

BULLETIN OF THE



POLONUS

PHILATELIC SOCIETY

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NEW LOGO FOR POLONUS

By: Hank Bieniecki



Figure 1: New Polonus Society Logo. When printed in color the back will all be red

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NEW LOGO FOR POLONUS (continued)

In 1989 to commemorate the 50th Anniversary of Polonus, our society adopted a logo designed by L. Kawecki and engraved by Czeslaw Slania. The central design of the logo was "SWIATOWID" a protective four faced god from Slavic mythology that could see all of the world. Unfortunately the "SWAITOWID" is not immediately recognizable as a Polish symbol. The board agreed that Polonus should develop a logo which was more inherently Polish .

During discussions Dr. Jerzy Kupiec-Weglinski volunteered that his wife Kasia was an artist and she would execute the new logo, if I would outline the design features. I recommended that we keep the existing outer ring and text less the word USA (we are now international) and replace the "SWAITOWID" with Kasia's original design of a White Eagle. To simplify printing applications the Polonus White Eagle is reversed against a field of red. It does not have the gold crown or beak of the White Eagle which serves as official national symbol of Poland.

The resulting logo created by Kasia (page 523-1) has been approved and adopted by the society board. Our thanks to Kasia for taking ideas and creating an outstanding logo for our society.

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THE BERLIN – WARSAW FLIGHT OF 1919

By: Stanley T. Wlodek

Covers of the Berlin-Warsaw flight of 1919 are one of the rarest treasures of Polish aero philately. Listed as No. 2 by Fischer, only 75 of these unusual covers were originally carried in a flight of the Polish Air Force on June 21 1919. Although many of the details of this flight were published over 25 years ago [1], the uniqueness of this event warrants revisiting this gem of Polish philately.

As part of the World War I repatriations from Germany, Poland received a two engine aircraft that was picked up by 2nd Lt Maximilian Zuske at Lisk, flown to Berlin and then to the Mokotow air field in Warsaw, delivering the first air mail between Berlin and the Polish capital. In Berlin the official Polish government representative, Dr Lewandowski accepted the aircraft from the German government and made the arrangements for the first delivery of mail to Warsaw. To circumvent any problems with German censors, the First Polish delivery of mail by air from Berlin to Warsaw was restricted to post cards that were franked by German stamps on one side and Polish stamps on the reverse. To authenticate each card it was also affixed by the official Polish Air Force lacquer seal to a handwritten document that verified some of the details of the flight.

Figure 1 (pg 524-4) illustrates the German side of the card. The card bears the handwritten notation "Einbolten Einschreiben" (Express Registered) and the senders address as Dr. Lewandowski at Jagerstrasse 13. It is franked by 13 German stamps of the 1905 to 1919 Germania issues with a total value of 3.90 marks and a red Express sticker, as well as a registered Berlin 56 # 85 label. All of the stamps are canceled June 15 1919 with a Berlin W station 56 canceller in black. The more unusual markings are a double strike of a special dark purple rectangular impression, bearing the dates June 20 and June 22, indicating two payments of 20 marks each to cover the cost of the flight. This marking, which portrays a single engine biplane of that time, with the German Teutonic cross on each wing, apparently headed in a vertical dive, merits note. Below the

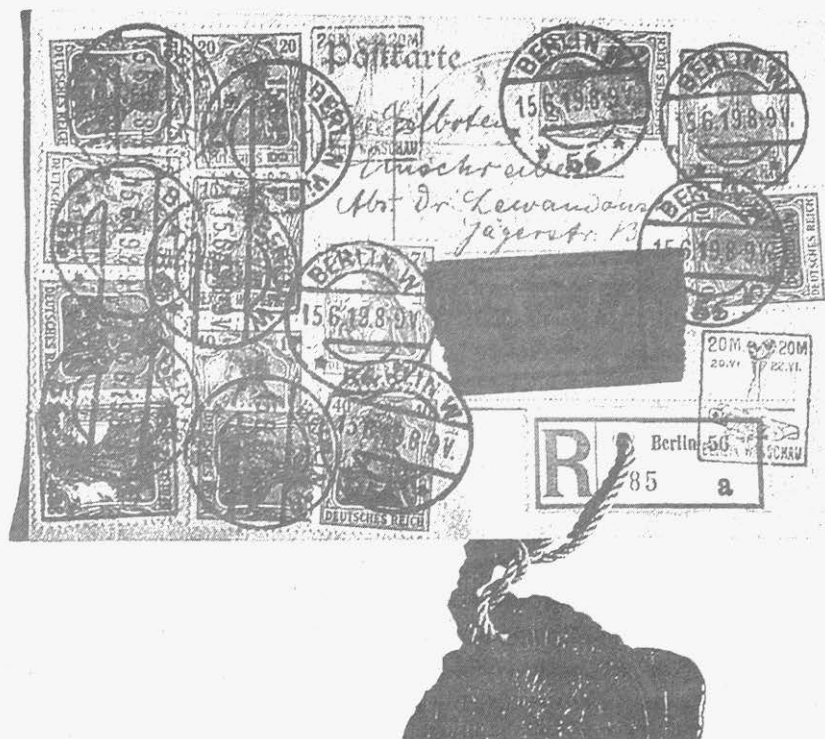


Figure 1. The German side of the Berlin-Warsaw First Flight card. The card is franked with thirteen Germania stamps of that time, bears both the red Express and Registration stickers, and two impressions of the 20 mark steel stamp, rendered in purple to cover the cost of the flight. It has Dr Lewandowski's Berlin address as the sender and bears a light red impression of the Polish Air force seal.

diving airplane are the words Berlin-Warschau. There is also a very light imprint of the Polish Air force Inspectorate seal in red, that probably was applied after arrival in Warsaw [1].

The discrepancy between some of these dates, and the actual date of June 21, which is when the flight actually took place, is ascribed to the need of maintaining secrecy. Fighting between Polish and German paramilitary forces was still occurring in the border areas, over which the flight took place.

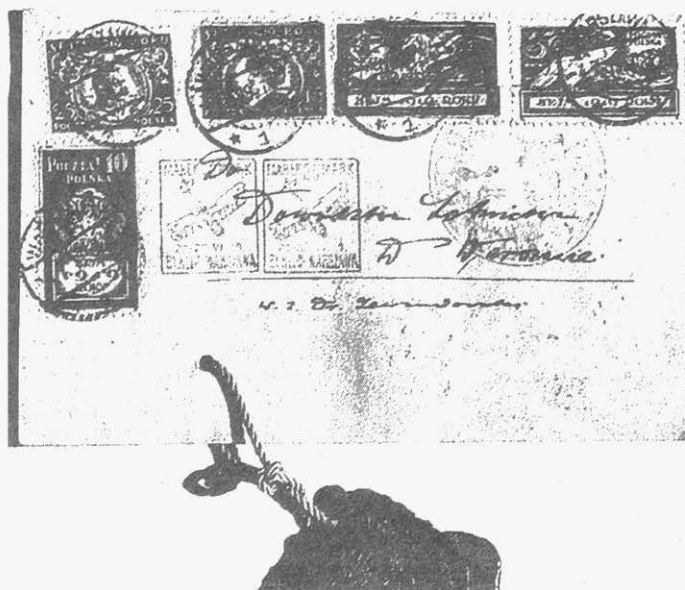


Figure 2. The Polish side of the First Flight card is addressed to the Air force command in Warsaw and franked with five values of the just issued Sejm set, as well as two impressions of a different 20 mark stamp, where the airplane now bears Polish markings and is in level or banking flight. The card is attached with a red silk cord to a lacquer seal that firmly seals the whole card to the authentication document.

On arrival at the Mokotow airport on June 21 1919 the cards were delivered to the main post office in Warsaw. There, the reverse of each card, was addressed to the attention of the same Dr. Lewandowski at the Air Force High Command in Warsaw, franked with five of the National Assembly Issue stamps (Fischer 107, 108, 111, 112 and 113) to a total of 2 marks. On July 4 1919 they were cancelled with the Warszawa 1 obliteration. The Polish side of the card is shown in **Figure 2** (above). In addition to the above postage, this side was also impressed with the Polish Air Force Inspectorate seal in red and a double black impression in rectangular shape with a value of 20 marks, depicting a similar bi-plane as appeared in the German marking below with the dates June 20 to 22 1919 and the words Berlin-Warszawa. The bi-plane image shown here is not fall-

ing to earth as on the German side, but is in level or banking flight. Although it is difficult to make out the wing markings they no longer show the German cross. One source [2] identifies the markings as the Polish red and white checkerboard. The fact that the plane with German markings was shown falling vertically, and the same plane with Polish markings was shown in more controlled flight may provide interesting historical commentary.

The First Flight card described above is tied with a silk cord that is affixed with a red wax seal to a folded document that is described below. The seal, which is shown in **Figure 3** (pg 524-8), bears the image of the Polish eagle in the style used as the National emblem of Poland at that time, surrounded with the words "Inspektorat Wojsk Lotniczych" (Inspectorate of Air Army). The Polish Air Force, at that time, was either a branch of the army or navy and not a completely independent force.

The folded authenticating document to which the card is attached is shown opened-up in **Figure 4** (pg 524-9). It bears a hand written notation in three languages: Polish, French and English. The Polish version reads:

The First Post by Air
Between Warsaw and Berlin

*With the attached cards a Polish pilot flew during Polish -
German fighting from the heart of Germany to Warsaw fired on
at the border by both Germans and Poles 21 June 1919.*

*Authenticated by the Chief Command
Polish Air Forces in Warsaw.*

The French version reads exactly the same except there is no mention of the fact that the airplane was actually fired on. As can be read in the English version, similar slight discrepancies exist in the English text. The document is signed by a Capt. Stempiewiewicz (sic). Some records [1] give the name of the signer as Stempiewicz.

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Lt. Zuske died in 1939 in the defense of Gdynia. The Gestapo seized all records of his flight [1].

Editor's Note: Members who wish to receive a copy of the original article published in Bulletin 379 may request same by emailing at biistamp@charter.net or write me at P.O. Box 489, Maryville, IL 62062

References

1. Fabian Bura (Translated by Frank Wolosewicz), "The First Air Mail Flight: Berlin to Warsaw", *Polonus Bulletin*, March-April 1980 page 379.
2. *Katalog Specjalizowany Znakow Pocztowych Ziem Polskich 1990*, Volume 4, Krajowa Agencja Wydawnicza, Warszawa 1989. page 508.



Figure 3. A close up of the lacquer seal, some 3.7 cm diameter, that bears the Polish eagle surrounded by the words that translate as "The Inspectorate of the Air Army". The seal attaches the First Flight card, the two sides of which are shown in Figures 1 and 2 to the document that is shown in Figure 4.

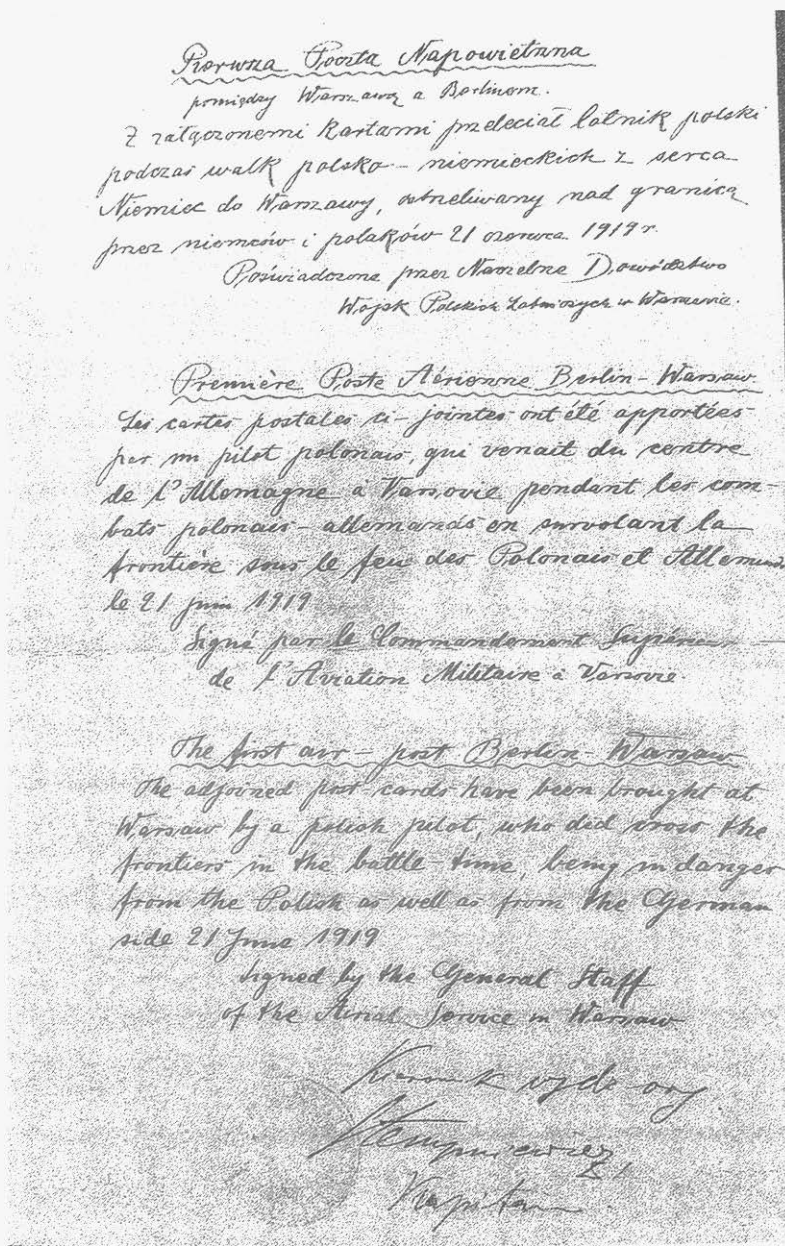


Figure 4: The authentication document verifies the conditions of the flight in Polish, French and English with slight differences in the text.

WOLDENBERG PROOFS SECOND WIDOW ISSUE

By: Roman Sobus

Philatelic literature refers to the essays and proofs of each stamp entered into circulation in the internal post in the prisoner of war camp at Woldenberg. For each approved design, color samples were prepared in multiple shades of a single or multiple colors and were submitted for consideration. There however is no mention of proofs produced for the first and second printing of the Widow issue.

It is understandable that the first printing was produced hastily with limited ink and paper supplies. The request for an "Easter Post" was presented to the German authorities on March 18, 1942. Permission was quickly granted for a one time mailing encompassing the weekend of April 4-6. A stamp designed and engraved in pear wood by Lt. Eugeniusz Pichelle, depicting a widow and child grieving over a soldier's grave was chosen and all proceeds collected were designated for the "Widows and Orphans Fund (FWS)". The colors and variations in the first printing are extensive as small quantities of artists' paint were procured, mixed with others, and thinned with linseed oil. As the supply of ink was depleted, more paint (including different colors) and oil were added to keep the process going. Each inking of the wooden die was used to make three impressions, all on pre-cut pieces of paper placed in an improvised jig. Depending on the amount of ink and pressure applied, there are variations of intensity of the color ranging from very light to vary dark. Over eight thousand pieces were printed in five colors, blue, green, brown, red and black. The majority were consumed sending Easter greetings to fellow internees.

With the initial "mailing" a resounding success, a second request was made to continue the service. Permission again was granted, and regular postal service was instituted on May 7, 1942. A camp

postal committee was set up and took over operation from the FWS, and its members became responsible for all aspects of the operation of the camp post.

The die used for the original printing was cleaned and retouched and became the first "official" issue of the Woldenberg post. During the second printing of the widow issue the camp post intentionally attempted to replicate the colors and paper varieties produced during the first printing and additionally established quality control parameters.

The paper used for this second printing was pre-cut to 35mm x 50 mm for an image of 27.8 mm. x 39.9 mm. This left a rather wide border, which after the impression was inspected, was trimmed, to 2 mm on each side. When the desired color was achieved, a small number of impressions were made, and upon approval, eight were collected for use in the four copies of the camp protocols. The balance were invalidated by cutting through the image so that they could not be used as postage and discarded. This practice of cutting was initially used to designate proofs before the "P", "Project" and "Proba" stamps were introduced. Surprisingly, I have seen several of these test prints with an impression of the letter "P" later used on the reverse, stamped on the front of the white border **Figure 1** (pg 524-12). This is the earliest use of this designation at Woldenberg.

Each addition of new ink to the existing batch was carefully documented, test prints made, total impressions tallied, until the process was repeated again. The process of choosing themes and colors for future Woldenberg issues evolved over time, but because of the excellent documentation by the postal commission, and the rescue of the invalidated and discarded "proofs" by one Lt. Mieczyslaw Wegrzecki, a member of the commission, we are better able to understand the process under which a unique aspect of postal history began.

POW STUDY GROUP

References:

Protocols Concerning Postal Issues in the Prisoner of War Camp
Oflag IIC Woldenberg, Germany; 1942-1945

Katalog Znaczkow Poczty Obozowej w Dobiegniewie
Pionier, Krakow, 1945

Katalog Specjalizowany Znakow Pocztowych Ziemi Polskich
Tom 2 Krajowa Agencja Wydawnicza
Warszawa, 1984



Figure 1: Two second issue Widow proofs with un-trimmed (large) margins. First stamp illustrates use of "P" in margin to indicate Proof. Second proof was invalidated with cut/tear through the stamp.

INTERRUPTED FLIGHT OF 1923 POLISH AIRMAIL COVER TO ENGLAND

By: Jerzy Kupiec-Weglinski and James Mazepa

The French-Romanian Airline (Compagnie Franco-Roumaine de Navigacion; C.F.R.N.A.) initiated regular flights between Warszawa – Prague – Strasbourg – Paris on April 12th 1921. Service was expanded in 1922 by adding new aerial connections between Warszawa – Wien – Budapest (May 15), Bucharest (September 16) and Constantinople (October 5). The airmail service on all C.F.R.N.A. routes was interrupted for the winter break on November 14, 1922, and resumed on February 16, 1923, with a new connection to Belgrade opened on April 15, 1923. Again, because of the weather conditions C.F.R.N.A. interrupted its service on November 15, 1923.

The airmail express cover shown here in **Figure 1** (pg 524-14) was found in a dealers box at an exhibition in Sarasota, Florida, and is quite interesting and possibly unique. It was dispatched from Warszawa via Prague to Bradford, England on October 29, 1923, i.e. just 17 days prior to the winter break C.F.R.N.A. service interruption. It was properly franked during that inflation period with 22,000 Mks postage (2,000 Mks for printed matter up to 50 g. and 20,000 Mks for express fee) plus 6,000 Mks airmail surcharge paid in cash (3x regular fee). However, the flight was interrupted in Prague, as evidenced by the backstamp: "Praha Cizina Etranger – 1.XI. 1923" and a hand-written note in French: "Airmail transport interrupted 1/XI" and signature **Figure 2** (pg 524-15). It is unknown whether the plane crashed or the flight was interrupted due to the technical or weather problems. Regardless, the cover, which after

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over 80 years still remains in a very good condition, somehow was safely delivered to England and postmarked in London with a typical for that period straight-line "Express fee paid".

To the best of authors' knowledge this is the only known interrupted airmail cover during the pioneer period of aerial communication in Poland. The authors ask Bulletin readers for any additional information about this cover or other C.F.R.N.A interrupted flights at jkupiec@mednet.ucla.edu.

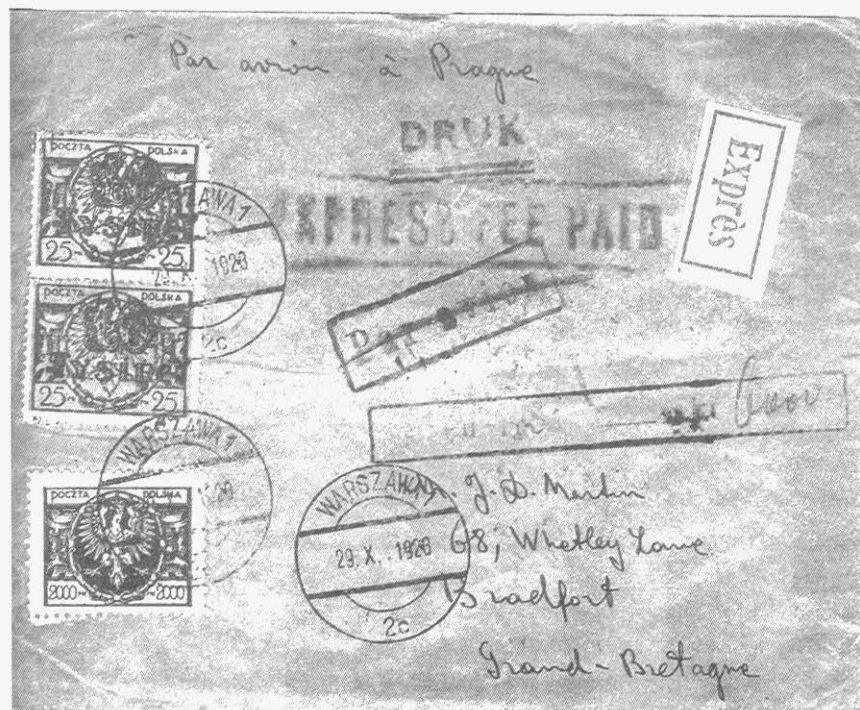


Figure 1: Front of interrupted flight cover



Figure 2: Portion of back of cover illustrating backstamp: "Praha Cizina Etranger – 1.XI. 1923" and a hand-written note in French: "Airmail transport interrupted 1/XI" and signature

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NEW MEMBERSHIP CHAIRMAN AND NEW MEMBER LISTING

By: Hank Bieniecki

I am pleased to announce having served as the defacto membership person since 2000 that Bob Ogradnik has volunteered to assume the official role of Membership Chairman, in addition to his duties as Vice President. This unheralded administrative function is critical to the well being of any society. Having worked with Bob on past projects I know that he will do a great job of making sure that new members are welcomed, membership inquiries are answered, current members are retained, and that we implement effective methods of reaching new potential members.

I have been remiss in not listing new members in the Bulletins since 2004. Throughout this Bulletin and 525 I will list the 60 plus new members who joined Polonus. If there is a new member near you consider writing to welcome them and suggest establishing contact via email, calls or meeting as it will enrich your philatelic experience.

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POLONUS SOCIETY TABLE AT STAMPSHOW 2006

As part of a new program to publicize and promote Polonus at key stamp shows our society reserved and manned a Society table at StampShow 2006 held in Chicago from 24 to 27 August. The pictures below show some of the members who traveled from around the country to man the Society Table.

An article detailing this event will appear in Bulletin 525. If you would like to participate at future shows where Polonus will have a Society table contact Bob Ogrodnik (email & mailing address provided on page 2).



*Bob Ogrodnik: MO, Dr. Richard Mallow: FL,
John Rudnicki: Canada, Fred Szebel: IL*



*Unknown, Chris Kulpinski: AZ, Fred Szebel: IL,
Dr. Richard Mallow: FL, Dr. Jim Mazepa, FL*



The Polonus Philatelic Society is a Not-for-Profit Organization which was incorporated in 1939 in the State of Illinois. Its objective is to promote Polish philately via the dissemination of Polish philatelic information in English. The opinions expressed by authors of articles appearing in the Polonus Bulletin do not necessarily reflect the views of the Polonus Philatelic Society.

Members receive the Polonus Philatelic Bulletin quarterly, have full access to www.polonus.org and participate in the events and activities of the society. Annual dues are payable in US funds before the end of March of each calendar year. Membership categories are as follows:

Regular Member: \$25.00 payable in US funds

Junior Members: (under age 16) \$10.00

Charge Card Payments: Members that pay their annual dues using a charge card will be assessed an additional \$4 banking fee.

New members will receive all the "Bulletins" for the year in which they join. All memberships are based on the calendar year.

(1) Dues, (2) Article for publication, (3) Changes of address, (4) Inquiries regarding and Applications for memberships, (5) General matters or complaints pertaining to the Society should all be sent to:

Polonus Philatelic Society, P.O. Box 2, Maryville, IL 62062