

Transcontinental Flights between Russia & Antarctica

The Soviet Antarctic Explorers had been discussing developing air routes to Antarctica since September 1955 but the logistics were challenging. The aim was to test the possibility of using heavy turboprop aircraft to establish reliable air connections to the major Antarctic Stations. Initially this was for the rapid deployment of the polar researchers and scientific members of the Soviet Antarctic Expeditions. Later flights tested heavy lift aircraft with large cargo capacity.

This Exhibit details the development of air routes and transport options for the Soviet Antarctic Expeditions with Experimental and Technical Trial flights to the establishment of reliable planes and routes. Mail carried on many of these flights is of exceptional rarity with very few examples recorded. These flights, between 33,000 & 49,000km depending on the route - are among the longest documented.

The exhibit has a number of sections:

- **First Experimental Flight** 1961-1962 using IL-18 and AN-10 aircraft to Mirnyy
- **Second Experimental Flight** 1963-1964 using IL-18 and Tu-154 aircraft to Mirnyy
- **First and Second Technical Flights** 1980-1981 with IL-18D aircraft to Molodezhnaya
- **Establishment of Airbridge** with IL-18D to 1985 to Molodezhnaya
- **Technical Flight** with IL-76MD 1986 to Molodezhnaya
- **Establishment of Airbridge** using IL-76MD to 1992 to Molodezhnaya
- **Special and Trial Flights** 1991-2005



References:

The Moscow-Mirnyy-Moscow Flights of 1961 and 1962, ПОЧТА #24 P6-19,
A R Marshall

Moscow-Mirnyy-Moscow Flights 1963-1964, ПОЧТА #32 P38-44,
A R Marshall

Soviet Antarctic Expeditions 1961-1963; 1962-1964, A V Nudelman,
[Translated from Russian]

Russian Studies in Antarctica
Volumes 1, 2, 3. Pub St Petersburg
2000

"Du Globe Terrestre"

"Ancien Continent" Fig LXXXVI p 231
by Alain M Malletm Paris edition 1683

Antarctica is "Terres Incognes"

State of Knowledge as seen by incomplete
mapping of Australian Continent
circa 1657.

First Experimental Flight 1961-1962; Moscow – Antarctica – Moscow

At the Third Conference of the Special Committee of the International Geophysical Year [IGY] in September 1955 in Brussels, the Soviet Antarctic Explorers announced their plan to organise an experimental flight from the USSR to Antarctica. The main tasks of the flight were to verify the possibility of using heavy turboprop airplanes to establish a regular air route to Antarctica and to organise and arrange methods for scientific research using heavy aircraft.

The decision to bring the wintering-over scientists and technicians from Moscow to Antarctica and return by air would be one of the most spectacular feats of Soviet aviation. The planned route was **Moscow – Tashkent – New Delhi – Rangoon – Jakarta – Darwin – Sydney – Christchurch – McMurdo Station – Mirnyy** – a distance of **25,045 Km** each way.



AN-10 Aircraft at Mirnyy after arriving from Moscow

Issued as part of a Polar Postcard series 17/IV-76 with 40,000 issued

Two long-range turboprop aircraft were allocated. The **IL-18D** was fitted as a passenger plane while the **AN-10** was for cargo. Extra fuel tanks were fitted giving them a reserve of 22,000 kg sufficient for a flight range of 7,000Km. The maximum take-off weight for the IL-18 was 61 tons and 60 tons for the AN-10. The two planes left Moscow **December 15, 1961** and departed Mirnyy on the return flight **January 24, 1962**.

Commanded by Alex Afanasyev [Commander of Northern Sea Route] and Mark Shevelev [Civil Polar Aviation]. Pilots: [IL-18] Alex Polyakov [Hero of the Soviet Union] and Mikhail Stupishin; [AN-10] Boris Osipov and Pytor Rogov. 33 persons flew from Moscow to Mirnyy.

Commemorative Datestamp

Illustrated Commemorative Datestamp “Supersonic Flight Moscow - Antarctica 15-XII-1961 – 24 XII” at Moscow in black. [The flight did not arrive at Mirnyy as anticipated on 24.XII.1961 due to poor weather].

The majority of examples of the Commemorative datestamp are on unaddressed envelopes. Mailed examples are rare.



6kop Airmail envelope with Mi-4 Issued 17/IV-61

Commemorative Cancellation Moscow to New Zealand [one recorded]
6kop stamped envelope with IL-18D aircraft issued 29/VI-61

Additional 10k stamp cancelled Moscow 24.12.61, boxed “International” and PAR AVION marking indicating correct airmail [16k] to New Zealand. This was not carried on the experimental flight but was held at Moscow GPO and dispatched only after confirmation that the flight had arrived safely in Antarctica.

Illustrated Commemorative Envelope

2-Coloured Illustrated Envelope "Supersonic Flight Moscow - Antarctica" with Globe and the Route. No print details known.

The majority of examples of the Commemorative envelope are unaddressed with the special datestamp. Mailed examples are rare.



Additionally cancelled Moscow 24.12.61. This was not carried on the experimental flight but was held at Moscow GPO and dispatched only after confirmation that the flight had arrived safely in Antarctica.

Moscow - Mirnyy – IL-18 Annotated Flight Cover 1961

The IL-18D and AN-10 airplanes left Moscow December 15, 1961 via Tashkent, New Delhi, Rangoon, Jakarta, Darwin, Sydney, Christchurch, for Mirnyy. It was the intention to fly direct Christchurch - Mirnyy but with poor weather predicted, a decision was made to land at McMurdo Station where an experienced American pilot joined each plane.

The planes landed at McMurdo Station December 24, 1961 but were delayed by storm conditions at Mirnyy. The AN-10 landed at Mirnyy December 25th with the IL-18 arriving December 27th, 1961. Total flight of **25,045 Km** in around 45 hours flying time.



“Transcontinental Flight Moscow – Mirnyy Antarctica by Aircraft “IL-18” and “AN-10”

*“ANTARTICA Observatory Mirnyy via
Tashkent, India, Burma, Indonesia, Australia, New Zealand, McMurdo Station Antarctica”*

Transit Cancellations:

Moscow-340 15.12.61;	Tashkent-28 16.12.61; Eastern Court
New Delhi 18.12.61;	Darwin NT Aust 20.12.61;
Potts Point NSW Aust [Sydney] 21.DE 61;	Telegraph Office Christchurch 22.DE.61
New York 17038 McMurdo Station DEC 25 1961.	Mirnyy 27.12.61.

Carried on IL-18. One of 3 Known Moscow – Mirnyy Transit Covers

Continental Cancels :[on reverse]: Antarctic Expedition [Mirnyy] 1.1.62; Komsomolskaya [date unclear]; Vostok 13.1.62 [First of two AN-10 test flights on Skis to Vostok]

Flight Sydney – Mirnyy Mirnyy - Sydney



Flight Cover annotated: 6 known

“First Flight U.S.S.R to Mirny-Antarctica via Australia and New Zealand and return to U.S.S.R.”

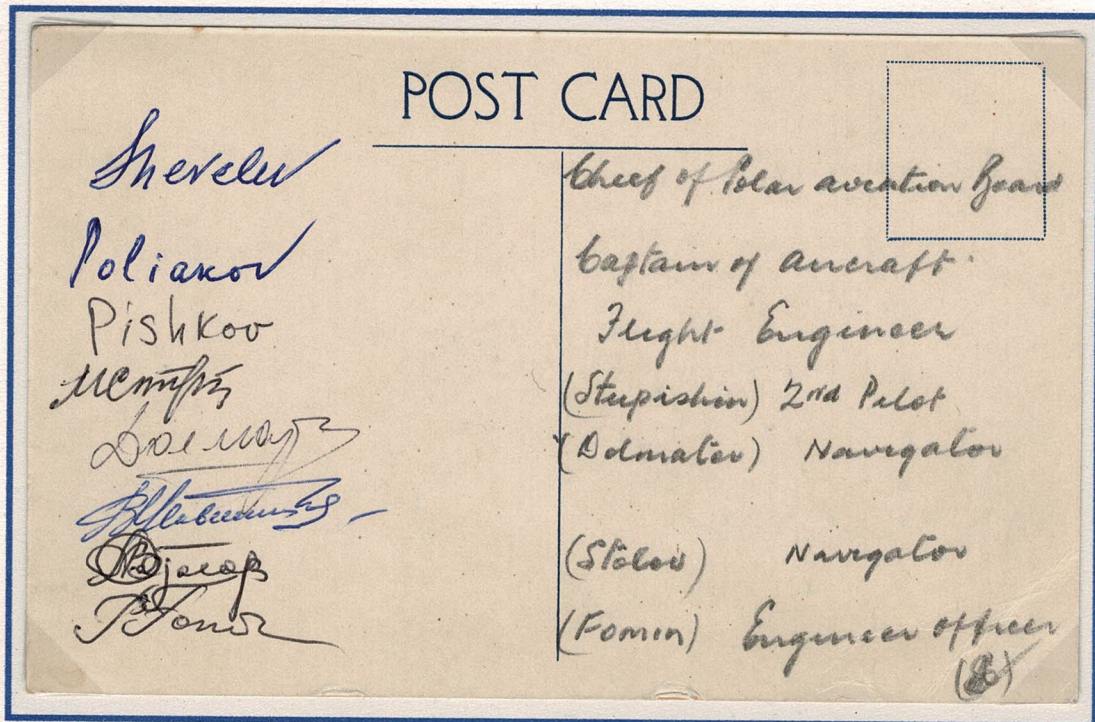
Signed “*Shevelev*” Head of the Flight Group and Head of USSR Civil Polar Aviation

Sydney Airport 22 DE 61 –
Departure date for Christchurch

Mirnyy 25.1.62 [Moscow time]
Departure of Return flight

International Airport Sydney
27 JA 62 – arrival of return flight
from Christchurch.

Postcard signed by some of Crew of the IL-18 Aircraft Only example known



1933 Faith in Australia Souvenir Postcard [signed by Ulm] used to commemorate the first Russian flight to Australia. Signatures of **M I Shevelev** – Head of the Flight Group; **N N Poliakov** [Polyakov] – Captain of IL-18; **A S Pishkov** – Flight engineer; **M P Stupishin** – Co-Pilot; **M A Dolmatov** – Navigator; **P I Goncharov** – mechanic; **V A Stulov** – 2nd navigator; **P M Fomin** – Flight engineer. [Missing are V V Menshikov – Radio; N V Romanov – engineer]

IL-18 Landing at Christchurch from Sydney

The IL-18 departed Sydney for Christchurch December 22nd 1961 at 0656 hours [Moscow Time]. The 2120 Km flight took 3 hours 43 minutes under favourable meteorological conditions. Throughout the flight the airplane maintained constant radio contact with Mirnyy Station and with Soviet vessels in the Southern Oceans. The IL-18 carried a crew of 10 with 16 scientists and journalists, landed at Christchurch International airport at 3.56pm before a crowd of 2000, the **first Soviet plane to land in New Zealand.** [Harkess Photograph]

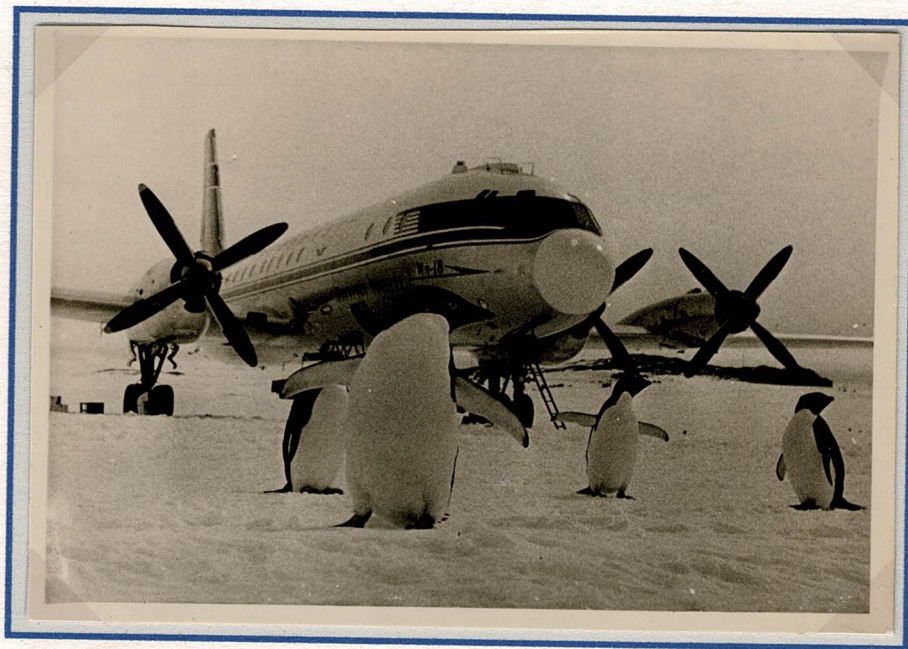


IL-18 at Mirnyy Antarctica

"Mirnyy in Antarctica I. 1962"

[Shevelev Photograph]

The 1800m airstrip at the Mirnyy Station was prepared over 12 days and was ready December 7th but snow continued to cause problems. A reserve 2300m airstrip at Bungee Oasis was prepared in case the Mirnyy airstrip was closed. The flight plans were changed and the planes flew to McMurdo. Blizzard conditions again were a problem. The Mirnyy airstrip was cleared for the AN-10 on December 25th with the IL-18 covering the 2560Km in 4 hrs 25m on December 27th



AN-10 Departing Christchurch for Antarctica

The AN-10 aircraft landed at Christchurch International airport from Sydney at 4.38 PM on December 22, 1961 just 42 minutes after the IL-18 had touched down. The AN-10 left Christchurch for **McMurdo Station** December 23rd covering the 2560km in 7hrs and 50 minutes. Both planes were delayed at McMurdo by blizzard conditions at Mirnyy. The weather cleared sufficiently for the AN-10 to depart December 25th arriving at **Mirnyy** 4 hrs 55 minutes later. The crew of the AN-10 then assisted in the work on the airfield so the IL-18 could fly in.



AN-10 being readied for take-off Christchurch [Harkess Photograph]

This aircraft had been re-engineered to use both wheels and skis as part of the **Flight Objective** to test heavy aircraft under Antarctic conditions. The wings being positioned above the fuselage made this aircraft an ideal candidate for ski-equipped activity on the ice. The engineers fitted the AN-10 with skis and began a successful series of short test flights in the Mirnyy region.

The **first continental test flight** was a 6-hour return trip [1410km each way] to Vostok Station January 13th 1962 where seismic equipment was unloaded. The following day a **second continental test flight** Mirnyy - Vostok - Mirnyy was made transporting 4 tons of diesel fuel and other freight.

The **third continental test flight** was a 400km journey from Mirnyy to the reserve airfield at Bungee Oasis transporting a total of 20 tons of fuel in barrels to create a fuel reserve to top up the tanks of both the IL-18 and AN-10 on the return flight to Moscow via Christchurch.

Members of the aviation group who were transported to Vostok on the AN-10 flights and who remained to install equipment, returned to Mirnyy on IL-12 flights on January 17th, 19th and 20th 1962. Covers with **Vostok** date of **20.1.60** were returned by A A Afanas'ev on the last flight.

McMurdo – Mirnyy Souvenir Cover

Yuri Avsjuk participated in the epic flight Moscow – Antarctica – Moscow. He is listed in “*Soviet Antarctic Expeditions 1961-1963*” as “*Yu. N Avsyuk junior scientific associate, gravimetrist*” As a personal souvenir he created this **unique** 1961-1962 flight cover. The signed annotation at the top left translates as:

“All postmarks and cachets were applied in Antarctica during the 1st flight Moscow – Antarctica [1961-62 y]”



US Navy **DEC 27 1961** – **McMurdo Station** [departure of IL-18] **McMurdo Station** cachets – **Task Force 43; First Atomic Reactor** for the Antarctic; **USARP McMurdo Station** with two additional cachets on the reverse.

While at McMurdo the Soviet personnel visited the Atomic power station under construction, examined the scientific laboratories, visited Captain Scott's hut and the New Zealand Scott Base 7km from McMurdo

Komsomolskaya 14.1.62 [date of second **AN-10 supply flight** to Vostok Station]

Vostok 20.1.62 [reverse] date of last Li-12 flight from Vostok Station

Mirnyy 25.1.62 [Moscow time] **departure date** of the IL-18D from Mirnyy on **return flight**.

Yuri Avsjuk was previously a member of SAE-3 as navigator and gravimetrist. He participated in the **Traverse to the Pole of Relative Inaccessibility** and was responsible for determining its exact position.

Mercy Flight: Mirnyy – McMurdo – Christchurch

While in Antarctica, the IL-18 was involved in the rescue of a critically ill Australian. Alan Newman, at the Australian Base Mawson suffered a cerebral haemorrhage on November 2nd 1961. He had two operations but his condition deteriorated and it was clear that evacuation from Antarctica was required.

A ski-equipped Li-2 aircraft from Base Novolazarevskaya flew to Mawson and transferred the patient and his doctor to Mirnyy December 30th where he was stabilised. The IL-18 flew the patient and his doctor to McMurdo Station at 4.30am on January 5th 1962 [2560Km 4hrs 25 minutes]. The Americans had arranged a Hercules 130B to fly them to Christchurch. This left 11pm January 7th arriving at 6.20am on the 8th at Christchurch where the patient was flown to Sydney on a commercial flight.

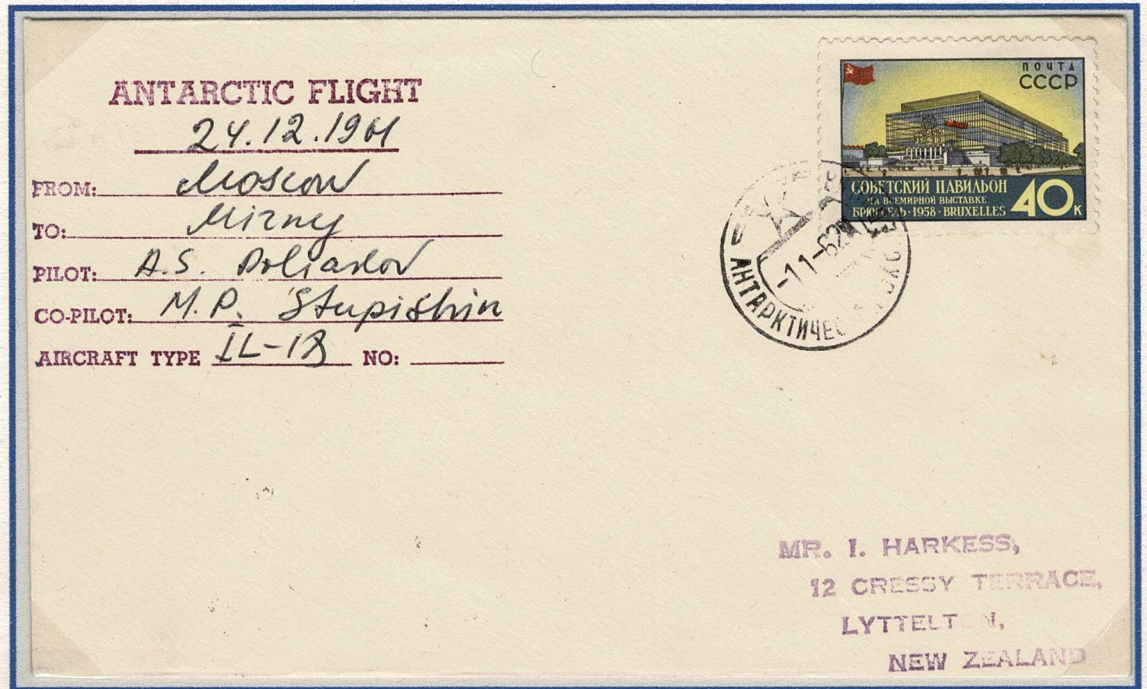
Carried Christchurch –
Mirnyy Flight.

Antarctic Expedition
1.1.62 [Mirnyy]

IL-18 to McMurdo

Received at Lyttelton
11 JA 62

Carried Mercy Flight
[one of 3 known]



Timaru 18 DE 61
Carried Christchurch –
Mirnyy Flight
Mirnyy 4.1.62.
IL-18 to McMurdo
Received at Timaru
11 JA 62.
Carried Mercy
Flight
[One of 3 known]

Commemorative Datestamp for Return Flight

The aircraft left Mirnyy **January 24, 1962** and refueled at airfield near Oasis Station 400km east of Mirnyy on the 4950km flight to Christchurch the first leg of the 25,000km trip back to Moscow arriving **February 2, 1962**

Illustrated Commemorative Datestamp was used at Moscow **"International Flight Antarctica – Moscow 24.2 – 2.II 1962" Globe and route.** The majority of examples of the Commemorative datestamp are on unaddressed envelopes. Mailed examples are uncommon and have a Moscow backstamp 4.2.62.



6kop Airmail envelope with AN-10 Issued 17/IV-61 Gorishimo Moscow 4.2.62



6kop Airmail envelope with IL-18 Issued 11/1-62 Moscow 4.2.62

Illustrated Commemorative Envelope

Illustrated Envelope "International Flight Antarctica – Moscow" with globe and the Route. No print details known but these are known on light green 158mm x 112mm or buff stock 156mm x 110mm.

The majority of examples of the Commemorative envelope are unaddressed with the special datestamp. Mailed examples are rare.



Postage Stamps cancelled Moscow 2.2.62. This was the date of the return of the AN-10 and IL-18 aircraft but mailed examples of the commemorative datestamp and known flown covers are dated at Moscow 4.2.62

Return Flight: Mirnyy – Christchurch Section 1962



Endorsed: "Antarctica - Mirnyy, IL-18, A S Polyakov"

"Antarctica - Mirnyy, AN-10, B S Osipov"

Both placed on aircraft at Christchurch for the **Christchurch – McMurdo - Mirnyy** leg of the flight from Moscow.
Continental Cancellations: Mirnyy 11.1.62; Komsomolskaya 14.1.62; Vostok 20.1.62 [Li-2 last return flight]

Carried on **Mirnyy - Christchurch** leg of return flight to Moscow
Antarctic Expedition [Mirnyy] 22.1.62. received at **Lyttelton** 6.2.62.



Return Flight Mirnyy - Christchurch

On January 24th 1962, both aircraft were farewelled from Mirnyy, the AN-10 at 4pm and the IL-18 20 minutes later. Because of poor ice conditions at Mirnyy, affecting take-off loadings, both planes landed at the ice airstrip at Description Bay in Bunger Oasis [flight time 50min for 400km] to refuel for the 4,950km flight to Christchurch. Time to Christchurch 8hrs 20min [IL-18]; 8hrs 50min [AN-10]. The return route was the same via Sydney, Darwin, Jakarta, Rangoon, New Delhi, and Tashkent to Moscow arriving February 2nd 1962 - 23,725km - 44hrs 34min for IL-18 and 47hrs 40min for AN-10]

Enclosed Letters Mirnyy Antarctica 22.01.62 to Mr Harkess at Lyttelton, New Zealand.

Mirnyy St. Antarctica
22.01.62.

Dear Mr Harkess!

The reading of your letter delivered a true pleasure to all participants of the Soviet antarctic expedition.

We will execute your requests much better at the next time if you will use English language.

Your Russian friends.

Дирекции, Антарктика
22.01.62

Уважаемый мр Харкесс!

Интерес Ваше письмо доставило всем участникам Советской Антарктической экспедиции и вызывает удовлетворение.

Ваму прощай в следующем раз мы встретимся более часто, если Вы подтвердите к дружеским связям.

Ваму русские друзья.

Return Flight Mirnyy – Moscow 1962 [then commercial airmail to New Zealand.]

Both covers cancelled Novolazarevskaya 1.1.62. It is likely, because of date unreliability, that these were carried on the Li-2 aircraft that was involved in the **Mercy Flight** Mawson to Mirnyy on December 30. 1961.

Carried on the return flight Mirnyy January 24, 1961 to Moscow, which landed February 2nd 1962.



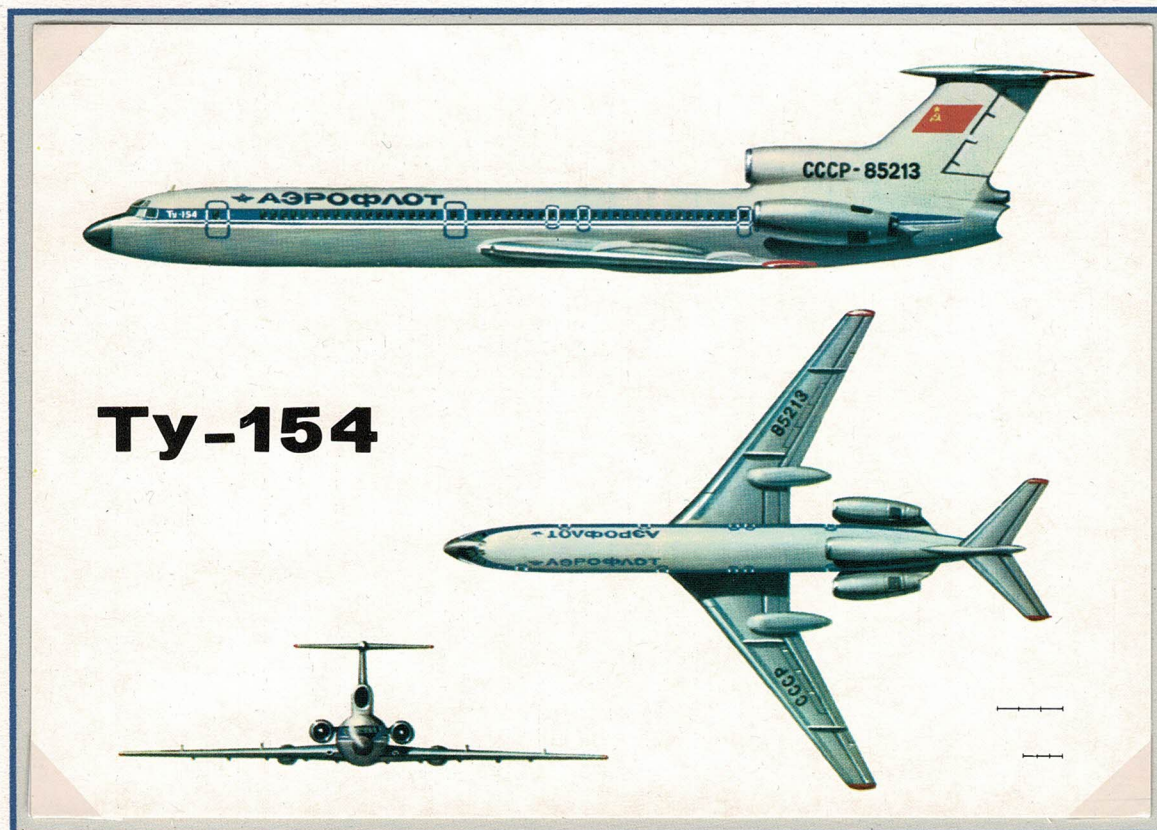
Addressed to Timaru New Zealand both have boxed "International" marking, transit cancellation Moscow-339 5.2.62 and backstamped Timaru 26 MR 62. – Four Mirnyy – Moscow Flight covers identified



IL-18 Turboprop Airliner Used on both the First and Second Experimental Flights Moscow-Antarctica- Moscow.
Aeroflot postcard featuring IL-18 – used as QSL card 13.04.62



TU-154 Aircraft Postcard from the 1989 series – 240,000 issued. Used on Second Experimental Flight



Second Experimental Flight 1963-1964; Moscow - Antarctica - Moscow

The First Experimental Flight 1961-1962 was deemed a success and, after evaluation, it was decided to send members of SAE-9 on a **Second Experimental Flight** using IL-18 and Tu-154 aircraft. Pilots: A S Polyakov, M P Stupishin

- **November 10th - December 6th 1963.** Preparation of main airstrip at Mirnyy Observatory.
- **November 20th - 23rd 1963.** Preparation of a standby airstrip at Lake Transcription in the Bunger Oasis area.
- **November 21st 1963.** IL-18 and Tu-154 depart Moscow via Tashkent, New Delhi, Rangoon, Jakarta, Darwin, Sydney, Christchurch, McMurdo Station, Bunger Oasis for Mirnyy.
- **December 3rd 1963.** Aircraft landed at the alternative airstrip at Description Bay, Bunger Oasis on. The new arrivals of SAE-9 were transferred to Mirnyy the same day by Li-2 and IL-14 aircraft
- **December 7th 1963.** The IL-18 and TU-154 flew to Mirnyy

THE NEW YORK TIMES, THURSDAY, NOVEMBER 21, 1963.

Soviet Jets Fly Scientists to Antarctic

By THEODORE SHABAD

Special to The New York Times

MOSCOW, Nov. 20—Two airliners left Moscow today for the Antarctic to start the Soviet Union's contribution to the International Year of Quiet Sun, a worldwide research project.

The planes, which are scheduled to cover the 15,000 miles to the Soviet base of Mirnyy in 47 flying hours, carry an advance party of 70 of 400 members of the Soviet Antarctic expedition. It is the ninth since Moscow first took an active interest in Antarctic research.

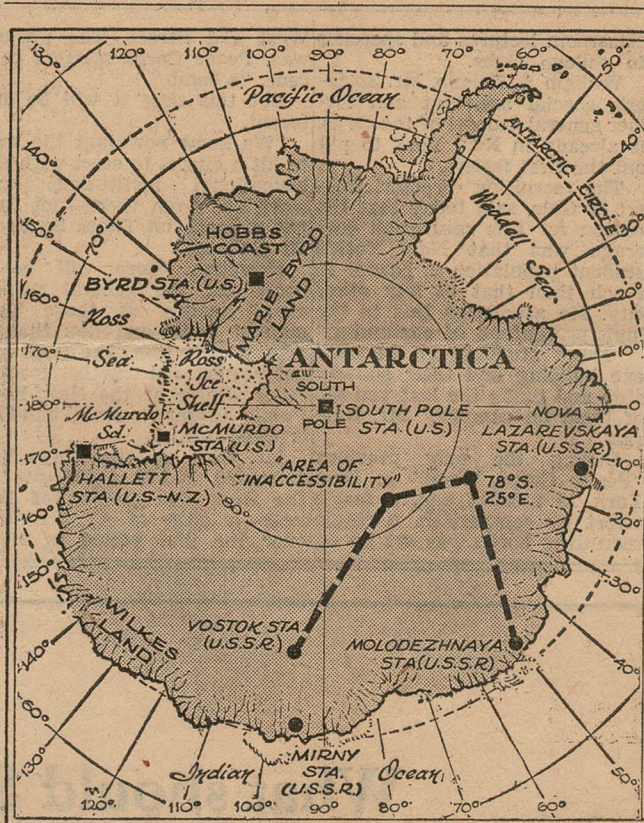
Most of the supplies and other scientists and technicians will arrive in the Antarctic early in January aboard the ships Estonia and Ob, which have been used as expedition vessels in the past.

The Soviet experts aboard two planes are following a route first reconnoitered by Soviet aviators two years ago. The route goes by way of Tashkent, New Delhi, Rangoon, Jakarta, Darwin, Sydney, Christchurch, and then to Mirnyy. The planes are piloted by Aleksandr S. Pilyakov, who made the first trip in 1961, and by Mikhail P. Stupishin.

The four permanent Soviet Antarctic stations—Mirnyy, Vostok, Novolazarevskaya and Molodezhnaya—will be joined in the Quiet Sun project by a seasonal station at Komsomolskaya.

This post will operate only during the Antarctic summer of 1963-64 to insure radio communications in the interior of the continent with two tractor trains and with planes flying on aerial surveys and supply trips.

The most spectacular overland journey is to be a 2,000-mile traverse from Vostok to the Pole of Relative Inaccessibility to Lat. 78 degrees S., Long. 25 degrees E., in the heart



The New York Times

Nov. 21, 1963

Russians will operate four stations (black dots) in the Antarctic. Broken line traces planned overland journey.

of the unexplored section of Antarctica.

A five-man party headed by Andrei P. Kapitsa and traveling with one tractor and two snowmobiles expects to reach the coast near Molodezhnaya Station. This station, in Enderby Land and now staffed with eight men, is to be expanded.

The Kapitsa party hopes to locate a small hut with fuel supplies left by a Soviet group in 1958 in what is regarded as

one of the few unexplored remaining "white spots" of the continent.

A second overland party, consisting of nine vehicles, is now under way from Mirnyy to Vostok with supplies for the inland station. Instead of returning empty as in the past, the tractor train will be used for scientific research along the route back to Mirnyy. French scientists headed by Albert Bauer are joining this survey.

Russians Land in Sydney
SYDNEY, Australia, Nov. 25 (AP)—Two Soviet Ilyushin transports landed at Sydney airport today with 67 scientists, technicians and journalists on their way to the Antarctic.

NOV 26 1963

Soviets on Way To Antarctic

SYDNEY, Australia (AP).

Two Soviet Ilyushin transports landed at Sydney Airport yesterday with 67 scientists, technicians and journalists on their way to the Antarctic.

The leader, Prof. Mikhail Somov, said the scientists were planning an expedition into an area of the Antarctic "never seen by man before, even from aircraft." He said 15 of the party would travel on three caterpillar-type vehicles and expected the trip to take about three months.

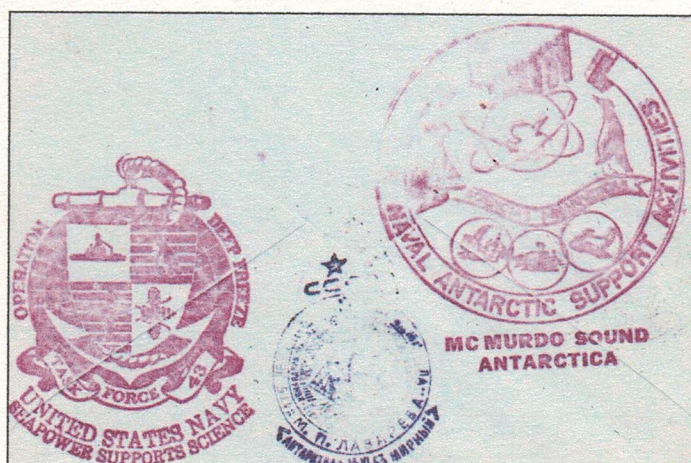
Moscow – Mirnyy 1963 Flight Souvenir Cover

83 men in total; 16 crew; 2 newspapermen; 15 men for Molodezhnaya winter crew; 4 seasonal workers for Molodezhnaya; 23 construction workers for Molodezhnaya; 6 seasonal flight crew; 7 men for the Vostok-Molodezhnaya Traverse; 6 for Mirnyy Station. A F Treshnikov head of Arctic and Antarctic Research Institute; M M Somov SAE-9 Leader; Yu A Khabarov deputy head of Arctic and Antarctic Authority. Aircraft commanders A S Polyakov, M P Stupishin who were also involved with the First Experimental Flight.



Moscow – Mirnyy Souvenir Cover November – December 1963
Only Recorded Example

Standard 6k Airmail envelope and additional 6k [Sept 16th 1963 Arctic and Antarctic research] to commemorate the flight with Moscow K-339 Commemorative Datestamp 20-XI-1963;
Moscow-339 20.11.63; Tashkent-28 21.11.63; New Delhi 22.11.63; McMurdo Station cachets on reverse;
Mirnyy 3.12.63; Mirnyy 175th Lazarev commemorative cachet; Komsomolskaya 15.1.63



Sheetlets of 25 of the 6 kop.stamp were issued in small quantities. The usual format was in sheets of 100 stamps



September 16, 1963 Postage Stamp issue for Arctic & Antarctic Research

The 6 kop stamp of this set featured a profile of an IL-18 and Tu-54 against a Globe – issued in anticipation of the Second Experimental Flight Moscow – Antarctica – Moscow 1963-1964



First day Covers 16 IX 1963 – Moscow and Moscow International Post Office special cancellations



Flight Commemoration 20-XI-1963

A commemorative datestamp was used at Moscow K-339 for the departure of this flight; "Second Supersonic Transcontinental Flight Moscow – Mirnyy 20 – XI – 1963" Impressed in black – two examples of red are known.

20-XI-1963
Commemorative
Datestamp in
Black

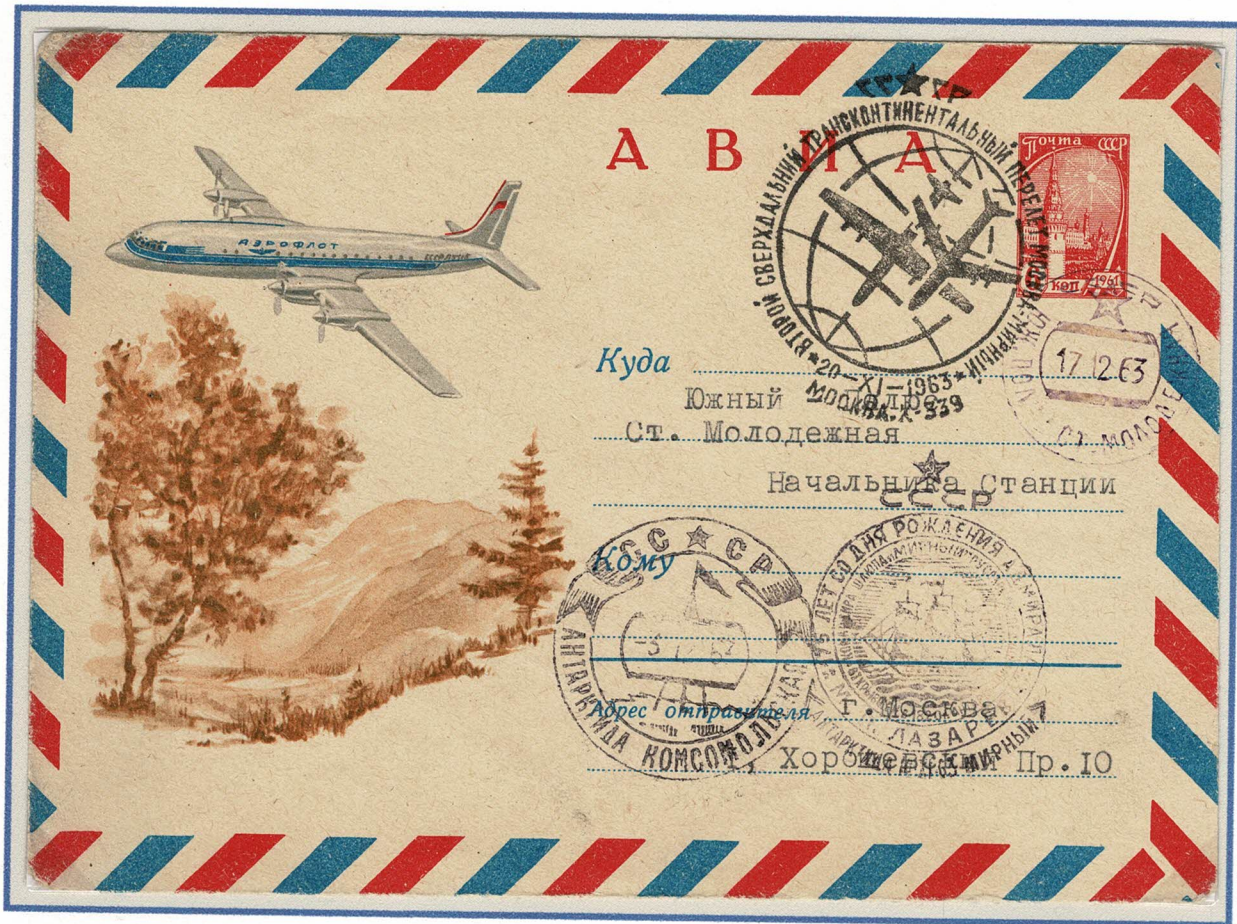
Aeroflot
Ilyushin-18
envelope printed
13/IV-63 was
overprinted

**Second
Supersonic
Transcontinental
Flight
Moscow – Mirnyy**



20-XI-1963
Commemorative
Datestamp in
Red

Moscow - Mirnyy and Continental flight



1963 6 kop. Airmail stamped envelope with IL-18 airplane with Moscow commemorative flight cancellation and Mirnyy commemorative cachet.

Komsomol'skaya 3.12.63 - date of arrival of the SAE-9 personnel at Mirnyy having been flown from the airstrip at the Bunger Oasis in Li-2 and AN-14 aircraft. The IL-18 and TU-154 flew to Mirnyy 7.12.63

Carried on the December 15th 1963 Li-2 flight Mirnyy via Mawson [1400km]; **Molodezhnaya 17.12.63** [800km] to Novolazarevskaya [2000Km] with SAE-9 personnel.

Soviets to Add Antarctic Base

CHRISTCHURCH, New Zealand, Jan. 4 (Reuters).—Russia plans to build another big Antarctic base, Dr. A. Treshnikov, director of the Leningrad State Arctic and Antarctic Research Institute, said here Saturday.

Dr. Treshnikov is the leader of a Soviet party which arrived here by air from Russia's Mirny Base on its way back to Moscow.

He also told reporters Russia had no plans for inspections of Antarctic bases of other nations, such as planned by the United States, New Zealand and other member-countries of the Antarctic Treaty.

JAN 5 - 1964

"Christchurch Jan 4 [63] "Dr Treshnikov is the leader of a Soviet party which arrived here by air from Russia's Mirny Base on its way back to Moscow."

Christchurch - Mirnyy - Christchurch December 1963 - January 1964.

Carried on **Christchurch - McMurdo - Bunger Oasis** IL-18 Tu-154 Flight then **Li-2** aircraft to **Mirnyy** arrival date **3.12.63** with **Antarctic Expedition** 3.12.63, Mirnyy cachet.

Komsomolskaya and Vostok cancellations. Deep Freeze US Navy McMurdo Station and US Pole Station cachets.
Carried on December 15th 1963 **Li-2** flight Mirnyy via **Mawson ANARE** [18 DE 63] to **Novolazarevskaya** [25.12.63] with **SAE-9** personnel.

Carried on flight **Mirnyy - Christchurch** and mailed at **Bryndwr 7 JA 64** [Christchurch suburb] to Australian address.

One of 2 recorded covers Mirnyy - Christchurch Return Section Flight



Souvenir envelope with Soviet, Australian and New Zealand stamps

Return Flight Mirnyy - Christchurch - Sydney January 1964.

The return flight was direct from Mirnyy departing **January 3rd 1964** and landing at Christchurch in the early hours of the 4th. Departed for Sydney the next day where one of the planes had undercarriage repairs following the rough takeoff from Mirnyy. Left for Moscow via Darwin January 7th, 1964.



Envelope issued as part of the 175th Birth Anniversary of Admiral M P Lazarev – inscribed “Commander of Sloop ‘Mirnyy’ which discovered Antarctica in 1820.” Issued in quantity of 30,000 – sold at 1 kop. Used as flight souvenir.

Mirnyy 1.1.64

Antarctic Expedition 1.1.64 [Mirnyy]

Mirnyy 175th Lazarev cachet

Komsomolskaya 1.1.64 [at Mirnyy?]

New York 17046 JAN 4 1964 – Military airport at Wigram, Christchurch, New Zealand

Christchurch Airport 4 JA 1964.

Sydney International Airport NSW-AUST 7 JA 1964

One of 3 recorded covers Mirnyy - Christchurch - Sydney Flight

Mirnyy Arrival, Return Flight Mirnyy - Christchurch - Sydney January 1964.

The **Il-18** and **Tu-154** planes landed in Antarctica December 3rd 1963 [Moscow time] and the SAE-9 personnel were transferred to Mirnyy the same day.

The return flight was direct from **Mirnyy** departing **January 3rd 1964** and landing at **Christchurch** in the early hours of January 4th. Departed for **Sydney** the next day where one of the planes had undercarriage repairs following the rough takeoff from Mirnyy. Left for Moscow via Darwin January 7th, 1964.



Postcard "Soviet Pilot Cosmonauts" issued 2-63 – Yuri Gagarin, Paul Popovich, German Titov and Andrain Nikolaev. Probably carried on the flight from Moscow and cancelled on arrival at Mirnyy.

Mirnyy 3.12.63 [Arrival]

Antarctic Expedition 3.12.63 [Mirnyy]

Mirnyy 175th Lazarev cachet

Vostok [red] 1.12.63 Komsomolskaya 64 [at Mirnyy?]

Continental Flight:

Li-2 Flight from Mirnyy via Mawson [1400 Km] and Molodezhnaya [800 km] to Novolazarevskaya [2000 Km] with members SAE-9. Mawson ANARE 18 DE 63, Novolazarevskaya 25.12.63.

New York 17046 JAN 4 1964 – Military airport at Wigram, Christchurch, New Zealand

Christchurch Airport 4 JA 1964.

Sydney International Airport NSW-AUST 7 JA 1964

One of 3 recorded covers Mirnyy - Christchurch - Sydney Flight

Moscow - Mirnyy - Moscow 1963-1964.

The return flight of the IL-18 and Tu-154, carrying members from SAE-8, left Mirnyy base on **January 3, 1964** via **Christchurch, Sydney, Darwin, Jakarta, Rangoon, New Delhi and Tashkent** arriving safely at **Moscow** January 11th 1964.

Cover carried **Moscow to Mirnyy** flight and returned on **Mirnyy to Moscow** return flight.
Total distance **49,000km**

Only Full Flight Cover Moscow - Mirnyy and Return recorded



Moscow-Mirnyy Flight:

Aeroflot IL-18 envelope [13/IV-63] with 6k commemorative stamp cancelled with **Commemorative** datestamp **Moscow K-339 20-XI-1963**

Mirnyy-Moscow Flight:

Mirnyy 1.1.64, Komsomolskaya 1.1.64 [datestamp at Mirnyy] received **Moscow K-9 13.1.64**

These Experimental Flights from Moscow to Mirnyy in Antarctica were successful enabling key Soviet scientists to reach Antarctica more rapidly than by ship and proved the value of heavy aircraft in Antarctic research. From the 1964-65 season [SAE-10] scientists travelled by commercial airliner to Perth Western Australia then by ship to Antarctica.

First Technical Flight IL-18D - February 1980 - Moscow – Molodezhnaya – Moscow

The objective of this flight was to determine the practicality of delivering Soviet Expedition personnel and equipment quickly to the Antarctic and to assess the capability of compressed snow airfield to received heavy aircraft.

The Aeroflot IL-18D aircraft, with a crew headed by Anatoliy Denislov, left Moscow **February 10, 1980** via Odessa, Aden, and Maputo and landed near Molodezhnaya **February 13, 1980**. It carried some members of the 25th Soviet Antarctic Expedition - SAE-25, supplies and scientific equipment. The return flight, on the same route carried some returning members from SAE-24, departed Molodezhnaya **February 19, 1980** arriving Moscow **February 23, 1980**.

Moscow Airport K-306
10 02 80
 Moscow-Molodezhnaya
 cachet

Molodezhnaya
13 02 80
 Arrival date



Moscow – Molodezhnaya Flight Commemorative envelope and cachet

Molodezhnaya – Moscow Flight Commemorative envelope and cachet



Molodezhnaya 19 02 80 [return departure] Moscow Airport 23 02 80; Leningrad 26 02 81

A special commemorative illustrated envelope was prepared for this flight. They were printed by typography 28.1.80 under order 542a and the print run was 2300. Geller in his 1996 catalogue of Soviet Polar envelopes states 800 were 162 x 114mm on light brown stock and 1500 on cream stock 188mm x 121mm.

Two complementary cachets; Moscow – Molodezhnaya and Molodezhnaya – Moscow were prepared and used on the majority of recorded flight covers. It is reported that they were carried on the IL-18D aircraft and used on the covers that were on board.

Ice Cap News Number 26 in comments has:

"This flight was documented for the most part with official covers of the Arctic and Antarctic Institute [total issue of the covers, 2300]. Most of the existing flown covers are unaddressed. All covers from collectors to this flight were returned to the senders. Very few advanced Soviet polar post collectors connected with the few passengers on this flight who could have arranged addressed covers through the mails. At this point covers should be considered quite scarce. All postmarks and cachets are in black. All covers on this flight were to have been cacheted during the flight. They were then cancelled [13 02 80] at Molodezhnaya Station."



**Commemorative Envelope [1500 printed] Molodezhnaya 13 02 80; Antarctic Expedition 25;
Both flight cachets on back**

The **Molodezhnaya airfield** was constructed by members of SAE-23 and completed by SAE-24. It is situated 10km to the East of Molodezhnaya Station near the Verchernyaya Mount. It was constructed in the form of a hard surface of compacted snow on 80m of natural snow. It measured 2540m in length and was 42m wide. The infrastructure included 4 accommodation units, power plant, hanger, repair workshop, mobile refuelling units and radio-navigation equipment. It was the only Soviet airfield capable of landing heavy aircraft from 1980 to 1992. Flights ceased until a more suitable airfield was established at Novolazarevskaya in 2001.

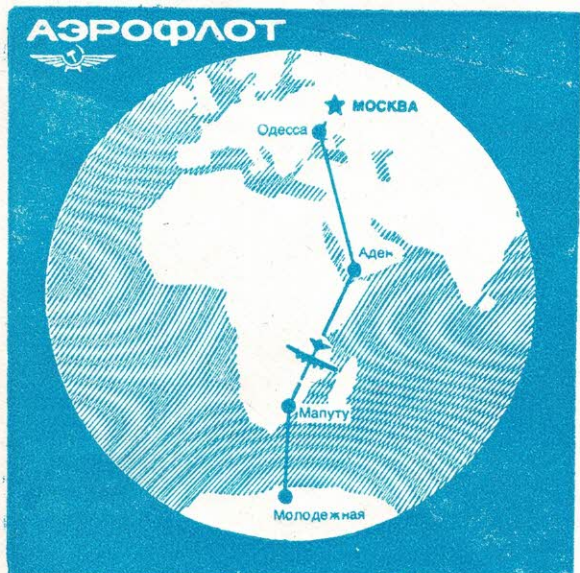
This flight was over 16,500km each direction. Moscow – Odessa 1120km; Odessa – Aden 5120km; Aden – Maputo [Mozambique] 4450km; Maputo – Molodezhnaya 5820km – total 16,510km.

The **Aeroflot Il-18D** has a wingspan of 32.4m; length 35.9m. Its cruising maximum is 10,200m. Maximum take off load 64,000kg; Maximum load 13,500kg. Range without refuelling 6,500km.

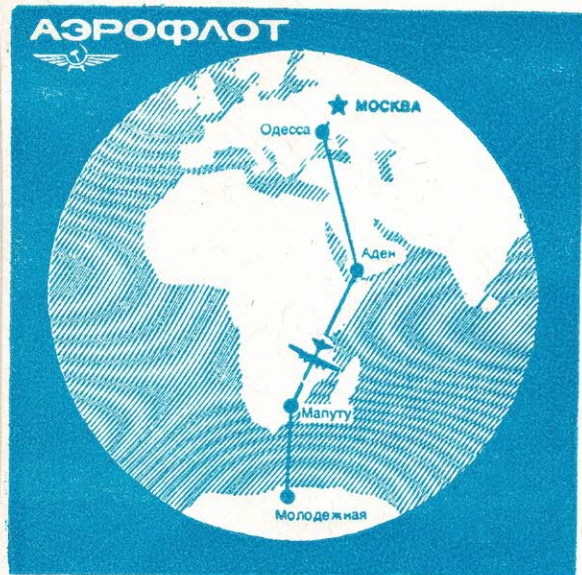
The IL-18 aircraft were used until 1985 and were replaced by larger IL-76 airplanes following a successful trial flight in 1986.

Aeroflot Envelopes

Aeroflot envelopes with a map showing the route are known in two sizes 213mm x 112mm and 224mm x 112mm. Print details and numbers are not shown but an unpublished source¹ indicates that a total of 100 were printed.



Ленинград, институт
Арктики и Антарктики
(ул. Беринга, 38), отделе
Желиховой, Сергейу Р.



МОСКВА
а/п ВНУКОВО-2
До востребования
ЖЕЛИХОВУ В.Л.



МИНИСТЕРСТВО ГРАЖДАНСКОЙ АВИАЦИИ СССР
АНТАРКТИДА, 25 САЭ ст. Молодежная, ТЯБИНУ Н.И.

Molodezhnaya 12 02 80 – upper cover has both cachets; lower cover received Moscow Airport K-27 23 -2 80

¹ Personal communication K Protopopov 2007

Standard Stamped Envelope

The vast majority of flown covers are unaddressed examples of the commemorative envelope with very small numbers of addressed mail. Fewer of the Aeroflot envelopes were used and even fewer of the standard stamped envelopes are known with these flight markings.

4k Stamped Envelope issued 17.07.79 for 12th Meeting of Technical Risk Insurers, Leningrad 1979
5,000,000 issued



Souvenir Usage at Molodezhnaya: **Molodezhnaya 130280** [flight arrival date] both **Flight cachets** [on aircraft] Antarctic Expedition 24; cachet of SAE-25; Reverse has markings of the Motor Ship "Estonia" of the Baltic Shipping Company used as support vessel for SAE-24 and SAE-25



First Technical Flight Cachet

First Technical Flight Moscow – Molodezhnaya – Moscow XXV SAE – February 1980

Oval with Globe and IL18 impressed in blue

There has been no mention in the polar literature [in English] of this cachet. It does not have a Post Office identification so is not from the Postal Administration. All [8]¹ examples recorded according to an unpublished source have origin either from the **Arctic and Antarctic Institute** in Leningrad or the Polar Exhibition “Polafil-80” held in Moscow January 20 – 27, 1980. It is probable that the Arctic & Antarctic Institute produced this cachet.



First Technical Flight Cachet

Machine cancellation **Leningrad 8 2 80 Arctic and Antarctic Institute** with zero on 4k stamped envelope commemorating the 20th Anniversary of the Traverse to the Pole of Inaccessibility.

Flight arrival date cancellation **130280 Molodezhnaya** on front and reverse.

¹ Personal communication K Protopopov 2005

**First Technical Flight
Moscow – Molodezhnaya – Moscow
XXV SAE – February 1980**



First Technical Flight Cachet

Special Cancellation "Polarfil-80" a Polar themed Philatelic Exhibition held in Moscow 20-27 January 1980.
Post Office Moscow – Molodezhnaya flight cachet – applied on the IL-18 flight
Molodezhnaya cancellation 130280. Soviet Expedition 25 with SAE-25 cachet on reverse.



6k commemorative airmail
stamped envelope for the 40th
Anniversary of the 1937 flight
across the North Pole.
Envelope issued 3 VI/77
500,000 issued

Polar Airmail cachet on Flight Molodezhnaya – Moscow

Covers documenting the IL-18 return flight departing Molodezhnaya 190280 are less common than the Moscow to Molodezhnaya leg of the journey. Few Soviet polar mail collectors were able to arrange flight covers and ordinary flown envelopes are the scarcest of all flown covers.

Polar Airmail cachet

Molodezhnaya 19 02 80

**Moscow Airport K-306
230280**

Moscow Ж-387 240280



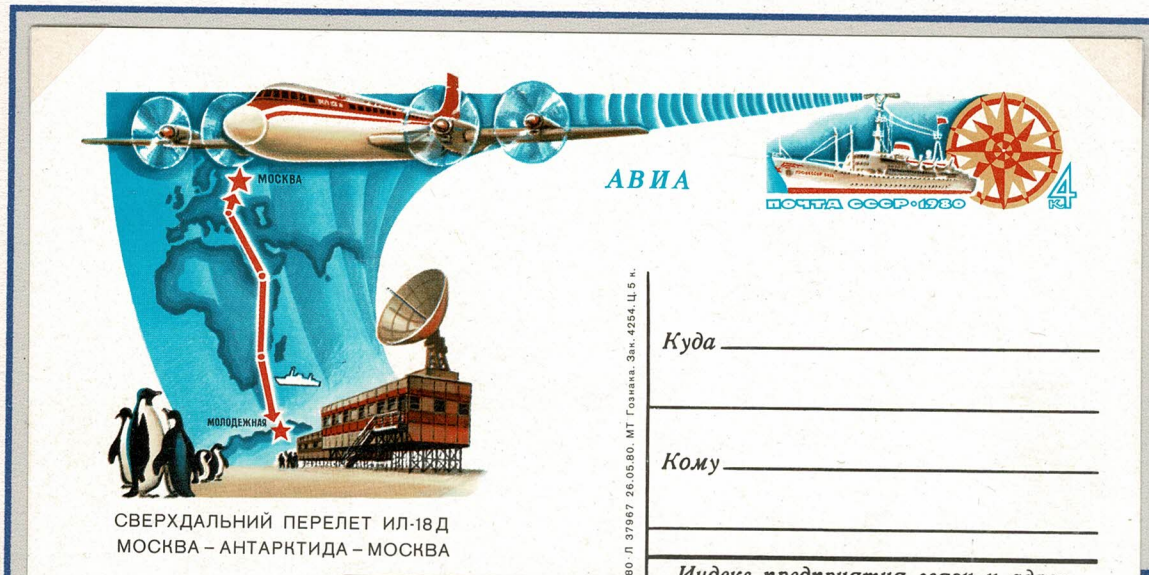
Return Flight Cover Molodezhnaya 19 02 80 – Moscow 23 02 80

Second Technical Flight IL-18D - February 1981 - Leningrad – Molodezhnaya – Leningrad

Following analysis of the First Technical Flight of the IL-18D Moscow – Molodezhnaya – Moscow in February 1980, the Arctic & Antarctic Institute and the Main Administration of the Northern Sea Route of the Ministry of Transport, were confident enough to plan a second trial flight, this time from Leningrad with members of SAE-26.

Discussions were held with the Postal Administration who prepared a pre-stamped illustrated postcard and special commemorative cancellation. Both show the start as Moscow when in fact the flight departed from Leningrad.

The postcard was printed 26.05.80, print number 4254 and a print run of 400,000. The denomination was 4k but sold at 5k. It was released for sale September 18, 1980. Designed by Yu Medvedev, it features the “Professor Vise” an Antarctic support ship. The illustration shows the IL-18D aircraft, a map of the route and a radio-physics pavilion.



4k Stamped
Commemorative
postcard



Индекс предприятия



Commemorative
Illustrated
datestamp
showing IL-18D,
globe and route
Moscow 10.II.1981

Received Archangel
23 02 81

[Date suggests may
have been carried
on flight]

Индекс предприятия связи места назначения

© Министерст

Leningrad – Molodezhnaya

The 17,900km flight to the Antarctic departed from Leningrad – Pulkovo airport **February 10, 1981**. The route was not the same as the First Technical Flight the previous year – **Leningrad – Odessa – Cairo – Aden – Maputo – Molodezhnaya**. It landed on the compacted snow airfield near the Station **February 12, 1981**. It carried 50 polar scientists who were members of the 26th Soviet Antarctic Expedition **SAE-26** as well as some scientific equipment and fresh food supplies for the winter-over members of SAE-25.

The return flight left Molodezhnaya **February 17, 1981** on the same route and landed at Leningrad Airport February 19, 1981 with 45 members of **SAE-25** along with their research.



Commemorative Postcard Leningrad 10 2 81 to Molodezhnaya 12.02.81

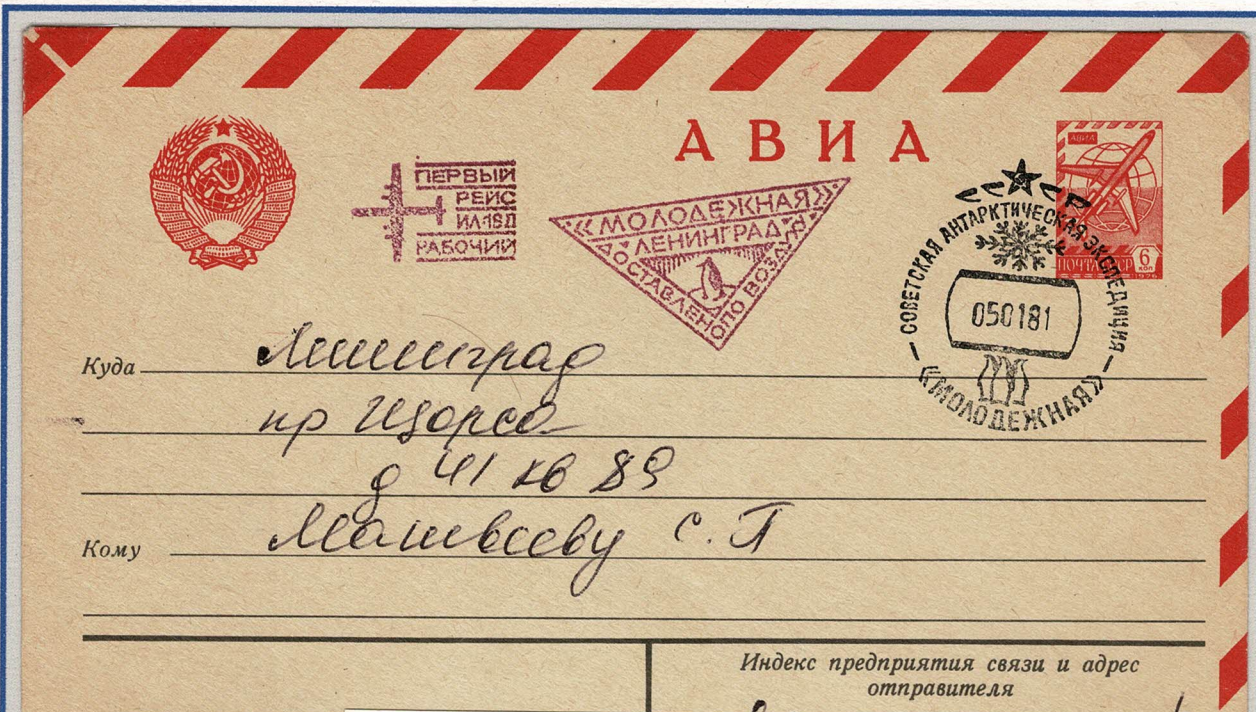
From 'Soviet Antarctic Expedition AANHI [Arctic & Antarctic Institute]

All collector covers sent for this flight were returned to the senders unflown and unprocessed so examples are considered scarce. The event passed in Leningrad with little apparent publicity and no commemorative cancellation was provided for this milestone in long distance polar aviation.

Airmail cachets were probably prepared by the Arctic & Antarctic Institute and were likely to have been carried on the flight. Examples are very uncommon.

IL-18D and Airmail Delivery Cachets

Two triangular cachets are known “Delivery by Air Leningrad – Molodezhnaya” and “Delivery by Air Molodezhnaya – Leningrad” are known impressed in black or violet as well as a smaller 4-line cachet with the IL-18 aircraft. Examples are scarce. Unpublished source¹ quotes ‘less than 15 examples known’



Molodezhnaya
050181

Delivery by Air
Molodezhnaya –
Leningrad cachet
IL-18D cachet

Commemorative
Postcard
Leningrad 9 2 81
Molodezhnaya
12 2 81

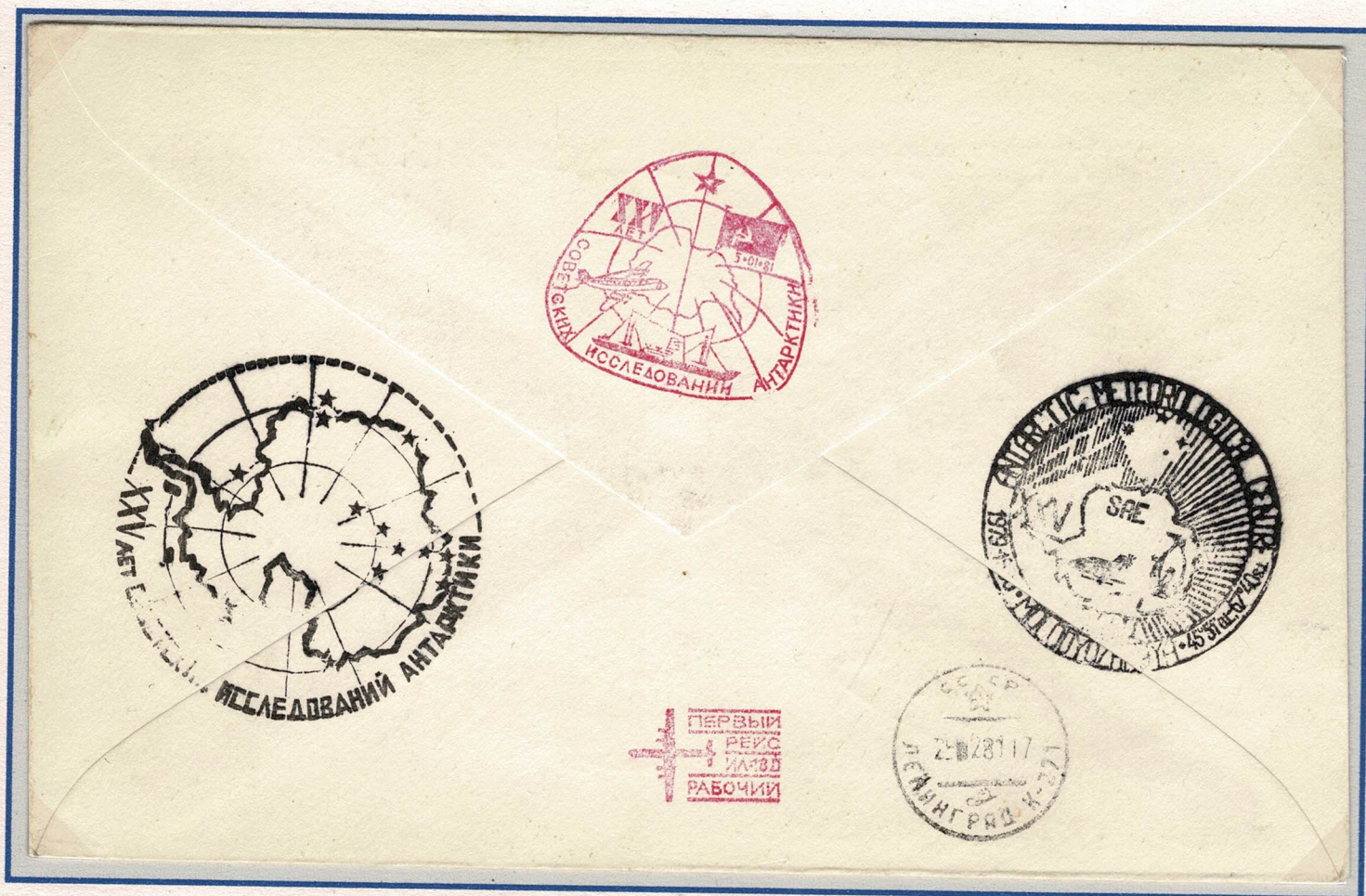
“Delivery by Air” cachets Leningrad – Molodezhnaya and Molodezhnaya – Leningrad + IL18D 4-line

¹ Personal communication A Chudakov 2007

Molodezhnaya – Leningrad – Return Flight

The return flight from Molodezhnaya departed 17 February 1981 and landed at Leningrad airport on the 19th. It carried members of SAE-25 who had wintered over at Molodezhnaya along with some scientific equipment and the results of their research.

Expedition Stationary for SAE-25 [5000 issued] cancelled Molodezhnaya 050181 received Leningrad K-271 20 02 81. It has the SAE-25 circular marking on the front. The reverse has the 4-line IL-18D cachet in red, two cachets for SAE-25 and one Molodezhnaya Station 1979-1980.



Establishment of IL-18 Airbridge 1981-1985

Following the two successful trial return flights to Antarctica in February 1980 and February 1981, the Administration determined that the air route via **Odessa – Cairo – Aden – Maputo to Molodezhnaya** could be made permanent using IL-18D aircraft. This would allow the polar scientists quicker access to the Antarctic Stations and their research without having to spend many weeks on a support ship.

Flights only occurred in the summer season generally starting in November taking members of the next Expedition to the Antarctic returning with personnel who had been wintering over. Flights at the end of Summer would transport additional supplies for the winter-over crew and return with seasonal workers carried south on the early summer flights. Between 2-4 flights were carried out each time.

The **first airbridge flight left Leningrad November 2, 1981** carrying 40 members of SAE-27 and arrived **November 6, 1981** at Molodezhnaya.



First Airbridge Flight. Transit cancellation Maputo 5 NOV 1981. Molodezhnaya 6 11 81. SAE-26 marking
Commemorative stamped postcard for 25th Anniversary of Mirnyy Station and datestamp 17 II 1981

The IL-18D airbridge service was replaced in 1986 following a successful **technical flight** of the much larger **IL-76**.

Three **airmail cachets** were occasionally used during the 1981-1982-summer season but examples remain elusive.

Identifying mail, without airmail cachets, which has been carried on these flights is challenging, as it requires backstamping at a post office on the return to Russia. Souvenir covers do exist. All are considered difficult to find.

Molodezhnaya – Leningrad Flight November 1981 – First Airbridge Season 1981-1982

Having arrived at Molodezhnaya November 6, 1981, it is reported that the IL-18 did two return trips to Maputo transporting 50 polar scientists from SAE-27 each time to bring the total flown to 150 men. From Molodezhnaya, which was the main Station, the members of SAE-27 were flown [in smaller planes [Li-12] to the other Stations – Novolazarevskaya, Mirnyy, Vostok, Bellingshausen & Druzhnaya to conduct their work.

The last flight from Molodezhnaya departed **November 25, 1981** for Leningrad with further members of the previous Expedition who had completed their work.



10k Registered Stamped envelope. Molodezhnaya 25 11 81 to Leningrad [cancel indistinct on reverse]

**AIR POST
USSR – ANTARCTICA – USSR
27 – SAE – 1981**

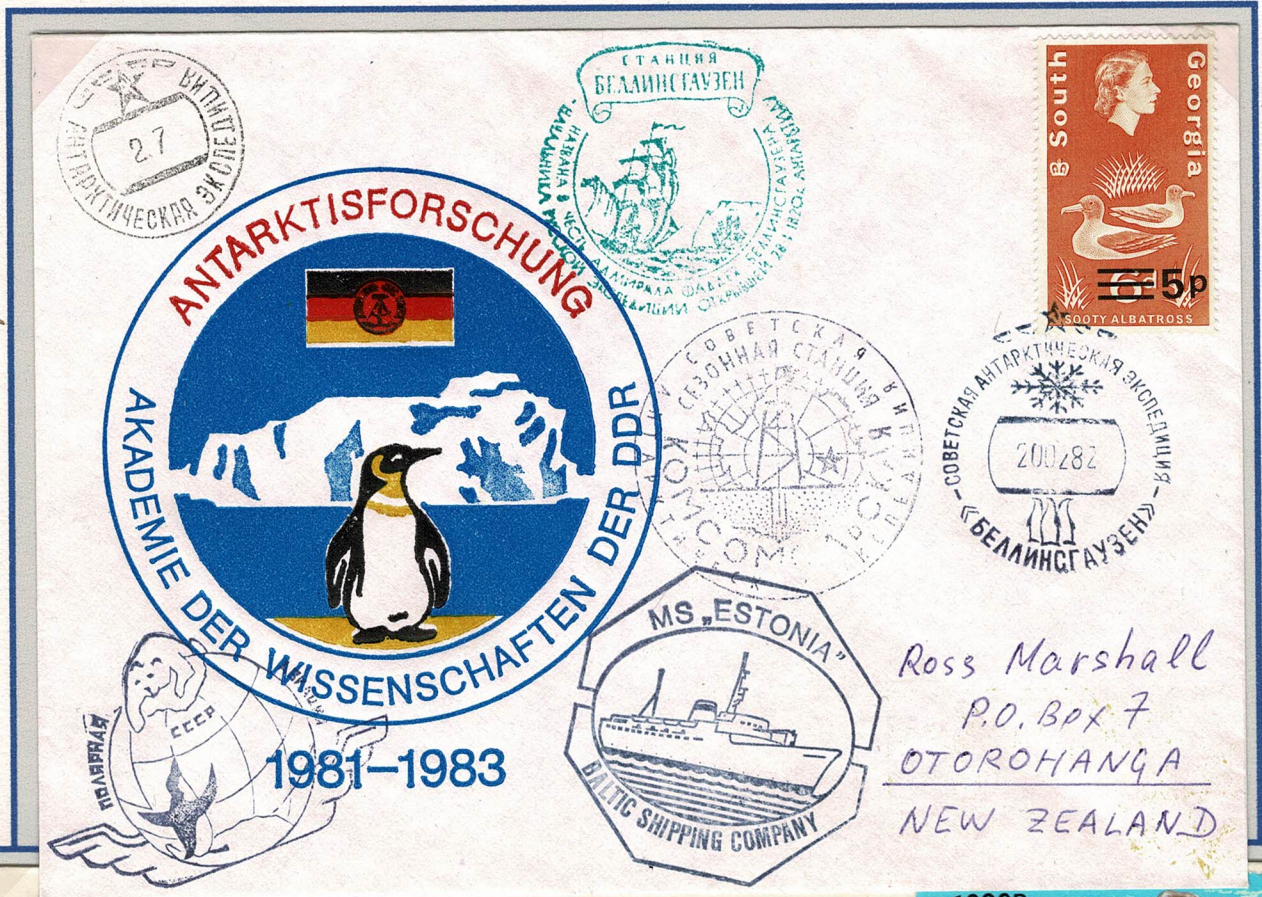


It is not known where this oval 45mm x 12mm cachet was made. Unpublished source¹ states, “it is rarely found”

¹ Personal communication K Protopopov 2009

Polar Post Cachet

A polar post cachet with wings, globe, polar bear and penguin is recorded on souvenir covers that were probably carried on IL-18D flights in late summer 1982. Not noted on identified 'real' mail¹



¹ Personal communication V Leonov 2006

Annotated USSR – Antarctica – USSR Flight February 1982

Commemorative stamped postcard issued for the **Second Trial Flight** of the IL-18D in February 1981 – the forerunner to the establishment of a permanent airbridge

Airmail cachet – on the reverse of the card – 21mm x 21 mm. Leonov¹ advises this is found on both ‘real’ and souvenir mail and indicated that it may have been aboard the aircraft.

27 SAE
AIR POST
1982



“Flight USSR – Antarctica – USSR”

Ushgorod 2.2.82; Molodezhnaya 21.02.82 [arrival date] SAE-27 marking
Molodezhnaya 23.02.82 [departure date]; Ushgorod 16.3.82

¹ Personal communication V Leonov 2007

Arrival of SAE-28 & Return of SAE-27 Summer 1982-1983 – November 1982



Molodezhnaya 01.11.82, SAE-27 Air Post cachet. Leningrad 10.11.82. 25th SAE Commemorative envelope

Molodezhnaya 27/12/82 & 22.11.82 with SAE-27 Air Post cachet to Ushgorod



SAE-27 Air Post cachet with Molodezhnaya 15.01 83. Reverse has cachet SAE-28 "Captain Markov"
 SAE-27 expedition stationery printed 3.9.81 14,000 issued.



Тип. № 2 Ленуприздата 4267а—14 000 3.9.81

Summer 1982-1983 Airbridge 'real' mail Novolazarevskaya 16.02.83 Moscow 25.02.83
 Commemorative Stationery envelope 15th Anniversary Bellingshausen Station – 2000 printed



Тип. № 2 Ленуприздата 186а—2000 83 01 13

SAE-30 Summer 1984-1985— Final IL-18D Airbridge Flight

Molodezhnaya 19 02 85 received Moscow 04 03 85 with SAE-30 cachet



Expedition Stationery issued for SAE-30 – printed 15 11 84 – 15,000 issued.

As part of the overall evaluation of the Soviet Antarctic Expeditions at a series of meetings held in the middle of 1985, concerns were raised about the IL-18D airplane used in the Airbridge flights to Molodezhnaya. It was felt that persisting with the aging airframe with the significant maintenance issues caused by the extreme Antarctic conditions, it should be retired from service. The last flights were in late summer 1985.

It was proposed that a larger aircraft, the IL-76, with much greater capacity should be used in future. As this aircraft was over three times the weight of the IL-18D, instructions were issued to lengthen and strengthen the compacted snow runway at Molodezhnaya. This was one of the tasks of seasonal SAE-31 workers who were brought to Antarctic on the seven support vessels.

Plans were made for a technical trial flight of the IL-76, which would proceed only when the airfield had been inspected and met with the approval of the aviation experts involved in the project.

Confirmation was received that the airfield met the standards required and the **First Technical Flight of the IL-76** was set for February 1986.

IL-18 at Molodezhnaya on SAE-27 Service Envelopes

Following the success of the first and second Technical IL-18D return flights between the Soviet Union and Molodezhnaya and the establishment of the Airbridge service, the Administration of the Soviet Antarctic Expedition used an image of the **IL-18D in Antarctica** on the service envelopes for **SAE-27**.

There are 4 printings with identical designs- it was also used for the 25th Anniversary of Vostok Station and the 20th Anniversary of Molodezhnaya Station. The total printing was 14,000. Geller¹

- **SAE-27 Orange red** with the print details in Brown – Print order 7267a 14,000 issued 3.9.81. - **5000 printed**
- **SAE-27 Red** with print details in Red - Print order 7267a 14,000 issued 31.9.81. - **4000 printed**
- **XXV Station Vostok** – Print order 11a – issued 11.1.82 – **2000 printed**
- **XX Molodezhnaya** – Print order 10a – issued 11.1.82 – **3000 printed**

3rd

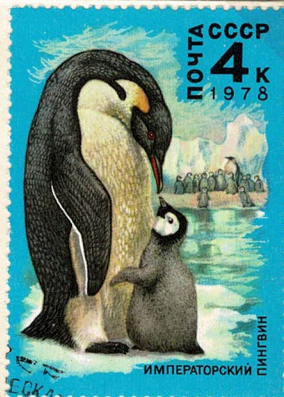
4th

27-Я СОВЕТСКАЯ АНТАРКТИЧЕСКАЯ ЭКСПЕДИЦИЯ



ААНИИ ГОСКОМГИДРОМЕТА СССР

XX ЛЕТ АМЦ МОЛОДЕЖНАЯ



*Ленинград Ученые
Главной станции
До-востребования
Кожину М.И.*

Тип. № 2 Ленуприздата 10а—3000 11.1.82

XXV ЛЕТ ВОСТОК



*А. И. ...
Председатель АТФ
12460 ...
Полтора - ...*

Тип. № 2 Ленуприздата 11а—2000 11.1.82

Кожину М.И.

Тип. № 2 Ленуприздата 4267а—14 000 31.9.81

*27 С.Я.Э
С. Ширнов*

Тип. № 2 Ленуприздата 4267а—14 000 3.9.81

2nd

1st

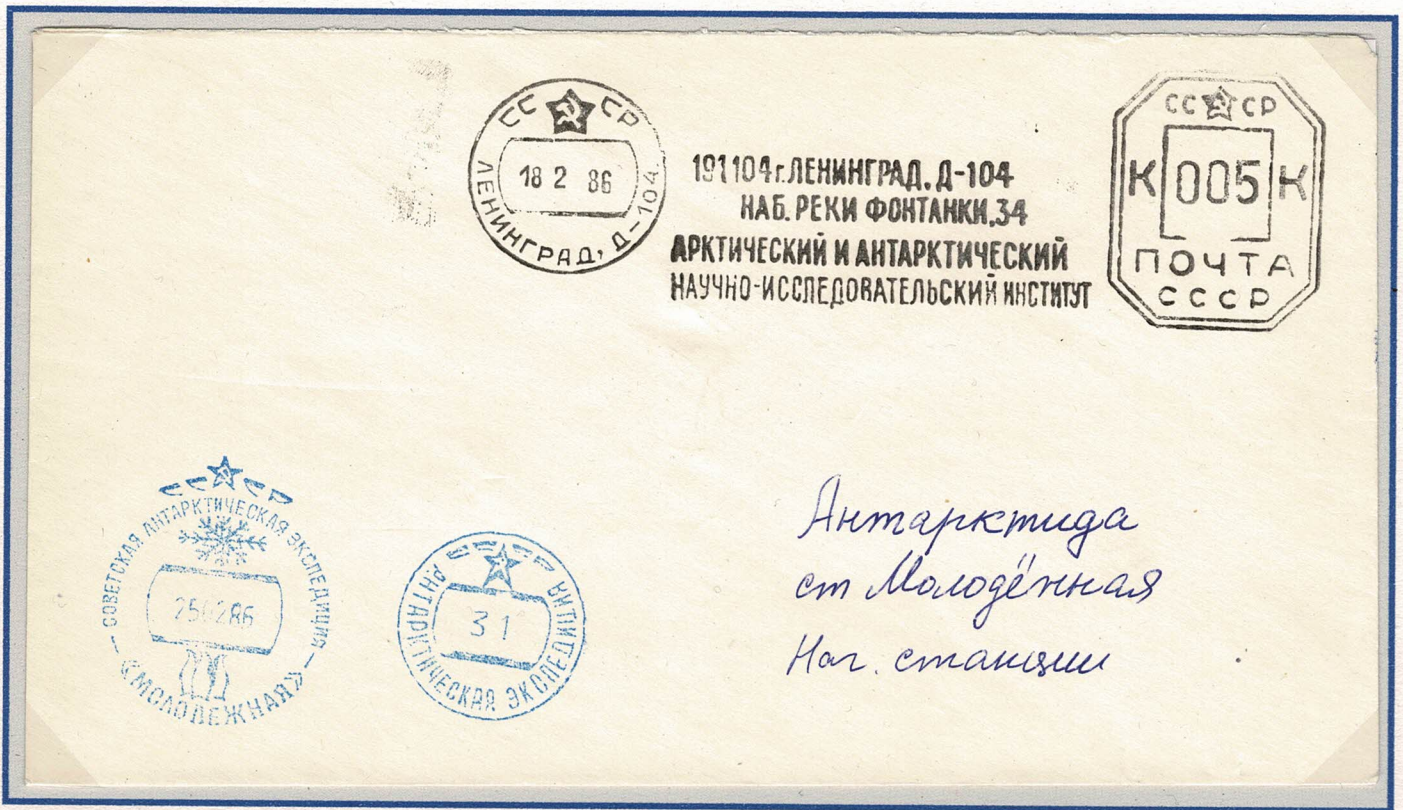
¹ Geller catalogue of Polar Covers 1996 14,000 total printing – 4 different envelopes

Technical Flight IL-76DD February 1986 Leningrad – Molodezhnaya – Leningrad

On **February 18, 1986**, Aeroflot carried out a special flight. An IL-76DD heavy freighter fitted with 90 seats, kitchen, medical and scientific equipment took off for Antarctica. After an intermediate landing in **Maputo, Mozambique**, the 200-ton IL-76 landed safely on the airfield near Molodezhnaya.

The ground staff at Molodezhnaya had prepared for the arrival of the flight for a full year, rolling and rolling to densely compact to snow runway to be able to received the heavy aircraft.

The **IL-76** has a wingspan of 50.5m; a length of 46.6m. The maximum cruising altitude is 14,800m, maximum takeoff weight 190,000kg, cargo capacity 50,000kg. Range 10,580km.



Leningrad 18.2.86 meter mark of Arctic & Antarctic Institute 5kop. Molodezhnaya 25.02.86. SAE 31

The Literature does not record arrival or departure dates at Molodezhnaya. The earliest Molodezhnaya date after the known departure from Leningrad [February 18, 1986] is **22.02.86**.

Other known dates at Molodezhnaya are 25.02.86; 28.02.86; 01.03.86.

Mozambique [Maputo] cancellations are known dated 01.03.86 17hrs – this would confirm that the departure date for the return flight from Molodezhnaya was **March 1, 1986**.

Leningrad receiving cancellations from the small amount of 'real' mail are **05.03.86** – making the arrival March 5, 1986

Technical Cachet

A cachet is associated with most covers associated with this flight. It is 47mm x 25mm and is found in black and purple. It is inscribed "First Technical Flight "IL-76DD" to Antarctica February 1986" with an illustration of an IL-76 with the cargo ramp lowered with a number of interested penguins looking on.

Technical cachet with Molodezhnaya 25.02.86 and 01.03.86 SAE 30 cachet and Stationery envelope



Technical cachet. Molodezhnaya 22.02.86 and 28.02.86 SAE-31.

Return Flight via Mozambique March 1986

Molodezhnaya 01.03.86. Mozambique 01.03.86, Leningrad 5.3.86 with Technical Cachet



Molodezhnaya 28.02.86, Mozambique 01.03.86, SAE-31. Technical cachet.

Flight Leningrad 13.02.86, Molodezhnaya 28.02.86, Mirnyy 08.03.86 with Technical cachet



Leningrad Airport 22.02.86 Wettingen 4.3.86 with Technical cachet
 Non-flown cover but 'real' mail proving a cachet was at Leningrad

Establishment of IL-76 Airbridge 1987-1991

Following assessment of the information collected during the Technical Flight of the IL-76 in February 1986, it was decided to establish a permanent link between Leningrad and the main Antarctic Station at Molodezhnaya. Because of the increased capacity of the IL-76, a single flight at each end of the Summer Season would be adequate. Part of the cargo section was modified creating seating for 100 members of the Expedition as well as 5 tons of equipment. The support ships transported the balance of the expedition members and heavy freight and fuel.

The first flight was in February 1987: **Leningrad – Djibouti – Maputo {Mozambique} - Molodezhnaya**. The airbridge operated each summer until the 1991-1992 season.

The Postal Administration issued a special **5kop stamped envelope** to commemorate the inauguration of this service. It is inscribed Moscow- Antarctica – Moscow [like the earlier stamped postcard] despite the service operating from Leningrad. No special datestamp was prepared. The envelopes were printed 28.08.86 – numbers 500,000.



**ПЕРЕЛЕТ
МОСКВА — АНТАРКТИДА — МОСКВА**



Пишите индекс предприятия связи места назначения



Куда _____

Кому _____

Индекс предприятия связи и адрес отправителя



Самолет ИЛ-76
 © Министерство связи СССР, 1986
 28. 08. 86. Цена 6 к. Художник В. Коновалов

Изготовлено на Пермской ф-ке Гознака

First Return Flight from Molodezhnaya - February 26, 1987.

Known Molodezhnaya dates 23.02.87 and 25.02.87 on covers also having Mozambique cancellation 26.02.87 11hrs indicates that the IL-76 departed early on February 26th – flight time about 5 hours to Maputo. Leonov¹ indicates that covers having a Mozambique transit postmark are regarded as rare while none are known with Djibouti markings. He comments that the majority of polar collectors did not bother to get covers serviced because it was felt that this route was now routine. With just 2 flights per season, covers shown to have been flown on this route are uncommon.



Molodezhnaya 25.02.87; Air Post Mozambique 26.02.87. Antarctic Expedition 32

“Polarfil-78” cacheted envelope. **Drift Station NP-28 21.05.87** and North Expedition cachet.

Drift Station 28 was inaugurated May 21, 1986 and was evacuated January 23, 1989 after 978 days and 7634km. There were three shifts of crew. This cover is from the second shift and is one of 2 known 1987 dates.

The reference on Soviet Drift Stations “**Drifting Ice Stations**” by Giardini et al, has on information on NP-28 on P271 has:

“It is known that envelopes travelled from the Antarctic base in Molodezhnaya to the NP-28 and passed through Maputo, Mozambique.”

One such cover is illustrated with the Mozambique date 26.02.87

¹ Personal communication V Leonov 2009

Commemorative Envelope – Molodezhnaya 25.02.87 SAE-32 - first return flight – Leningrad 16.03.87



Commemorative Envelope carried first return flight from Molodezhnaya

Molodezhnaya 23.02.87 Air Post Mozambique 26.02.87 11H – Ivanovo 5.3.87. Air Mail vignette

Molodezhnaya cachet for SAE-32 and 25th Base anniversary includes an IL-76 aircraft. Cachets included the IL-76 SAE-32 to SAE-35 showing the importance of the Airbridge from the USSR.

Return Flight October 1987 – Molodezhnaya 02.10.87 SAE-32 cachet Leningrad 16.10.87
Return of SAE-32 winter-over members

16108718

АНТАРКТИЧЕСКОЙ СТАНЦИИ МОЛОДЕЖНАЯ

25 ЛЕТ ДОГОВОРУ ОБ АНТАРКТИКЕ

021087

Кому Москва Госштабтсвоб. Скаковский И. В.

Индекс предприятия связи и адрес отправителя

Куда _____

Ленинград М-244

Кому а/я 76
Леонову В.

Индекс предприятия связи и адрес отправителя

191088

1988

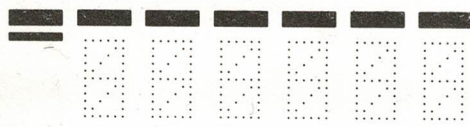
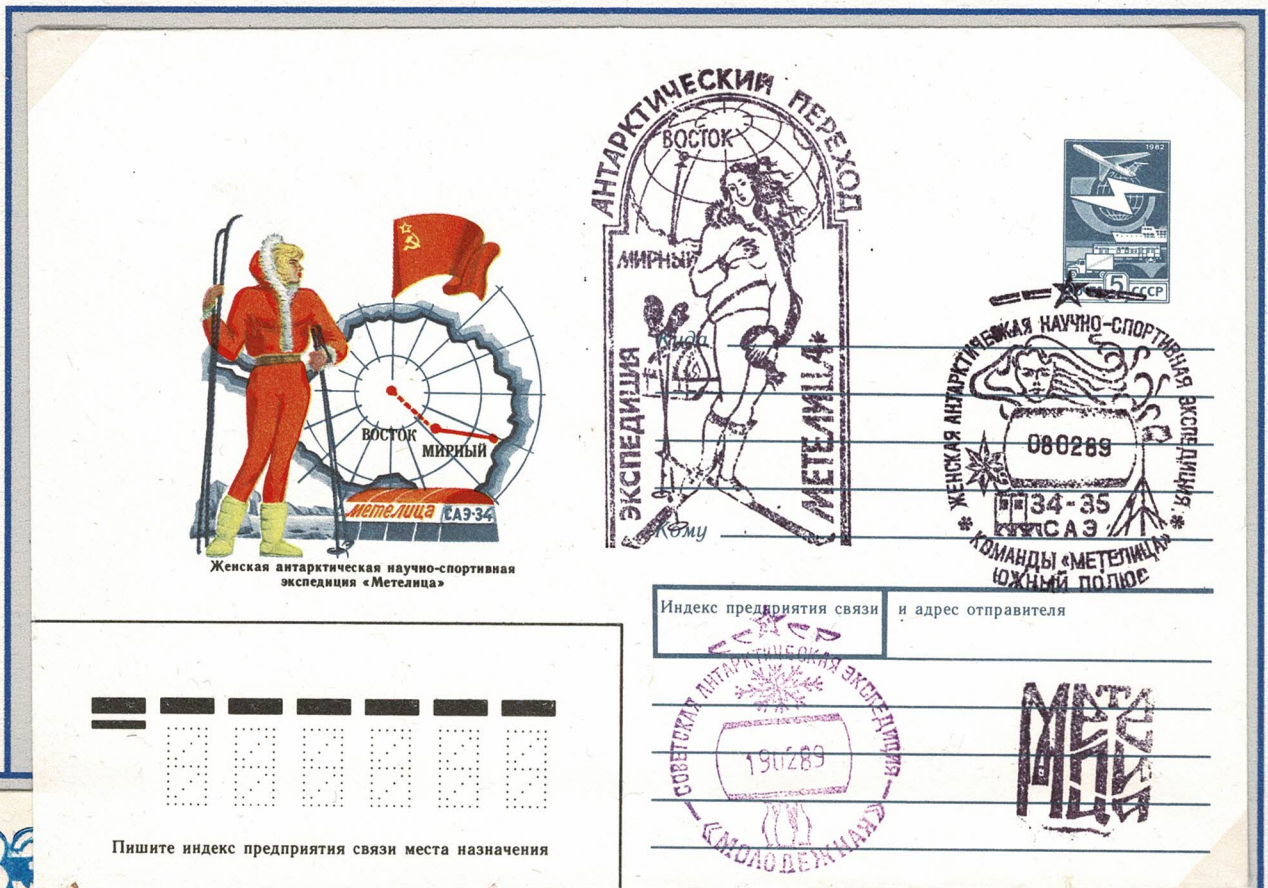
Пишите индекс предприятия связи места назначения

Return Flight November 1988 – Molodezhnaya 19.10.88 – Leningrad 04.11.88
Return of SAE-33 seasonal workers

Flights February 1989

The IL-18 landed at Molodezhnaya **February 18, 1989**. It carried the special stamped envelopes commemorating "Metelitsa" "SNOWSTORM" Expedition SAE-34 / SAE-35 from Mirny to Vostok. The return flight **February 23, 1989** carried the team back to USSR.

Metelitsa stamped envelope special cancellation 080289 with Molodezhnaya 19.02.89



Пишите индекс предприятия связи места назначения



SAE-33 envelope signed by Metelitsa Team members returning to Leningrad 25.02.89

Return Flight February 1989

Molodezhnaya 20.02.89 – Moscow 27.02.89

Куда _____

Кому МОСКВА, ДУБНИНСКАЯ 20 -1 -211
Мартынов ВВ

Индекс предприятия связи и адрес отправителя

127540

Пишите индекс предприятия связи места назначения

Министерство связи СССР, 1988. З. 105870. ППФ Гознака. Ц. 4 к.






33

34

САЭ

ПРОГРЕСС 01.04.88.

198095, С.-Петербург
а/я 507
А. В. Буторину

Первый рейс в Антарктиду НЭС
"АКАДЕМИК ФЁДОРОВ"

М-12114 Л. т. К., з. 607, т. 10000, 08.02.88

SOUTH AFRICAN NATIONAL ANTARCTIC EXPEDITION
SANAE 70° 17' S 2° 22' W

АНТАРТИД-78
88
HALLEY







Molodezhnaya 23.02.89 – Leningrad 28.02.89 with SAE-34

SAE-33 service envelope printed 08.02.88 with Progress SAE-34 cachet, SANAE cachet and Halley NO 18 88



ПОЧТОВАЯ КАРТОЧКА



Return Flight
February 1989
Molodezhnaya
20.02.89

Leningrad 7.3.89

Return of SAE-34
seasonal workers

Куда СССР
Москва
Кому пр. Жукова 47-2-51
Турладзе Т.А.



Индекс предприятия связи и адрес отправителя

ПЕРВЫЕ ПОЛЕТЫ
"АН-28"
В АНТАРКТИДЕ
X X X V

с-т ИЛ-76^{сд}
борт. № 76778
КВС Земляков

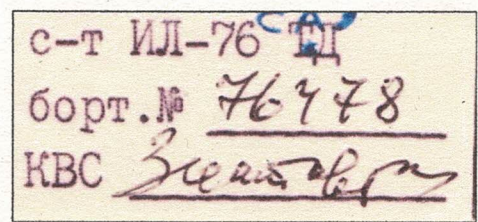
Москва, почтамт
до востребования
Горяинов А.А.

Delivery Flight Leningrad – Molodezhnaya November 1990
Molodezhnaya 09.11.90 Moscow 19.11.90

Annotated Pilot signed cachet IL-76TD, Number 76778

Antarctic Expedition 37 with Molodezhnaya cachet featuring the IL-76

Cachet of first flight AN-28 in Antarctica [SAE-35] – a 2-engined short Haul multipurpose aircraft capable of 15-26 passengers with a range of 1000-1300km. Used to ferry scientists and equipment between the main Station Molodezhnaya and other USSR stations.



First Flight IL-76MD Moscow – Antarctica – Moscow. March-April 1989

The IL-76MD is the military equivalent of the civilian IL-76-TD capable of carrying 48 tons of equipment with a crew of 7. This flight carried essential equipment and vehicles to Molodezhnaya for the coming winter.

Additional freight flights occurred in 1991 instead of using shipping



Souvenir cover carried on the flight with boxed cachet. One of 10 known¹



¹ Personal Communication K Protopopov 2010

IL-76MD Flight St Petersburg – Molodezhnaya – St Petersburg. October – November 1991

Following the successful deployment of the IL-76MD with nearly 50 tons of cargo to Molodezhnaya in March-April 1989, the Russian Antarctic Expedition Administration made a decision to use the plane for a rapid delivery of essential equipment and supplies as part of the 37th Expedition. Route via **Cape Town**



Flight Cover: Leningrad Air 29.10.91 – D F Malan Lughawe Airport 04.11.91 - Molodezhnaya 06.11.91

A special cachet was prepared for this flight found in blue on covers to Molodezhnaya and red on return covers.

“Flight IL-76 S Petersburg – Molodezhnaya 1991 37 SAE Somov 19.10.91” with the ship and IL-76
The **“Mikhail Somov”** was the main support vessel from SAE-21

Борт ИЛ-76 МД 78839
Командир Жбанков С.Н.

A red boxed cachet **IL-76MD number 78839** under command of S N Khabankov

D F Malan Airport was the initial name for Cape Town International Airport. Few covers received a transit cancellation at Cape Town. Leonov¹ suggests **less than 8 covers** known with this cancellation

Molodezhnaya Oval datestamp was proofed 22.01.91 and the earliest use known is 01.04.91

¹ Personal communication V Leonov 2009

Return IL-76MD Flight Molodezhnaya - Leningrad



Molodezhnaya 06.11.91 – Leningrad 14.11.91

Flight cachet for the flight 29.10.91 St Petersburg [Leningrad] to Molodezhnaya impressed in red.

Molodezhnaya cachet for SAE-36 and generic cachet for Molodezhnaya giving coordinates and featuring an IL-76 aircraft, Antarctic map and penguin

Expedition Envelope for SAE-36 – Print details in blue printed 03.12.90 with 3000 issued. Another printing with details in black and different print number with 1000 issued. It also features the IL-76 aircraft. No other service stationery envelopes show the IL-76.

These Service Envelopes were issued to members of the Soviet Antarctic Expeditions from SAE-11 onwards. Print numbers vary from 1000 to 14,000 depending on the size of the Expedition.

The compacted snow airfield at Molodezhnaya was usable only during the summer season – November to February. It required constant maintenance and considerable work by the winter over crew to get it ready to receive the heavy IL-76 aircraft. Because of the time and effort required and in light of the fact that there were only 2 flights each season it was decided to cease IL-76 flights at the end of the 1991 summer.

Return IL-76MD Flight Molodezhnaya - Leningrad



Пассажирский самолет Ил-14 — цельнометаллический моноплан, созданный под руководством Главного конструктора С. В. Ильюшина. Имеет два поршневых двигателя АИШ-82Т (д. Кувшинов) мощностью по 1397 кВт. (1900 л. с.). Ил-14 явился дальнейшим развитием самолета Ил-12, созданного в 1946 году. Первый полет проходил в июле 1950 года. После летных испытаний самолет строился серийно и поступил в эксплуатацию в двух вариантах: Ил-14П — пассажирский и Ил-14Т — грузовой. Позже было создано еще несколько модификаций, одна из них именовалась Ил-14М-32. С середины 50-х годов Ил-14 стал основным пассажирским самолетом Аэрофлота и широко эксплуатировался в течение десяти лет. Его и сейчас можно встретить на Крайнем Севере, в Арктике и во многих уголках нашей Родины на местных авиалиниях небольшой протяженности.

На Ил-12 и Ил-14 впервые (для пассажирских самолетов) была хорошо отработана схема низкоплана с трехпорным убирающимся шасси.

Основные данные Ил-14: масса — 17 500 кг, масса коммерческой нагрузки — 3400 кг, крейсерская скорость — 400 км/ч.




190000
- Петербург
почтаиет а/а 246
Савицкому М.Б.





Художник В. Иванов
«Изобразительное искусство». Москва. 1989
4-694. 240 000. 1758. 3 к.

ОТПРАВЛЯТЬ ПО ПОЧТЕ ТОЛЬКО В КОНВЕРТЕ

Novolazarevskaya 06.11.91 [with SAE-36 cachets] – Leningrad 14.11.91 [upper] 15.11.91 [lower]





Куда
АНТАРТИДА



06 11 91


Кому Савицкому М.Б.



АНТАРТИДА
36 САЭ

Индекс предприятия связи — адрес отправителя

Антарктида
36 САЭ
ст. "Новолазаревская"



1	7	0	0	0	0
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Пишите индекс предприятия связи места назначения

August 1991 - IL-76TD – Operation Survival – Special Flight

The *“Mikhail Somov”*, flagship of the Soviet Antarctic fleet became trapped in heavy sea ice off the Antarctic coast 50km from Molodezhnaya. It became trapped July 12, 1989 and it was considered that it would be there for months.

The winter-over crew from Molodezhnaya began building a 2.8km airstrip on the ice some 28km from Molodezhnaya for the rescue of the 222 men on board. An **IL-76TD** aircraft had been sent from Moscow with an experienced crew and was standing by in Cape Town.

When the weather cleared, 172 scientists and technicians were transferred by helicopter to the airstrip and boarded the IL-76 that had made the 4000km flight and landed safely. The men were airlifted to Cape Town **August 21, 1991** and were transferred to the *“Professor Vise”* – the IL-76 then returned to Moscow by **September 3, 1991**.



Molodezhnaya 13.02.91 cancellation on Molodezhnaya envelope. Moscow 3 9 91

A special boxed cachet was prepared in Moscow for this flight:

“Special Flight of IL-76 aircraft along the route Moscow – Antarctica – Cape Town – Moscow”

A special cachet is also known, annotated and signed by the Pilot of IL-76 Number 76822 21.8.91

The flight covers with both cachets are reported¹ to be rare with less than 15 produced

¹ Personal communication K Protopopov 2007

Operation Survival

Envelopes issued for the 1980 First Day Cover of the stamp featuring the *“Mikhail Somov”* was overprinted in 4-lines in blue – numbers prepared not recorded.

“Operation of Goskomgidromet [State Committee of the Council of Ministers on Hydrometeorology] and AANI [Arctic and Antarctic Scientific Research Institute] for rescue of the participants of SAE-36 on board the vessel “Mikhail Somov, August 1991.”

The period when the *“Mikhail Somov”* was trapped in the ice is written *“12/VIII – 2/IX”* and stamped



Cover received Moscow 5.9.91

Special flight cachet 67mm x 20mm applied in purple



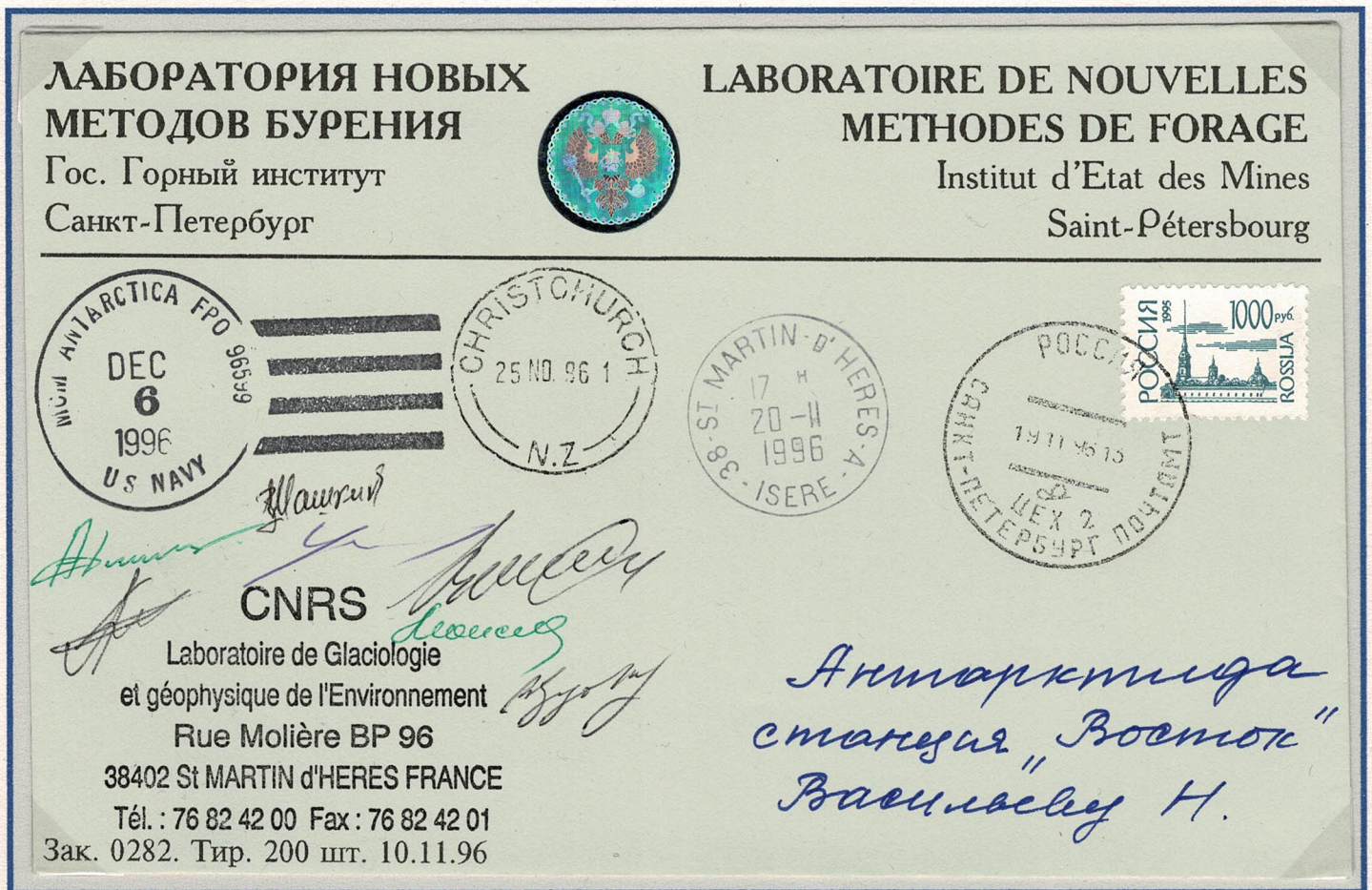
Cover is signed by **Dr Artur N Chilingarov** “Hero of the Soviet Union” Deputy Chairman of the Russian State Duma and President of the Polar Explorers Association

November 1996 Special Flight IL-76MD St Petersburg – McMurdo Station

As part of the of the ongoing **Russian – French – United States** cooperation at Vostok Station relating to research and drilling towards the newly discovered deep freshwater reservoir called **Lake Vostok**. A new deep drilling rig was required.

The Institute of Mines in conjunction with the Russian Arctic and Antarctic Research Institute chartered an Aeroflot IL-76MD [Military designation] with a load capacity of nearly 50 tons to transport a drilling rig to Antarctica. The Russian members of the drill team accompanied the machine. A call was made at St Martin d'Herès in France where the French Glaciological Laboratory is based. The IL-76 left **St Petersburg November 19, 1996**.

The route was then via **India, Singapore** to **Christchurch** New Zealand then to the USA **McMurdo Station**



St Petersburg 19.11.96 St Martin D'Herès 20 II 1996 Christchurch 25 NO 96. McMurdo Dec 6 1996

Vostok 09 DEC 96 [by USA aircraft]

Envelope of the Institute of Mines St Petersburg with Hologram image of the State Emblem of Russia

Print order 0282. 10.11.96 with 200 printed

12 covers received the transit cancellations¹

Signatures of the seven members of the Russian Drill team

¹ Personal Communication V Kazarev December 1997

Trial Flight IL-18 St Petersburg – Antarctica May 1997

10 Members of Russian Antarctic Expedition 42, RAE-42, were flown on a trial flight in an IL-18 To the airfield at the Chilean Base adjacent to Bellingshausen. The Route was **Moscow – St Petersburg – Casablanca – Cape Verde – Recife – Port Alegre – Punta Arenas – Teniente Marsh**. The flight departed St Petersburg May 2, 1997 and arrived at the Chilean airfield and Bellingshausen May 6, 1997.

The total number of various covers carried on this flight was 50¹

Литера «А» действительна только для почты авиапочты
С.Петербург – Антарктида – С.Петербург (апрель 1997). Доставка
почты производится полярниками Антарктической экспедиции.



St Petersburg 24.4.97 – Bellingshausen 06.05.97 on RAE-42 service envelope

Meter marking from Arctic & Antarctic Research Institute

Flight cachet showing route – annotated 2.05.97 IL-18 number 75796 signed by **K V S Serebrov** Chief Pilot

Red Polar Post cachet and RAE-42 cachet from Bellingshausen.

Boxed marking Teniente Marsh Airport **6 May 1997** – circular cachet on reverse.

Pictorial cancellation **060597** Bellingshausen [earliest use] – datestamp delivered by the crew on the IL-18

The inscription on the flap “The Letter “A” is only for use for airmail flight delivery by Polar Explorers”

¹ Personal communication V Kasarev December 1997

Illustrated Envelope & Postcard & Cachet

Post Card from ANNII
150 issued
Map and Route

RAE-42
Air by IL-18

RAE-42 cachet for
Bellingshausen
Airmail 1997

T R Marsh cachet
Bellingshausen
060597

Otorohanga
6 JAN 1998



Illustrated Envelope for Flight St Petersburg – Bellingshausen Station RAE-42



RAE-42 Service envelope with "A" – for use only by RAE-42 members for airmail on this flight

Arctic & Antarctic Research Institute meter dated 23.4.97

Cachet of Cape Verde Sal Island; Port Alegre Airport 05 MAI 1997; Punta Arenas 06 MAI 1997; Teniente Marsh Airport cachets 6 MAY 1997; Eduardo Frei Station cachet; Bellingshausen 06.05.97

Pilot signed K V S Serebrov cachet 6.05.97

Signatures of E Abolinov [Doctor], S Globa [radio operator] V Kasarev [radio engineer], O Kirillov [oceanographer], M Smirnov [mechanic].



Литера «А» действительна только для почты авиапочты
 С.Петербург – Антарктида – С.Петербург (апрель 1997). Доставка
 почты производится полярниками Антарктической экспедиции.



RAE-42 Service envelope with "A" – for use only by RAE-42 members for airmail on this flight
 Flight cachet 2-6.5.97 IL-18 No. 75496. Bellingshausen 06.05.97

Arctic & Antarctic Research Institute meter 23.4.97; Cachet of Cape Verde Sal Island; Port Alegre Airport 05 MAI 1997; Punta Arenas 06 MAI 1997; Teniente Marsh Airport cachets 6 MAY 1997; Eduardo Frei Station cachet. Signatures of E Abolinov [Doctor] , S Globa [radio operator] V Kasarev [radio engineer] , O Kirillov [oceanographer], M Smirnov [mechanic].



5 DEC 1997

АНТАРКТИДА
o. Кинг-Джордж
62° 12' ю.ш. 58° 58' з.д.
БЕЛЛИНСГАУЗЕН



Dear Mr. Ross,
Thank you so much for your letter and a

ВОЗДУШНЫЙ РЕЙС
МОСКВА - АНТАРКТИДА - МОСКВА

6.05.1997

IL-18 ARRIVED TO STN
AND 6.5.97-
FIRST DAY
ISSUE THIS
NEW POSTMARK



L. MOROZ - cook woman
A. MOROZ chief-mechanic

A. KOVALENKO - AERO LOGICIAN
M. SMIRNOV - mechanic

V. KARASSEV
RADIOENGINEER

SEREBROV - chief pilot
OF IL-18 N 75496

A. BYZOV
E. ABOLIMOV CHIEF RADIO
DOCTORS MEDICINE
V. BESSONOV
STATION LEADER



HIS PERSONAL CACHET
OF IL-18

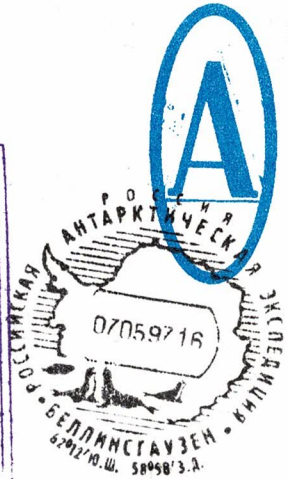
Dr. Ross Marshall
P.O. BOX 7
OTOROHANGA
NEW ZEALAND

Letter written Bellingshausen 5 DEC 1997 backstamped Otorohanga 6 JAN 1998

"All these post about flight 10 people of the 40 RAE from St Petersburg to Antarctica. It was exceptionally difficulty to make transit cachets because all post offices were closed [3,4 May - Saturday and Sunday] and 5, 6 of may we arrived at Porto Alegre and Punta Arenas at night and started early morning. But I have made all its possible in any airports. You can look airports cachets of Sale island [Cabo Verde], Porto Alegre [Brasil] and P Arenas [Chile].

The tirage of flights envelopes was 50-60 - no more. Also you can look signatures all members of Bellingshausen Stn, who was on board of IL-18 [10 people]. I was very lucky because I could put on a special cachet & ^ on some envelopes. Only a very good relationship was helped me to do it. So, that is the story."

42 Российская антарктическая ЭКСПЕДИЦИЯ



КВС ИЛ-18 № 75496

Сергей В. Серебров

С-Петербург
180 000
e/c 524

42 Российская антарктическая ЭКСПЕДИЦИЯ



3 № 026/97
Беллинсгаузен

С-Петербург
180 000
e/c 524
Тросицу

RAE-42
Service Envelope
Bellingshausen
070597
Eduardo Frei
cachet
Annotated Flight
cachet 12.5.97
Pilot cachet
St Petersburg
150597

RAE-42 Card
[100 printed]
Annotated Flight
cachet 12.5.97
St Petersburg
150597
Registered
Bellingshausen
060597 [First day]

Российская антарктическая станция **БЕЛЛИНГШАУЗЕН**

Зак. 0284. Тир. 500 шт. 03.03.97

Russian Antarctic station
BELLINGSHAUSEN

BASE AEREA ANTARTICA PDTE EDO FREI M.
CHILE

190 000, С-Петербург
Габвицман
До Воеводова
Брамуговец С

Bellinghausen
Service Envelope
[Print 500]
Bellinghausen
070597
Eduardo Frei
cachet
Annotated Flight
cachet 12.5.97

St Petersburg
150597

Annotated Flight
cachet 12.5.97
St Petersburg
150597
"B" postcard
Bellinghausen
060597 [First day]

PolarPost cachet

FIRST DAY
ПОЧТОВАЯ КАРТОЧКА

С-Петербург
Габвицман
а/л 239

РОССИЯ
16 05 97 10

Индекс предприятия связи и адрес отправителя

190000

Пишите индекс предприятия связи места назначения

© Издатцентр «Марка» Федеральной службы почтовой связи РФ, 1996. З. 105870. ППФГ.

40th Anniversary of First Russian Flight to Antarctica – South Pole Odyssey

An **IL-76MD** aircraft with 14 people, headed by A N Chilingarov member of the Duma, on board departed Moscow on the **South Pole Odyssey**. The Route was **Moscow- Chartaru – Cape Verde – Port Alegre – Punta Arenas – Patriot Hills – South Pole**. This semi-private trip was to celebrate the **40th Anniversary of the First Russian Flight to Antarctica** [December 1961].

The IL-76 had as cargo an **Antonov-3 biplane** that was assembled at Punta Arenas for the flight to the South Pole where it broke down and abandoned. The 7 Russians were flown on a US Hercules to McMurdo Station then to Christchurch and back to Russia on a commercial airline. The other 7, of various nationalities were flown back to Patriot Hills then returned to Punta Arenas and flew back to Russia in the IL-76 aircraft.

The flight is documented by a departure date from **Moscow Mobile Polar Circle** datestamp **18 12 01**. Covers have markings of **Punta Arenas** [Chile], **Patriot Hills** and **Amundsen-Scott South Pole Station JAN 8 2002**. Received in Moscow **15 JAN 2002**. Cachets of the South Pole Odyssey and Chilingarov's cachet are on covers.



Flight Cover Moscow [Mobile Polar Cancellation] **18 12 01**. Moscow **15 JAN 2002** and St Petersburg 200202

Illustrated Envelope Printed in 2001 with 500 copies, features:
An **IL-76** aircraft **Map** and the **Route** and **“International Expedition “Antarctic Odyssey 2001-2002”**

As an example of Russian excellence in Antarctic aviation, this was not considered a success because of the abandoned ANT-3 aircraft with the “rescue” of such a prominent Russian Polar Explorer and Politician and a disputed bill of US\$80,000 charged for the Hercules transportation.

RAE-50 IL-76 TD Antonov Recovery Expedition 2004-2005.

Moscow - Christchurch - McMurdo - Christchurch - McMurdo - Christchurch - Moscow

The Chilingarov Expedition commemorating the 40th Anniversary of the First Russia - Antarctic flight [December 1961] was forced to abandon the Antonov-3t bi-plane at the South Pole Station in January 2002. A rescue and recovery expedition was organised, sponsored by Gasprom, [Russia's largest Gas Company] who owned the Ilyushin-76 - sending a big plane to pickup the little one! The expedition was high profile with Artur Chilingarov "hero of the Soviet Union" and Deputy Chairman of Russia State Duma, his assistant K A Zaitzev as well as the Chairman of Aeroflot and executives of Gasprom.


18 December 2004	IL-76 departs from Moscow airport, for Christchurch, via Darwin, Australia
21 December 2004	Arrives with 35 men including a team of mechanics, engineers, tools & equipment, replacement engine and a film crew.
27 December 2004	IL-76 departs 1000hrs arriving McMurdo 1530 [6hrs 30min flight time] mechanics, engineers etc flown by US Hercules C-130 to South Pole
28 December 2004	IL-76 arrived back in Christchurch
4 January 2005	Antonov-3T with replacement engine successful test flights. Delayed by bad weather at McMurdo
11 January 2005	IL-76 flown from Christchurch to Pegasus airfield McMurdo arriving 0725. AN-3T flown from South Pole arriving 1910. Antonov disassembled and loaded into IL-76
12 January 2005	IL-76 returns to Christchurch arriving 2030.
13 January 2005	IL-76 departs for Moscow arriving 14th and then to Antonov factory in Omsk.

Адрес отправителя



PAR AVION (АВИА)

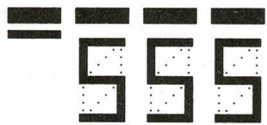


C-130 50 RAE

CHRISTCHURCH - McMURDO
- SOUTH POLE -
McMURDO - CHRISTCHURCH



ГАЗПРОМ АВИА
 САМОЛЕТ ИЛ-76 TD
 БОРТ. № 76445
 КВС Петров
 ДАТА 18.12.2004

*И. А. Зайцеву
 Крайтериз аэропорт
 Новая Зеландия
 (через почту
 "Антарктида"
 Москва, Москва)*



Flight Cover Moscow 18.12.04 with IL-76 Number 76445 flight date 18.12.2004 Pilot Petrov signature Darwin Airport and RAE-50 cachets

Flight Covers addressed to Moscow Airport received postmark 14 .01. 05 on IL-76 return from Antarctica

C-130 50 RAE

От кого

Откуда

CHRISTCHURCH - McMURDO
- SOUTH POLE -
McMURDO - CHRISTCHURCH

Индекс места отправления

AMUNDSEN-SCOTT
SOUTH POLE STATION
ANTARCTICA

JAN 05 2005



Экспедиция под руководством А.Н. Чилингарова достигла Южного полюса на самолете Ан-3Т 8 января 2002г.

Куда



Индекс места назначения

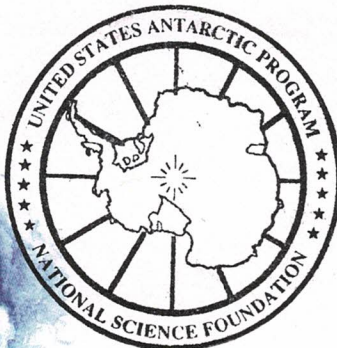


А.А.ГОРЯИНОВ
ДО ВОСТРЕБОВАНИЯ
ВНУКОВО
АЭРОПОРТ
103306 МОСКВА



C-130 50 RAE

CHRISTCHURCH - McMURDO
- SOUTH POLE -
McMURDO - CHRISTCHURCH



А.А.ГОРЯИНОВ
ДО ВОСТРЕБОВАНИЯ
ВНУКОВО
АЭРОПОРТ
103306 МОСКВА



Card cancelled 21 DEC 2004 APO 96531 Air Force Postal Service Christchurch. Signed by 8 of the Crew on IL-76, Flown to McMurdo Station December 27 and returned on December 28, 2004.



Card with "Russian Ilyushin 76" at Christchurch December 2004. Christchurch 24 DE 04, signed by Y Cheznyshevt [one of 34], flown to McMurdo station December 27 received datestamp DEC 28 2004 APO 96599



Card showing "Ilyushin-76 on Pegasus ice-runway, McMurdo" carried by IL-76 Christchurch - McMurdo Station December 27, 2004 and posted through Scott Base mail bag arriving back December 29, 2004 where it was cancelled by Ross Dependency Agency. **Signed** by D V Petrov [chief pilot] and **Belov** [co-pilot] One of 34 signed cards.



Card with "Ilyushin-76 on Pegasus ice-runway, McMurdo" carried by IL-76 to McMurdo Station December 27, 2004 and posted through Scott Base mail bag arriving back December 30, 2004. **Russian Ilyushin 76 cachet**



Card showing "Russian 2004 Antarctic Expedition" and GAZPROM 2004 logo - owner of Il-76 aircraft, carried by IL-76 Christchurch - McMurdo Station December 27, 2004 and posted through Scott Base mail bag with cachet arriving back December 30, 2004 where it was cancelled by Ross Dependency Agency. Russian Ilyushin 76 cachet



GAZPROM 2004
Antarctica
shoulder patch



Commemorative cards signed by V M Okulov, Chairman Aeroflot; Dr A N Chilingarov Deputy-Chairman Duma, K A Zaitzev Deputy Assistant. High profile passengers on IL-76 while at Christchurch

POSTCARD





GZP101

Valery M. Okulov

Valery M. Okulov
Chairman & Director General of AEROFLOT

CHRISTCHURCH
--5 JA. 05 1

Dr. Artur N. Chilingarov "Hero of the Soviet Union"
Deputy Chairman Russia State Duma (Parliament)
President Russian Polar Explorers Assn.




Dr. Artur N. Chilingarov

CHRISTCHURCH
--5 JA. 05 1

ASPOL

ABИA

9801

POCABИAPOCCKOЕ
OYДACИA CEBEPAH CОЮЗH

RA-76445

ANTARCTICA SERVICES

S. McLachlan,
112 Hereford St,
Christchurch,
New Zealand

РОССИЯ





Konstantine A. Zaitzev

Konstantine A. Zaitzev - Assistant of Deputy
Chairman of Russia State Duma (Parliament)

CHRISTCHURCH
--7 JA. 05 1

ABИA

9801

POCABИAPOCCKOЕ
OYДACИA CEBEPAH CОЮЗH

RA-76445

ANTARCTICA SERVICES
P.O. Box 2025
Christchurch
New Zealand

Card and envelope flown on IL-76 Christchurch - McMurdo Station 11 January 2005 returning to Christchurch late on 12 January 2005. **McMurdo** cancellation JAN 12 2005; **Christchurch International Airport** 13 JAN 2005

CHCH - McMURDO - CHCH
POSTCARD




ANTONOV-3 Rescue-Mission



ILUYSHIN-76 on Pegasus ice-runway, McMurdo.



New Zealand Post \$1.50



Antarctica Services
P.O. Box 2025
Christchurch
New Zealand

AIRMAIL PAR AVION

CHCH - McMURDO - CHCH
ANTONOV-3 Rescue-Mission

**АВИА
PAR AVION**



ИССЛЕДОВАНИЕ
АНТАРКТИДЫ

№ 059054





New Zealand Post \$1.50





Antarctica Services
P.O. Box 2025
Christchurch
New Zealand

Card carried South Pole to McMurdo by Antonov-3T and then McMurdo - Christchurch by Ilyushin-76



ANTONOV-3t at Pegasus Airfield
McMurdo Sound 12 January 2005







**Postcard carried South Pole - McMurdo by Antonov-3t
and then McMurdo - Christchurch by Ilyushin-76**



The Geodesic Dome at the South Pole

**ANTARCTICA SERVICES,
CHRISTCHURCH,
C/o Vitali Belov - Co-Pilot,
Ilyushin-76, McMurdo Airfield
Via Antonov-3t from South Pole**



Card flown McMurdo APO 96599 to Christchurch on IL-76

ANTONOV-3 Rescue-Mission

Ilyushin 76
on Pegasus ice-runway
McMurdo - Antarctica













**United States Antarctic
★ Research Program ★**

**Antarctica Services
P.O. Box 2025
Christchurch
New Zealand**

