
- ▶ Arived ALLIER 16:30pm, Aug 25, 1931

RATE: 66c

- ▶ <20g letter to France: 6c
- ▶ Airmail surcharge, the first 10g 60c



3 | The Nougès route:

Connecting France to Indochina by Air Orient (1931-1933)

3.3 | Summer service: 1st Mar - 15th Oct 1931
Regular weekly flight

On 24 September 1931, an airplane of Air Orient departed from Saigon, for its regular service. On 30 September, about 150 kilometers northwest of Karachi, it crashed and caught fire. There were casualties including the death of the radioman. Mail was rescued and continued onward with no indication of the incident.

Accident flight, 30 September 1931
SAIGON → PARIS
| September 24 - October 7, 1931

ROUTES:

- ▶ Sent from HANOI 18:pm Sep 21, 1931
- ▶ Arived SAIGON Sep 24, 1931
- ▶ MARSEILLE Oct 7, 1931
- ▶ NEUILLY ^{SUR} SEINE 7:20am Oct 9, 1931

RATE: 81c

- ▶ <20g letter to France: 6c
- ▶ Airmail surcharge, the first 10g: 60c
- ▶ Registration: 15c



SAIGON → MARSEILLE via Air Orient,
steamship to UNITED STATE via Suez
cannal
| October 7-17, 1931

ROUTES:

- ▶ Sent from SAIGON Oct 6, 1931
- ▶ Arived SEINT^{ET} OISE 17:45pm, Oct 12

The cross X indicated that the airmail service was stopped at Marseille. It continued to California, US by steamboat.

RATE: 70c

- ▶ <20g letter to the United States: 10c
- ▶ Airmail surcharge, the first 10g: 60c

3 | The Nougès route:

Connecting France to Indochina by Air Orient (1931-1933)

3.4 | Winter service: 16th Oct 1931 - 1st Mar 1932
Regular weekly flight

The winter service began on 16th Oct of this year and lasted until 1st Mar of next year. The plane took-off Marseille on Thursday of every two weeks and need about 10 days to arrive. The plane from Saigon departed on Friday of every 2 weeks.

SAIGON → CANNES
| October 23 - November 2, 1931

ROUTES:

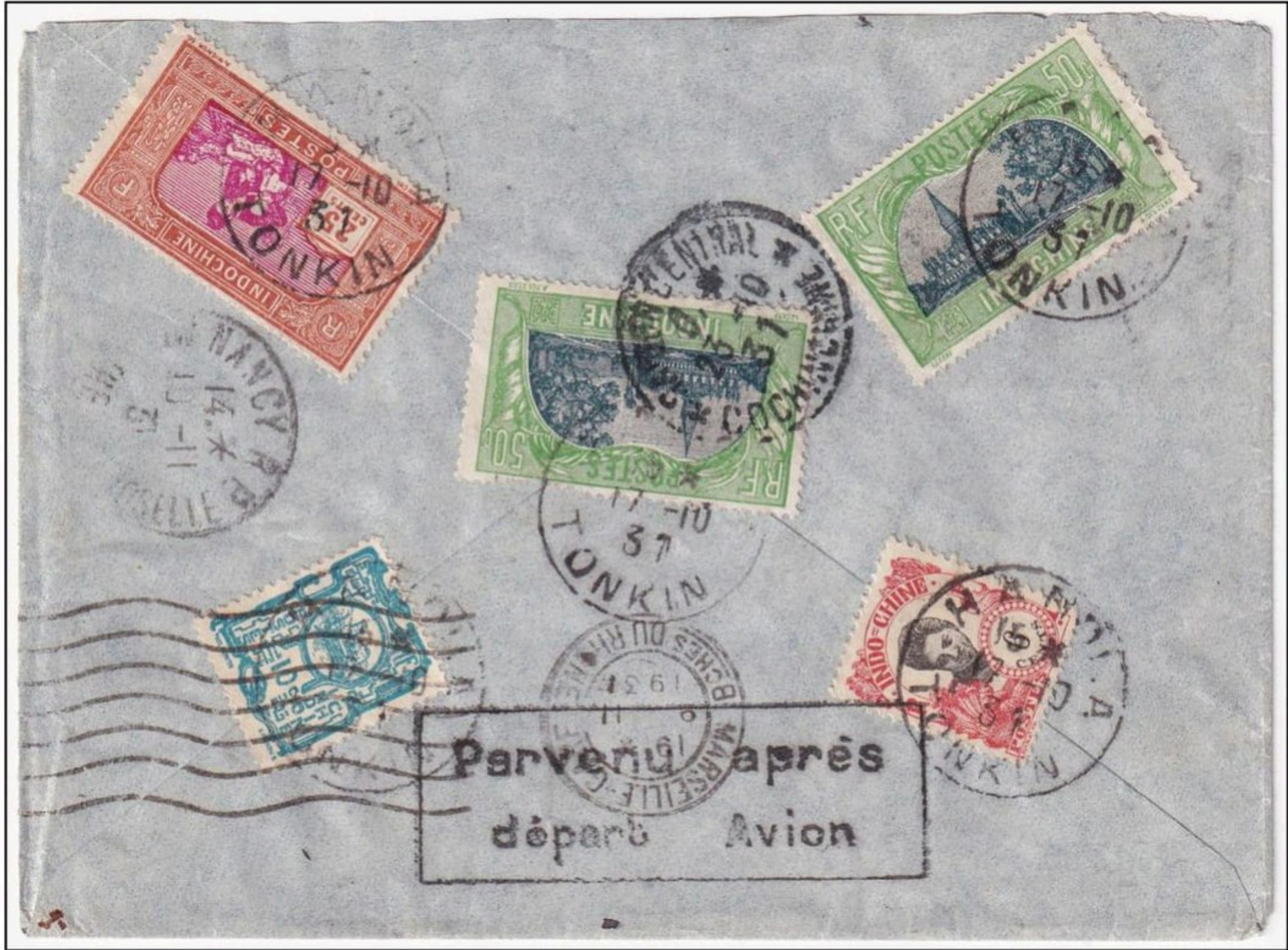
- ▶ Sent from SAIGON 11:am Oct 22, 1931, the flight departed on Oct 23 (Friday)
- ▶ Arrived MARSEILLE 15:pm, Nov 2

Usually letters from Indochina were franked for airmail service to Marseille. Upon arrival in Marseille, a cross X was applied on "Par avion" label to ensure that the airmail service stopped at Marseille and did not continue onward by air.

RATE: 81c	
▶ <20g letter to France:	6c
▶ Airmail surcharge, the first 10g	60c
▶ Registration	15c



At time letter arrived, the airplane had departed. It had to wait the next flight, which left Saigon on Oct 29, 1931. As a result, the post office applied a handstamp "Parvenu après départ Avion", meaning "arrived after the departure of plane"

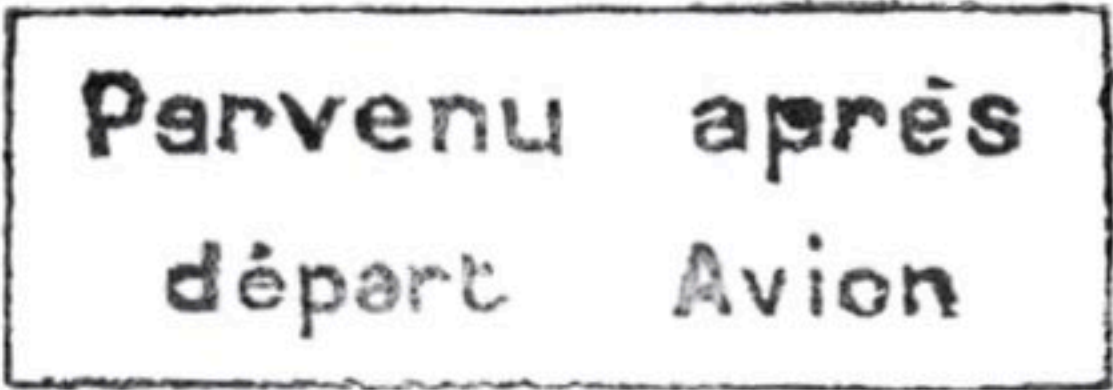


Arrived after the departure of plane
HANOI → NANCY via Air Orient
| October 17, 1931 - November 9, 1931

ROUTES:

- ▶ Sent from HANOI 15:pm Oct 17, 1931
- ▶ Transferred to SAIGON 6:am Oct 23.

However, the airplane had took-off at 5:am Oct 23. The letter had to wait the next Air Orient's flight, which departed Saigon on Oct 29, 1931. Received "too late" handstamp:



- ▶ Reached MARSEILLE 19:pm Nov 9, 1931, about three weeks for arriving
- ▶ NANCY 14:pm Nov 10, 1931

3 | The Nougès route:

Connecting France to Indochina by Air Orient (1931-1933)

3.4 | Winter service: 16th Oct 1931 - 1st Mar 1932
Regular weekly flight

The CAMS 53 seaplane on the Marseilles-Corfu leg suffered engine failure at Naples. A replacement plane resumed the journey on 2 Jan, 1932. A second engine problem occurred with the Fokker VII b-3m carrying mail on the Karachi-Saigon leg requiring a forced landing shortly after departing Allahabad. Bad weather and more engine troubles resulted in yet another forced landing at Moulmein, Burma. Finally, the mail reached Saigon on 10 Jan, 1932.

Engine failure
MARSEILLE – SAIGON, inbound flight
| December 31, 1931 - January 10, 1932

ROUTES:

- ▶ Sent from PARIS 12:45pm Dec 28, 1931
- ▶ PARIS-GARE-P.L.M.-AVION 18:pm Dec 28
- ▶ To MARSEILLE 8:30am Dec 29, 1931
- ▶ Arrived SAIGON 9:30 Jan 10, 1932

RATE: 6.5fr

- ▶ <20g letter to Indochina: 0.5fr
- ▶ Airmail surcharge, first 10g: 6fr

Tariff period: 1.9.1931 - 10.6.1932



SAIGON – PARIS via Air Orient
| December 31, 1931 - January 11, 1932

ROUTES:

- ▶ Sent from SAIGON 11:am Dec 31, 1931
- ▶ Arrived MARSEILLE Jan 11, 1932

RATE: 81c

- ▶ <20g letter to France: 6c
- ▶ Airmail surcharge, the first 10g 60c
- ▶ Registration 15c

Tariff period: 18.10.1930 - 30.6.1932

3 | The Nougès route:

Connecting France to Indochina by Air Orient (1931-1933)

3.4 | Winter service: 16th Oct 1931 - 1st Mar 1932
Regular weekly flight



BIENHOA → TARN via Air Orient
| February 25 - March 7, 1932

ROUTES:

- ▶ Sent from BIENHOA 9:25am Feb 25, 1932
- ▶ SAIGON 17:15pm same day
- ▶ Arrived TARN 16:15 Mar 7

RATE: 66c

- ▶ <20g letter to France: 6c
- ▶ Airmail surcharge, the first 10g 60c

From the beginning of 1932, a route-marking: SAIGON-MARSEILLE in rectangular was applied on airmail letters posted at Saigon.

HANOI → MARSEILLE, emergency landing between Corfu & Naples
| March 18-31, 1932

ROUTES:

- ▶ HANOI Mar 14, 1932
- ▶ Left SAIGON Mar 18
- ▶ Arrived MARSEILLE 16:pm Mar 31, enrouted to PARIS

RATE 141c:

- ▶ <20g letter: 6c
- ▶ Airmail surcharge: 60c
- ▶ Airmail surcharge: 60c
- ▶ Registration: 15c



CAMS-53 F.AJNN (Champagne or Loire Olivier 242) hydro aeroplane, pilot Pommereau, emergency landing on 28 Mar, 1932 while flying between Corfu & Naples, Italy due to bad weather. It continued enrouting to MARSEILLE by F-AJLJ (a relief airplane), pilot R. RÉMY, arrived MARSEILLE at 4.pm Mar 31, 1932. The stamps of these covers were usually washed because the airplane was blown on the beach. This above cover was full of stamps.

Applied handstamp: **COURRIER ACCIDENTÉ** (Nierinck type 320328)

3 | The Nougès route:

Connecting France to Indochina by Air Orient (1931-1933)

3.5 | Summer service: 1st Mar - 15th Oct 1932
Regular weekly flight

SAIGON → MARSEILLE
| April 7-17, 1932

ROUTES:

- ▶ Sent from SAIGON 17:15pm Apr 7, 1932
- ▶ Arrived MARSEILLE, RHONE 19:pm Apr 17
- ▶ MARSEILLE-GARE, SOMME 15:pm Apr 19
- ▶ AMIENS, SOMME 16:15pm Apr 19

RATE: 81c

- ▶ <20g letter to France: 6c
- ▶ Airmail surcharge, first 10g: 60c
- ▶ Registration: 15c

Tariff period: 18.10.1930 - 30.6.1932



The letter had two receipt's addresses, franked with two airmail labels and two Saigon-Marseille handstamps (one in black and one in dark-violet color, in which the violet was not common). No postmark indicated that one of the two addresses was incorrect or rejected.



SWITZERLAND → CAMBODGE via
MARSEILLE → SAIGON
| August 30 - September 8, 1932

ROUTES:

- ▶ Sent from VEYNRE Aug 30, 1932
- ▶ GENEVE Aug 30
- ▶ Arrived MARSEILLE next day
- ▶ SAIGON 16:30pm Sep 8
- ▶ PNOMPENH 11:am Sep 9

RATE: 1.5 Sfr

- ▶ <20g foreign rate: 30 Rp
 - ▶ Airmail fee, per 5g: (2x60 Rp) 1.2 Sfr
- 1 Swiss franc (Sfr) = 100 Rappen (Rp)

3 | The Nougès route:

Connecting France to Indochina by Air Orient (1931-1933)

3.6 | Winter service: 16th Oct 1932 - 1st Mar 1933
Regular weekly flight

20-50g airmail letter
| October 30 - Nov 8, 1932

ROUTES:

- ▶ SAIGON 18: pm Oct 29, 1932, departed next day
- ▶ PARIS Nov 8, 1932

RATE: 205c

- ▶ <20-50g letter to France: 10c
- ▶ Airmail rate, per 5g: ^[1](6x30) 180c
- ▶ Registration: 15c

^[1] Six times rate, meaning the letter weight between 30-34g.

Tariff period: 1.7.1932 - 7.6.1938



HANOI → NÜRNBERG 2
via SAIGON → MARSEILLE, Air Orient
| April 8-18 1933

ROUTES:

- ▶ HANOI.R.P. 16:15pm Apr 5, 1933
- ▶ Arrived SAIGON at 9:30am Apr 8, 1933
- ▶ Arrived NÜRNBERG 2B.Z and BERLIN at same day Apr 18, 1934
- ▶ NÜRNBERG-FURTH Apr 19

Received "Mit Luftpost befördert Postamt Nürnberg 2 Flughafen" handstamp.

RATE: 66c

The letter was franked with 66c, enough postage to France only, It was handwritten T=0'4802 to indicate the amount of postage to be collected for the continued air transport from Marseille to Nürnberg terminal 2.

3 | The Nougès route:

Connecting France to Indochina by Air Orient (1931-1933)

3.7 | Summer service: 1st Mar - 30th Aug ^[1] 1933
Regular weekly flight

CANTHO → PARIS via SAIGON → MARSEILLE
redirected to an other address
| June 24 - July 6, 1933

ROUTES:

- ▶ Sent from CANTHO 10:30am Jun 24, 1933
- ▶ SAIGON 16:10pm same day
- ▶ Arrived PARIS 11:15am Jul 6

RATE: 111c

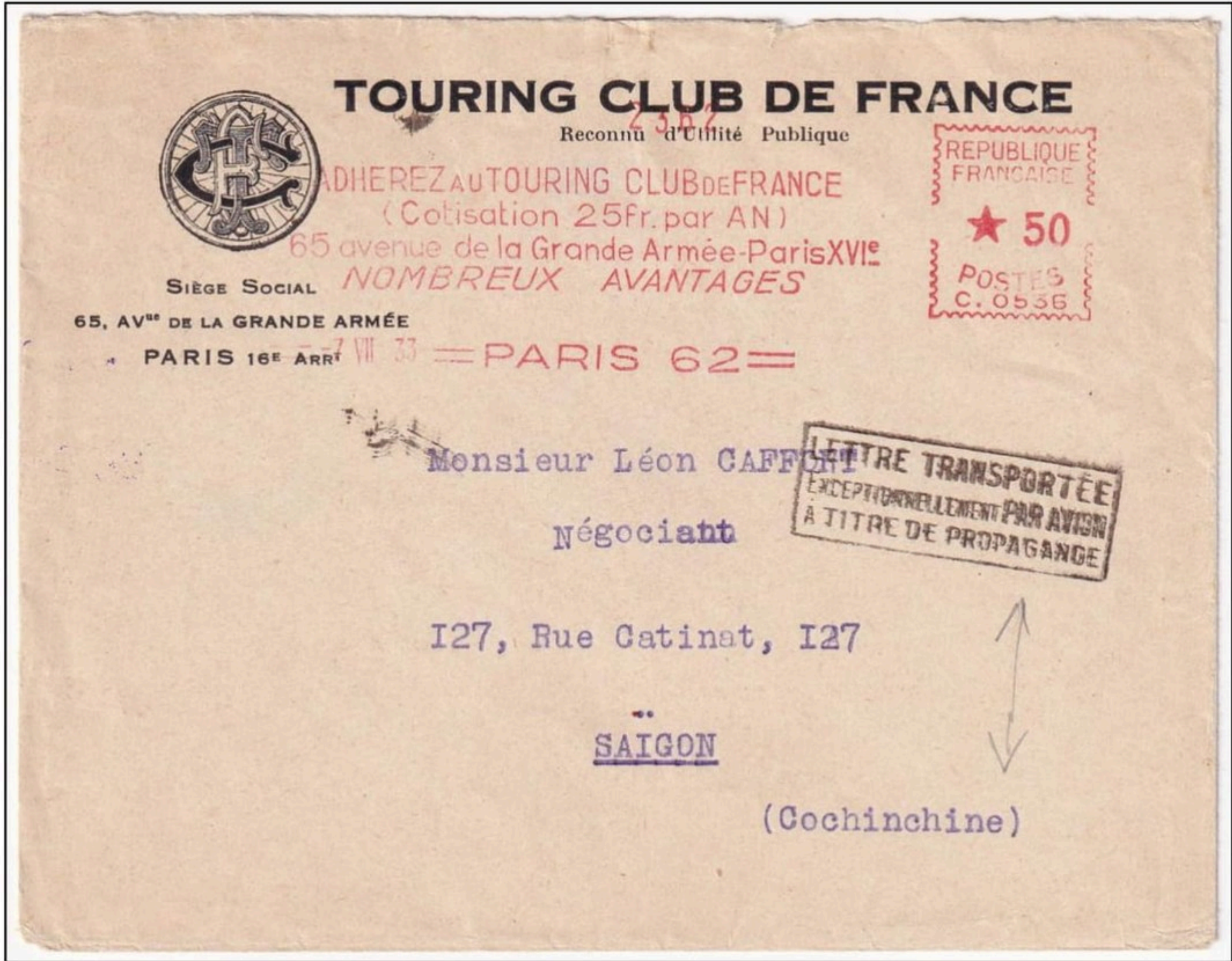
- ▶ <20g letter to France: 6c
- ▶ Airmail surcharge, per 5g: (3x30) 90c
- ▶ Registration: 15c

Tariff period: 1.7.1932 - 7.6.1938



To encourage use of airmail between France and Indochina, the post office would sometimes select letters posted by regular mail and carried by air. The selected letters were handstamped with a framed marking noting that the mailing had received special service. The recipient would be impressed by the fast service, as a result, would be more inclined to use it in the future

LETTRE TRANSPORTÉE
EXCEPTIONNELLEMENT PAR AVION
À TITRE DE PROPAGANDE



PROPAGANDA: Promotion of airmail
service, PARIS → SAIGON
| July 7-20, 1933

ROUTES:

- ▶ PARIS 62 Jul 7, 1933
- ▶ SAIGON Jul 20, 1933 on the reverse

The letter was picked to carry by air. It take about 2 weeks for arriving Indochina, compare with normally ~3 weeks by steamboat.

RATE: 0.5fr

- ▶ <20g letter to Indochina: 0.50fr
- ▶ Airmail surcharge free

The letter paid 0.5fr postage to Saigon by seapost

^[1] Summer service in 1933 suspended in August because Air Orient ceased operation at the end of Aug 1933. After this time, all the operations were transferred to Air France (see chapter 4).

4 | The booming period of airmail service in Indochina (Aug, 1933-1939)

The period that airmail routes were well established

4.1 | Air France carrier was born
The merger of 5 airlines to creat Air France

Air France was founded on August 30, 1933 basing on the merger of five main French airlines: Air Orient, Air Union, CIDNA, SGTA and Aéropostale. Seven days after the merger, Air France inaugurated its operations at Le Bourget airport, then officially launched at Paris on Oct 7, 1933. Several of the merged airlines had ceased operation before merging, while some continued activities until Oct 7, 1933.



Ceased operation of Aéropostale¹
MARSEILLE – SAIGON

| August 16, 1933

ROUTES:

- ▶ Posted at MARSEILLE 13:40pm Aug 16, 1933

RATE: 3.5fr

- ▶ <20g letter to Indochina: 0.5fr
- ▶ Airmail surcharge, each 5g: 3fr

Tariff period: 1.7.1932 - 1.7.1934

The printed envelope that contained AMÉRIQUE DU SUD - PAR L'AÉROPOSTALE was cancelled by pen. This was an evidence proving that this airline had ceased its operation before the time of sending the letter.

Late service of Air Orient before the merger: SAIGON – TOULOUSE

| August 19, 1933

Late service provided by Air Orient from Saigon before this airline merged into Air France at the end of Aug, 1933. Air Orient officially ceased operations on Oct 7, 1933.

ROUTES:

- ▶ Sent from SAIGON 15:30pm Aug 19, 1933

RATE: 141c

- ▶ <20g letter to France: 6c
- ▶ Airmail surcharge, per 5g: (4x30) 120c
- ▶ Registration 15c

Tariff period: 1.7.1932 - 7.6.1938



¹ This airline focused on Africa & South America routes

4 | The booming period of airmail service in Indochina (Aug, 1933-1939)

The period that airmail routes were well established

4.1 | Air France carrier was born
Continuing the previous efforts of Air Orient

After the merger, all the crew, air fleet, routes were remained except the name Air Orient renamed to Air France. Continuing the previous efforts of Air Orient, in just a few year, Air France had built extensive air network to Europe, Mediterranean, Middle East and Far East Asia.

Service by Air Orient ^[1] after the merger
SAIGON → PARIS
| September 1-11, 1933

ROUTES:

- ▶ Sent from SAIGON 15:10pm Sep 1, 1933
- ▶ Arrived PARIS Sep 11, 1933

RATE: 175c

- ▶ 20-50g letter to France: 10c
- ▶ Airmail surcharge, every 5g: (5x30) 150c
- ▶ Registration: 15c

The letter used AR service.
Tariff period: 1.7.1932 - 7.6.1938.
^[1] Air Orient stopped operation on Oct 7, 1933.



Commemorative flight
| November 12-20, 1933

To commemorate the National Air Day, the post office employed a winged hexagonal cachet on airmail letters of Air France that departed Saigon on 12th Nov, 1933.

ROUTES:

- ▶ Sent from SAIGON Nov 11, 1933
- ▶ Departed next day

RATE: 40c

- ▶ <20g letter to France: 6c
- ▶ Air surcharge to Marseille, first 5g: 30c
- ▶ Air surcharge Marseille → Paris: 4c

4 | The booming period of airmail service in Indochina (Aug, 1933-1939)

The period that airmail routes were well established

4.2 | Indochina ↔ France by Air France

Accident of "Emerald" | SAIGON → PARIS stopped at Corbigny

Aircraft: three-engined Dewoitine 332 F-AMMY 1650 HP, airplane name: "Emeraude" - Pilot: André Launay; radio: Ferdinand Queyrel; mechanic: Camille Crampel
The passengers included several notabilities: MM. Pierre Pasquier, governor general of French Indochina; Cliaunne, director of civil aviation; Belezie, director of technical services to the Air Ministry; **Maurice Nougès**, aviation pioneer and general manager of Air France. Unfortunately, Maurice Nougès was died in this accident
Crashed near Corbigny, France due to snowstorm while departing Lyon-Bron airport for Paris-Le Bourget airport on January 15, 1934
Mail had been removed from the Emeraude prior to the crash

Accident of the EMERAUDE (Emerald)
SAIGON → PARIS stopped at Corbigny
| January 5-17, 1934

ROUTES:

- ▶ Cancelled at SAIGON 21:pm Jan 4, 1934
- ▶ Left SAIGON next day Jan 5
- ▶ Sent to PARIS, redirected to INDRE-LOIRE

RATE: 66c

- ▶ <20g letter to France: 6c
- ▶ Airmail surcharge, per 5g: (2x30) 60c



HANOI → BANGKOK on the route of
EMERAUDE from SAIGON → PARIS
| January 5-7, 1934

ROUTES:

- ▶ Sent from HANOI 19:30pm Dec 27, 1933
- ▶ Arrived SAIGON at 7:45am Dec 30
- ▶ BANGKOK.P.O 12:00am Jan 7, 1934

This mail was sucessfully delivered before the
accident.

RATE: 50c

- ▶ <20g letter to foreign countries: 10c
- ▶ Airmail surcharge, the first 10g: 25c
- ▶ Registration: 15c

4 | The booming period of airmail service in Indochina (Aug, 1933-1939)

The period that airmail routes were well established

1934 showed an increase of 101.19% in the weight of mail carried from France to the Far East. In 1935, the journey time between France - Indochina was reduced to 7 days from the 8 days previously when better aircraft came into service. The proportion of airmail reached 40% the total of mail transportation.

4.2 | Indochina ⇄ France by Air France
Continuing the previous efforts of Air Orient

SAIGON → BORDEAUX, redirected to PARIS

| February 10-19, 1935

ROUTES:

- ▶ SAIGON 22:pm Feb 9, 1935, departed early morning of next day
- ▶ Arrived MARSEILLE 18:pm Feb 19
- ▶ Reached BORDEAUX 10:am Feb 20
- ▶ Redirected to PARIS Feb 21

RATE: 96c

- ▶ <20g letter to France: 6c
- ▶ Airmail surcharge per 5g: (3x30) 90c

Tariff period: 1.7.1932 - 7.6.1938



SAIGON → PARIS, multiple weight
| February 24, 1939

ROUTES:

- ▶ HAIPHONG 20:55pm Feb 24, 1939, departed early morning of next day

RATE: 219c

- ▶ <20-50g letter to France: 9c
- ▶ Air surcharge, per 5g: (7x30) 210c

Tariff period: 8.6.1938 - 11.6.1939

The air fee charged at 7 times, indicating that the letter weight between 35-39g

4 | The booming period of airmail service in Indochina (Aug, 1933-1939)

The period that airmail routes were well established

4.2 | Indochina ↔ France by Air France

Lauching direct flight to HANOI

Connection to Hanoi was launched on Feb 1, 1935, about one year after the creation of Air France. From then, the two major air terminals for Indochina were in Saigon and Hanoi, and all Indochinese airmail leaving the country passed through one of these terminals.

CARPENTRAS → HONGAY, TONKIN
via MARSEILLE → HANOI

| Novvember 18-27, 1936

ROUTES:

- ▶ CARPENTRAS Nov 17, 1936
- ▶ By train to AVIGNON 15:pm Nov 17, MARSEILLE 23:pm same day
- ▶ Arrived HANOI 10:30am Nov 27
- ▶ HAI-PHONG 15:30pm Nov 27
- ▶ HONGAY 7:am Nov 28

RATE: 7.75fr

- ▶ <20g letter to Indochina: 0.5fr
- ▶ Airmail surcharge, per 5g: (2x3) 6fr
- ▶ Registration: 1.25fr

Tariff period: 29.4.1936 - 11.7.1937



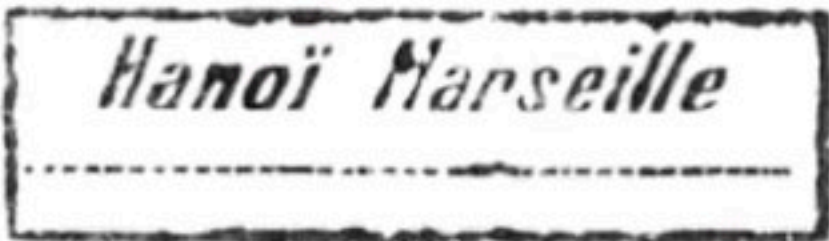
Route to PORRENTUUY, SWITZERLAND
via HANOI → MARSEILLE

| November 10, 1938

ROUTES:

- ▶ Posted at HAIDUONG 18:pm Nov 10, 1938
- ▶ HANOI 4:35am Nov 11 backstamped, enrouted to PORRENTUUY via directed flight Hanoi - Marseille

Route-marking Hanoi-Marseille in italic letter style, dashed underline, was applied from May 1935



RATE: 48c

- ▶ <20g letter to Europe: 18c
- ▶ Airmail surcharge, per 5g: 30c

Tariff period: 8.6.1938 - 11.6.1939

4 | The booming period of airmail service in Indochina (Aug, 1933-1939)

4.3. Air routes to/from Europe

The period that airmail routes were well established

ARGOSTOLION, GREECE – PNOMPENH, CAMBODGE via ATHENS – SAIGON

| July 21 - August 3, 1934

Athens was one of the important stops between France and Indochina, mail from here could be transferred to cities of Europe, Middle East, Africa, Mediterranean and opposite direction as well.

ROUTES:

- ▶ Sent from ARGOSTOLION Jul 19, 1934
- ▶ Left AΘHNAI, ACROPOLIS Jul 21
- ▶ Arrived SAIGON 14:pm Aug 3, 1934
- ▶ Reached PNOMPENH 11:am Aug 4

RATE: 13 Drs

Franked with: 1 Dr; 2 Dr; 2x5 Drs; 25 Lepta.
Total: 13.25 Dr, in which 25 Lepta used for International Fair fund.



Airmail from SAIGON to YUGOSLAVIA, dispatched via ATHENS

| October 31 - November 14, 1936



Saigon→Athenes: by Air France, Athenes→Yugoslavia: by surface. A "cross X" manuscript in red color applied upon arival in Athenes indicating that the air route stopped here. It continued onward by surface to Yugoslavia. No Marseille or Paris arival datestamp on the reverse.

ROUTES:

- ▶ Sent from SAIGON 18:pm Oct 31, 1936
- ▶ Arived AΘHNAI, ACROPOLIS Nov 8; to PODGORICA Nov 12
- ▶ Reached SARAJEVO, YUGOSLAVIA Nov 14

RATE: 65c, overfranked 3c

- ▶ <20g ordinary letter to Europe: 15c
- ▶ Airmail surcharge to Athenes, per 5g: (2x25) 50c

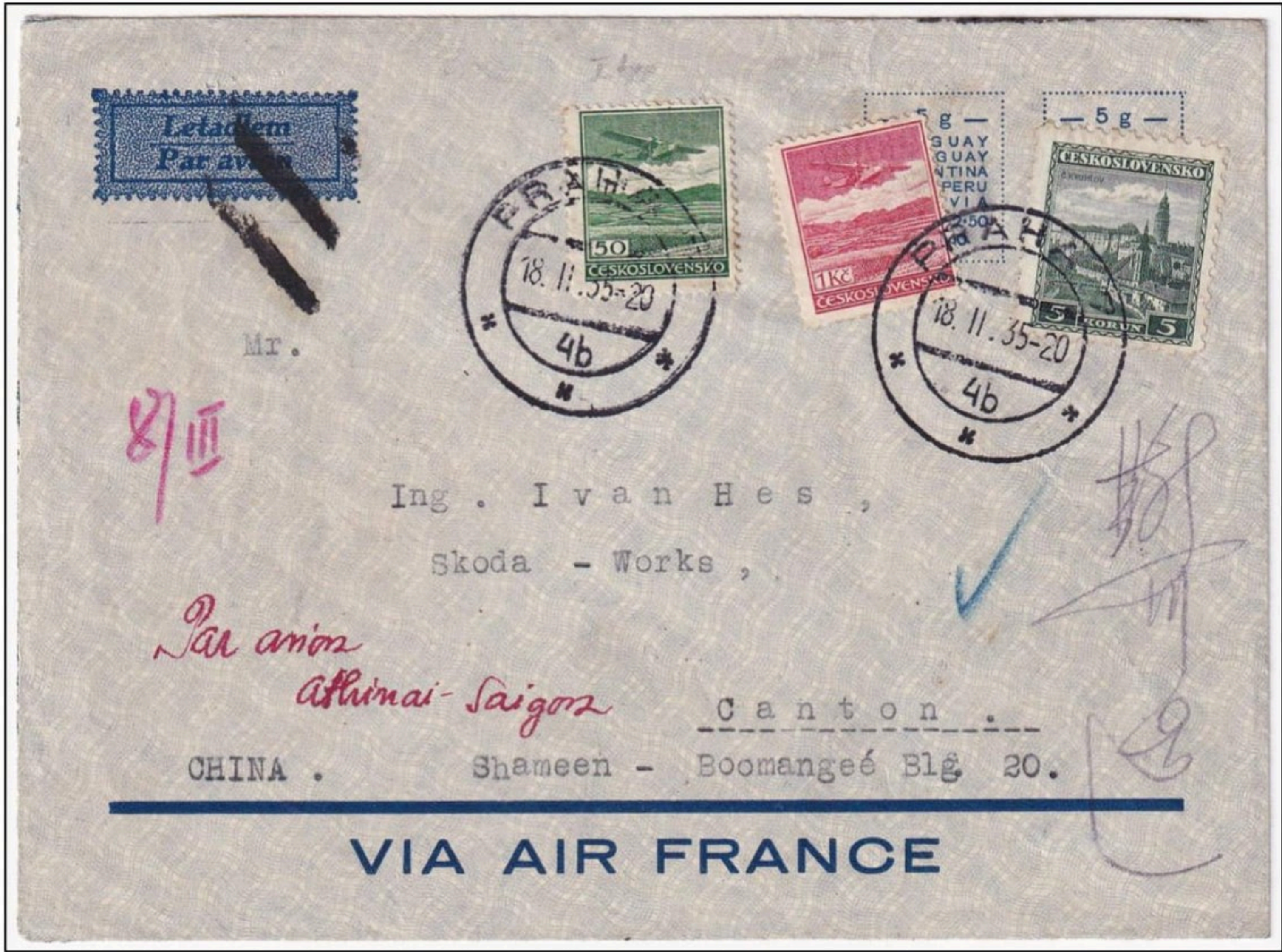


4 | The booming period of airmail service in Indochina (Aug, 1933-1939)

4.3. Air route to/from Europe

The period that airmail routes were well established

In 1934, Air France obtained the transport of airmail from Čzecho Slovakia, this resulted in a distinct increase of letters dispatched compared with 1933. The Prague-Paris-London route archived a 72% increase year-on-year of airmail transportation.



PRAHA, ČZECHO SLOVAKIA → CANTON via ATHENS → SAIGON of Air France
| February 18 - March 8, 1935

- ROUTES:**
- ▶ Sent from PRAHA Feb 18, 1935
 - ▶ Arrived AΘHNAI, GREECE Feb 21
 - ▶ CANTON Mar 8, 1935
- ATHEN→SAIGON: by Air France
SAIGON→CANTON: by surface

RATE: 6.5Kč

- ▶ <20g ordinary letter: 2.5Kč
- ▶ Air surcharge to Saigon^[1], 5g: 4.0Kč

[1]. Effective from 1934 to Mar 25, 1936

SAIGON → SCOTLAND via Air France
| September 23 - October 1, 1934

- ROUTES:**
- ▶ Sent from HAIPHONG 16:10pm Sep 19, 1934
 - ▶ Arrived SAIGON 21:pm Dec 22, the flight left next day
 - ▶ Arrived PARIS 12:am Oct 1, 1934

RATE: 105c

- ▶ <20g letter to Europe: 15c
- ▶ Airmail surcharge, per 5g: (3x30) 90c

Tariff period: 1.7.1933 - 7.6.1938



The letter paid correct postage. However, upon arrival in Paris, it was handwritten T,0f 30 of under payment.

4 | The booming period of airmail service in Indochina (Aug, 1933-1939)

4.3. Air routes to/from Europe

The period that airmail routes were well established

Since January 1, 1935, an agreement had been signed between the Deutsche Luft Hansa - DLH^[1] and Air France in order to facilitate and increase air activities.

METTLACH, SAAR → HANOI,
via Air France

| April 17 - May 3, 1935

ROUTES:

- ▶ METTLACH, SAAR Apr 17, 1935, on train to MARSEILLE, dispatched via MARSEILLE→HANOI
- ▶ HANOI May 3, 1935 on the reverse

RATE: 60 Pfg

- ▶ <20g foreign letter: 25 Pfg
- ▶ Air surcharge, in which: 45 Pfg
 - first 5g: 15 Pfg
 - each additional 5g: (3x10) 30 Pfg

Tarif period: 1.5.1934 - 31.7.1938



In March 1935, SAAR became a province of German Third Reich.



To DÖBELN, GERMANY
via HANOI → MARSEILLE

| April 24 - May 4, 1936

ROUTES:

- ▶ HANOI R.P. Apr 24, 1936
- ▶ DÖBELN May 4, 1936 on the reverse

RATE: 150c

- ▶ <20g letter to Europe: 15c
- ▶ Air surcharge: (2x60) 120c
- ▶ Registration: 15c

Tarif period: 1.7.1933 - 7.6.1938

^[1] In 1934, under the new name Lufthansa.

4 | The booming period of airmail service in Indochina (Aug, 1933-1939)

4.3. Air routes to/from Europe

The period that airmail routes were well established

THANH HOA, ANNAM to ROME via HANOI – MARSEILLE

| April 14-25, 1937



ROUTES:

- ▶ Posted at THANH HOA; HANOI R.P. Apr 14, 1937 on the reverse
- ▶ ROMA Apr 25, 1937 (reverse); ROMA Apr 26, 1937 (front)
- ▶ Readdressed to CHIARA

HANOI–MARSEILLE: by Air France
MARSEILLE–ROME: regular air service via NAPLES, ITALY

RATE: 52c

- ▶ <20g letter to Europe (1.7.1933 - 7.6.1938): 15c
- ▶ Airmail surcharge Hanoi–Marseille, first 5g: 30c
- ▶ Additional air surcharge, Marseille–Rome, per 20g: 7c

16c stamps franked on the reverse.

HAIPHONG – ETTTELBRUCK, LUXEMBOURG via HANOI – MARSEILLE

| September 24 - October 1, 1938

ROUTES:

- ▶ Posted at HAIPHONG 20:55pm Sep 23, 1939, the flight deaprted from HANOI next day
- ▶ ETTTELBRUCK, LUXEMBOURG Oct 1, 1938

RATE: 48c, underpaid 5c

- ▶ <20g letter to Europe: 18c
- ▶ Airmail surcharge, per 5g: 30c

Tariff period: 8.6.1938 - 11.6.1939.

The letter was franked with 43c, underpaid 5c, a "T" in triangle handstamp and 0.42fr amount of due was applied upron arrival in Marseille. A 3fr Luxembourg tax stamp in equivalent was applied to collect the amount of under postage.



4 | The booming period of airmail service in Indochina (Aug, 1933-1939)

4.3. Air routes to/from Europe

The period that airmail routes were well established

Like other European countries, 1939 marked as the end of an exciting era of development of the Swiss airmail network. All the complex and carefully built airmail routes established between 1923-1939 were abruptly closed on 3 Sep 1939 when German, France, Great Britain went to war. Switzerland immediately cancelled all airmail service, both domestic and international on that date.

HAIPHONG → LEYSIN, SWITZERLAND

| Jul 7, 1938

ROUTES:

- ▶ Sent from HAIPHONG 20:55pm Jul 7, 1939, the flight left HANOI next day

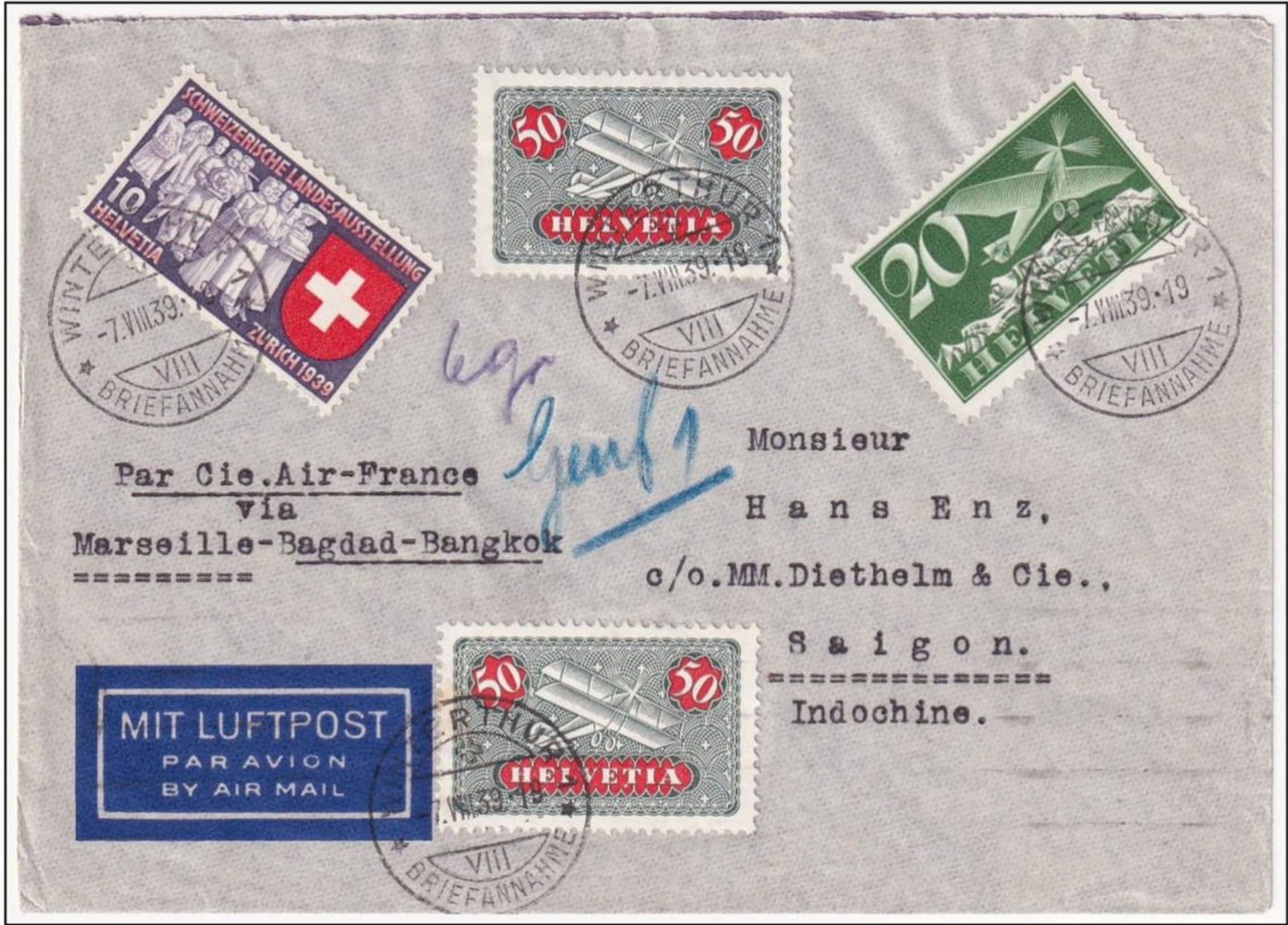
RATE: 83c, underpaid 14c

- ▶ <20g letter to Europe^[1]: 23c
- ▶ Airmail surcharge, per 5g: (2x30) 60c

[1]. Tariff period: 12.6.1939 - 8.12.1939



The letter was franked with 69c, underpaid 14c, a T in triangle handstamp was applied upon arrival in Switzerland. A manuscript 0,57 Sfr was handwritten to indicate the amount of under postage.



WINTERTHUR → SAIGON via
MARSEILLE → BAGDAD → BANGKOK

| August 8-15, 1939

ROUTES:

- ▶ WINTERTHUR 19:pm Aug 7, 1939
- ▶ SAIGON 10:50am Aug 15, 1939

RATE: 1.3 Sfr

- ▶ <20g foreign letter: 30 Rp
- ▶ Air fee, per 5g: (2x50 Rp) 1 Sfr

Franked with: 10 Rp, 20 Rp and 2x50 Rp.
1 Swiss franc (Sfr) = 100 Rappen (Rp).

The letter was sent one month before the outbreak of WWI, it was still franked with airmail label and route instruction: Marseille-Bagdad-Bangkok, which would not usually see during the war. Diethelm & Cie was a booking agent of Air France & KLM at Saigon.

4 | The booming period of airmail service in Indochina (Aug, 1933-1939)

The period that airmail routes were well established



ROUTES:

- ▶ Sent from SAIGON Dec 23, 1933
- ▶ BAGHDAD, IRAQ Dec 28 transit datestamp
- ▶ Arrived PORT-SAID Dec 30, 1933

Initially, the mail dispatched via Saigon-Alexandrie, Athenes, but it was dropped at Bagdad. The route instruction was struck through with a pen.

RATE: 70c

- ▶ <20-50g letter to Port-Said: 10c
- ▶ Air surcharge to Bagdad, per 10g: (3x20) 60c

ISMAILIA, EGYPT → HANOI via
CAIRO → BANGKOK of KLM Dutch airmail
| April 12-22, 1937

The Egyptian authorities approved the use of both K.L.M. (Dutch airline) and Imperial Airways (British airline) for transporting mail inside/outside since Nov 1st, 1931.

ROUTES:

- ▶ ISMAILIA, EGYPT Apr 12, 1937
- ▶ BANGKOK 18 Apr, 1937 on the reverse
- ▶ SAIGON 14:50pm Apr 22
- ▶ HANOI 14:45pm Apr 24, 1937

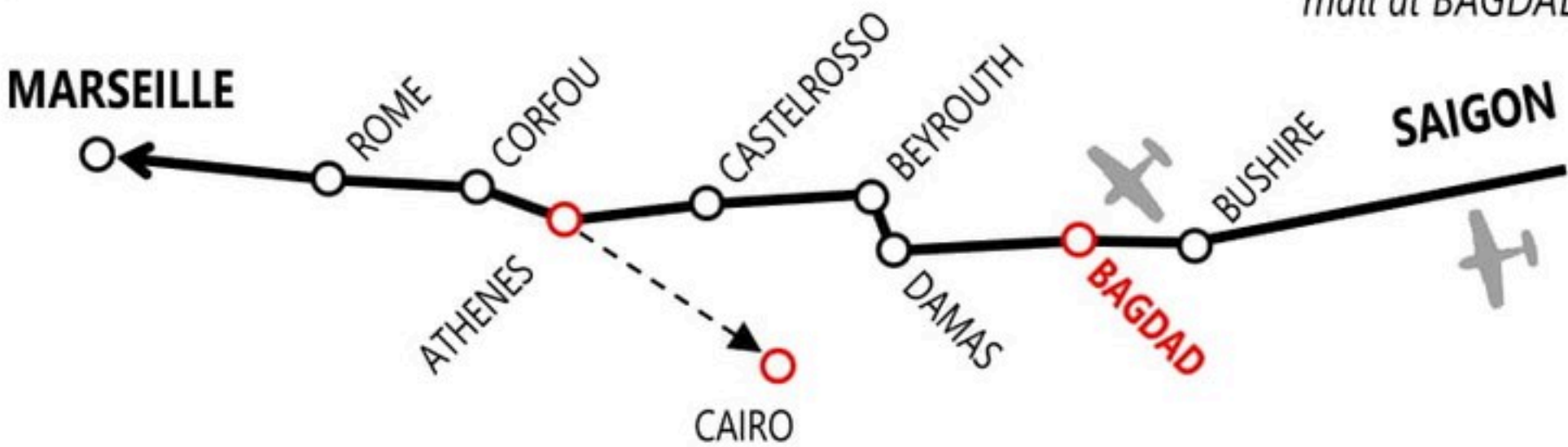
RATE: 75mills

Franked 5m, 70m airmail stamps, covering postage to Indochina.

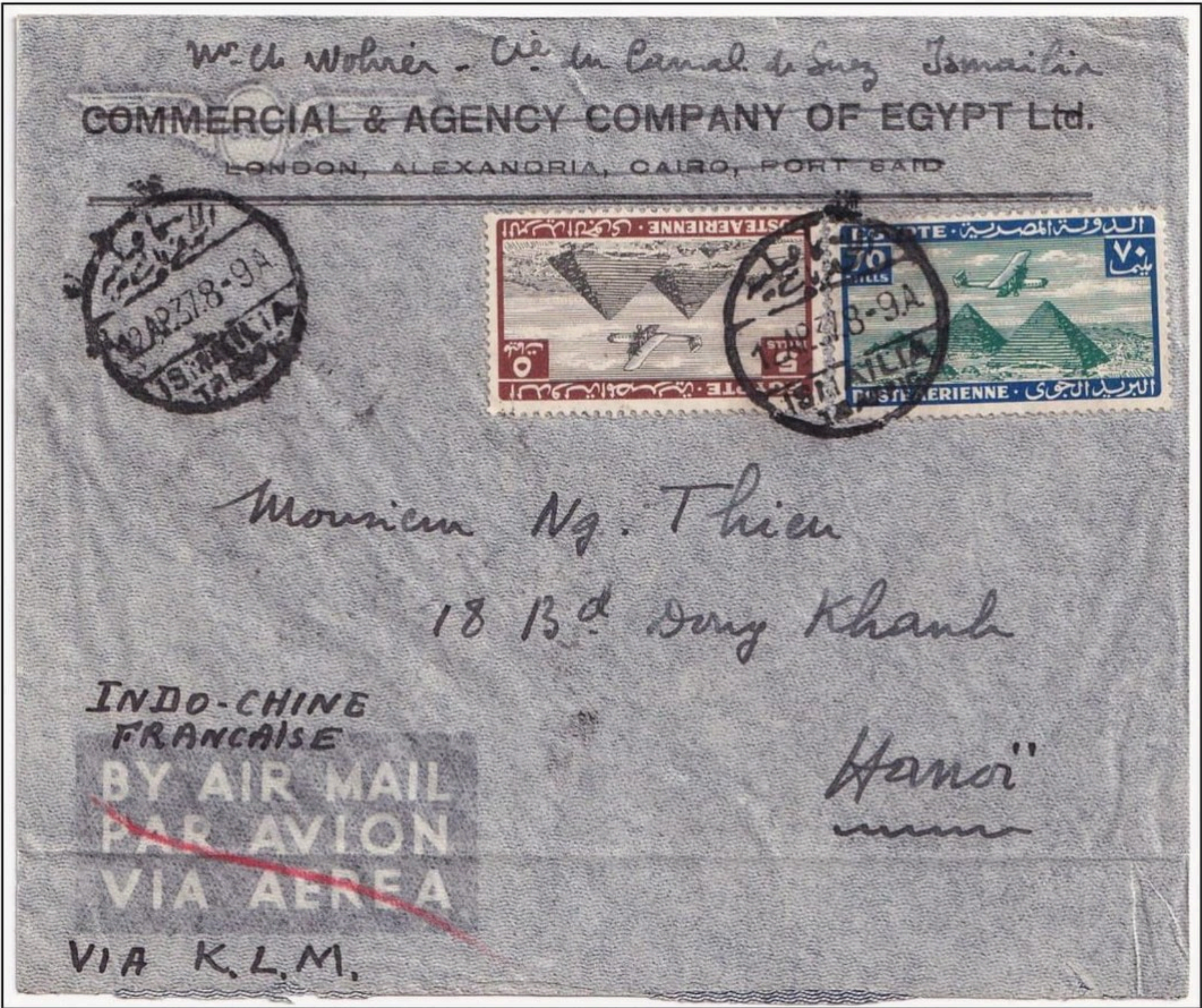
4.4. Middle East, Mediterranean, Africa

Usually, airmail from Indochina to EGYPT would stop at ATHENES, this flight dropped mail at BAGDAD

SAIGON → PORT-SAID, rerouted via BAGDAD
| December 23-30, 1933



Sending under "Via Air-Orient" printed envelop, however, this airline had renamed to Air France since Oct 7, 1933

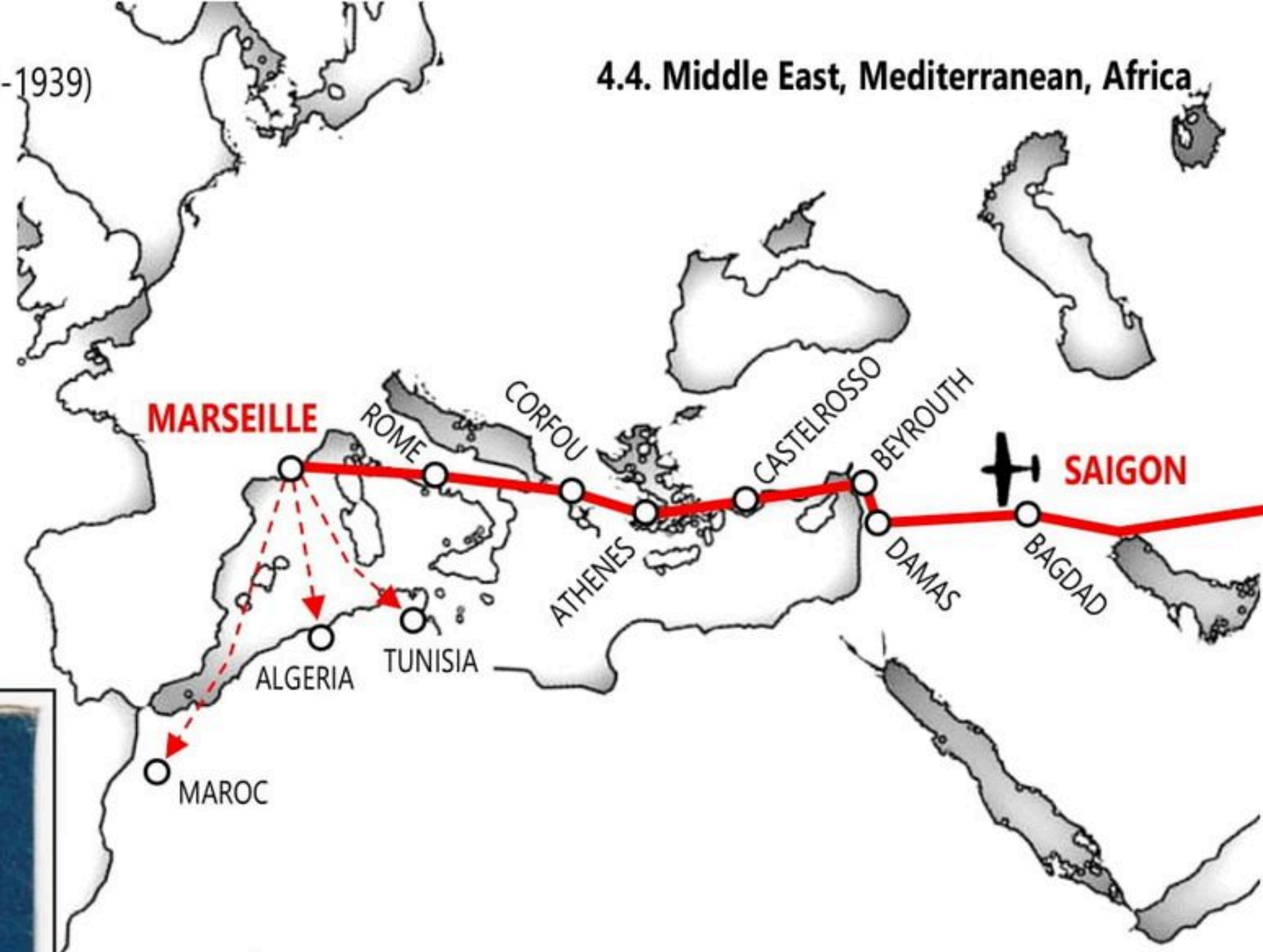


4 | The booming period of airmail service in Indochina (Aug, 1933-1939)

The period that airmail routes were well established

Airmail from Indochina to French colonies in Africa normally would stop at Marseille, from here it continued onward by sea post to the destination. In case of continuing onward by air, the sender had to pay additional air surcharge.

Air service to MARSEILLE, steam ship to Maroc: HAIDUONG – RABAT, MAROC
| December 20, 1933 - January 1, 1934



ROUTES:

- ▶ Posted at HAIDUONG 11:30am Dec 20, 1933
- ▶ Arrived HANOI 19:45 same day
- ▶ Arrived MARSEILLE Jan 1, 1934
- ▶ Reached MAROC Jan 1, 1934

RATE: 36c

- ▶ <20g letter to French colonies: 6c
- ▶ Airmail surcharge^[1], each 5g: 30c

[1]. The 30c air free paid for arriving Marseille only, it continued by surface to Maroc.

Air service SAIGON – MARSEILLE, steam ship to TUNISIA
| May 18-26, 1935

ROUTES:

- ▶ SAIGON 18:pm May 18, 1935
- ▶ MARSEILLE-GARE-AVION 26 May
- ▶ CARTHAGE, TUNISIA 30 May

RATE: 66c

- ▶ <20g letter to French colonies: 6c
- ▶ Airmail surcharge^[2], per 5g: (2x30) 60c

[2]. The 60c air free paid for arriving Marseille only, it continued by surface to Tunisia.



Upon arrival in Marseille, a two-line parallel handsatmp obliterated the Saigon-Marseille route marking to prevent the mail from continuing onward by air.

4 | The booming period of airmail service in Indochina (Aug, 1933-1939)

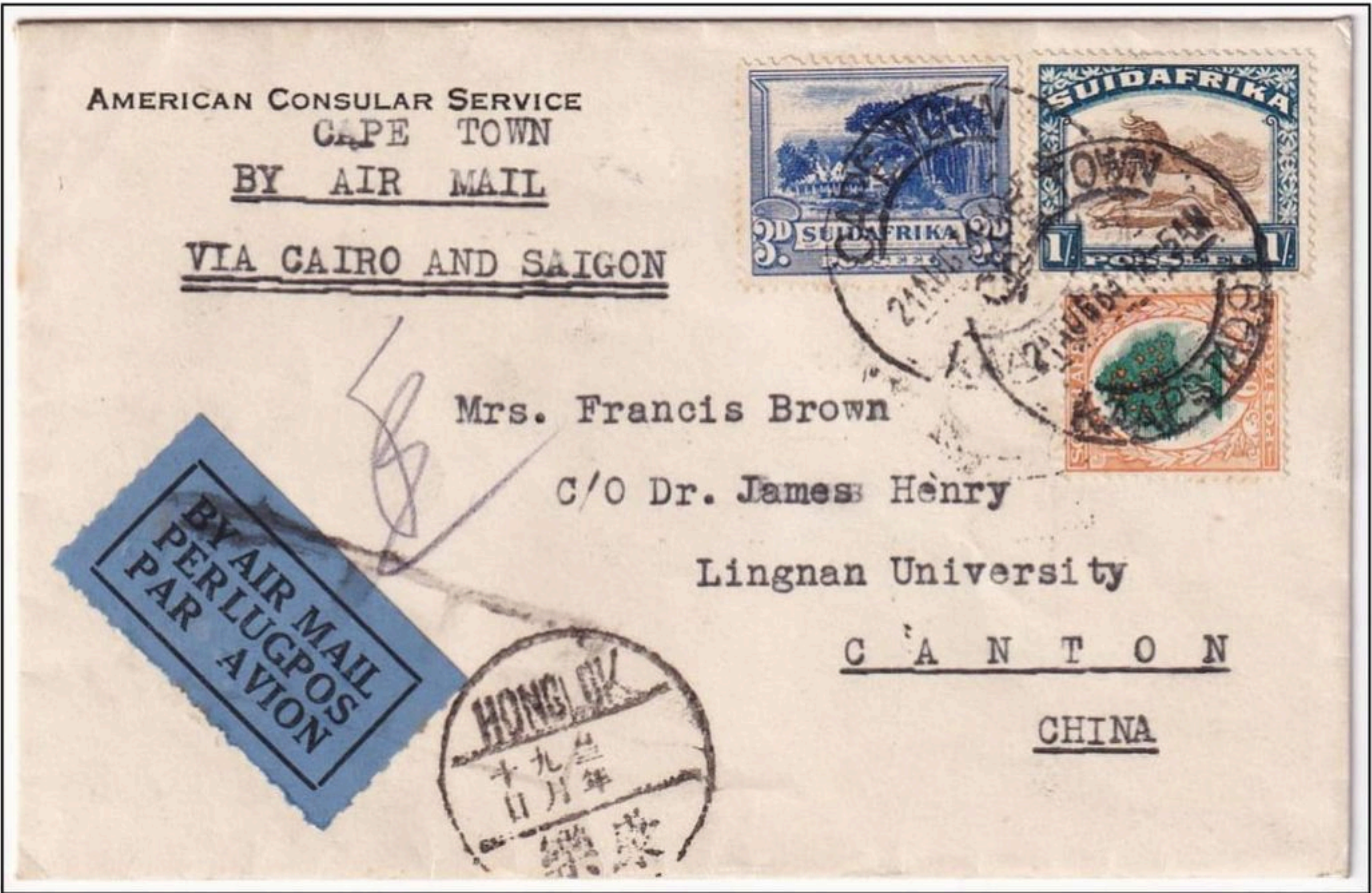
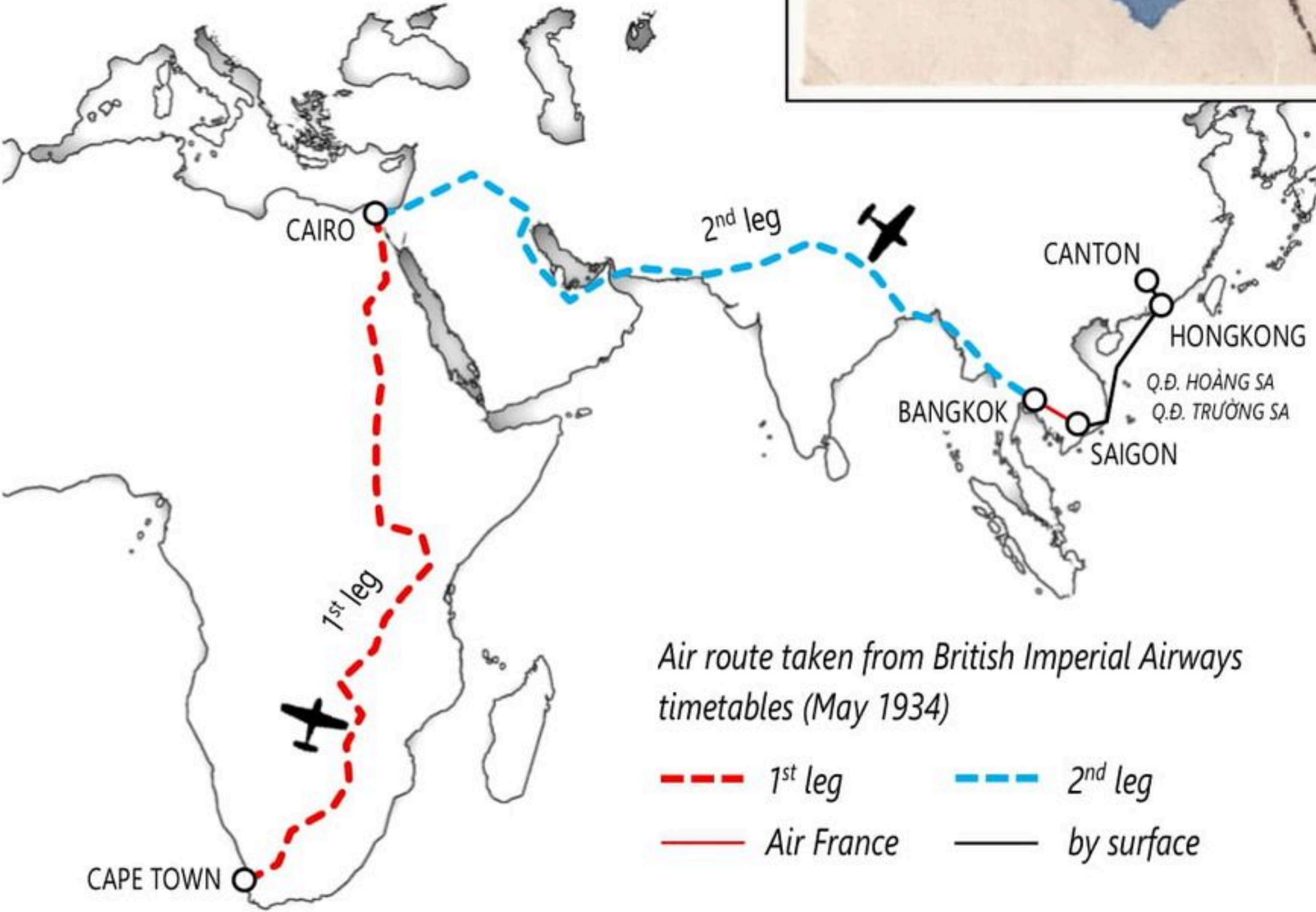
The period that airmail routes were well established

British Imperial Airways service
CAPETOWN → CANTON via CAIRO & SAIGON
| August 21 - September 10, 1934

- ▶ CAPETOWN 5:am Aug 21, 1934, on Imperial British Airways to CAIRO (1st leg)
- ▶ 2nd leg: from CAIRO, it continued onward by Imperial Airways to BANGKOK
- ▶ BANGKOK to SAIGON via Air France, on surface to HONGKONG, then CANTON

RATE: 1s9d (1s=12d)

- ▶ Combined rate (surface + air surcharge) from South Africa to China



Chinese character datestamp:



HONGKONG, 10.9.1934

十 九 廿
10 9 23
日 月 年
day month year

Year 1 was 1912, so 23 was 1934



CANTON, 10.9.1934 reverse

十 九 廿
10 9 23
日 月 年
day month year

Year 1 was 1912, so 23 was 1934

PHULY → DAKAR via HANOI → MARSEILLE air service
| December 20-29, 1935

ROUTES:

- ▶ Posted at PHULY 16:45pm Dec 20, 1935
- ▶ MARSEILLE 16:30pm Dec 29
- ▶ SENEGAL Jan 6, 1936

RATE: 66c

- ▶ <20g letter to French colonies: 6c
- ▶ Airmail surcharge^[1], each 5g: (2x30) 60c

[1]. The 60c air fee paid for arriving Marseille only, continued onward by surface to Dakar, Senegal.



4 | The booming period of airmail service in Indochina (Aug, 1933-1939)

The period that airmail routes were well established

4.5. Air service to America

air to MARSEILLE, steamship via Suez cannal



ROUTES:

- ▶ Sent from SAIGON 15:30pm Dec 29, 1934
- ▶ MARSEILLE to GUADELOUPE by steamship

RATE: 66c

- ▶ <20g letter to French colonies^[1]: 6c
- ▶ Airmail surcharge, per 5g: (2x30) 60c

[1]. Guadeloupe is an overseas region of France in the Caribbean.

Route to GUADELOUPE: by air from SAIGON – MARSEILLE, steamship to the Caribbean via Suez cannal | December 29, 1934



SAIGON – MARSEILLE by air, steamship to the US via Suez cannal

| September 28, 1935



This earliest trans-Pacific airmail was not introduced until 21 April 1937. Prior to then, mail from Indochina to the U.S could be sent by air to Marseille, then by seapost to the U.S.

ROUTES:

- ▶ Sent from SAIGON 22:pm Sep 28, 1935
- ▶ MARSEILLE to U.S by steamship

Use of the liaison between airmail and mail boats.

RATE: 105c

- ▶ <20g letter to foreign countries: 15c
- ▶ Airmail surcharge, per 5g: (3x30) 90c

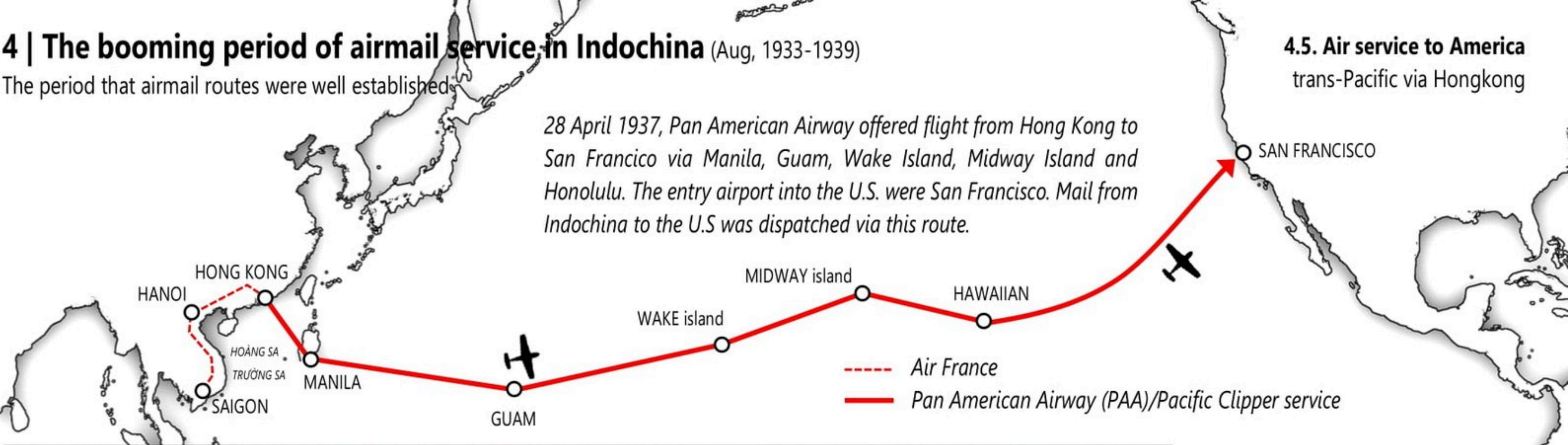
Tarif period: 1.7.1933 - 7.6.1938.

4 | The booming period of airmail service in Indochina (Aug, 1933-1939)

The period that airmail routes were well established

28 April 1937, Pan American Airway offered flight from Hong Kong to San Francisco via Manila, Guam, Wake Island, Midway Island and Honolulu. The entry airport into the U.S. were San Francisco. Mail from Indochina to the U.S was dispatched via this route.

4.5. Air service to America trans-Pacific via Hongkong



SAIGON → NEW YORK, dispatched to HONG KONG, via Pan American Airway from Manila to San Francisco | December 12, 1938

Saigon → Hong Kong: Air France
Hong Kong → San Francisco: PAA - Pacific Clipper service

- ROUTES:
- ▶ SAIGON Dec 12, 1938
 - ▶ Arrived HONGKONG on Dec 15, enrounted to NEW YORK

RATE: 268c^[1]

HANOI → NEW YORK, dispatched to HONG KONG, via Pan American Airway to San Francisco | October 24, 1939

Saigon → Hong Kong: Air France
Hong Kong → San Francisco: Pan American Airway/ Pacific Clipper service

- ROUTES:
- ▶ HANOI 22:pm Oct 24, 1939
 - ▶ HONGKONG 17:30pm Oct 26 transit datestamp on the reverse. Enrounted to San Francisco, inland transport to NEW YORK

RATE: 213c^[2]

[1] [2]. Because the service was expensive, covers were often franked with high value stamps.



4 | The booming period of airmail service in Indochina (Aug, 1933-1939)

4.6 Military mail service

The period that airmail routes were well established

During the WWII, the frequency of mail used by French's army increased significantly, almost of them were examined before sending. The postal service offered free for ordinary sending except the airmail fee.

Military airmail, via SAIGON – MARSEILLE

| September 14, 1939

The letter was sent during the WWII, a censor postmark "INDOCHINE controle postal" was applied before sending.

ROUTES:

- ▶ A letter of Marine Colonale sent from SAIGON 18:pm Sep 14, 1939

RATE: 30c

- ▶ <20g letter to France: free
- ▶ Airmail surcharge, first 5g: 30c



Sent by an army caption in PHUTHO, however, the letter paid full postage for ordinary mail. It was also escaped from examining by military.



Military airmail to France via HANOI – MARSEILLE

| November 7, 1939

ROUTES:

- ▶ PHUTHO 9:50am Nov 7, 1939

RATE: 30c

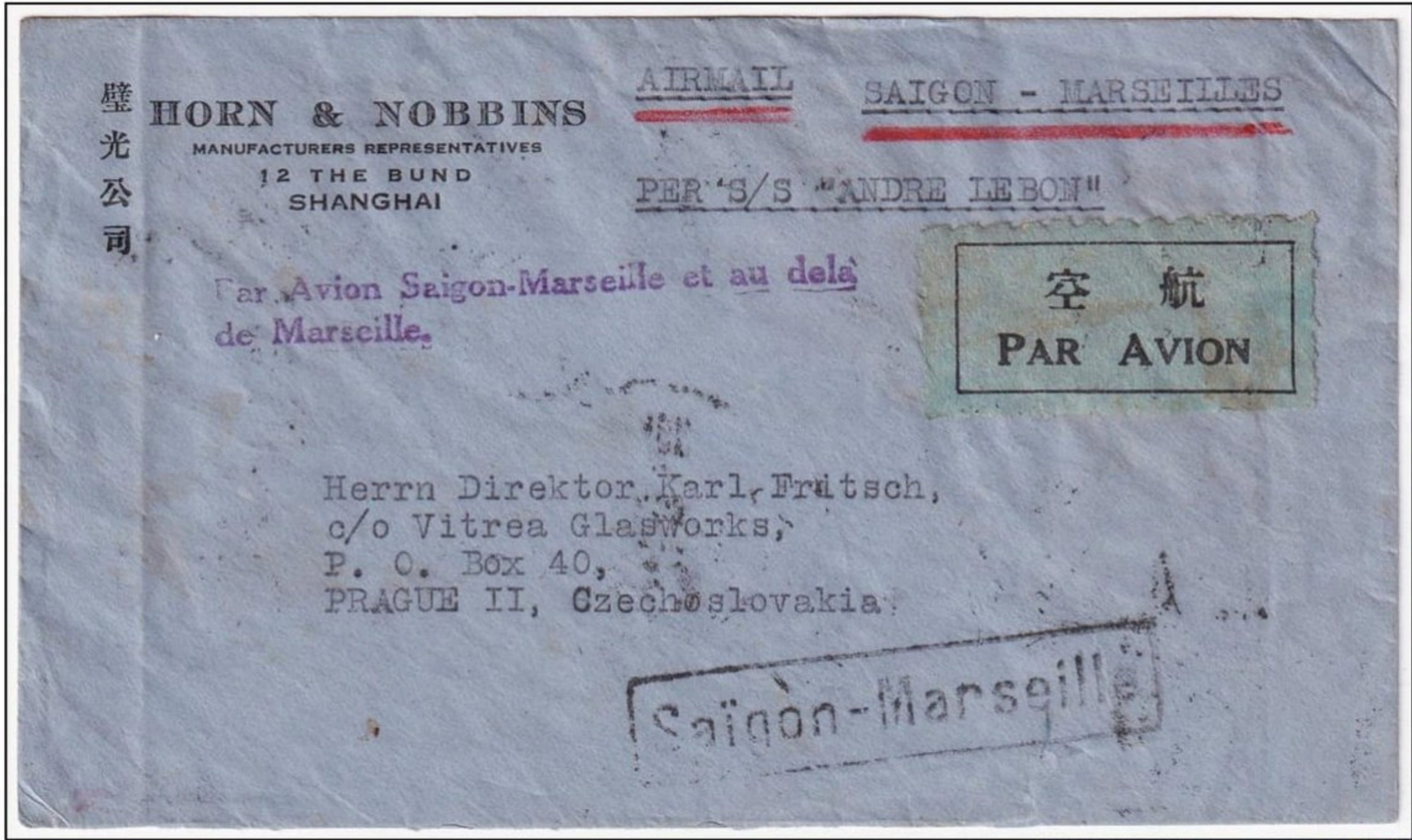
- ▶ <20g letter to France: 9c
- ▶ Airmail surcharge, first 5g: 30c

5 | Development of air routes to Asia (1932-1939)

5.1 | Air routes to China

Mail from SHANGHAI through French airline to Europe

On 31 May 1931, Eurasia^[1] opened first flight from Shanghai to Manzhouli to connect with Europe via Russia air service from Irkutsk-Moscow. However, this air route was suspended since 25 Nov 1931 because of the Sino-Soviet border conflict in 1929 and the Japanese occupation of Manchuria (1931-1945). On 2 Aug 1932, the Chinese post notified that all airmail to Europe would be carried by French airline through the Saigon-Marseille flights.



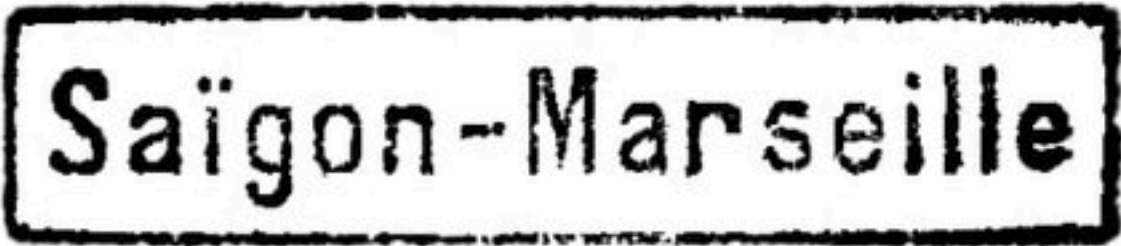
SHANGHAI → PRAHA, ČZECH:
steam ship to SAIGON, Air Orient
service to MARSEILLE
| May 17 - June 7, 1933

- ROUTES:**
- ▶ Posted at SHANGHAI May 17, 1933, by steam ship S/S "ANDRE LEBON" to SAIGON,
 - ▶ Arrived PRAHA Jun 7, 1933 via Saigon - Marseille
- RATE: 1.89\$, overpaid 0.06\$**
- ▶ <20g surface rate to Europe: 0.25\$
 - ▶ Air surcharge, per 10g: 1.58\$

Letters from Shanghai destined for Europe was endorsed a route-marking: "**Par Avion Saigon-Marseille et au delà de Marseille**" in violet. Initially, all mail was sent to Saigon by sea, regular feeder services were only developed after 10 July 1936.

Par Avion Saigon-Marseille et au delà de Marseille.

Upon arrival in Saigon, an other directional route-marking Saigon-Marseille in rectangular was employed.



SHANGHAI → PARIS: surface to HANOI & SAIGON, by Air Orient service to MARSEILLE
| May 24 - June 19, 1933

- ROUTES:**
- ▶ Departed SHANGHAI May 24, 1933,
 - ▶ To HANOI Jun 6 and SAIGON Jun 8, 1933
 - ▶ MARSEILLE 15:pm Jun 19, PARIS 10:am Jun 20

- RATE: 1.83\$**
- ▶ <20g surface rate to France: 0.25\$
 - ▶ Air surcharge to Paris, per 10g: 1.58\$



^[1] a Sino-German joint-venture that aimed to link China with Berlin through Siberia.

5 | Development of air routes to Asia (1932-1939)

5.1 | Air routes to China

Competition between French & British in connecting with HONG KONG

To explored routes beyond Indochina, on 30th October, 1932, Air Orient made it first flight from Saigon to Hongkong in stages via Hanoi, Fort Bayard and Canton. Leaving Saigon at 6:am, the plane reached Hanoi in the evening of Oct 30. After spending one night at Hanoi, the plane arrived Canton at 15:30pm Oct 31 and Hong Kong on 1st Nov.

Exploratory flight by Air Orient

SAIGON → HANOI → FORT BAYYARD → CANTON → HONGKONG

| October 30 - November 1, 1932



Airplane: Fokker F-ALSB
Crew: Launay (pilot), Schwayer (mechanic), Queyrel (radio). Other important passengers on the trip: Noguès, Glaize, Gannay & Robert.

ROUTES:

- ▶ Sent from SAIGON 20:pm Oct 29, 1932, departed SAIGON 6:am Oct 30
- ▶ Arrived HONGKONG on Nov 1, 1932

RATE: 10c

- ▶ <20g letter to foreign countries: 10c
- ▶ Airmail surcharge: 15c

Tariff period: 1.7.1932 - 30.6.1933



London - Hong Kong via Penang & Saigon:

In competition with the French airline, an Imperial Airways service to Hong Kong was started in March 1936, connecting with its London - Australia route at Penang. The mail leaving London on 14 March connected with the first flight from Penang on 23 March. The DH 86A Express flew to Saigon and then Tourane in French Indochina on the 23 March and then on to Hong Kong on the 24th.

Return voyage:

The first return voyage left Hong Kong on 27 Mar and arrived in Penang on 28 Mar, applied a special cachet. The mail left Penang for London on 29 Mar on IW430 airplane but the covers were not backstamped on arrival in England on 7 April. The rate to the UK was 50c and \$1.20 to the rest of Europe. The rate to Penang was 20c while the rate to Australia was 80c. Coming latter French, however, the British archived an improvement sooner.

First service by British Imperial Airways: HONGKONG → LONDON via PENANG and SAIGON

| March 27 - April 7, 1936

ROUTES:

- ▶ Sent from HONG-KONG Mar 26, 1936

1st leg: 27 - 28 Mar

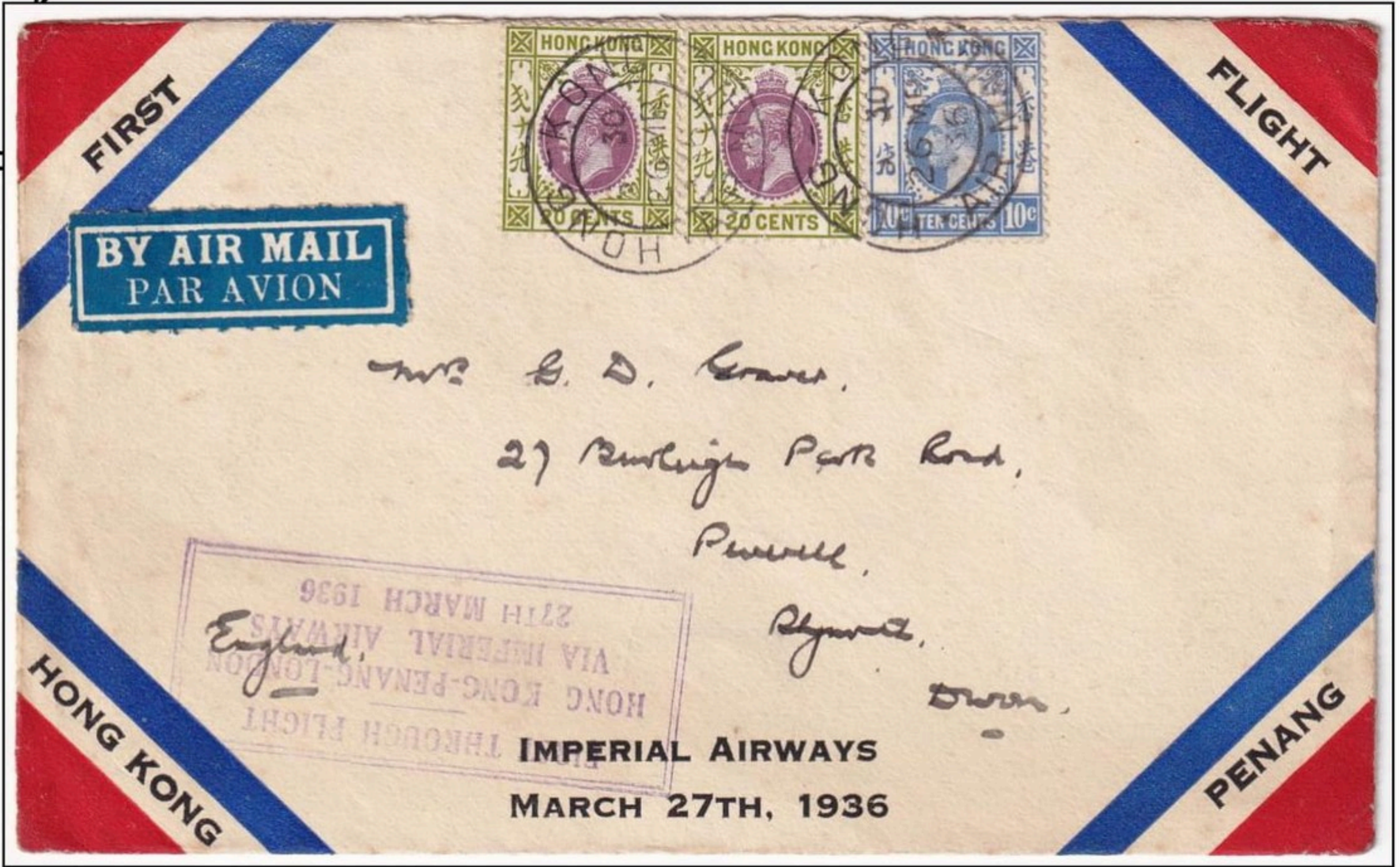
Hong Kong - Tourane - Saigon - Penang, carried with first feeder service.

2nd leg: 29 Mar - 7 Apr

Penang - London, via first return of Imperial Airways, IW430 airplane.

RATE: 50c

- ▶ <20g letter to the UK: 25c
- ▶ Airmail surcharge: 25c



5 | Development of air routes to Asia (1932-1939)

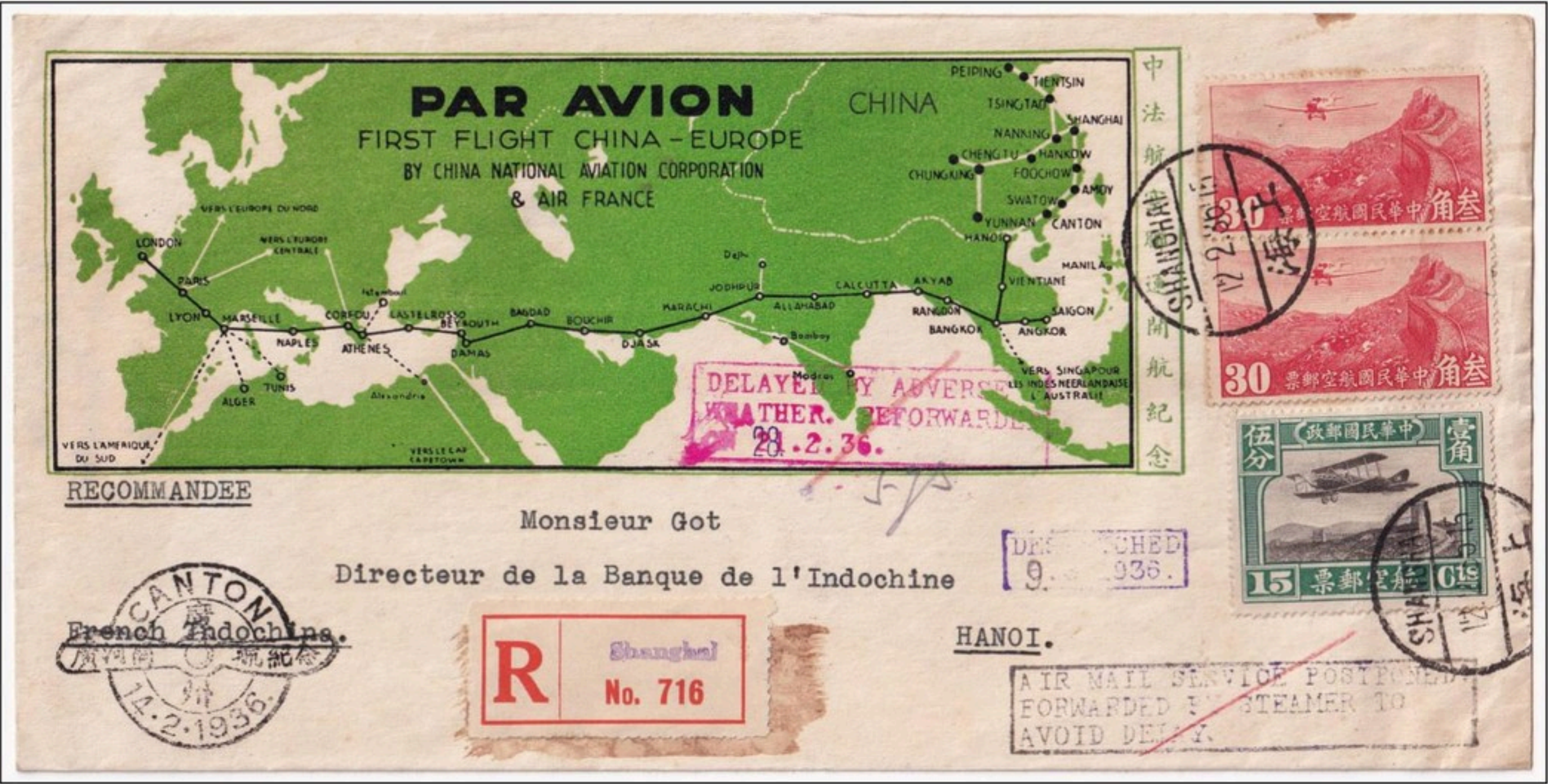
Opening flight: CANTON – FORT BAYARD – HANOI by CNAC ^[1] (China National Aviation Corporation) airline | February 14 - March 13, 1936

On 14 February 1936, China National Aviation (CNAC) attempted to establish an air link to Europe by connecting with the Air France service, which terminated at Hanoi.

A special printed envelop and a special postmark were prepared for this event. The Chinese characters meaning "Commemorating the Opening Flight between Canton and Hanoi"



5.1 | Air route to China
Attempted to link with French service via HANOI terminal by Chinese airlines



DELAYED BY ADVERSE WEATHER REFORWARDED ON 28.2.36

AIR MAIL SERVICE POSTPONED: FORWARDED BY STEAMER TO AVOID DELAY.

DESPATCHED 6.3.1936.

Because of bad weather, the CNAC airplane could not take off. The mail missed the Air France connection. For three weeks, attempts were made to dispatch the mail by air but bad weather forced repeated delays. A red cachet first indicated onward transmission on the 21st, but it was overprinted with the 28th.

To avoid delay and service postponed, the mail was forwarded by steamer.

Eventually, the mail dispatched by sea to Singapore on Mar 9, arrived Hanoi on Mar 13, 1936.

RATE: 75c
▶ <20g ordinary rate: \$0.25
▶ Airmail surcharge, per 5g: (2x\$0.25) \$0.50

ROUTES:
▶ SHANGHAI Feb 12, 1936
▶ CANTON Feb 14
▶ HANOI Mar 13, 1936

After this flight, authorities in Canton barred from proceeding further the CNAC plane arriving from Shanghai because the officials in Nanking objected to having the Sino-American CNAC be the designated airline. As a result, CNAC decided to temporarily suspend operations on this line. Officials in Nanking withdrew the contract from CNAC with Air France and awarded the route to Southwestern Aviation Corporation (SWAC) ^[2], a local airline based in Canton.

Mail posted at FORT-BAYARD received a special cachet. With the delays, these mails were also taken back to Canton for processing.

CANTON – HANOI by CNAC, posted at FORT BAYARD | February 14 - March 13, 1936

On 19 June 1936, SWAC made a trial flight between Canton and Hanoi, the return voyage was commenced at Hanoi on 20 June 1936. This airline also offered an additional trial in June before opening the regular service on 10 July 1936. No special cachet prepared for these flights.

SAIGON – HONGKONG, dispatched via HANOI – CANTON trial flight of SWAC ^[2] | June 25-28, 1936



ROUTES:
▶ Posted at SAIGON 17:pm Jun 24, 1936
▶ HANOI 16:50pm Jun 26 on the reverse
▶ CANTON Jun 27, 1936 (reverse)
▶ VICTORIA noon Jun 28, 1936 (reverse)

SAIGON-HANOI: by car, express service
HANOICANTON: trial flight, by SWAC

RATE: 45c
▶ Ordinary rate to HongKong: 15c
▶ Airmail surcharge: 25c
▶ Express service: 5c

ROUTES:
▶ Posted at FORT-BAYARD Feb 13, 1936
▶ FORT-BAYARD Feb 17, 1936 reverse
▶ CANTON Feb 18, reverse
▶ Arrived HANOI Mar 18, 1936

RATE: 20c
▶ Internal letter rate: 5c
▶ Registration: 15c
▶ Airmail surcharge: fee

^[1] CNAC: a Sino-American firm, 55% stake belonged to Chinese government, Pan American Airways hold 45% since April 1, 1933. It was a rival airmail operator rather than partner with French airlines.
^[2] SWAC: joint venture by Air France & CNAC, formed in 1934, focused on service to south China from CANTON.

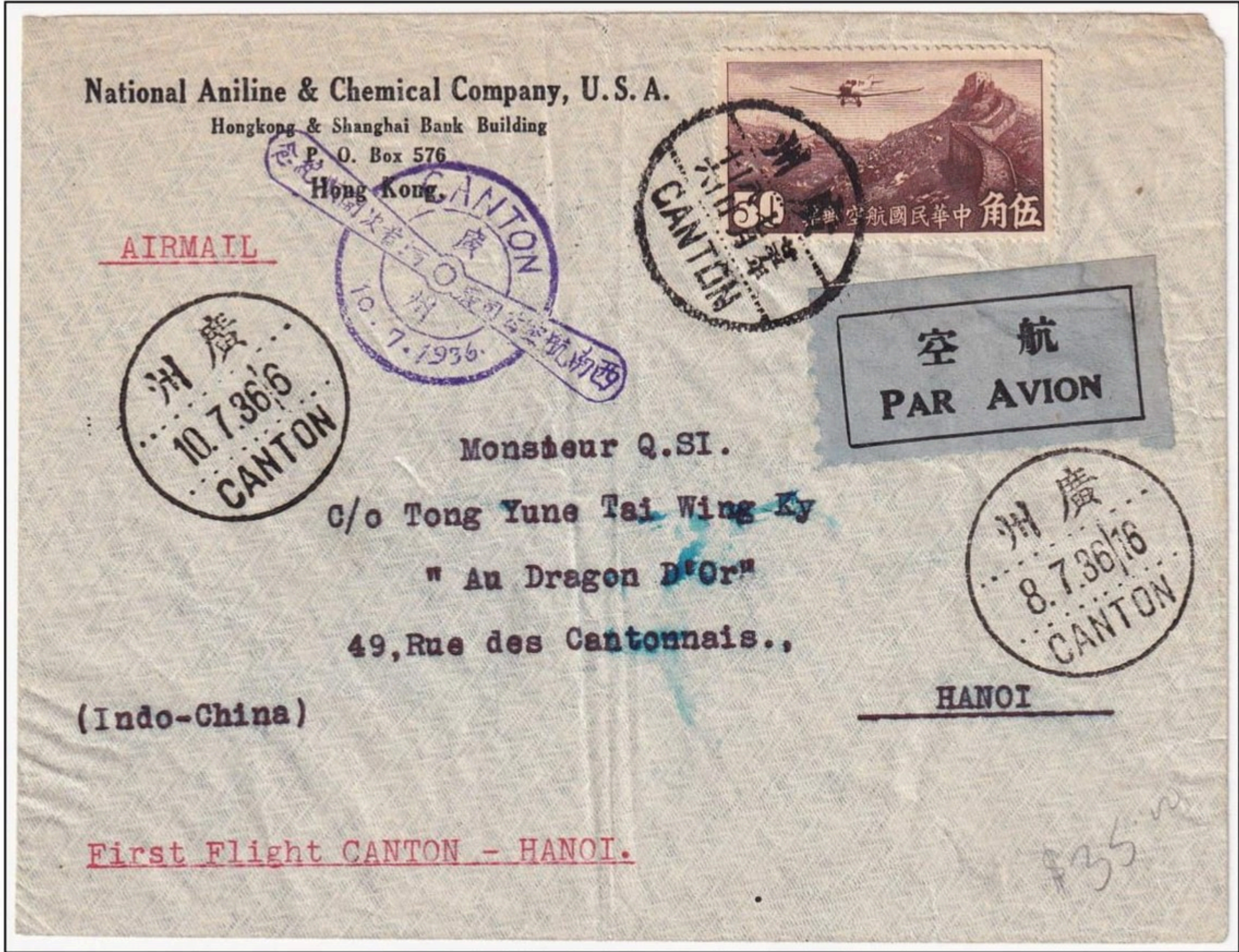


5 | Development of air routes to Asia (1932-1939)

5.1 | Air route to China

HANOI ⇄ CANTON, by Southwestern Aviation Corporation (SWAC)

After the second tested flight in June, SWAC opened its first regular service CANTON ⇄ HANOI on 10 July 1936, connecting with HANOI ⇄ PARIS of Air France. A special flight cachet in violet was struck to commemorate the new service. SWAC was the third of China's major domestic air mail.



First regular service
CANTON → HANOI by SWAC
| July 10, 1936

- ROUTES:**
- ▶ Posted at CANTON Jul 8, 1936, left CANTON on Jul 10
 - ▶ Arrived HANOI 16:50pm Jul 10

RATE: \$0.25, overpaid 5c

- ▶ Ordinary letter rate: \$0.25
- ▶ Airmail surcharge: fee

Free air surcharge for the inaugural service.

Weekly regular service by SWAC
CANTON → FORT-BAYARD → HANOI
| April 9, 1937

On 9 April 1937, Fort Bayard became a stop on the westbound trip of SWAC that departed Canton on Fridays.

- ROUTES:**
- ▶ FORT-BAYARD 11:30am Apr 9, 1937
 - ▶ HANOI 18:30pm Apr 9 backstamped on arrival

RATE: 20c

- ▶ <20g internal letter: 5c
- ▶ Air surcharge for the inaugural service: 15c



French, British, German, Russia, American had each Chinese joint-venture airline to link up with their respective international route. In which, CNAC (Sino-American firm) carried mail on the domestic network from the Yangtze river, extended north to Peiping, and an other route along the coast from Shanghai^[1] to Canton. The domestic route to the south China: Canton-Hanoi served by SWAC (Sino-French firm) in order to link up with French network to European.

CNAC feeder service from Shanghai-Canton, by SWAC: Canton-Hanoi, Air France: Hanoi-Marseille
SHANGHAI → VERSAILLES enrouted via CANTON → HANOI
| January 20, 1937

Via Hanoi
"Via Hanoi" directional marking in dark violet

- ROUTES:
- ▶ SHANGHAI Jan 20, 1937 datestamp, addressed to VERSAILLES
- SHANGHAI-CANTON: by CNAC
CANTON-HANOI: by SWAC
HANOI-MARSEILLE: by Air France

- RATE: \$0.90
- ▶ <20g surface rate: \$0.25
 - ▶ Air surcharge to France, per 5g: \$0.65



SHANGHAI → SAIGON
by CNAC from Shanghai-Canton, by SWAC: Canton-Hanoi, Air France: Hanoi-Saigon
| August 24 - September 5, 1938



Via Hanoi
"Via Hanoi" directional marking in violet

- ROUTES:
- ▶ SHANGHAI Aug 24, 1938 datestamp, addressed to SAIGON
 - ▶ CANTON on Aug 30, 1938 on the reverse
 - ▶ Arrived SAIGON at 11:30am Sep 5, 1938
- RATE: \$0.50
- ▶ <20g surface rate: \$0.25
 - ▶ Airmail surcharge, per 5g: \$0.25
- Tariff period: 10.7.1936 - 19.4.1939.

^[1] Japan's invasion of Shanghai in 1937 forced CNAC to relocate its headquarters and major terminal to Chungking. Air routes within China were reconfigured with Chungking as the hub.

5 | Development of air routes to Asia (1932-1939)

5.1 | Air route to China

HANOI ⇄ CANTON by Air France, air link connected France with China

Air France inaugurated regular airmail service between France - China began on 10 Sep 1936. It was celebrated with a special cachet. Letters mailed from Marseille on 10 September arrived at Canton on 19 September, a transit time of 9 days.

First through service from FRANCE → CHINA
| September 10-19, 1936

ROUTES:

- ▶ PARIS R.P AVION 16:40pm Sep 9, 1936

RATE: 5.5fr

- ▶ <20g ordinary letter: 0.5fr
- ▶ Air surcharge, per 5g: (2x2.5) 5fr



In association with the Canton - Hanoi service by Southwestern Aviation Corporation, Air France conducted a study flight from Fort Bayard, Kouang Cho Wan to Hanoi on 5 February 1937.



FORT BAYARD – HANOI, tested flight by
Air France

| February 5, 1937

A large rectangular cachet noted that the stop at Fort Bayard was a test. This flight cachet was also utilized for canceling the postage stamps.

RATE: 36c

- ▶ <20g ordinary letter: 6c
- ▶ Air surcharge, first 5g: 30c

Applied rate as airmail to France. Sending on the same route, however, the air surcharge of Air France was different with Chinese airlines (which was normally free).

5 | Development of air routes to Asia (1932-1939)

5.1 | Air routes to China
Air France, established service to HONGKONG

Before starting regular service, Air France had made four trial flights to Hong Kong: the 13th, 20th, 27th July and 3rd August 1938. Mail was only carried to Hongkong on the 13th July flight and from Hong Kong to Hanoi on the 14th July.



Exploratory flight of Air France
HANOI → HONGKONG
| July 13, 1938

Air plane: Fokker VIIb-3m F-ALZR "La Resolute".
The crew: Corsin (pilot), Monteil (co-pilot) and Combard (engineer).

- ROUTES:**
- ▶ HANOI at 15:30pm Jul 12, 1938
 - ▶ VICTORIA, HONGKONG Jul 13 reverse

RATE: 18c

- ▶ <20g letter to foreign countries: 18c
- ▶ Airmail surcharge: free

For trial flights in mid-July 1938 to Hong Kong by Air France, mails were applied 18c normal surface rate, no airmail fee.

A red/blue cachet in rectangular was applied for this flight.

After three successful flights made in July, on 4 August 1938, the France-Indochina route was further extended to Hong Kong.

Inauguration of the extended service
HANOI → HONGKONG
| August 4-10, 1938

Airplane: triple-engined Dewoitine 338, speed of 260 km/h; operating range of 1,950 kms; could ferry 400 kg of cargo.

Commemorative cachet was struck in several colors: black, blue, violet, red.

- ROUTES:**
- ▶ PARIS 118, 13R.D. AMSTERDAM Aug 3, 1938 special date stamp
 - ▶ PARIS AVIATION Aug 4, 1938 on the reverse

RATE: 5.75fr, overfranked 5c

- ▶ <20g letter international: 1.75fr
- ▶ Airmail surcharge, per 5g: 4fr



Regular airmail service: SAIGON ⇄ HANOI ⇄ HONGKONG, by Air France

Air France's regular airmail service from Saigon to Hong Kong via Hanoi began on 5 October 1938, accomplished in one day & corresponded with the schedule for France-Indochina connection. The airmail surcharge was fixed at 20 cents.

SAIGON → HANOI → HONGKONG regular airmail service by Air France

| October 5, 1938

Airplane: Dewoitine D338 F-AQBF, nicknamed: "Ville de Vientiane", assigned to the Marseille-Hanoi line in Feb, 1938.

ROUTES:

► Sent from SAIGON at 4:30am Oct 5, 1938

RATE: 38c

- <20g letter to foreign countries: 18c
- Airmail surcharge: 20c



Starting on 10 March 1939, Air France began an official service from Hongkong to Paris via Hanoi but it was soon interrupted by the outbreak of the Second World War in Europe.



First official flight HONGKONG → HANOI

| March 10-11, 1939

ROUTES:

- VICROTIA, HONGHONG 12:30pm Mar 10, 1939
- HANOI 17:45pm Mar 13, 1939 on the reverse

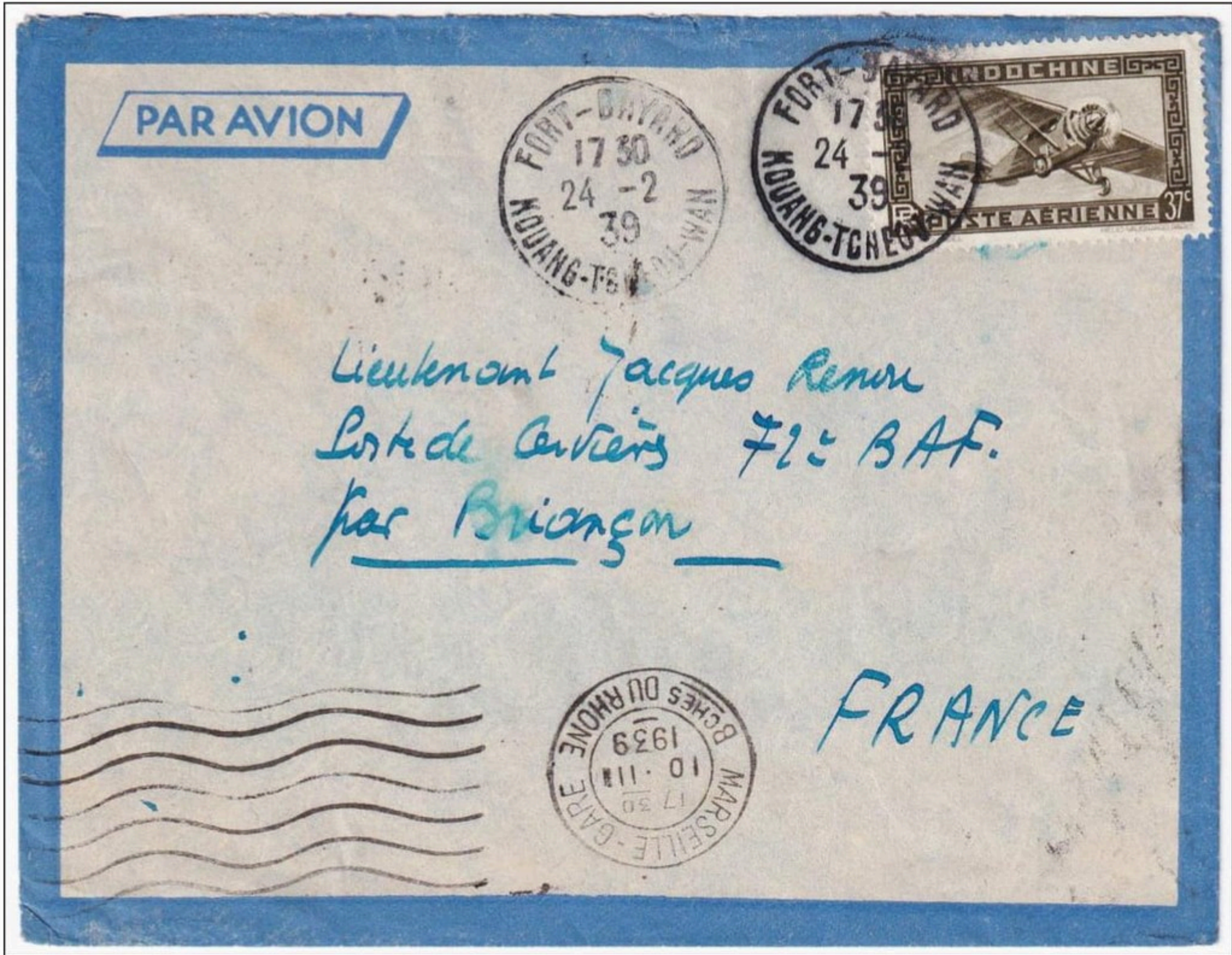
RATE: 25c

- <20g letter to Indochina: 15c
- Airmail surcharge: 10c

A route-marking in distinctive triangular and a rectangular cachet was put into service for commemorating the new service.

5 | Development of air routes to Asia (1932-1939)

SWAC ended with bankruptcy in 1938 and could not continue providing flights since 1939. Air France replaced SWAC to transprt mail on this route.



5.1 | Air route to China

HANOI → FORT BAYARD, regular service by Air France

FORT BAYARD → BRIANÇON, by Air France
via FORT BAYARD → HANOI
| February 24 - March 10, 1939

ROUTES:

- ▶ Posted at FORT-BAYARD Feb 24, 1939
- ▶ Arrived MARSEILLE at 17:30pm Mar 10

RATE: 37c

- ▶ <20g letter to France: 7c
- ▶ Airmail surcharge, first 5g: 30c

Tariff period: 8.6.1938 - 11.6.1939

Inauguration of the Fort Bayard stop on the Hanoi - Hong Kong route occurred on 26 July, 1939. A special flight cachet commemorated the creation of the new stop.



HANOI → FORT BAYARD, by Air France
| July 26, 1939

ROUTES:

- ▶ Sent from HANOI 4:35am Jul 26, 1939
- ▶ Arrived FORT BAYARD at the same day

RATE: 11c

- ▶ <20g letter to Fort-Bayard: 5c
- ▶ Airmail surcharge: 6c

Rate applied as an internal airmail.

5 | Development of air routes to Asia (1932-1939)

5.1 | Air route to China
HANOI ⇄ KUNMING, by Eurasia

German interested in establishing an air link with the Far East, leading to an agreement between Lufthansa and the Chinese government signed on 21 February 1930. This agreement led to the creation of Eurasia ^[1] in Feb 1931. Eurasia tried to establish a route between Shanghai and Hanoi via Kunming in 1937 connecting with its main line: Shanghai-Moscow.



The first flight Kunming - Hanoi of EURASIA was commenced on Dec 16, 1937 and the return voyage performed on December 18. Airplane: Junkers 52.

Eurasia experimental service:
HANOI → KUNMING, return of the trial flight
| December 18, 1937

- ROUTES:
- ▶ Sent from HANOI 18:10pm Dec 17, 1937, departed next day
 - ▶ KUNING, YUNNANFOU 19:pm Dec 18, 1937

RATE: 15c

- ▶ <20g letter to China: 15c
- ▶ Airmail surcharge: free

For the trial flight Hanoi - Kunming of Eurasia, the air surcharge was free.

A 3-line cachet in blue/black ink was applied for this flight. Commenced by EURASIA, however, the "VIA AIR FRANCE" carrier indication was not struck out on this envelope.

For the first regular service from Hanoi to Kunming via Eurasia, it departed Hanoi on Dec 23, 1937, using a 4-lines cachet in blue/black to commemorate the new connection.

Eurasia first regular service:
HANOI → KUNMING
| December 23, 1937

- ROUTES:
- ▶ Posted at HANOI 16:50pm Dec 22, 1937, departed on Dec 23
 - ▶ Arrived KUNING 19:pm Dec 23, 1937 (1926 in Chinese year)

RATE: 15c

- ▶ <20g letter to China: 15c
- ▶ Airmail surcharge: free

Free air surcharge for the 1st regular service Hanoi - Kunming of Eurasia.

^[1] China owned two-thirds of the shares, Lufthansa controlled policy & route selection.





Air France stopped its service to the Far East at Indochina, and South of China. The east-bound service toward Philippines, Malaysia, Singapore, Indonesia, Australia was served by British Imperial Airways and two Dutch airlines (K.L.M and K.N.I.L.M).

Siam was an exception because Bangkok was an intermediate point between France & Indochina.

SAIGON – BANGKOK by Air Orient
returned SAIGON
| August 19-24, 1932

- ROUTES:**
- ▶ Post at SAIGON Aug 19, 1932, addressed to BANGKOK, SIAM
 - ▶ Back to SAIGON 13:45pm Apr 24

MANILA – ZURICH, via HONGKONG – SAIGON – SINGAPORE – MARSEILLE, private airmail
| September 29, 1933

- ROUTES:**
- ▶ MANILA 12:30pm Sep 29, 1933
 - ▶ SINGAPORE Oct 7, 1933 reverse
- Manila to Singapore by steamer (via Hongkong & Saigon), continued on KLM winter service to Marseille, dropped mail here, destined for Zurich.

- RATE: 112c**
- ▶ <20g ordinary letter: 12c
 - ▶ Air surcharge, per 5g: (3x30) 90c
- Tripple airmail rate. For every 5g weight, mail required to have 12c regular postage plus airmail rate exclude Singapore at 30c per 5g. 24c franked on the reverse.



5 | Development of air routes to Asia (1932-1939)

5.2 | East-bound service to South East Asia, Oceania
the domination of Dutch airlines: KLM & KNILM

via Air France, rerouted through KLM service: PNOM-PENH → BANGKOK → BATAVIA
| June 15-24, 1935

ROUTES:

- ▶ PNOM-PENH 15:45pm Jun, 1935
- ▶ Arrived BANGKOK 13:pm Jun 16
- ▶ Reached BANDOENG Jun 24

Posted at Pnompenh, the letter employed a directional marking to Marseille: "PAR AVION JUSQU'A MARSEILLE" by Air France. The route was cancelled by hand, replaced by a new route in manuscript: "Saigon-Bangkok-Batavia".

RATE: 36c

Applied airmail rate to Marseille, correct rate to Batavia would be 28c (18c surface + 10c air fee).



K.N.I.L.M. air network in 1938

- KNILM line
- - - connecting lines

KNILM: Royal Netherlands Indies Airway, different with KLM - Royal Dutch Airlines, an other airline of Netherland (see chapter 2).
KNILM operated mainly in Netherland Indies (Sumatra, Java, Timor), Singapore, Borneo, Australia.

SAIGON east-bound to AUSTRALIA, connecting to KNILM's service from SINGAPORE → BRISBANE

| December 18-28, 1937

ROUTES:

- ▶ SAIGON Dec 18, 1937 datestamped
- ▶ BRISBANE Dec 28, 1937 on the reverse

Saigon→Singapore: by steamboat. In 1937, KNILM service was not extend to Saigon yet.
Singapore→Brisbane: by KNILM service.

RATE: 32c

- ▶ <20g ordinary foreign rate: 15c
- ▶ Air surcharge, Singapore→Brisbane: ^[1]17c

^[1] Reduced rate applied because it was sent by air service from Singapore.



5 | Development of air routes to Asia (1932-1939)

5.2 | East-bound service to South East Asia, Oceania
Opening KNILM service: BATAVIA ⇄ SINGAPORE ⇄ SAIGON

30th Aug 1938, KNILM inaugurated a weekly service from Batavia to Saigon via Singapore. Airplane: Douglas DC2, PK-AFJ, departed Batavia at 8:am Aug 30, landed on TanSanNhat airport 4:15pm same day. This DC2 airplane had completed a successful tested flight in the previous week. Pilot: van Breemen, mechanic: Elleman, radio: Eilbracht.

Opening KNILM weekly service
BATAVIA → SINGAPORE → SAIGON

| Aug 30, 1938

ROUTES:

- ▶ Posted at SEMARANG Aug 16, 1938, the letter was sent to SAIGON by KNILM inaugurational service
- ▶ SAIGON 17:30pm Aug 30 reverse

RATE: 35c

- ▶ <20g ordinary letter: 15c
- ▶ Air surcharge, per 5g: (2x10) 20c

A special cachet commemorated the opening of the air link.



KNILM return service
SAIGON → SINGAPORE → BATAVIA

| Aug 31, 1938

Return of KNILM inaugurational service departed Saigon at 7:30am 31 Aug. arrived Batavia at 17:10pm afternoon.

Like inbound flight, a commemorative cachet were employed. A special envelope was also issued for this event.

ROUTES:

- ▶ SAIGON 4:30am Aug 31, 1938
- ▶ Arrived BATAVIA same day
- ▶ Reached BANDOENG on Sep 1

RATE: 28c

- ▶ <20g ordinary international: 18c
- ▶ Airmail surcharge: 10c

5 | Development of air routes to Asia (1932-1939)

5.2 | East-bound service to South East Asia, Oceania
Regular service to/from Netherland Indies

Mail from Netherland Indes could arrive Indochina by two ways: 1) via KLM to Bangkok, then by car or by weekly service of Air France from Bangkok to Saigon,; 2) via KNILM regular service to Singapore, continued non-stop flying of 5 hours to Saigon (BATAVIA ↔ SINGAPORE ↔ SAIGON).

TANDUONG → CHOLON, BINHTAY, KLM regular service to BANGKOK, by surface to SAIGON

| November 8-14, 1938



ROUTES:

- ▶ TANDUONG, BALEI on Nov 8, 1938
- ▶ Transited posmark BANGKOK 14:pm Nov 11 on the reverse
- ▶ Arrived PNOMPENH, CAMBODGE 12:pm Nov 13
- ▶ Arrived CHOLON 19:35pm Nov 14

From Bali to Bangkok: via KLM service;
By car from Bannkok → PnomPenh → Saigon;

RATE: 25c

- ▶ <20g ordinary letter: 15c
- ▶ Airmail surcharge: 10c

SABANG, SUMATRA → SAIGON
via KNILM regular service

| December 16-20, 1938

ROUTES:

- ▶ Posted at SABANG Dec 16, 1938
- ▶ SAIGON Dec 20, 1938 on the reverse

Via Sumatra line to Singapore, arrived Saigon via BATAVIA ↔ SINGAPORE ↔ SAIGON KNILM's regular service.

RATE: 88½c, overpaid 1c

- ▶ <20g ordinary letter: 17½c
- ▶ Airmail surcharge, per 5g: (5x10) 50c
- ▶ Registration: 20c



In Dec 1933, the England-India airmail service was extended from Rangoon to Singapore. Imperial Airways (IAL) commenced its regular service from London to Karachi, then by Indian Trans-Continental Airways (ITCA) through India to Calcutta, reaching Rangoon. It would continue flying over the ordinary route from Rangoon to Singapore.

England-India extension from RANGOON → SINGAPORE, connected with SAIGON → HONGKONG

| November 2-18, 1934



ROUTES:

- ▶ RANGOON, BURMA Nov 2, 1934

The routing instruction indicated that the mail was carried to Singapore by ITCA (Indian Trans-Continental Airways), then connect with Saigon - Hong Kong route.

- ▶ Arrived SAIGON Nov 11, 1934
- ▶ Reached HONGKONG 9:30am Nov 18

RATE: 6½ As

- ▶ UPU ordinary letter: 3½ As
- ▶ Airmail surcharge: 3 As

PARIS → SAIGON, accident at Karachi

| October 25-26, 1936

Arnoux, the financier of the trip, alsos a passenger, together with the crew: pilot Japy, radio Micheletti attempted to reach Saigon in record time. Departed Le Bourget for Karachi. At Karachi, the flight was interrupted by an accident with a damaged wing.

Arnoux and Japy signed on 278 covers.

ROUTES:

- ▶ LE BOURGET - GARE AVION SEINE 5:am Oct 25, 1936
- ▶ KARACHI AIR Oct 26, 1936

Voyage interrompu
le 26-10-1936 à Karachi

Combined franking of Indian and French stamps



5 | Development of air routes to Asia (1932-1939)

5.3 | Conection to South Asia
Air service during the war



COLOMBO, CEYLON – HANOI
| October 8-13, 1939

Censor marking "OUVERT PAR L'AUTORITE MILITAIRE" applied at Hanoi
A1 censor in circle over the tape
Triangular "PASSED CENSOR" examined by the British at MADRAS



ROUTES:

- ▶ COLOMBO 12:15pm Oct 8, 1939
- ▶ HANOI 13:45Pm Oct 13 reverse

RATE: 1.6Rs

- ▶ Ordinary letter: 40c
- ▶ Airmail surcharge, per ½ oz: 1.2Rs

SAIGON → CALCUTTA
| October 19-26, 1939

ROUTES:

- ▶ SAIGON 22:pm Oct 19, 1939
- ▶ KARAIKUDI 11:45am Oct 26 reverse

Censor marking "INDOCHINE Controle Postal - Commision C" applied in Saigon.

RATE: 48c

- ▶ <20g letter to foreign countries: 18c
- ▶ Airmail surcharge: 30c



From 2 September 1939, Air France suspended all its airmail services, including those to the Far East, because France entered into the WWII with Germany. From then, mail to France went via various routes: KLM to Lydda then by rail to France; via HongKong and Pan American Transpacific and Transatlantic services; via Singapore and Pan American.

SAIGON → HANOI
| May 15, 1929

Using a Schreck FBA seaplane, pilot Tixier carried Mr. Robbe, director of CAF (Compagnie Aérienne Française) from Saigon to the north of Indochina, then to HongKong. Carrying **190 letters** to Hanoi.

ROUTES:

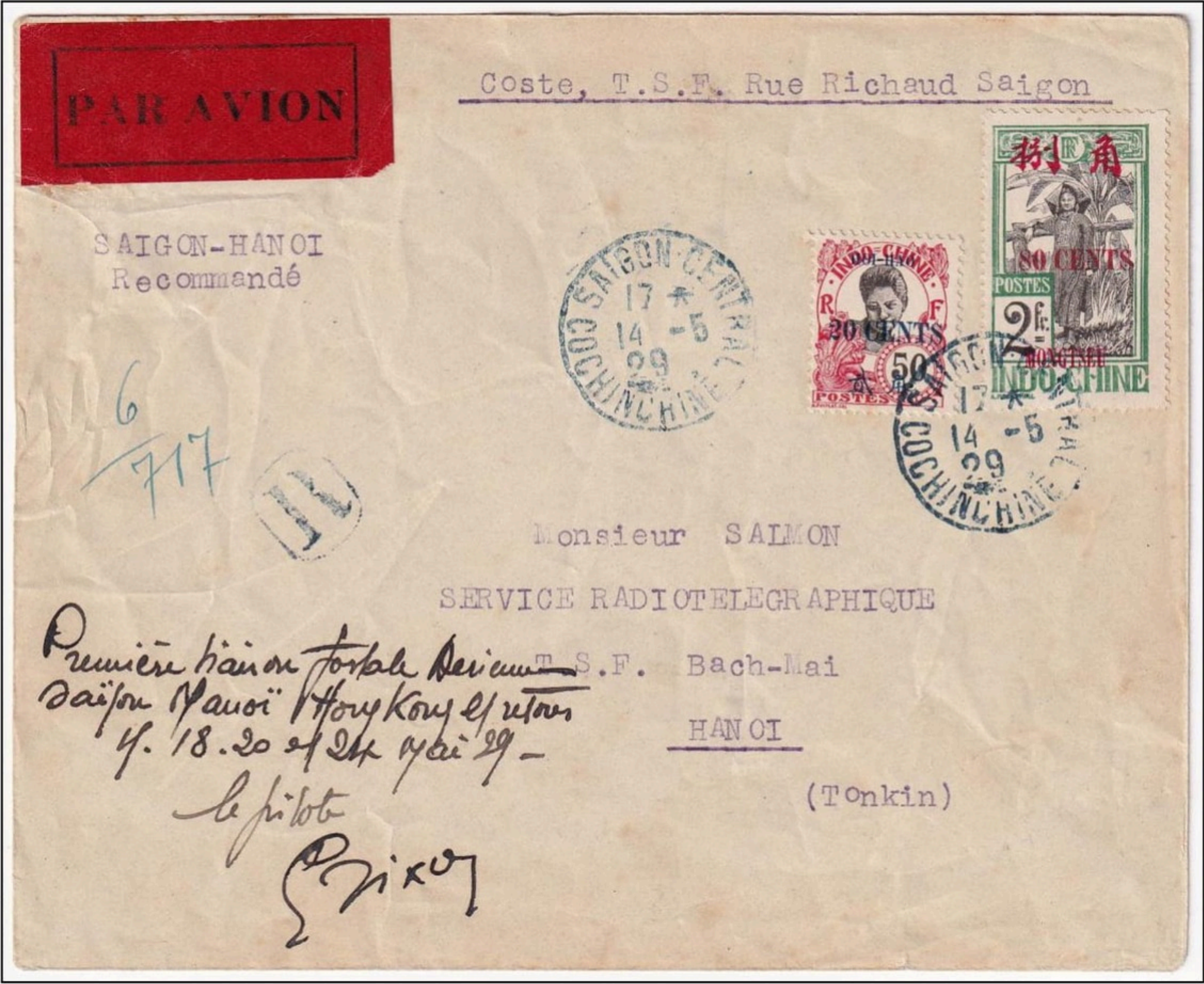
- ▶ Posted from SAIGON 17:pm, May 14
- ▶ Arrived HANOI at 20:40pm, May 15

Leaving SAIGON on May 15, the flight explored the Mekong valley, made several stops before reaching HANOI in the evening.

RATE: 50c ^[1]

- ▶ <20g internal letter: 5c
- ▶ Registration: 15c
- ▶ Airmail surcharge: 30c

Tixier's signature: →



Return flight:
HANOI → VINH → SAIGON
| May 24, 1929

The return trip by Tixier and Robbe was delayed until 24 May because the seaplane's pontoon needed repairs, consisted of **156 letters**, with one stop at VINH, ANNAM.

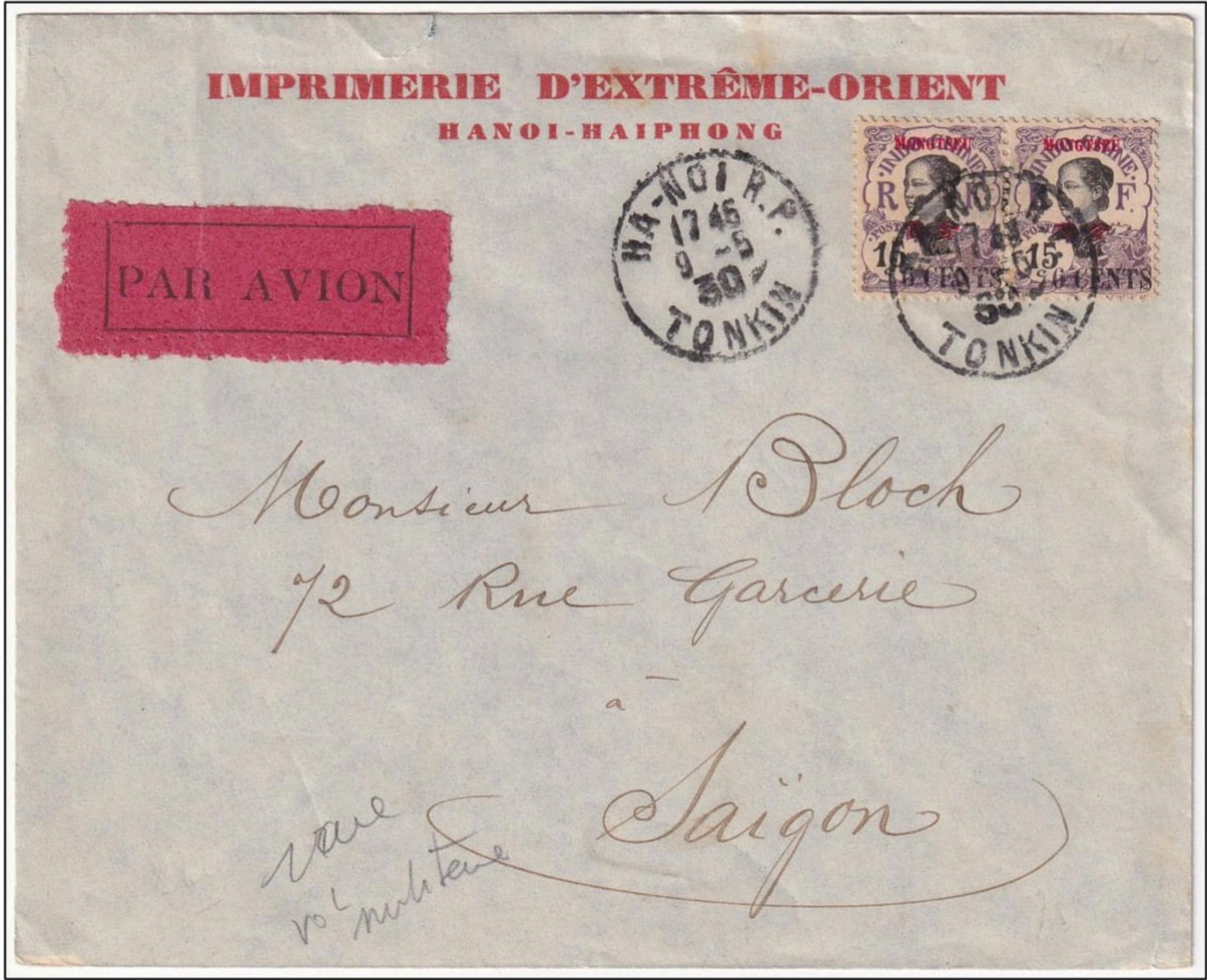
ROUTES:

- ▶ HANOI at 18:pm, May 22, 1929
- ▶ Arrived SAIGON at 20:45pm, May 24

RATE: 50c ^[2]

- ▶ <20g internal letter: 5c
- ▶ Registration: 15c
- ▶ Airmail surcharge: 30c

[1], [2] 100c overprinted values were discount a half for postage rate because of currency devaluation effective from Sep 16, 1920.



Military flight supported internal airmail service

HANOI – SAIGON

| May 10, 1930

A military airplane left Hanoi on May 10, 1930 carrying mail to Saigon.

ROUTES:

- ▶ HANOI 17:45pm, May 9, 1930
- ▶ Landed SAIGON May 10, mail was picked up by S.S. Angers steam boat at Saigon port.

RATE: 6c^[1], free airmail surcharge

- ▶ <20g internal letter: 6c

The 12c overprinted values was applied a half for postage rate because of currency devaluation.

Promotion of internal airmail service:

| Nov 17, 1934

To encourage use of internal airmail service, the post office would sometimes select letters posted by ordinary mail and carry them by air. The selected letters were handstamped with a framed marking noting that the mailing received special service.

Here, the letter from Saigon to Hanoi in 1934 was handstamped with the promotional marking. It reached destination in one day, instead of 2-3 days by surface.

TRANSPORTÉ EXCEPTIONNELLEMENT
PAR AVION DE
SAIGON A HANOI

ROUTES:

- ▶ SAIGON 21:pm Nov 17, 1934
- ▶ Arrived HANOI next day, 14:10pm

RATE: 5c^[2], free airmail surcharge

- ▶ <20g internal letter: 5c



[1], [2] The military performed this service without requirement for additional postage in order to promote airmail to the public.

6 | Internal airmail service (1929-1939)

6.3 | Military flights
Regular military air postal service

In 1932, the military began a regular air service carrying mail between Saigon and Hanoi. The first northbound flight occurred on 29 May, on a military Potez 25 A2.



SAIGON → HANOI regular military service,
to NINHBINH by surface mail
| June 18, 1932

- ROUTES:
- ▶ Posted at SAIGON 17:pm Jun 17, 1932, left SAIGON next day on Jun 18
 - ▶ Arrived HANOI 15:40pm Jul 18, 1932
 - ▶ To NINHBINH 9:am Jun 20 by surface
- RATE: 25c
- | | |
|-------------------------|-----|
| ▶ <20g internal letter: | 5c |
| ▶ Registration: | 15c |
| ▶ Airmail surcharge: | 5c |

The propaganda flight from Saigon to Hanoi commenced on 17 Dec 1932, then returned at the same day. Despite the flight's publicity purpose, no special markings were applied to the mail.

NINHBINH → SAIGON via HANOI → SAIGON
regular military service
| Dec 17, 1932

- ROUTES:
- ▶ Posted at NINHBINH 9:15am Dec 16, 1932,
 - ▶ To HANOI 16:30pm at same day by surface
 - ▶ Arrived SAIGON 16:15pm Dec 17 by military air service
- RATE: 25c
- | | |
|-------------------------|-----|
| ▶ <20g internal letter: | 5c |
| ▶ Registration: | 15c |
| ▶ Airmail surcharge: | 5c |



6 | Internal airmail service (1929-1939)

6.4 | Establishing regular internal air service
HANOI → SAIGON, non-stop flight

In 1938, the introduction of Dewoitine 338 aeroplane allowed Air France to reduce the flying time from Hanoi to Saigon to 5 hours. Furthermore, the intermediate stop (at Vientiane) between Saigon and Hanoi was eliminate^[1] from 27th July, 1938. And after this time, the flight from Hanoi to Saigon became non-stop.

HANOI → SAIGON in 5 hours, non-stop
| July 30, 1938

A rectangular cachet in blue, noting a flying time of 5 hours for a non-stop tested flight between Hanoi and Saigon

ROUTES:

- ▶ HANOI R.P. Jul 29, 1938 datestamp, departed next day
- ▶ Arrived SAIGON 14:30pm Jul 30

RATE: 11c

- ▶ <20g internal letter: 6c
- ▶ Airmail surcharge: 5c



Non-stop tested flight
HANOI → SAIGON in 5 hours
| July 30, 1938

Doubled flight cachets in red.

ROUTES:

- ▶ HANOI 17:45pm Jul 29, 1938 datestamp
- ▶ Arrived SAIGON at 14:30pm Jul 30

RATE: 11c

- ▶ <20g internal letter: 6c
- ▶ Airmail surcharge: 5c

^[1] Vientiane was readded to the Hanoi-Saigon route from May 1939.

The first northbound non-stop tested flight from Saigon to Hanoi was accomplished three days later, on August 2, 1938. This line operated as an extension on the Paris-Saigon route to Hongkong.

Return trip of non-stop flight
SAIGON → HANOI

| August 2, 1938

ROUTES:

- ▶ Posted at SAIGON Jul 31, 1938, it left SAIGON at 9:15am Aug 2
- ▶ Arrived HANOI 17:45pm same day

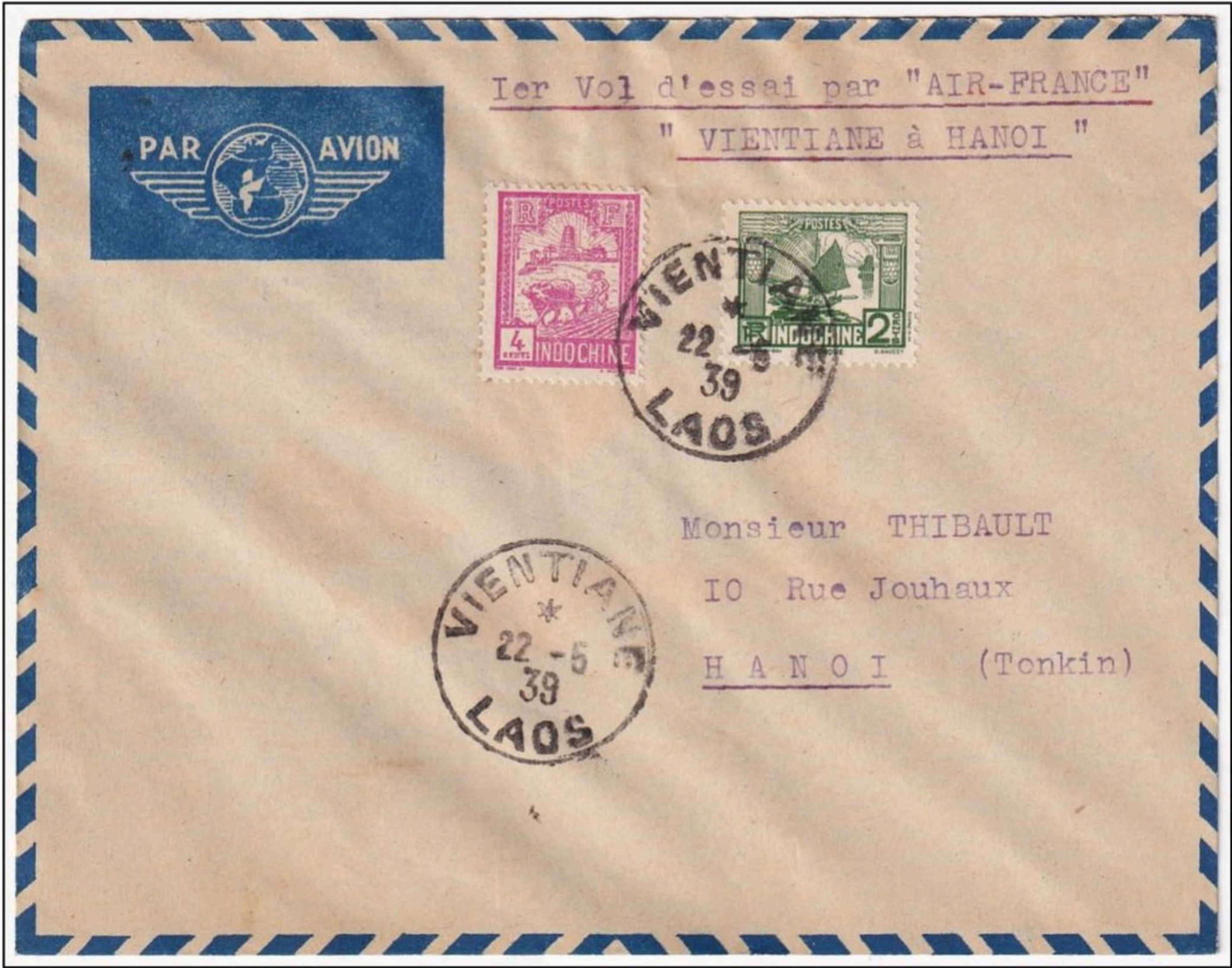
The return of non-stop flight from Saigon was applied a distinctive cachet.

RATE: 11c

- ▶ <20g internal letter: 6c
- ▶ Airmail surcharge: 5c



April 29, 1939, an agreement had been signed with Air France for round-trip flights each week on Saigon-Vientiane-Hanoi. This line was scheduled to open on July 1 after a series of test flights between Hanoi and Vientiane in May and June.



1st tested flight between VIENTIANE ↔ HANOI, accomplished in May, 1939
| May 22, 1939

The round-trip was accomplished in one day. Airplane named: "City of Saigon". No commemorative cachet applied for this postal flight.
One month later, the second trial flight from Hanoi to Vientiane occurred on 12 June, 1939.

ROUTES:

- ▶ Posted at VIENTIANE May 22, 1939
- ▶ Arrived HANOI at 16:50pm same day

RATE: 6c

- ▶ <20g internal letter: 6c
- ▶ Airmail surcharge: free

After eliminating the stop at Vientiane in 1938, Air France reestablished it on a regular basis effective 6 July, 1939. The airplane for the new route was a Dewoitine 338, named "City of Damascus".



Launching of regular postal service
HANOI → VIENTIANE → SAIGON
| July 6-7, 1939

ROUTES:

- ▶ HANOI 4:30am Jul 6, 1939 datestamp
- ▶ Arrived SAIGON at 16:45pm same day

The round cachet in blue applied on philatelic mails sent from Hanoi, while the commercial & non-philatelic mails employed black cachet.

RATE: 11c

- ▶ <20g internal letter: 6c
- ▶ Special surcharge for inaugural flight: 5c

For Air France's first regular northbound service with an intermediate stop at Vientiane, a rectangular cachet was struck with black ink at Saigon.

SAIGON → VIENTIANE → HANOI
| July 7, 1939

ROUTES:

- ▶ SAIGON 22:pm Jul 6, 1939, departed next day
- ▶ Arrived HANOI at 16:55pm Jul 7
- ▶ Redirected to DALAT Jul 10, 1939

RATE: 11c

- ▶ <20g internal letter: 6c
- ▶ Special surcharge for inaugural flight: 5c



SAIGON → HANOI

| November 29, 1939

ROUTES:

- ▶ Sent from SAIGON at 18:pm Nov 29, 1939
- ▶ Arrived HANOI on Dec 1, 1929

RATE: 58c

- ▶ 20-50g internal letter: 8c
- ▶ Airmail surcharge, per 5g: (7x5) 35c
- ▶ Registration: 15c



SAIGON → via HANOI

| Sep 18, 1939

ROUTES:

- ▶ Posted at SAIGON 16:45am Sep 18, 1939,

RATE: 11c

- ▶ <20g internal letter: 6c
- ▶ Airmail surcharge: 5c

This mail was sent during the WWII time, its was examined upon arrival in Hanoi.

From the perspective of productivity, the Hanoi - Saigon line not only had relatively short existences but also was expensive to operate. Indochina's air routes should be viewed as components of longer international links