

NETHERLANDS EAST INDIES DOMESTIC AIRMAIL ROUTES 1920 - 1949
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 This display is arranged chronologically to show development of domestic airmail routes.

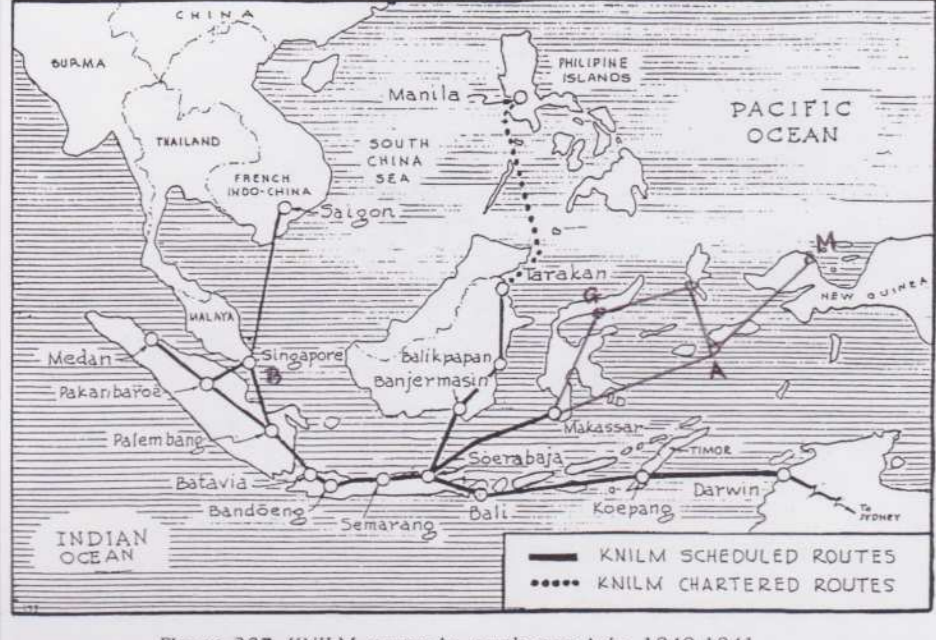


Figure 367. KNILM routes in south east Asia, 1940-1941.



FIRST AIRMAIL 1920

The first Dutch airmail was flown on the Batavia Jaarbeurs special flight on 27 April 1920. KLM airmail from Amsterdam to London was first flown on 5 July 1920. Weltevreden Vliegpost 27 April 1920, Batavia Jaarbeurs 27 April

EXPERIMENTAL AIRMAIL MACASSAR 1921
 Both the 1920 Batavia to Telok-Betong and this flight were demonstrations conducted by Dutch Navy seaplanes.
 Soerabaya 2 July 1921, Soerabaya Vliegpost 3 July, Macassar 5 July



15 covers were flown



SPECIAL AIRMAIL CACHET 1923

Boxed cachet Airmail return answer before 11.30am main post office counter. 16 flights between 28 July and 12 August carried 621kg mail. Bandoeng 28 July 1923, Weltevreden 29 July

12 1/2 CENTS DOMESTIC AIR MAIL RATE

The 22 1/2 cents stamp surcharged 12 1/2 cents served to meet the domestic air mail rate until air mail stamps were issued.
 19 flights between 28 July and 12 August from Batavia to Bandoeng for the Bandoeng Fair carried 845kg mail. This series of flights created an interest in establishing an airmail service in Java.

Weltevreden 8 August 1923, Bandoeng 8 August



Reference: Bulterman, P.R. (1981). Posttempels Nederlands-Indië 1864-1950, Uitgeverij Davo Deventer

NO SPECIAL AIR MAIL CANCEL 1926

Airmail had become sufficiently established as to not require its own distinctive cancel but, instead, be struck with the standard town cancel.

Bandoeng 17 November 1926, Weltevreden 18 November



KNILM 1928

Koninklijke Nederlandsch-Indische Luchtvaart Maatschappij was an association of 31 companies with trading interests in NEI. Unrest in Java in 1926 persuaded the Minister for Colonial Affairs that an airline could transport troops rapidly to outlying areas in time of trouble. An agreement was signed with KLM in 1927.
 The first scheduled KNILM airmail was from Batavia to Bandoeng and Semarang on 1 November 1928.

Weltevreden 31 October 1928, Bandoeng 1 November



In June 1928 Major Norman Brearley proposed that his West Australian Airlines provide a connecting route from Wyndham to Batavia but this was rejected by the Australian Government, so delaying an international direct airmail service to Australia for 6 years.

AIRMAIL STAMPS 1928

KLM conducted its first experimental flight from Amsterdam on 13 September 1928, arriving in Bandoeng on 25 September. On 20 September, NEI overprinted current stamps with Luchtpost and a Fokker F.VII aircraft and surcharged them with various values for the return flight on 6 November. These stamps were replaced on 1 December 1928 with an airmail series featuring a Fokker F.VIIa aircraft.
 KNILM first return flight Bandoeng to Batavia with 10 cents airmail stamp in part payment of the 22 1/2 cents domestic airmail rate.

Bandoeng 1 November 1928, Weltevreden 1 November



ROUTE EXTENSION: SURABAYA

The KNILM route was subsequently extended to Surabaya.
 Soerabaya 21 February 1929, Weltevreden 21 February



ROUTE EXTENSION: MEDAN

Inscribed "Per eerste postvlucht naar Bandoeng".
 Franked at 12 cents postcard rate.
 Medan 22 September 1929, Bandoeng 24 September

MAIL STEAMER CONNECTION AT MEDAN 1930

KNILM established a weekly service to connect with Dutch mail steamers as they arrived and departed from Medan. This sped up delivery of mail from Europe and enabled late mail to catch the steamer to Europe.
 Franked at the 12 cents second class airmail rate for printed matter or open mail.
 Medan 8 October 1930, Weltevreden 9 October



Medan 8 October 1930, Weltevreden 9 October

KNILM TO MEDAN

Batavia
 5 December 1930
 Weltevreden
 5 December
 Marseilles
 27 December



DOMESTIC MAIL ON KLM FLIGHT 1932

KLM PH-AEN on the third Amsterdam - Bandoeng flight carried this cover from Palembang.

BY KLM TO MEDAN 1935

This cachet was presumably privately produced by the sender. Bulterman (1961, p. 172) illustrates this cachet as used 1936/1940 from two offices but not any near Rengat.
 Rengat 4 April 1935



Rengat 12 November 1935, Rome 21 November, Suberg 22 November

ROUTE EXTENSION: BALIKPAPAN 1936

KNILM extended their services beyond Java and Sumatra when they commenced scheduled flights to Balikpapan in Borneo.
 Java-Borneo Batavia and Java-Borneo Balikpapan cachets.
 24 1/2 cents stamps cancelled Batavia 7 February 1936, Balikpapan 8 February, 37 cents and 30 cents Special Flight stamp cancelled Balikpapan 10 February, Batavia 10 February



ROUTE EXTENSION: TARAKAN 1937

KNILM subsequently ran occasional "charter flights" from Tarakan after being denied permission to fly scheduled flights to Manila to connect with the PAA Transpacific Clipper. Balikpapan-Tarakan and Balikpapan-Tarakan Soerabaya cachets
 30 cents Special Flight stamp cancelled Tarakan 11 January 1937, Soerabaya 11 January



ROUTE EXTENSION: MACASSAR 1937

Makassar-Soerabaya cachet
 30 cents Special Flight stamp cancelled Makassar 27 September 1937, Soerabaya 27 September, Bandoeng 28 September, 2 1/2 cents stamp cancelled Bandoeng 29 September



HERINNERINGS-ENVELOPPE
 van de Officiële Opening van de
 K.N.I.L.M.-DOUGLAS-Verbinding Soerabaya-Makassar 27 September 1937

ROUTE EXTENSION: MANOKWARI 1940

Soerabaya-Manokwari cachet
 Medan 16 August 1940, Ambina 22 August tying Nederland Zal Heruzen label

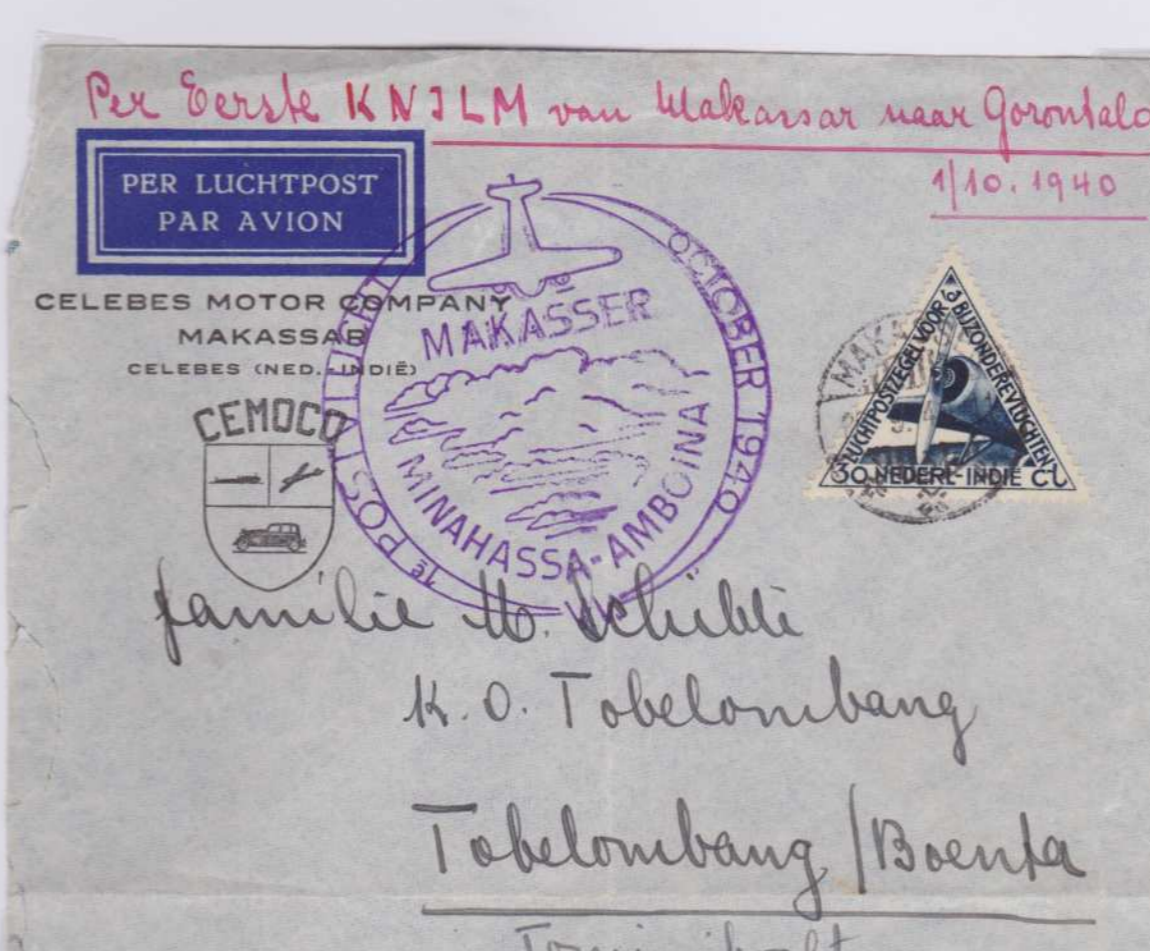


ROUTE EXTENSION: BANDA 1940

Soerabaya-Manokwari cachet but typed Retour-Vlucht Banda-Batavia
 Neira 23 August 1940, BataviaCentrum 26 August

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Minahassa-Ambina Makassar cachet
 Makassar 29 September 1940, Gorontalo 1 October



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POSTWAR

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 Indistinct 28 August 1948



Veldpost Batavia 11 February 1949
 KNILM was disbanded on 1 August 1947 and assets transferred to KLMB which, when the Dutch withdrew, became Garuda Indonesia.

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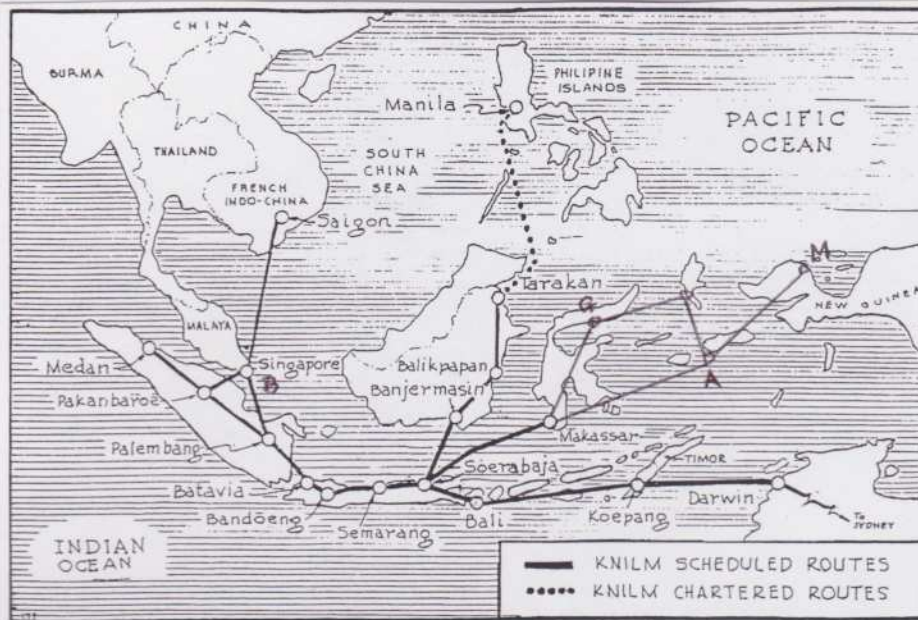


Figure 387. KNILM routes in south east Asia, 1940-1941.



W. I. Sipin
Postkantoor
Batavia

V. G. M.
112 (1920) franco
62 anslagen

62 covers
 were flown

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Medan 8 October 1930, Weltevreden 9 October

KNILM TO MEDAN

Batavia
5 December 1930
Weltevreden
5 December
Marseilles
27 December

N. V. **WM H. MÜLLER & Co. - BATAVIA**
GEVESTIGD TE ROTTERDAM

LUX 9424

AAANGETEKENDE
DOCUMENTEN

48

via Medan

NED. INDIE
R
Batavia.
964
GRAM

PER LUCHTPOST
PAR AVION
AV 5

William Carr Esq.

Marseille 794
by Rue Grignan



PH-AEN 3de Holland Indië
Meyling Oktober 1930

PER LUCHTPOST
PAR AVION
AV 5



Den Welldr. Heer

W. Rajénius

Inspecteur. P. P. I.

Bandaeng

Wetstroomindisch 20



Palembang
Seint via Radio
28 October 1930
Bandoeng
Seint via Radio
29 October

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EERSTE VLUCHT BATAVIA - TARAKAN

d.d. 1936

Aan L. JONKER



Poste Restante



te

SOERABAJA



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Makassar-Soerabaya cachet

30 cents Special Flight stamp cancelled Makassar 27 September 1937, Soerabaya 27

September, Bandoeng 28 September, 2½ cents stamp cancelled Bandoeng 29 September



ROUTE EXTENSION: MANOKWARI 1940

Soerabaya-Manokwari cachet

Medan 16 August 1940, Amboina 22 August tying Nederland Zal Herruzen label

PER LUCHTPOST
PAR AVION
A.V.S.

PER EERSTE KNILM-VLUCHT:

SOERABAIA - MANOKWARI



Mevrouw

R. Pattiselano
- Manusama,

SAPAROEA.

(AMBOINA.)



EERSTE RETOUR-VLUCHT BANDA-BATAVIA
DDO 24-8-1940



DEN WELEDELGEB: HEER A.F. VAS DIAS

P/A N.V. KONINKLYKE PAKETVAART MAATSCHAPPY

AUGUSTUS 1940
OPENING VAN DE
K. N. I. L. M. LIJNEN IN DE
„GROOTE OOST”

BATAVIA-CENTRUM

PRIJS 25 ct. OPBRENGST TEN BAAT VAN HET
NEDERLANDSCH INDISCH LUCHTVAARTFONDS

PER OPENINGSVLUCHT AUGUSTUS 1940

ROUTE EXTENSION: BANDA 1940

Soerabaya-Mankowari cachet but typed Retour-Vlucht Banda-Batavia

Neira 23 August 1940, BataviaCentrum 26 August

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