

CHAPTER EIGHTY-ONE

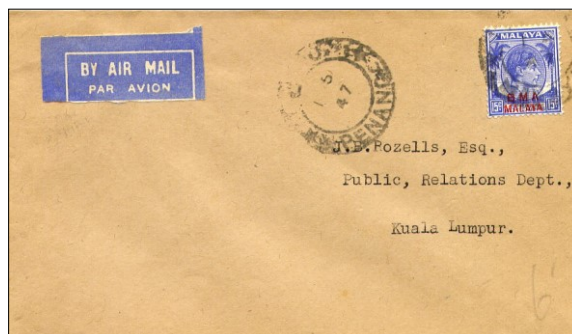
FIRST FLIGHT COVERS

Many first flights on new routes or using new types of aircraft were marked by covers and/or postmarks. Some were issued by the airlines themselves, but many, particularly in later years, were produced by the Philatelic Society of Malaysia in conjunction with the airline and post office. Covers were not normally sold through post offices. Receiving marks were usually applied to the rear of the covers. Various stage covers exist for flights serving intermediate stops.

All illustrations in this chapter are reduced by 50%.

I. MALAYSIAN AIRLINE SYSTEM AND ITS PREDECESSORS.

FF.1. Malayan Airways Ltd:



First return flight. Penang-Kuala Lumpur stage.

- FF.1.1. 1 May 1947 Singapore-Kuala Lumpur-Penang and return.
Airspeed Consul VR-SCD. First public service Malayan Airways flight. Only plain covers have been seen by the author.
- FF.1.2. 27 September 1947 Singapore-Medan.
No information available.
- FF.1.3. 18 October 1947 Medan-Singapore.
No information available.
- FF.1.4. 2 November 1947 Singapore-Kuala Lumpur-Ipoh-Taiping-Penang-Kota Bahru-Kuantan.
No information available.
- FF.1.5. 3 November 1947 Kuantan-Kota Bahru-Penang-Taiping-Ipoh-Kuala Lumpur-Singapore.
No information available.
- FF.1.6. 8 November 1947 Penang-Medan and return.
No information available.
- FF.1.7. 14 November 1947 Singapore-Palembang-Batavia and return.
No information available.
- FF.1.8. 16 November 1947 Singapore-Kota Bahru-Saigon and return.
No information available.
- FF.1.9. 4 April 1948 Singapore-Penang-Bangkok and return.
No information available.
- FF.1.10. 1 November 1956 Jesselton-Singapore-London.
Joint first day cover with BOAC for the British North Borneo Company anniversary stamp issue (probable status is that of a first day cover, not a first flight cover). Malayan Airways providing the Jesselton -Singapore leg using a Douglas DC3. BOAC flew the Singapore-London leg. Some sources state that BOAC used a De Havilland Comet 4, but these did not enter service until 1959.
- FF.1.10a. 1 October 1957 Kuching-Singapore-London.
Joint first day cover with BOAC for Sarawak definitive stamp issue (probable status is that of a first day cover, not a first flight cover). Malayan Airways providing the Kuching -Singapore leg (using a Douglas DC3?). BOAC flew the Singapore-London leg, arriving 4 October.



FF.1.11. 27 September 1958
Douglas DC3.

Kuala Lumpur-Singapore-Hong Kong.

FF.1.12. 30 September 1958
Douglas DC3.

Kuala Lumpur-Singapore-Jakarta.

FF.1.13. 10 September 1963
Kuala Lumpur-Singapore-Kuching-Brunei-Jesselton and return.
Fokker F27 Friendship. The cover showed the National Museum at Kuala Lumpur, Fokker F27 Friendship and Bajau horsemen. Official first flight covers have been recorded from all origins to Jesselton and from Jesselton to all destinations only. Other stage covers may exist.



FF.1.14. 11 September 1963
Fokker F27 Friendship. Cover design similar to that above but showing a mosque and a Bangkok river skyline.

Kuala Lumpur-Ipoh-Penang-Bangkok and return.

FF.2. Malaysian Airways Ltd:

FF.2.1. 17 April 1964
De Havilland DH106 Comet 4 G-APDJ.¹

Singapore-Jesselton.

FF.2.2. 2 July 1966
De Havilland DH106 Comet 4. The cover showed a Comet 4 and was postmarked with a "SINGAPORE / -2JUL66 / AIRPORT H" circular date stamp.

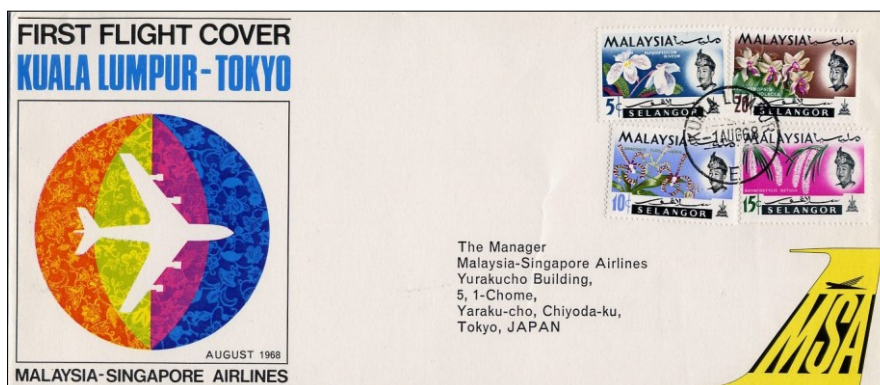
Singapore-Manilla.



FF.3. Malaysia-Singapore Airlines Ltd:

Following the departure of Singapore from Malaysia in 1965, the airline became a joint venture pending eventual division between the two countries.

- FF.3.1. 1 April 1967 Singapore-Kuala Lumpur-Hong Kong-Taipei.
De Havilland DH106 Comet 4.
- FF.3.2. 2 April 1967 Taipei-Hong Kong-Kuala Lumpur-Singapore.
De Havilland DH106 Comet 4.
- FF.3.3. 4 April 1967 Singapore-Perth.
De Havilland DH106 Comet 4.
- FF.3.4. 5 April 1967 Perth-Singapore.
De Havilland DH106 Comet 4.



- FF.3.5. 1 August 1968 Singapore-Kuala Lumpur-Hong Kong-Taipei-Tokyo.
Boeing 707-320B.
- FF.3.6. 2 August 1968 Tokyo-Taipei-Hong Kong-Kuala Lumpur-Singapore.
Boeing 707-320B. It has been suggested that the first regular airmail service between Singapore and Tokyo did not begin until 2 November 1969.
- FF.3.7. 31 May 1971 Singapore-Rome-London.
Boeing 707-320B.
- FF.3.8. 2 August 1972 Singapore-Bangkok-Hong Kong-Osaka.
Boeing 707-320B.

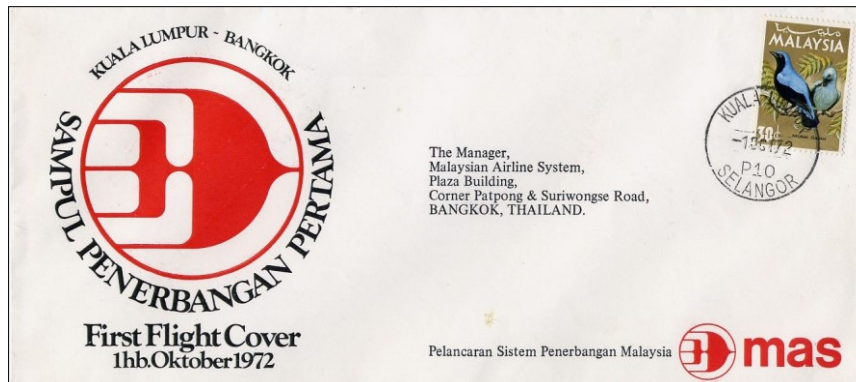
FF.4. Malaysian Airline System (MAS).

MSA was divided between Malaysia and Singapore, the Singapore part becoming Singapore International Airlines (now shortened to Singapore Airlines). Many MAS first flights have been marked by commemorative covers, commencing with its first day of MAS operations on 1 October 1972. The covers listed below were produced by the Philatelic Society of Malaysia in co-operation with MAS and Pos Malaysia, unless otherwise stated. They were not sold through post offices. Unless otherwise stated, receiving marks were applied to the rear of the covers.

FF.4.1. 1 October 1972

Kuala Lumpur-Bangkok.

This cover was the first issued by PSM for MAS. It showed the MAS emblem. The cover was 229mm x 103mm. It was printed on white paper. There was no first flight cachet. It was serviced with the 1965 30c. Federal definitive stamp and a circular date stamp. Both "KUALA LUMPUR / -1OCT72 / P10 / SELANGOR" and "KUALA LUMPUR / -1OCT72 / P12 / SELANGOR" were used.



FF.4.2. 1 October 1972

Kuala Lumpur-Hong Kong.

This cover was similar to the Bangkok cover but with altered text. There was no first flight cachet. It was serviced with the 1965 30c. Federal definitive stamp and a larger circular date stamp "KUALA LUMPUR / -1OCT72 / P8 / SELANGOR". Similar circular date stamp P10 (see previous cover) is also known. No postal receiving mark was applied, an MAS Hong Kong Office receiving mark being applied to the front or rear of the cover instead.

FF.4.3. 1 July 1974

Kuala Lumpur-London, Kuala Lumpur-Madras

PSM planned to issue covers for these flights, but agreement could not be reached with MAS, so the project was abandoned. It was suggested at the time that the previous issue had been promoted on an over-optimistic scale, resulting in financial losses for MAS. It was over three years before the next cover was produced.

FF.4.4. 30 October 1977

Kuala Lumpur-Kuwait-Frankfurt-London.

MAS itself issued a cover for this flight and the one listed below, which together formed the MAS London-Kuala Lumpur-Australia service group, marking the introduction of the Douglas DC10-30 jet airliner on this service group (the second service group to use this aircraft). The cover was inscribed "EUROPE AUSTRALIA / MAS FIRST DC10-30 FLIGHT" and showed scenes from Frankfurt, Sydney (yacht approaching the Harbour Bridge) and London (view down Whitehall from Trafalgar Square to Big Ben). The first flight cachet for flight MH2 showed the MAS emblem with the inscription "KUALA LUMPUR - KUWAIT - FRANKFURT - LONDON / 30th OCTOBER 1977". It was serviced with a Selangor 15c. stamp and circular date stamp "KUALA LUMPUR / 30OCT77 / M2". No receiving marks were applied. They were not made generally available for sale to collectors. 2

FF.4.5. 1 November 1977

Kuala Lumpur-Melbourne-Sydney.

MAS used the same cover for flight MH1, the other stage of the same service group. The first flight cachet showed the MAS emblem with the inscription "KUALA LUMPUR - MELBOURNE - SYDNEY / 1st NOVEMBER 1977". It was serviced with a Selangor 15c. stamp and circular date stamp "KUALA LUMPUR / 1NOV77 / M2". No receiving marks were applied. They were not made generally available for sale to collectors. 2



FF.4.6. 31 July 1986

Kuala Lumpur-Los Angeles.

Issued by MAS itself, this cover showed a Boeing 747-236B four-engined jet airliner over a segment of the Earth with the Malaysian flag stretched from Kuala Lumpur to Los Angeles via Tokyo. The cover was 219mm x 110mm. It was printed by Rota Envelopes on white paper. The first flight cachet showed a Boeing 747-236B with the inscription

“KUALA LUMPUR-LOS ANGELES. MAS-FIRST FLIGHT. / 31-7-1986”. It was serviced with a set of the special stamps and a special Subang airport postmark inscribed “PELANCARAN PENERBANGAN MAS KE LOS ANGELES / BIRO PEMINAT SETEM / LAPANGAN TERBANG / ANTARANANGSA / SUBANG / 31-7-1986” showing a Boeing 747-236B.

FF.4.7. 31 July 1986

Los Angeles -Kuala Lumpur.

This cover was for the first inbound flight and was originally printed with the date 1 August 1986, later covered by a label that changed the date to 31 July. It was in the same style as the outward cover but it showed the aircraft reversed and used the USA flag in the reverse direction. The cachet showed a Boeing 747-236B with the inscription “LOS ANGELES-KUALA LUMPUR. MAS-FIRST FLIGHT. / 31-7-1986”. It was serviced with USA 44c. Transpacific Airmail 1935 stamp and a Los Angeles Airport circular date stamp AMF “LOS ANGELES, CA / JUL / 31 / 1986 / 90009”.

FF.4.8. 1 January 1989

Kuala Lumpur-Delhi.

This cover was designed by AMC-Melewar Zecha Communications and showed a Maharajah riding an Indian elephant. The cover was 220mm x 110mm. It was printed on white paper. The first flight cachet showed a rear view of Boeing 747-236B with the inscription “FIRST FLIGHT. KUALA LUMPUR-DELHI / 01 JANUARY 1989”. Contrary to the cachet, it was flown on an Airbus Industries A300 on flight MH040. It was serviced with a 30c. Federal Territory 1986 definitive stamp (standard perforation and watermark) and circular date stamp “LAPANGAN TERBANG / -1JAN89 / K / SUBANG.SEL”. A New Delhi Parliament Street Philatelic Bureau receiving mark for “2-1-89” was applied to the front of the cover.



FF.4.9. 1 January 1989

Kuala Lumpur-Karachi.

This cover was designed by the same agency as 4.8 and showed a Steatite Seal showing the Brahmanical Bull of Mahenjo-daro. The cover was 219mm x 110mm. It was printed on white paper. The first flight cachet showed a rear view of a Boeing 747-236B with the inscription “FIRST FLIGHT. KUALA LUMPUR-KARACHI / 01 JANUARY 1989”. It was also flown on the Airbus Industries A300 on flight MH040, which continued to Karachi from Delhi. It was serviced with a 30c. Federal Territory 1986 definitive stamp (standard perforation and watermark) and circular date stamp “LAPANGAN TERBANG / -1JAN89 / K (or P) / SUBANG.SEL”. A Karachi Philatelic Bureau receiving mark for 2JAN89 was applied to the front of the cover.

FF.4.10. 18 June 1989

Kuala Lumpur-Fukuoka.

This cover was designed by the same agency as 4.8 and showed a Japanese girl in traditional dress with a tea cup. The cover was 220mm x 111mm. It was printed on white paper. The first flight cachet showed a rear view of Boeing 747-4H6 with the inscription “FIRST FLIGHT. KUALA LUMPUR-FUKUOKA / 18 JUNE 1989”. It was flown on a Douglas DC10-30 on flight MA082. It was serviced with a 30c. Federal Territory 1986 definitive stamp (standard perforation and watermark) and circular date stamp “BIRO PEMINAT SETEM / K. LUMPUR / 18JUN89 / K-2 / IBU PEJ.POS”. The reverse bore a Hakata receiving mark for “18.VI.89 18-24”.

FF.4.11. 18 June 1989

Kuala Lumpur-Zurich.

This cover was designed by the same agency as 4.8 and showed an alpenhorn and player. The cover was 220mm x 112mm. It was printed on white paper. The first flight cachet showed a rear view of a Boeing 747-4H6 with the inscription “FIRST FLIGHT. KUALA LUMPUR-ZURICH / 18 JUNE 1989”. It was flown on a Boeing 747 on flight MA04. It was serviced with a 40c. Federal 1986 definitive stamp (standard perforation and watermark) and circular date stamp “BIRO PEMINAT SETEM / K. LUMPUR / 18JUN89 / K-2 / IBU PEJ.POS”. The reverse bore a Zurich Airport receiving mark for “19.-6.89”.

FF.4.12. 30 November 1989

Kuala Lumpur-Brussels.

This cover was designed by the same agency as 4.8 and showed the City Hall, Brussels. The cover was 220mm x 110mm. It was printed on white paper. The first flight cachet showed a rear view of a Boeing 747-4H6 with the inscription “FIRST FLIGHT. KUALA LUMPUR-BRUSSELS / 30 NOVEMBER 1989”. It was flown on a Douglas

DC10-30 on flight MH014. It was serviced with a circular date stamp "BIRO PEMINAT SETEM / K. LUMPUR / 30NOV89 / K-1 (or K-2) / IBU PEJ.POS" on various 40c. stamps (1989 King and Shrimp A or B Wmk. SU recorded). A Brussels Zaventem Airport illustrated philatelic receiving mark featuring a Sabena DC10-30CF cargo plus passenger variant over the airport control tower was applied in addition to the usual receiving circular date stamp.

For a cover in a similar style for the inauguration of the Kuala Lumpur-London Boeing 747 service, see the first day cover of issue 89.8.

FF.4.13. 6 December 1989 Kuala Lumpur-Auckland.

This cover was designed by the same agency as 4.8 and showed sheep. The cover was 220mm x 110mm. It was printed on white paper. The first flight cachet showed a rear view of a Boeing 747-4H6 with the inscription "FIRST FLIGHT. KUALA LUMPUR-AUCKLAND / 06 DECEMBER 1989". It was flown on a Douglas DC10-30 on flight MH027. It was serviced with a 30c. Federal Territory 1986 definitive stamp (standard perforation and watermark) and circular date stamp "BIRO PEMINAT SETEM / K. LUMPUR / -6DIS89 / K-1 (or K-2) / IBU PEJ.POS". An "AUCKLAND / -7DE891 / N.Z." receiving mark was applied to the reverse.

FF.4.14. 6 December 1989 Kuala Lumpur-Istanbul.

This cover was designed by the same agency as 4.8 and showed the Topkapi museum/mosque/church. The cover was 220mm x 110mm. It was printed on white paper. The first flight cachet showed a rear view of a Boeing 747-4H6 with the inscription "FIRST FLIGHT. KUALA LUMPUR-ISTANBUL / 06 DECEMBER 1989". It was serviced with two 20c. MAS London Service stamps and circular date stamp "BIRO PEMINAT SETEM / K. LUMPUR / -6DIS89 / K-2 / IBU PEJ.POS". A "POSTA ISLEME / 7.12.09 / 121 / ISTANBUL" receiving mark was applied to the reverse and, on the example seen, soaked through to the front. At least one cover was signed by the pilot.

FF.4.15. 29 October 1990 Kuala Lumpur-Vienna.

This cover was designed by the same agency as 4.8 and showed music and waltzing dancers. The cover was 220mm x 110mm. It was printed on white paper. The first flight cachet showed a rear view of a Boeing 747-4H6 with the inscription "FIRST FLIGHT. KUALA LUMPUR-VIENNA / 29 OCTOBER 1990". It was serviced with a 40c. Literacy stamp and circular date stamp "KUALA LUMPUR / 29OKT90 / P52". The "WIEN-FLUGHAVEN / 1 / 30.10.90-3 / 1300" receiving mark was applied to the front of the cover twice-once with the correct date and once with 30.11.90.

FF.4.16. 31 October 1990 Kuala Lumpur-Brisbane.

This cover was designed by the same agency as 4.8 and showed the Great Barrier Reef, fish, sea and skyline. The cover was 220mm x 110mm. It was printed on white paper. The first flight cachet showed a rear view of a Douglas DC10-30 with the inscription "FIRST FLIGHT. KUALA LUMPUR-BRISBANE / 31 OCTOBER 1990". It was serviced with a 30c. Federal Territory 1986 definitive stamp (standard perforation and watermark) and circular date stamp "KUALA LUMPUR / 31OKT90 / P52". A "G.P.O. BRISBANE / -1NO90 / QLD-AUST" receiving mark was applied to the reverse.

FF.4.17. 31 October 1990 Kuala Lumpur-Nagoya.

Details of this cover have not been determined.

FF.4.18. 8 November 1990 Kuala Lumpur-Darwin.

This cover was designed by the same agency as 4.8 and showed aboriginal art. The cover was 220mm x 110mm. It was printed on white paper. The first flight cachet showed a rear view of a Douglas DC10-30 with the inscription "FIRST FLIGHT. KUALA LUMPUR-DARWIN / 08 NOVEMBER 1990". It was serviced with a 30c. Federal Territory 1986 definitive stamp (standard perforation and watermark) and circular date stamp "KUALA LUMPUR / -8NOV90 / P52". It was carried on a DC10-30 jet airliner. A pictorial receiving mark was applied on the reverse showing Charles Darwin and H.M.S. "Beagle".

FF.4.19. 8 November 1990 Kuala Lumpur-Adelaide.

The Darwin flight continued to Adelaide after a short stop. This cover was designed by the same agency as 4.8 and showed racing cars. The cover was 220mm x 110mm. It was printed on white paper. The first flight cachet showed a rear view of a Douglas DC10-30 with the inscription "FIRST FLIGHT. KUALA LUMPUR-ADELAIDE / 08 NOVEMBER 1990". It was serviced with a 30c. Federal Territory 1986 definitive stamp (standard perforation and watermark) and circular date stamp "KUALA LUMPUR / -8NOV90 / P52". An "ADELAIDE / -9NOV1990 / S.AUST 5000" receiving mark was applied on the reverse.

FF.4.20. 9 November 1990 Adelaide-Kuala Lumpur.

This cover was produced by the Australian Air Mail Society and showed the emblems of various organisations. The cover was landscape-format. It was printed on white paper. It was serviced with Australian stamps and circular date stamp "ADELAIDE / -9NOV1990 / S.AUST 5000", together with a "guaranteed flown" cachet. It was carried on flight MH022 by the same DC10-30 as used on the outward flight with a one-hour stopover at Darwin. A "LAPANGAN TERBANG / -9NOV90 / P / SUBANG, SEL" receiving mark was applied to the front of the cover.

FF.4.21. 31 March 1991

Kuala Lumpur-Beijing.

This cover was designed by the same agency as 4.8 and showed the Hall of Prayer for Good Harvests at Beijing. The cover was 220mm x 110mm. It was printed on white paper. The first flight cachet showed a rear view of a Douglas DC10-30 with the inscription "KUALA LUMPUR-BEIJING / FIRST FLIGHT. 31ST MARCH 1991". It was serviced with a 30c. Federal Territory 1986 definitive stamp (standard perforation and watermark) and circular date stamp "KUALA LUMPUR / 31MAC91 / P52". A Chinese receiving mark was applied.

FF.4.22. 1 April 1991

Kuala Lumpur-Kaohsiung.

This cover was designed by the same agency as 4.8 and showed the Dragon and Tiger pagodas at Kaohsiung. The cover was 220mm x 110mm. It was printed on white paper. The first flight cachet showed a rear view of an Airbus A310 with the inscription "KUALA LUMPUR-KAOHSIUNG / FIRST FLIGHT. 1ST APRIL 1991". It was serviced with a 30c. Federal Territory 1986 definitive stamp (standard perforation and watermark) and circular date stamp "KUALA LUMPUR / -1APR91 / P52". A Chinese receiving mark was applied.



FF.4.23. 1 June 1992

Kuala Lumpur-Munich.

This cover was designed by the same agency as 4.8 for PSM and showed a Munich Oktoberfest scene. The cover was 220mm x 110mm. It was printed on white paper. The first flight cachet from the same designer showed a rear view of a Boeing 747-4H6 with the inscription "KUALA LUMPUR-MUNICH / FIRST FLIGHT. 1 JUNE 1992". It was serviced with a 15c. and a 30c. Federal Territory 1986 definitive stamp (standard perforation and watermark) and circular date stamp "KUALA LUMPUR / -1JUN92 / P52". It was carried on flight MH16 in a DC10-30. A "MUNCHEN FLUGHAVEN / k / 02.06.92-16 / 8000" arrival mark was applied to the reverse.

FF.4.24. 5 June 1992

Kuala Lumpur-Madrid.

This cover was designed by the same agency as 4.8 for PSM and showed a poster of a matador in action. The cover was 220mm x 110mm. It was printed on white paper. The first flight cachet was as used for the Munich flight but with the inscription "KUALA LUMPUR-MADRID / FIRST FLIGHT. 5 JUNE 1992". It was serviced with a 5c. Federal Territory and 40c. Federal 1986 definitive stamp (standard perforation and watermark) or 15c. Federal Territory and 30c. Pos Malaysia and circular date stamp "KUALA LUMPUR / -5JUN92 / P52". It was carried on flight MH20 in a DC10-30. A hexagonal "AVION / -6-6-92 / MADRID A.P." arrival mark was applied.

FF.4.25. 25 October 1992

Kuala Lumpur-Mexico City.

This cover was designed by the same agency as 4.8 and showed an Aztec pyramid. The cover was 220mm x 110mm. It was printed on white paper. The first flight cachet was as used for the Munich flight but with the inscription "KUALA LUMPUR-MEXICO CITY / FIRST FLIGHT. 25 OCTOBER 1992". It was serviced with a 20c. Federal Territory 1986 definitive stamp (standard perforation and watermark) and either 30c. Pos Malaysia stamp or 30c. Kuala Lumpur 1992 stamp and circular date stamp "KUALA LUMPUR / 25OKT92 / P52". A Mexican meter mark (zero value) for the same day was applied as a receiving mark.

FF.4.26. 26 October 1992

Kuala Lumpur-Johannesburg.

This cover was designed by the same agency as 4.8 and showed giraffes and office blocks. The cover was 220mm x 110mm. It was printed on white paper. The first flight cachet showed a rear view of a Boeing 747-4H6 with the inscription "KUALA LUMPUR-JOHANNESBURG / FIRST FLIGHT. 26 OCTOBER 1992". It was serviced with a 20c. Federal Territory 1986 definitive stamp (standard perforation and watermark) and 30c. KL92 exhibition stamp with circular date stamp "KUALA LUMPUR / 26OKT92 / P52". A "JOHANNESBURG / 27 X 92:8 00 / 55" receiving mark was applied on the reverse.

FF.4.27. 30 March 1993

Kuala Lumpur-Surabaya.

This cover was designed by Backer Spielvogel Bates (Malaysia) Sdn. Bhd. and showed the Gunung Bromo volcano, Java. The cover was 220mm x 110mm. It was printed on white paper. The first flight cachet showed a rear view of a Boeing 747-4H6 with the inscription "KUALA LUMPUR-SURABAYA / FIRST FLIGHT. 30 MARCH 1993". It was serviced with a 40c. Federal 1986 definitive stamp (standard perforation and watermark) and circular date stamp

“BIRO PEMINAT SETEM / K. LUMPUR / 30MAC93 / K-2 / IBU PEJ.POS”. A “LOKET PHILATELI SURABAYA / 300393-13 / 1” receiving mark was applied to the front.



FF.4.28. 31 October 1993

Kuala Lumpur-Cebu City.

This cover was designed by the same agency as 4.27 and showed a fishing boat. The cover was 220mm x 110mm. It was printed on white paper. The first flight cachet showed a rear view of a Boeing 747-4H6 with the inscription “KUALA LUMPUR-CEBU / FIRST FLIGHT. 31 OCTOBER 1993”. MAS also applied a rectangular cachet in lilac to the front, showing a route map and with text reading “MAS / FIRST / FLIGHT / MH708 / 31OCT1993”. It was serviced with a 40c. Federal 1986 definitive stamp (standard perforation and watermark) and circular date stamp “KUALA LUMPUR / 31OKT93 / P52”. Two arrival marks were applied to the reverse in violet, “CEBU CITY POST OFFICE / RECEIVED / OCT / 31 / 1993 / SPEED AIRMAIL SECTION” and “CEBU CENTRAL POST OFFICE / OCT / 31 / 1993 / CEBU CITY PHILIPPINES”.

FF.4.29. 23 March 1994

Kuala Lumpur-Cape Town.

This cover was designed by the same agency as 4.27 and showed a night view of the city with Table Mountain beyond. The cover was 220mm x 110mm. It was printed on white paper. The first flight cachet showed a rear view of a Boeing 747-4H6 with the inscription “KUALA LUMPUR-CAPE TOWN / FIRST FLIGHT. 23 MARCH 1994”. It was serviced with a 50c. Visit Malaysia Year stamp and circular date stamp “KUALA LUMPUR / 23MAC94 / P52”. A KAAPSTAD / 23 III 94 / CAPE TOWN” arrival mark was applied to the reverse.

FF.4.30. 28 March 1994

Kuala Lumpur-Buenos Aires.

This cover was designed by the same agency as 4.27 and showed Tango dancers. The cover was 220mm x 110mm. It was printed on white paper. The first flight cachet showed a rear view of a Boeing 747-4H6 with the inscription “KUALA LUMPUR-BUENOS AIRES / FIRST FLIGHT. 28 MARCH 1994”. It was serviced with a 50c. LIMA stamp and circular date stamp “KUALA LUMPUR / 28MAC94 / P52”. Arrival mark “28 MAR 1994 / 1000 / BUENOS AIRES (F)-ARGENTINA” was applied to the front.

FF.4.31. 29 March 1994

Kuala Lumpur-Rome.

This cover was designed by the same agency as 4.27 and showed the Coliseum. The cover was 220mm x 110mm. It was printed on white paper. The first flight cachet showed a rear view of a Boeing 747-4H6 with the inscription “KUALA LUMPUR-ROME / FIRST FLIGHT. 29 MARCH 1994”. It was serviced with a 30c. Visit Malaysia Year stamp and 15c. Turtle stamp and circular date stamp “KUALA LUMPUR / 29MAC94 / P52”. Arrival mark “ROMA AERPORTO (SEZ.CONTABILE) C / 30.-3.94.09” was applied to the reverse.

FF.4.32. 4 September 1994

Kuala Lumpur-Osaka.

This cover was designed by the same agency as 4.27 and showed Osaka Castle (built 1583). It was printed on white paper. The first flight cachet showed a rear view of a Boeing 747-4H6 with the inscription “KUALA LUMPUR-OSAKA / FIRST FLIGHT. 4 SEPTEMBER 1994”. It was serviced with a 40c. Federal 1986 definitive stamp and circular date stamp “KUALA LUMPUR / -4SEP94 / P52”. It was flown to the new Osaka Kansai International Airport on Flight MH52 in a DC10-30. It received an “OSAKA INT / -5.IX.94.8-12 / JAPAN” circular arrival mark.

FF.4.33. 3 November 1995

Kuala Lumpur-Vancouver.

This cover was designed by J. Walter Thompson Sdn. Bhd. and Eka IPR Agensi Sdn. Bhd. and showed a Maple leaf. The cover was printed on white paper. The first flight cachet showed a rear view of a Boeing 747-4H6 airliner with the inscription “KUALA LUMPUR-VANCOUVER / FIRST FLIGHT. 3 NOVEMBER 1995”. It was serviced with a 50c. IATA stamp and circular date stamp “KUALA LUMPUR / -3NOV95 / P52”. Covers received an arrival cachet of “MAS-YVRTO”. They were believed to have been flown on 747-4H6 9M-MNH. This was a joint service with Canadian Airlines International.

II. OTHER KNOWN FIRST FLIGHT COVERS CALLING IN MALAYA:

FF.5. British Overseas Airways Corporation:

BOAC London-Singapore services resumed in January 1946. BOAC and QANTAS resumed through London-Singapore-Australia services on 6 April 1946, arriving in Sydney on 10 April.

FF.5.1. October. 1952

London-Karachi-Singapore.

De Havilland DH106 Comet 1 G-ALYU. The cover showed a Comet 1 and a route map.



FF.5.2. 16 October 1952

Singapore-Karachi-London.

De Havilland DH106 Comet 1 G-ALYU. Cover as above.

FF.6. British Airways:

FF.6.1. 2 November 1968

Zurich-Kuala Lumpur.

Boeing 707. 4100 covers serviced.

FF.6.2. 2 November 1968

Kuala Lumpur-Zurich.

Boeing 707. 3150 covers serviced.

FF.7. Deutsche Lufthansa AG:

FF.7.1. 1 April 1980

Frankfurt-am-Main-Karachi-Kuala Lumpur-Sydney-Melbourne.

Douglas DC-10. Flight LH690. Cover showed a palace. Covers were serviced with 80pf in German stamps and slogan postmark "Messeplatz / Frankfurt / Hier wird / gehandelt" with circular date stamp "FRANKFURT AM MAIN 3 / -1.4.80 7 / 6000". It also received a rectangular first flight cachet incorporating a DC10 and a "KUALA LUMPUR / -2APR80 / K2" receiving postmark.

FF.7.2. 2 April 1980

Melbourne-Sydney-Kuala Lumpur-Karachi-Frankfurt-am-Main

Douglas DC-10. Flight LH691. Cover as above. Covers were serviced with 30c. 1970 Definitive Issue stamps and circular date stamp "PEJ.ISEH LPGN.TERBANG / -2APR80-1045.O / M1 / SUBANG SEL". It also received a circular Frankfurt Lufthansa arrival mark.

FF.7.3. 1 February 1982

Frankfurt-am-Main-Dubai-Kuala Lumpur-Melbourne-Sydney.

Boeing 747-230. Flight LH690. Cover showed Boeing 747, houses and palm tree. Covers were serviced with 60c. in 1979 Definitive Issue stamps and circular date stamp "KUALA LUMPUR / -1FEB82 / K25 / *". It also received a rectangular first flight cachet and a Sydney Philatelic Sales bureau receiving postmark for 2 February.



FF.7.4. 2 February 1982

Sydney-Melbourne-Kuala Lumpur-Dubai-Frankfurt-am-Main.

Boeing 747-230. Flight LH691. Cover as above but with amended text. Covers were serviced with a one or two 40c. 1979 Definitive Issue stamps and circular date stamp "KUALA LUMPUR / -2FEB82 / M2". It also received a rectangular first flight cachet and a Frankfurt airport receiving postmark for 3 February.

FF.7.5. 6 July 1989

Jakarta-Kuala Lumpur-Bangkok.

Boeing 747. Flight LH775. Card showing a reclining Buddha. Covers were serviced with a 50c. 1986 Definitive Issue stamp and circular date stamp "BIRO PEMINAT STEM / K. LUMPUR / -6JUL89 / K-2 / IBU PEJ.POS". It also received a rectangular first flight cachet and a Bangkok Lufthansa arrival mark for 6 July.

FF.7a. Japan Air Lines:

FF.7a.1. 9 May 1967

Kuala Lumpur-Tokyo.

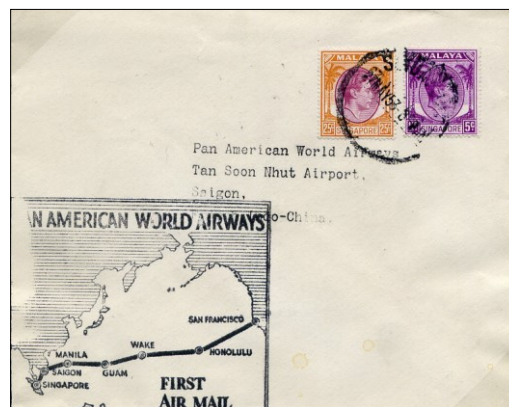
Cover showed stylised details from the Sultan Abdul Samad Building. Covers were serviced with assorted stamps and circular date stamp "KUALA LUMPUR / -9MAY67". It also received a Tokyo airport receiving postmark of the same date.

FF.8. Pan-American World Airways:

FF.8.1. ? May 1953

San-Francisco-Honolulu-Wake-Guam-Manila-Saigon-Singapore.

No information available.



FF.8.2. 27 May 1953

Singapore-Saigon-Manila-Guam-Wake-Honolulu-San Francisco.

Plain covers received a commemorative cachet showing the route map.

FF.9. QANTAS:

FF.9.1. 4 September 1965

Sydney-Kuala Lumpur.

Boeing 707-338C, marketed by QANTAS as "V-Jet". Cover issued by Qantas showed Kuala Lumpur Railway Station and route map. Covers received a commemorative cancellation showing the Boeing 707-338C and an arriving circular date stamp "KUALA LUMPUR / -4SEP65-8-0PM / M2 / SELANGOR".

FF.9.2. 4 September 1965

Kuala Lumpur-London.

Boeing 707-338C. Same cover. Covers received circular date stamp "KUALA LUMPUR / -4SEP65-845AM / M2 / SELANGOR". Arrived 5 September 1965. QUANTAS applied a London office mark in lieu of a post office receiving mark.

FF.9.3. 5? September 1965

London-Kuala Lumpur.

Boeing 707-338C. Same cover.



FF.9.4. 6 September 1965 Kuala Lumpur-Sydney.
Boeing 707-338C. Same cover. Covers received circular date stamp "KUALA LUMPUR / -6SEP65-11-0AM / M2 / SELANGOR". Arrived 7 September 1965 and received a "G.P.O. SYDNEY 129 / 11-A-7SE65 / -N.S.W.AUST-" arrival mark.

FF.10. Singapore International Airlines:

The following list only includes SIA flights serving a Malaysian destination.

FF.10.1. 1 October 1972 Tokyo-Taipei-Hong Kong-Singapore.
Boeing 707-312B. Some covers flown on to K.L. to mark first Singapore-K.L. airmail by SIA.

FF.10.2. 5 July 1977 London-Zurich-Dubai-Kuala Lumpur-Singapore.
Boeing 747-212B. First flight via Zurich.

FF.10.3. 6 July 1977 Singapore-Kuala Lumpur-Dubai-Zurich-London.
Boeing 747-212B. First flight via Zurich.

FF.10.4. 1 November 1978 Tokyo-Singapore.
Boeing 707. Some covers flown on to K.L. to mark first regular Tokyo-Kuala Lumpur airmail by SIA.

NOTES

- ¹ Reported by Mr. J. Higgins in Sarawak Journal Vol.60 p.76. G-APDJ was Construction Number 6429. It was delivered on 11 January 1960 to BOAC. Loaned to Malaysian Airways or may have operated this service during a lay-over at Singapore. It was leased to Dan Air on 14 April 1967, then sold to Dan Air in May 1967.
- ² Illustrated in PSM.