

ICELAND'S AIR MAILS, 1932 -1934

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Figure 1. Proposals by A. Cossar.



The year is 1932. During the past year, the airship Graf Zeppelin visited Iceland, commemorated with an over-print (Facit 162-164), and in 1930 there was great interest and demand for the air mail stamps (Facit 188-193) issued to finance the millenium celebrations of 1930.

Without doubt, these series have awakened the interest of artists and other amateurs for further issues of air mail stamps. In late 1932, the Postmaster received several suggestions from A. Cossar (Figure 1), who was well known in this field. Cossar tried to connect aviation with the Viking period, but the drawings were not accepted for issue.



In 1933, the Hopflug Ítala overprint (Facit 165-167) was made owing to the arrival of the Italian air group. Although there were reports the Postmaster considered special issues negative to the sale of stamps, he requested further suggestions. In late 1933, four drawings by Kristján H. Magnússon (Figure 2) connected aviation with the country and its landscape. None of these drawings was accepted for issue.

Three drawings for air mail stamps were received from Friðrik Guðjónsson (Figure 3). They were accepted for issue and sent to the English printers, Thomas De la Rue & Co., Ltd., London with a request for further execution of the drawings. Upon their receipt, a contract was made for six values of air mail stamps, which were issued on September 1, 1934 (Facit 204-209). Some changes were made by the printers, the greatest on the 25 and 50 aur stamps (Facit 206-207) where the airplane was changed from two engines to a single one.



Figure 2. Proposals from Kristján H. Magnússon.



Figure 3. Proposals from Friðrik Guðjónsson, accepted but changed slightly for the issue of 1934.

