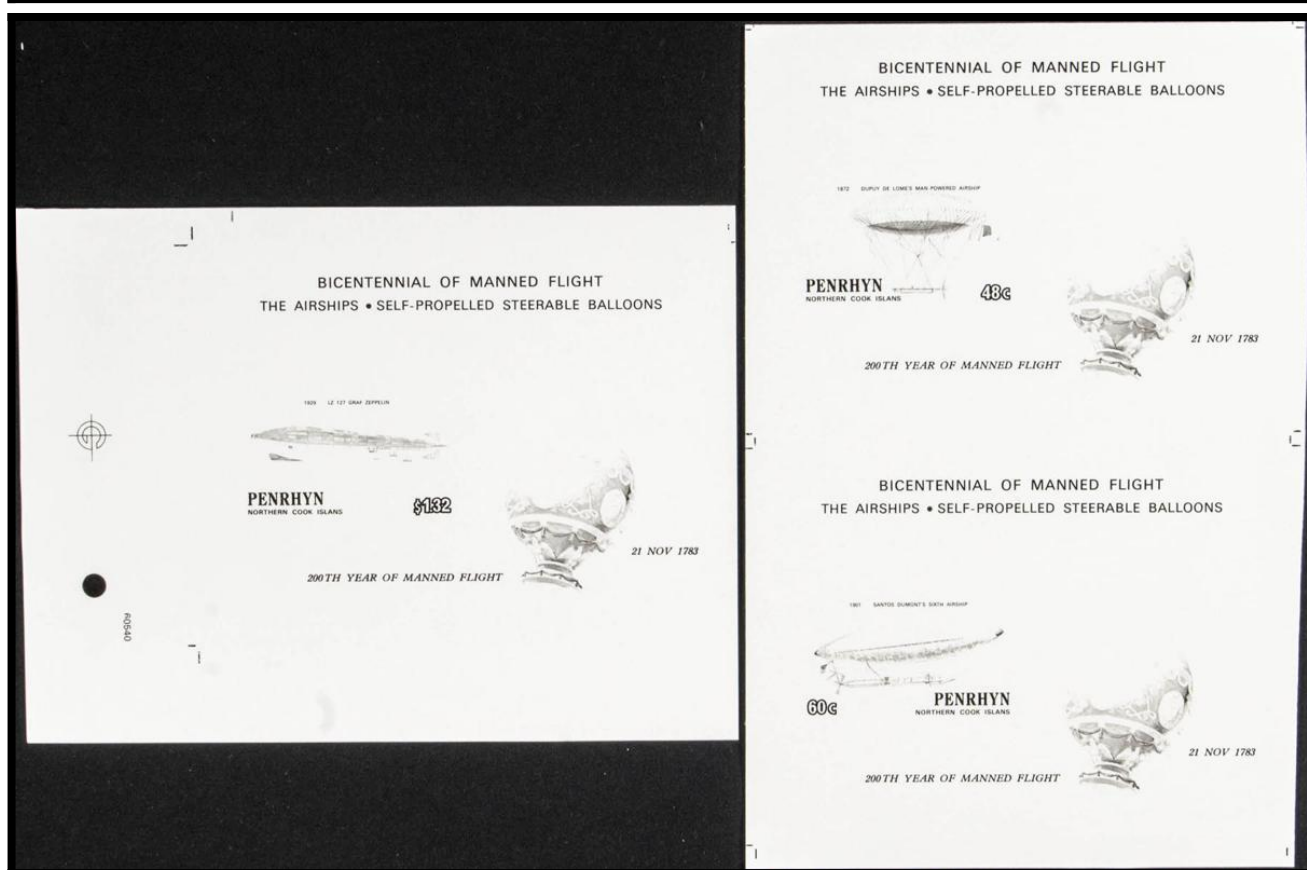
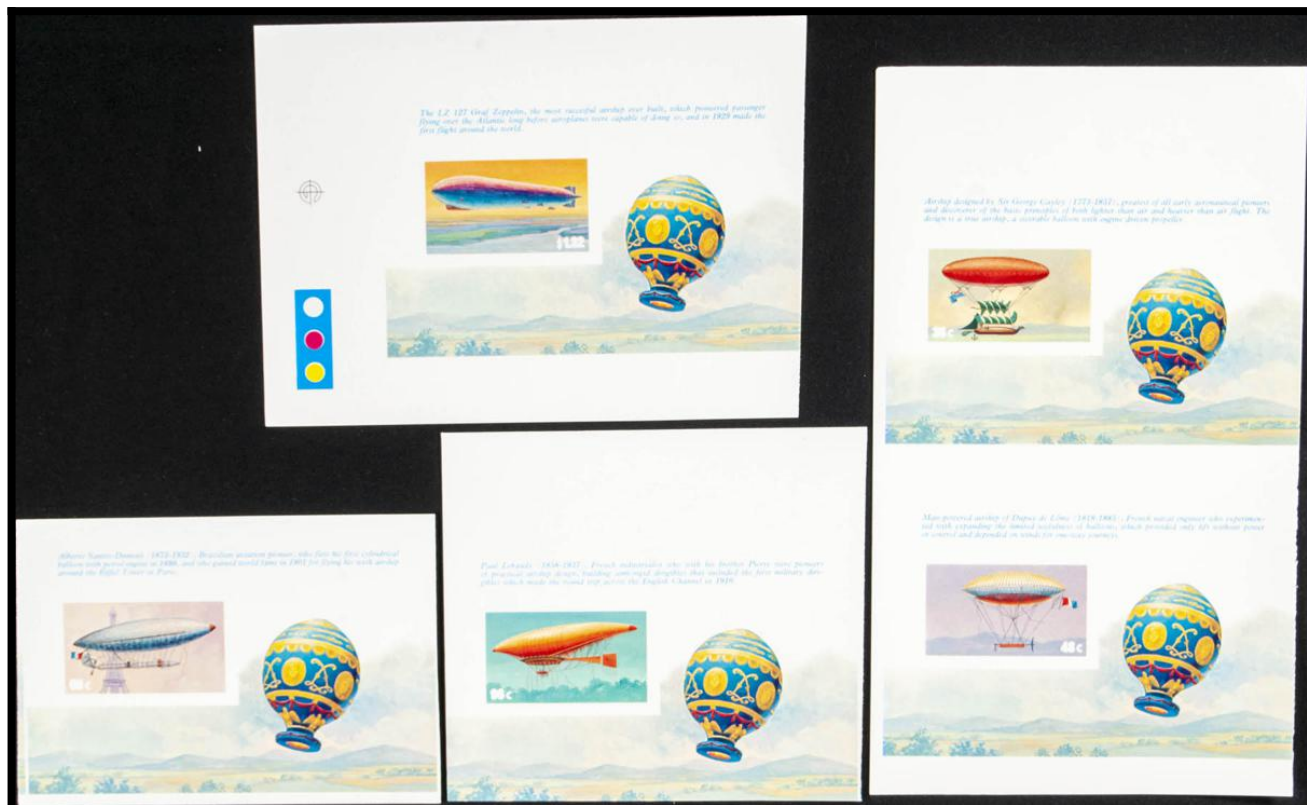


Lote: 2432

The Fournier Universe. Part 2 (From J to Z) #110

** Yvert B48A. 1983. Aviation. Souvenir sheet. Progressive plate proof of the sheet.





The U.S. 327 Great Zepherus, the most successful warship ever built, which performed maneuvers along over the Atlantic long before airships were capable of doing so, and in 1929 made the first flight around the world.

The Zepherus (1918-1922) - French aeronautics came with the Zeppelin. France was the first to produce a practical warship design, building warship dirigibles that included the first military airship which made the world trip across the English Channel in 1908.

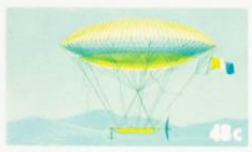
The first aerial warship of France (1914-1918) - French naval engineers like experiment had with expanding the limited envelope of balloons, which provided only the vertical power to control and directed on wind for one-way missions.

The U.S. 327 Great Zepherus, the most successful warship ever built, which performed maneuvers along over the Atlantic long before airships were capable of doing so, and in 1929 made the first flight around the world.

Design inspired by the Goodyear Zeppelin (1923-1937) - prototype of all such commercial designs and development of the basic principle of rigid airships: their air and lighter than air design. The design is a new method of variable ballast with engine-driven propeller.

British Zeppelin (1915-1918) - British naval engineers (1915) tried to use rigid balloons for warship purposes in 1916 and developed in 1918 the first rigid airship around the English Channel of France.

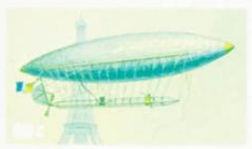
Man-powered airship of Dupuy de Lôme (1818-1885), French naval engineer who experimented with expanding the limited usefulness of balloons, which provided only lift without power or control and depended on winds for one-way journeys.



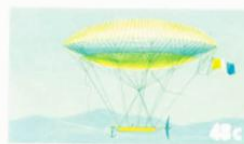
Airship designed by Sir George Cayley (1773-1857), greatest of all early aeronautical pioneers and discoverer of the basic principles of both lighter than air and heavier than air flight. The design is a true airship, a steerable balloon with engine-driven propeller.



Alberto Santos-Dumont (1873-1932), Brazilian aviation pioneer, who flew his first cylindrical balloon with petrol engine in 1898, and who gained world fame in 1901 for flying his sixth airship around the Eiffel Tower in Paris.



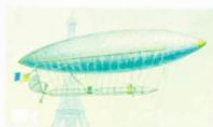
Man-powered airship of Dupuy de Lôme (1818-1885), French naval engineer who experimented with expanding the limited usefulness of balloons, which provided only lift without power or control and depended on winds for one-way journeys.



Paul Lebaudy (1858-1937), French industrialist who with his brother Pierre were pioneers of practical airship design, building semi-rigid dirigibles that included the first military dirigible which made the round trip across the English Channel in 1910.



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The LZ 127 Graf Zeppelin, the most successful airship ever built, which powered passenger flying over the Atlantic long before aeroplanes were capable of doing so, and in 1929 made the first flight around the world.

