

Antoine de Saint-Exupéry
A poet of aviation

Antoine Marie Jean-Baptiste Roger, comte de Saint-Exupéry, simply known as Antoine de Saint-Exupéry (29 June 1900 – 31 July 1944) was a French aristocrat, writer, poet, and pioneering aviator, best remembered for his novella 'The Little Prince' ('Le Petit Prince'). Translated into hundreds of languages and dialects, selling millions of copies annually worldwide, 'Le Petit Prince' has become one of the best-selling books ever published, trailing only the Bible.

His aviation career, however, is not well known as his reputation as a writer soon overshadowed his other achievements. Exupéry was one of the most important European pioneers of civil aviation with an historic contribution to continental flights. He would also take part into the air warfare during the WW2 over France winning some honorary distinctions. He disappeared over the Mediterranean on his last assigned reconnaissance mission in July 1944. Although the wreckage of his plane was discovered off the coast of Marseille in 2000, the ultimate cause of the crash remains to this day unknown.



P. Gandon
1947

France (1948) St Exupéry, Die Proof in brown signed by the engraver P. Gandon (1899-1990)

Plan of the exhibit

Introduction

Plan of the exhibit

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Philately and notaphily



France, 50-franc banknote depicting Saint-Exupéry and his 'Little Prince'

Description of outlines and text

Normal items

Important items

Thematic text | Philatelic text | Important text

1. His youth

1.1 His birthplace and family

Saint-Exupéry was on 29 June 1900 in Lyon to an aristocratic family that could trace its lineage back several centuries.



France (1949) 300F View of Lyon Air, Registered Airmail from Paris to New York First Day Cover 23.6.1949

The Basilica of Saint-Sernin in Toulouse lies on the site of a previous church constructed by Exuperious.



Bishop's mitre
Denmark (1980)
Norden handicrafts

His family name references the 5th-century bishop of Toulouse, Saint Exuperius.

His father died of a stroke before Antoine was four, leaving his mother to raise him and his four siblings on her own.



Slogan cancel 'type 3820' used in Intelligent Letter Sorting Machines (iLSMs) from 20.11.2014 to 29.03.2017 in the UK



Little Antoine and his mother

1. His youth

1.2 His favourite readings

In a 1941 interview, Saint-Exupéry revealed that the first book he ever loved was a collection of Hans Christian Andersen fairy tales.



Hans Christian Andersen

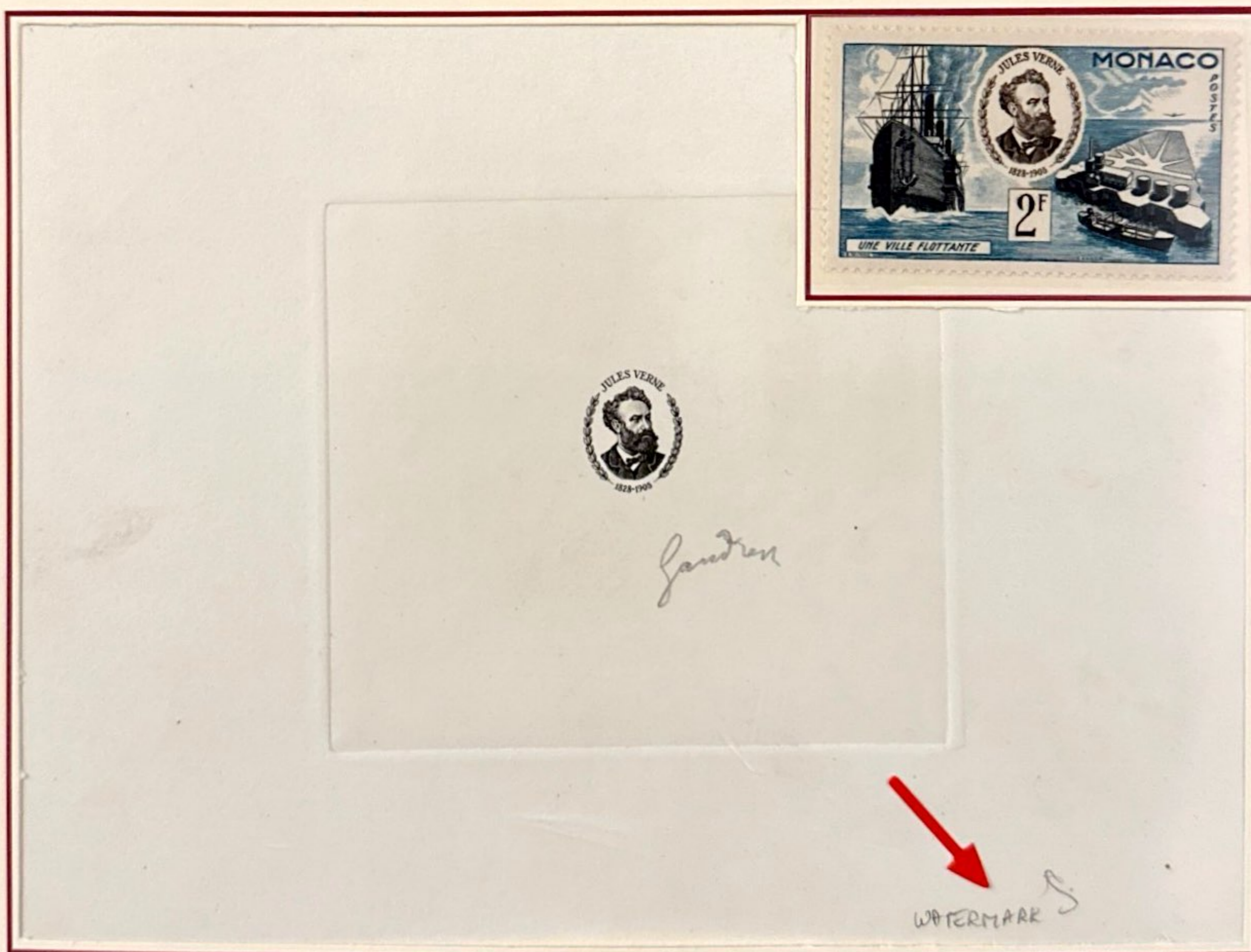


The little mermaid fairytale



Franking machine Pitney Bowes-GB '6300' (1970) with horizontal frank

Besides, Hans Christian Andersen tales, he also loved to read avidly novels by Jules Verne.



Monaco (1955) 50th Anniversary of the Death of Jules Verne.
Die proof of vignette used in the series of stamps, signed by the engraver P. Gandon (1899-1990)

1. His youth

1.3 The pioneer era of aviation

Exupéry was born in the times of the first steps of aviation when the deeds of Bleriot dazed the world when he was flying his bicycle-like air machine over the Channel.



Louis Blériot and his plane (Bleriot XI type)

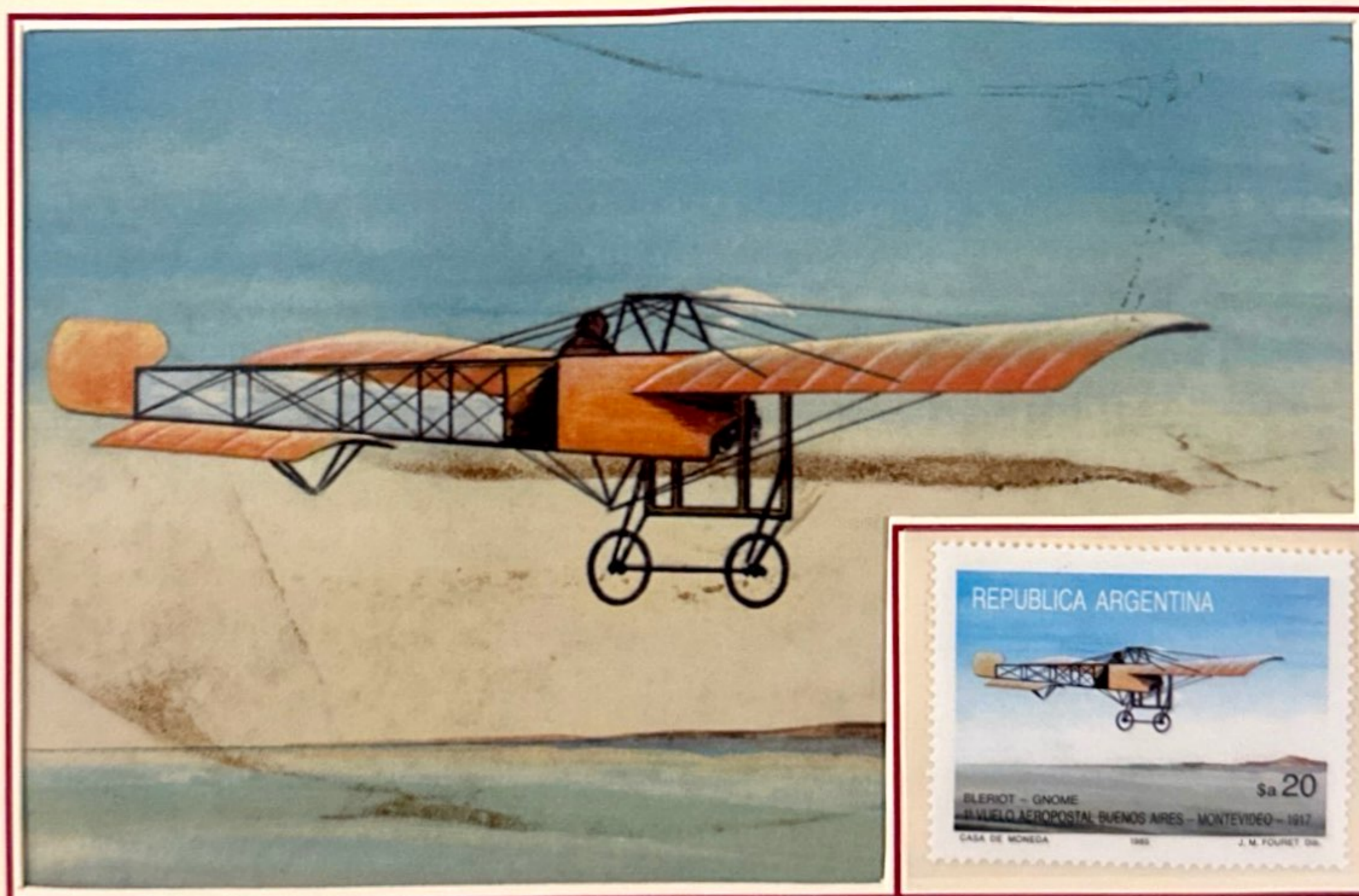
*Monaco (1972),
Trial color proof pair*



Original stamp



*Jersey (1969),
Stamp Booklet*



Original Artist Drawing by M. Fouret depicting Blériot's plane for the Argentina (1985) 'International Stamp Exhibition "Argentina '85", Buenos Aires, First Airmail Flights' issue, commemorating the first crossing of the Rio de la Plata, joining Buenos Aires with Montevideo, Uruguay by Theodore Fels in 1912 with a Blériot XI plane.

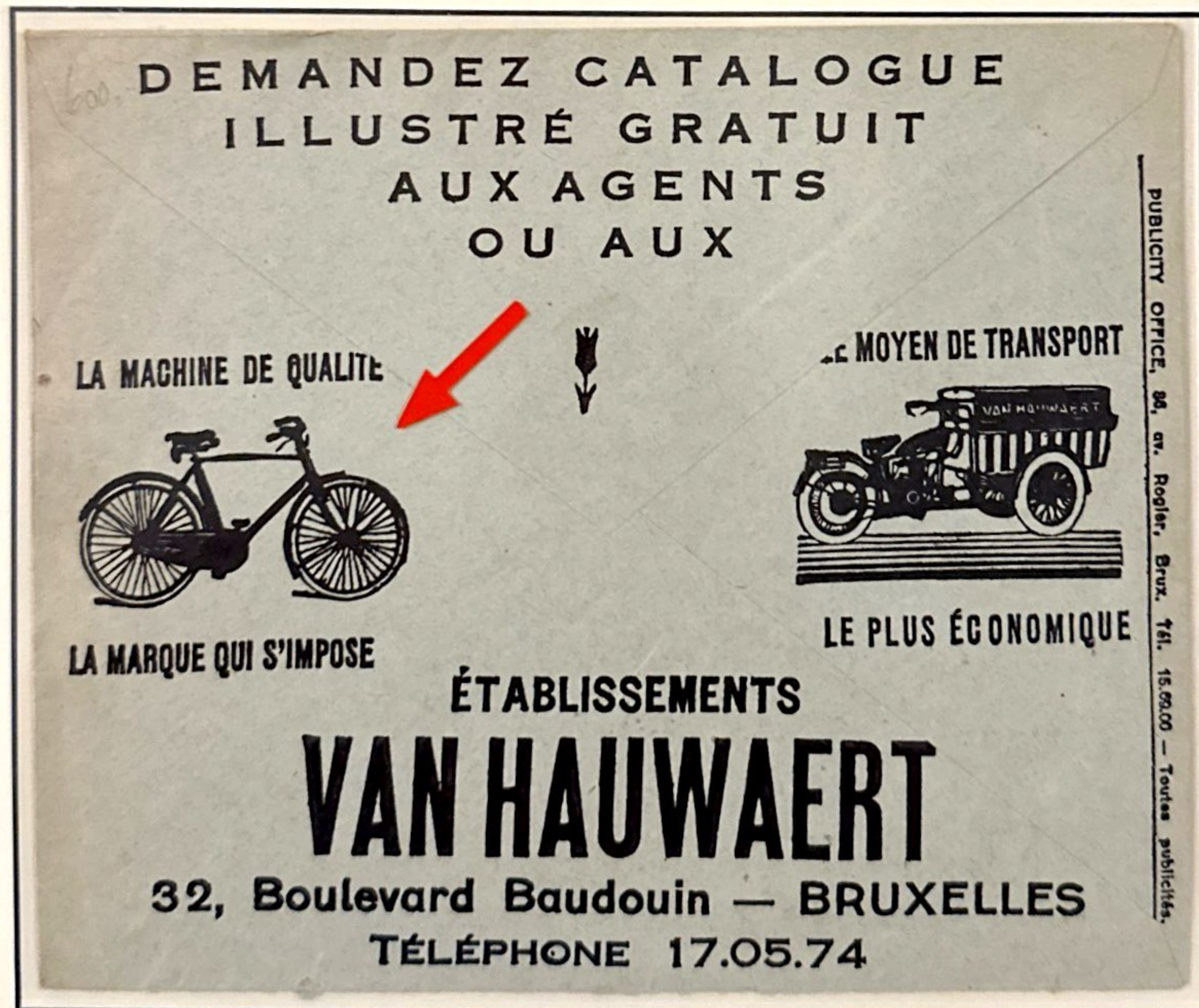
1. His youth

1.4 Intoxication with flying

Little Antoine was stricken by those events up to the point where he tried almost the same! By putting carton wings to his bicycle, and driving up and down his garden imitating the famous airman!



USA (1930) Wing to Indianapolis cover with fancy cancel. 4 strikes of a bird wing in black

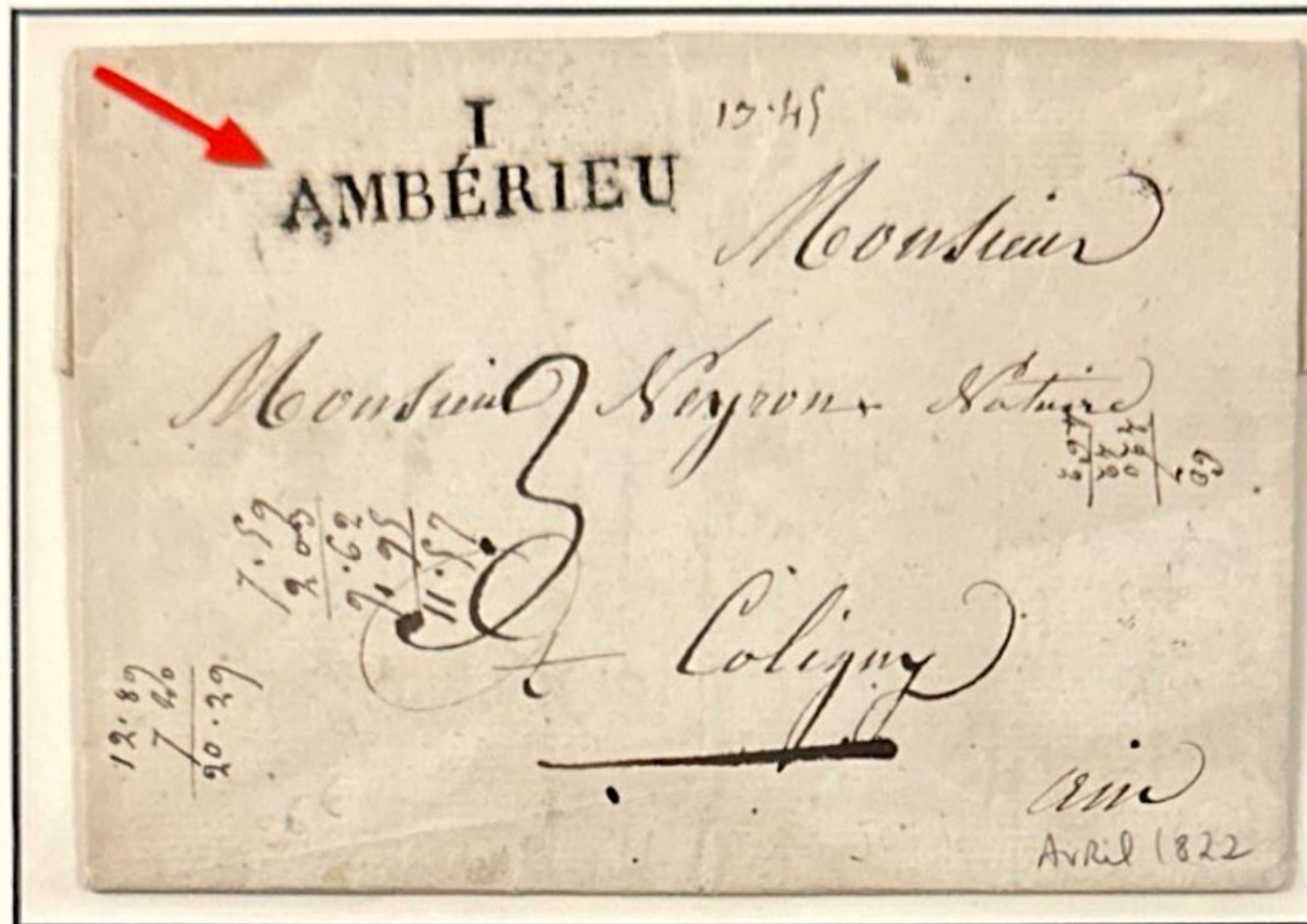


Belgium (1936) Advertising postal cheque cover

1. His youth

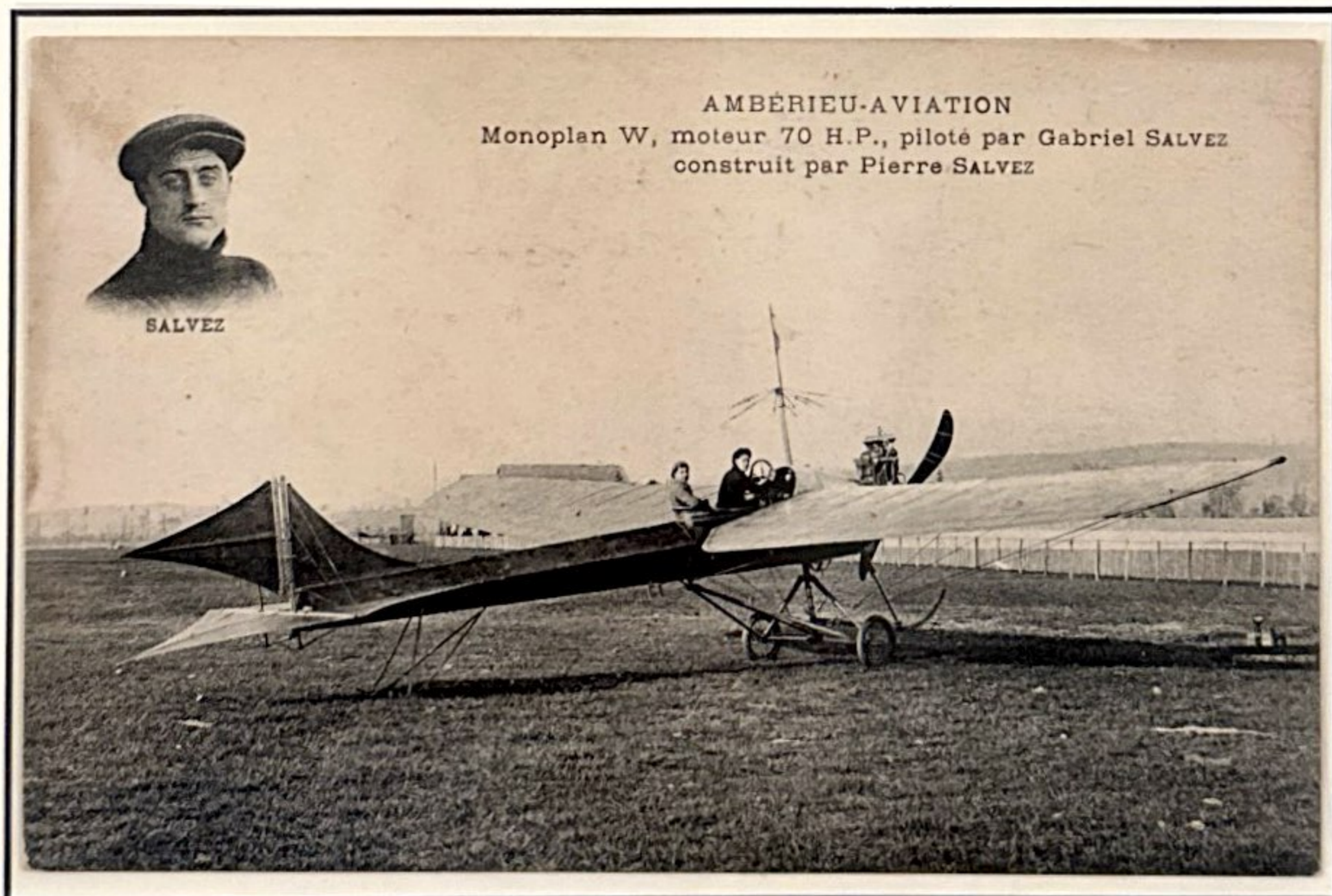
1.5 His first time in the air

The young Antoine discovered the intoxication of flying when he was 12 years old, at the aerodrome of Ambérieu – not far from his childhood home at the Château de Saint-Maurice-de-Rémens.



France (1822), pre-philately cover sent from Ambérieu to Coligny

He boarded on a Berthaud-Wroblewski, piloted by a man named Gabriel Wroblewski-Salvez, and, like so many historic aviators, instantly fell in love.



Monoplan Berthaud-Wroblewski piloted by Gabriel Salvez
Non Philatelic Item used for the development of the theme

1. His youth

1.6 Education

In 1914, WWI broke out, and the following year in November, as the war worsened, Antoine was sent to Switzerland to attend the Marianist College at Villa Saint-Jean in Fribourg.



Switzerland (1933) Illustrated postal stationery

He returned to France in 1917 to prepare for the Naval Academy. After failing twice in his entrance examination, Antoine decided to study architecture for 15 months in the École des Beaux-Arts in Paris, again without graduating.



International reply coupon with Paris—Beaux Arts cancel

France (1981) 150th Anniversary of Naval School stamp with first day cancel



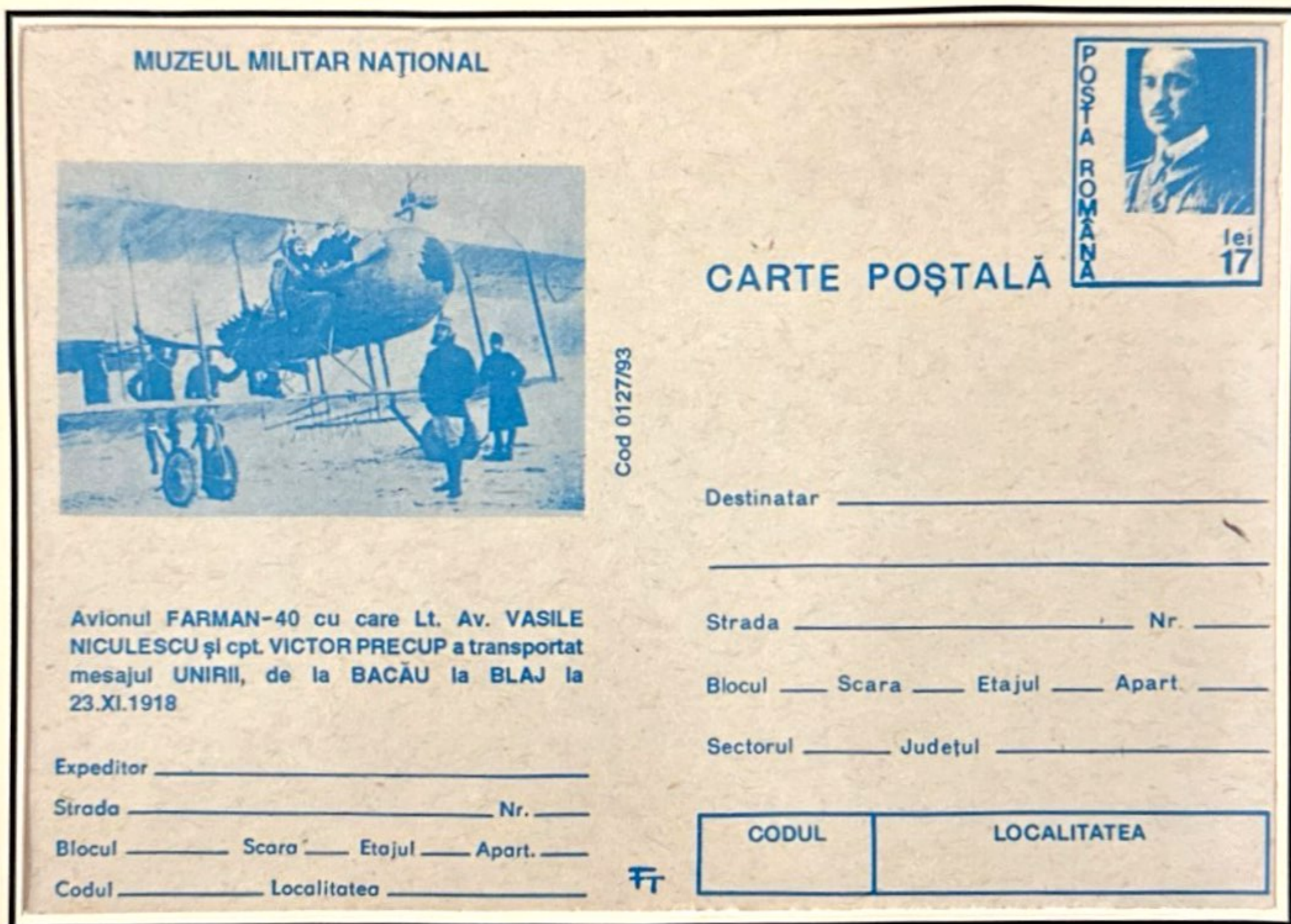
2 Early aviation career

2.1. Exupéry joins air force

In 1921 Exupéry is drafted. He joins the Air Force, initially as an engineer in Strasbourg. He will also pay to be trained as a pilot at a small local air company. On 28 June 1921, he boards on a Farman F-40 and has his first 'double' flight.



Farman F-40 plane (left side of stamp)



Romania (1993) Postal stationery

He continued his lessons on a Sopwith 1½ Strutter biplane and on Saturday, July 9th 1921, he made his first solo flight.



Sopwith 1½ Strutter biplane



2 Early aviation career

2.2. A qualified military pilot

The following year, Exupéry is transferred to the French Air Force. He is posted in Morocco where he flies the 'Breguet XIV' and receives his pilot's wings.



Caudron G3 plane



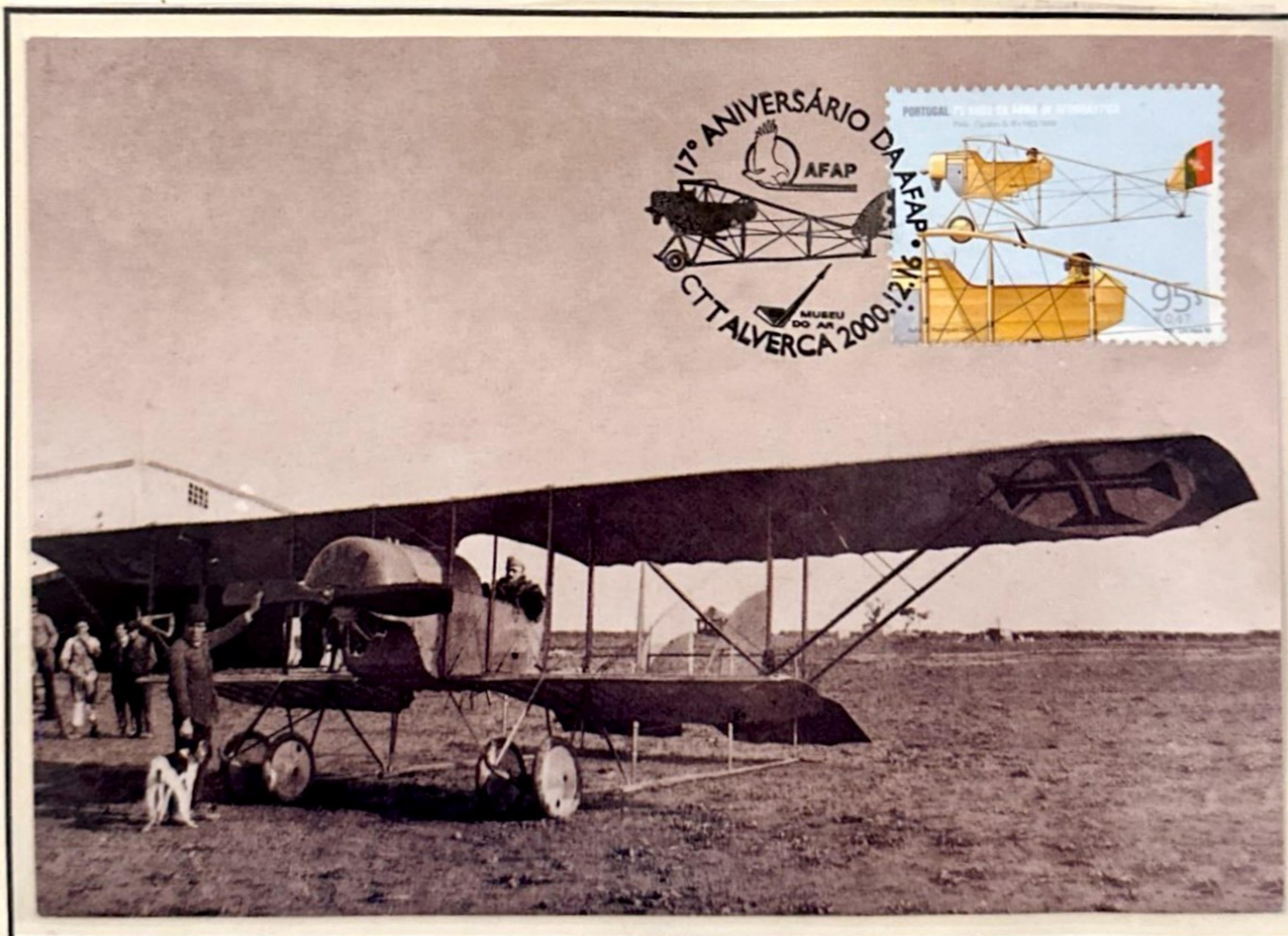
Breguet XIV plane



In 1922 he is posted to Marseilles at Istres (LFMI) where he flies the 'Caudron G-3' and he wins the strips of a Corporal.



Istres-Le Tubé Air Base



Caudron G3 in Carte Maximum with commemorative cancel for the 17th anniversary of AFAP

2.3. His first accident

The next posting is Paris, 'Le Bourget' where he will experience his first accident.



France (1937) Le Bourget airport cover



Hanriot HD-14

On take-off, his 'Hanriot HD-14' -for which he did not have a license- went into a spin and crashed into the ground. He hits badly on the head and escapes death by miracle.

Exupéry bowed to the objections of the family of his fiancée, future novelist Louise Lévêque de Vilmorin, left the air force to take an office job. The couple ultimately broke off and he worked at several more odd jobs, including as a sales representative for the 'Saurer' trucks company, without success over the next few years.



Louise Lévêque de Vilmorin



3. "The South Courier"

3.1 Lignes Latécoère ('La ligne')

He is employed by the cargo airline of 'Latécoère' that flies the daily post from Toulouse to Dakar. The great moments of his life are to begin!



He will later remember with ardor those days and carry them into his next work: 'The South Courier'.

Senegal (1989) Scenes from Exupéry's novels 'Courrier Sud'



French West Africa (1947), Courrier Sud 1928, Die Proof in black engraved by P. Munier (1889-1962)

3. 'The South Courier'

3.2. Airfield chief in Cape Juby



Exupéry was stationed at Cape Juby as airfield chief in 1928.

Cape Juby, on the North African coast in present-day Morocco, was one of the ten stopover points along the 1,864 mile (3,000 km) route Casablanca – Dakar.



Spanish Morocco (1942) air-mail issue with Cape Juby overprinted on stamp.

Cape Juby and 'Breguet 14' biplane in flight illustrated in the lower section of the souvenir sheet (left).

His duties included flying the mail routes, keeping peace among the Moors, the Spanish, and the French and negotiating the safe release of downed fliers taken hostage by hostile Moors, a perilous task which earned him his first Légion d'honneur.



Belgium (1954) Postal stationery Publibel Nr.: 1201

Légion d'honneur

3. 'The South Courier'

3.3. The perilous task of carrying the mail

Since the pilots had no radio and went down so frequently, the mail planes were outfitted with carrier pigeons, which could carry word to the outside world if the pilot was stranded.



Germany (1930) 'Deutsche Reichspost' (Weimar republic), Special telegram

3. 'The South Courier'

3.4 'Les amis'

His supervisor was Didier Daurat, a pioneer of French aviation, the man who first covered the route Toulouse - Rabat (France - Morocco) in 1919.



France (1971) Daurat and Vanier, horizontal pair, right stamp with faded impression, variety

There he will mate with the famous French pioneer flyer, Jean Mermoz.



In 1978, the Grenadines, on the occasion of the 50th anniversary of the solo crossing of the Atlantic by Charles Lindbergh, released a stamp (left) which presents, in reduced form, the image of one issued by France in 1970 in honor of Mermoz and Saint-Exupéry (right).

Mermoz was the one who opened in 1930, the south transatlantic postal line, from Saint-Louis in Senegal to Natal, Brazil, flying on the 'Comte-de-la-Vaulx', a Latécoère 28 floatplane.

The France-South America line has been named the 'Mermoz Line' ever since.



France (1937) 1st anniversary of the death of J. Mermoz



Mermoz' (Latécoère 28) plane

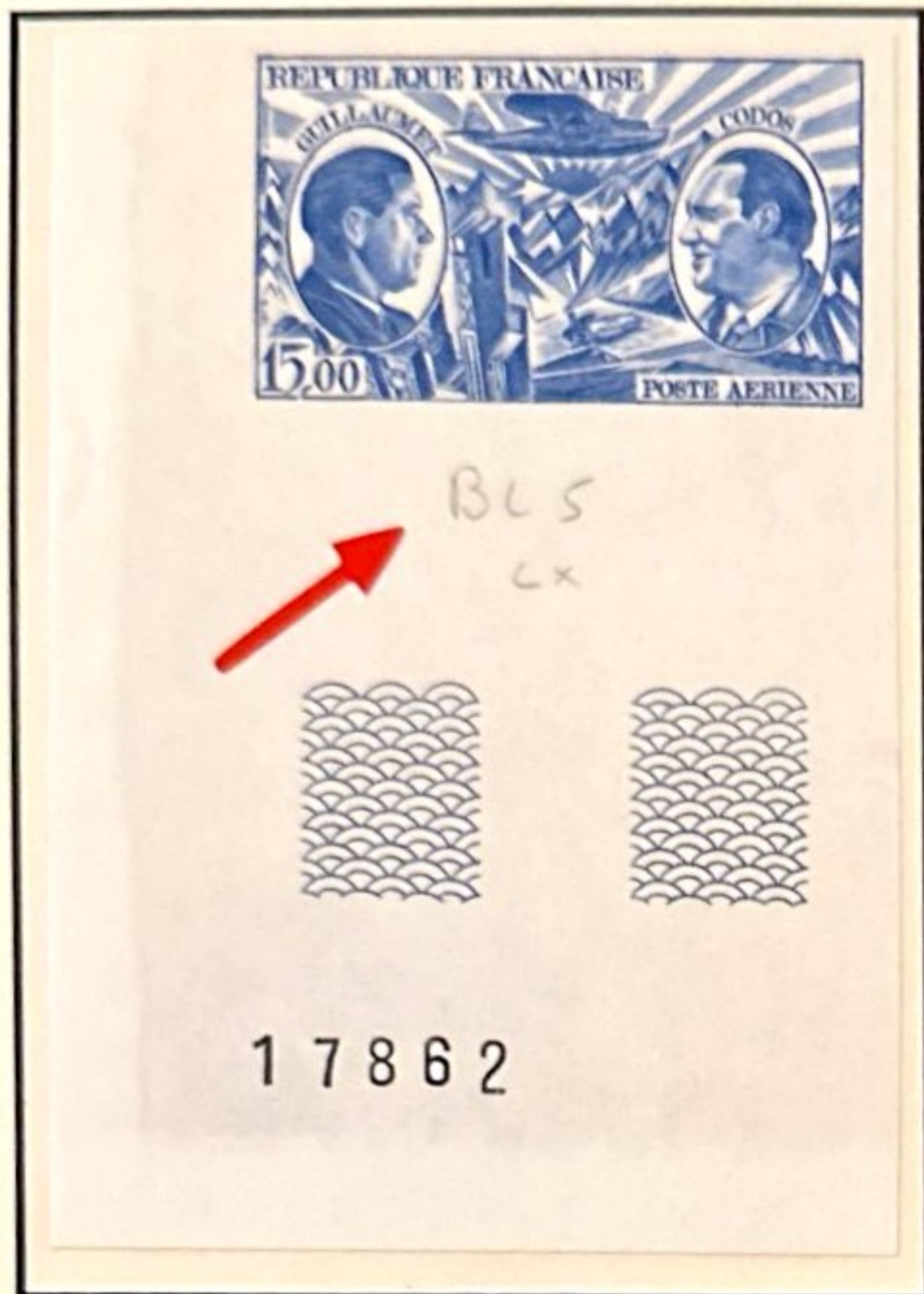


Map of the Mermoz line

3. 'The South Courier'

3.4 'Les amis'

It is there where Exupéry would also meet one of his closest friends, Henri Guillaumet, a pioneer of French aviation in the Andes, the South and the North Atlantic.



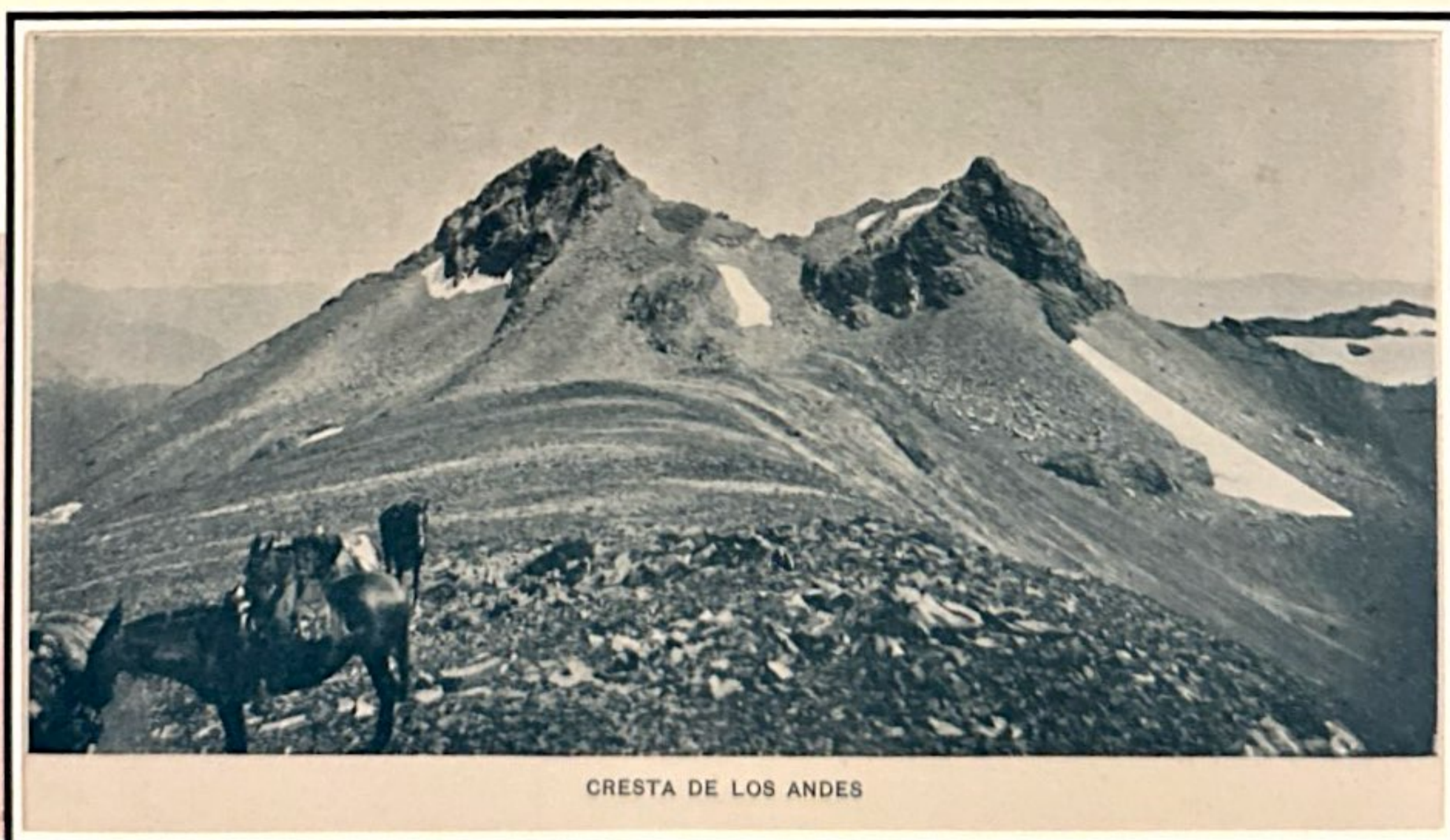
France (1973)
Guillaumet and
Codos stamp in
trial colour proof
(left) and original
stamp (right)



Guillaumet's Potez 25 plane bearing the initials F-AJDZ

Guillaumet is best known for his accident in the Andes mountains in South America. On Friday 13 June 1930, he crashed his 'Potez' due to bad weather while crossing the mountains for the 92nd time. He walked for days and nights before finally reaching help. To his friend Saint-Ex, who had come to find him, he said, 'What I have done, I swear to you, no animal would have done'.

Andes mountains
Argentina (1903)
Postal stationery



4. The 'Aeropostale' years

4.1. Compagnie Générale Aéropostale

In April 1927 Pierre Latécoère, having troubles with his planes, damaged due to long flights to South America, decided to sell 93% of his business to another Brazilian-based French businessman named Marcel Bouilloux-Lafont.



Pierre Latécoère



On that basis, Bouilloux-Lafont then founded the 'Compagnie générale aéropostale', better known by the shorter name 'Aéropostale'.



Brazil to France cover, pre-printed 'Compagnie générale aéropostale' envelope postmarked Buenos Aires (Argentina) June 13th, 1930 and addressed to Paris with arrival b/s June 20th. The flight AMFRA 120 (June 14th) took place the day after Guillaumet's famous crash in the Andes. The mail from Santiago was destined for this flight had Guillaumet' not crashed!

4. The 'Aeropostale' years

4.2 Exupéry in Argentina

In 1929, Exupéry was transferred to Argentina, where he established a string of new airfields toward the Patagonia in small towns like Bahia Blanca, Comodoro Rivadavia, Trelew which would become famous through his book 'Night Flight'.



First airmail flight to Trelew



Bahia Blanca, Comodoro Rivadavia, San Antonio Oeste and Trelew on map of Southern Argentina, 'Laté 25 plane' and cover from 1st airmail to Trelew. The same cover appears on the Argentina (1985) historic flight covers stamp (left).

Argentina (2000) souvenir sheet from Aerofila 2000 Booklet



'Night Flight'



Commemorative cancels for the opening of the postal route between Bahia Blanca – Comodoro Rivadavia

4. The 'Aeropostale' years

4.3 The Bahia Blanca – Comodoro Rivadavia route

Saint-Ex, as his comrades used to nickname him, inaugurated the service to the Patagonia with a 'Laté 25', linking the cities of Bahia Blanca and Comodoro Rivadavia – with stops in San Antonio Oeste and Trelew cities.



St-Exupéry's Laté (Latécoère) 25 plane bearing the initials F-AIEH
Argentina (1999) Aviation Anniversaries



Reverse side of the first flight card



First flight card carried from Comodoro Rivadavia to Trelew postmarked 30 October 1929 and signed by the pilot Antoine de Saint-Exupéry. Backstamped Trelew under a large double lined red 'Por Via Aerea Aeroposta Argentina S.A.' cachet. Addressed to P(aul) Vachet, operations manager of the Argentine company before Saint-Ex. Only 30 covers were carried. Exact number of those signed by Saint-Ex remains unknown!

4. The 'Aeropostale' years

4.3 The Bahia Blanca – Comodoro Rivadavia route

Exupéry departed on 31 October from Comodoro Rivadavia making stops in Trelew (410 km), San Antonio Oeste (320 km), Bahia Blanca (370 km) and arrived in Buenos Aires (650 km), covering a total of 1 750 km in 7 hours and 10 minutes.



St-Exupéry's Laté 25 plane

Argentina (1985) 'International Stamp Exhibition "Argentina '85", Buenos Aires, First Airmail Flights'



Reverse side of the first flight cover

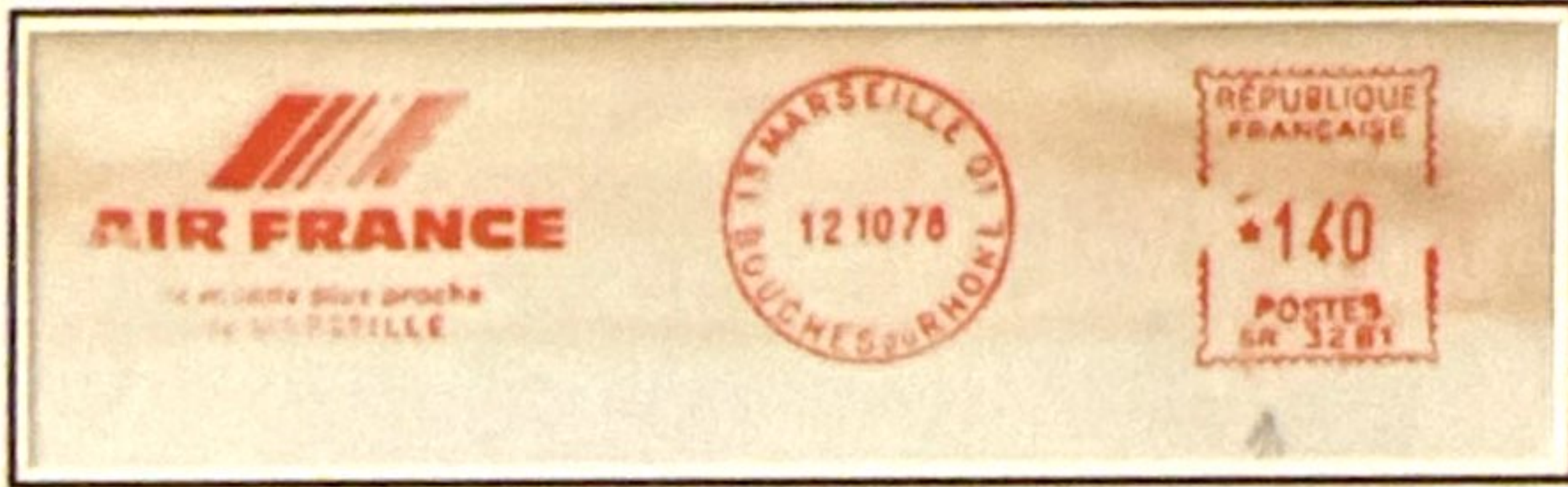


First flight cover carried from Comodoro Rivadavia to Buenos Aires by Saint Exupéry. Postmarked 30 October 1929 backstamped Buenos Aires and Trelew under a large double lined red 'Por Via Aerea Aeroposta Argentina S.A.' cachet. Addressed to A.H. Davis. Only 30 covers were carried!

5. The Experimental Flights

5.1. Flying for 'Air France'

In 1933 Aeropostale faced economic difficulties. The company was dissolved and merged with a number of other aviation companies to create Air France.



Franking machine Satas 'rotary' (1958), with SR prefix

In need of publicity and prestige, the new company will hire Exupéry in its propaganda service (press service). At the request of the company he will also fly over French West Africa (AOF) to establish the route of the new airlines.



France (1983) original stamp and variant stamp without red colour (faulty print) for the 50th Anniversary of Air France



France (1964) stamp booklet 'with 'Marianne by Decaris stamps and Air France advertisement

5. The Experimental Flights

5.2. Test pilot for 'Latécoère'

At the end of 1932, he was hired as a test pilot by Pierre-Georges Latécoère. On December 21st, 1933, Antoine de Saint-Exupéry had an accident on a 'Laté 293' in the bay of Saint-Raphaël which almost cost him his life and put an end to his activity as a test pilot.



Franking machine Neopost/Havas, stamp impressed with solid die



Stamp with first day cancel



France (1963) Saint-Raphaël bay in Côte d'Azur trial colour proof with blue 1103, green 1316 and orange 1401 (left), trial colour proof with blue, green and combined (middle), and variety with green over orange (right).

5. The Experimental Flights

5.3. The desert crash

On 30 December 1935, Saint-Exupéry crashed once more, this time in the Sahara desert while attempting to break the speed record in a Paris-to-Saigon air race with a 'Caudron Simoun'.



Exupéry in the cockpit of his Caudron Simoun at Le Bourget, Paris.

مصطفى التيفراقي المصطفى



DATE تاريخ ١٥
TIME وقت
REMARKS ملاحظات

OFFICE OF ORIGIN مكتب التصدير لفرنسا
RECEIVED AT وقت الورد

DATE STAMP رقم المكتب

الى مكتب الاستا
كامل ٢٨ شارع
ابراهيم الحربية

او
C

Bedouins on camels in the desert
Egypt (1952) Illustrated telegram

He will survive only thanks to the help of the Bedouins who found him unconscious. The near brush with death would figure prominently in his 1939 memoir, 'Terre des hommes'.



Exupéry's quotation 'Water' from the 7th chapter of Terre des homes
Russia (2005) Earth — Deep Blue Planet souvenir sheet

5. The Experimental Flights

5.3. His crash in Guatemala

His successive failures keep him away from aviation and his financial state gets worse again. This time he will use his pen and his fame to work as a reporter.

He is sent to the front of the Spanish Civil war to report on the battles for the 'Intransigent'.



In 1937, Exupéry returned to flying, having bought a second Caudron Simon C-635 aircraft. A year later, he crashed again, this time in Guatemala.



Caudron Simoun C-635

France (1936) Plane flying over Paris, deluxe proof

6. A Pilot in war

6.1. L' Armée de l' Air

The 2nd World War is knocking the door of his mother country and for him there is only one thing to do: Go and fight!



Potez 63 plane
Algerie (1943) Œuvres de l'Air

Exupéry and Potez-63

Wallis & Futuna (1994), 50th anniversary of the death of St-Ex



He joins the "Armée de l'Air" and flies a Potez-63, a bi-motor plane of the 30s designed as a bomber and used during the war for reconnaissance only.



France (1942) Œuvres de l'Air stamp on airmail from Decazeville to Alger, First Day Cover 4.4.1942



Senegal (1989) Scenes from Saint-Exupéry novels

Despite its numerical superiority, France proved insufficient in planning and organising itself against the war, which led to its defeat. Exupéry's bitterness of all the futile effort of this period is described on his book 'Pilot de guerre' (English: Flight to Arras).

6. A Pilot in war

6.2. Return to war

In April 1943, he will return in action to fight with the Allies. Then 43, he was eight years over the age limit for such pilots. He had petitioned endlessly for an exemption which had finally been approved by General Dwight Eisenhower!



Dwight Eisenhower

His squadron is moved to Borgo in Corsica and Exupéry flies now a P-38 carrying the name Peggy Back and the number 80 on the nose.



France (1993) 50th anniversary of the liberation of Corsica stamp with Exupéry 'flamme' (Borgo 13.7.1994)

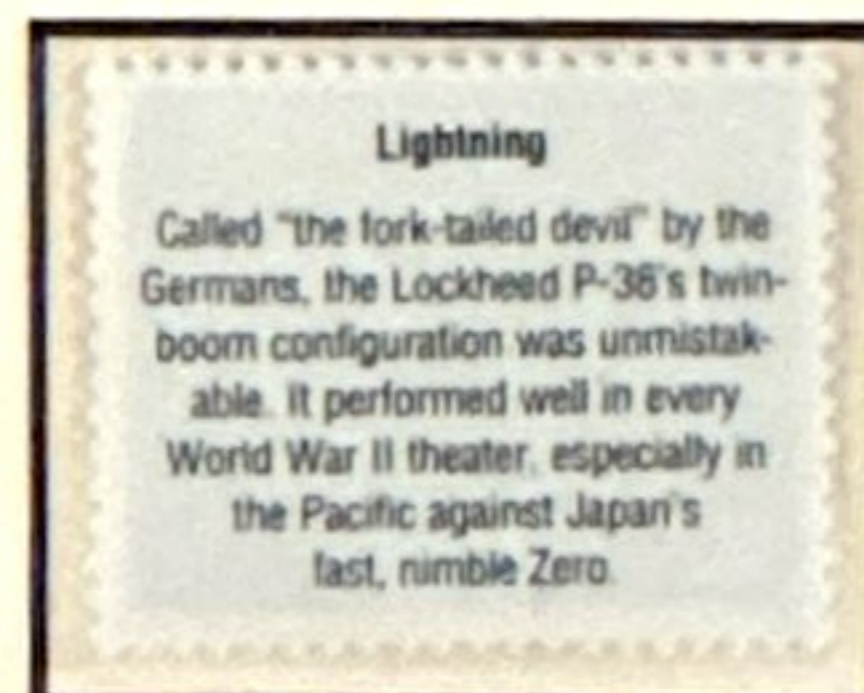


Map of the Mediterranean sea

United Kingdom, (1944) Airgraph. Mail was microfilmed during WWII to reduce the weight of mail to be transported by plane.



Front side of the stamp



Lockheed P-38 Lightning
USA (1997) Classic American Aircraft stamp series

6. A Pilot in war

6.3. Disappearance

On 31 July 1944, he took off in an unarmed P-38 on his ninth reconnaissance mission from an airbase on Corsica.



Commemorative cancel for 50th anniversary for the disappearance of Exupéry

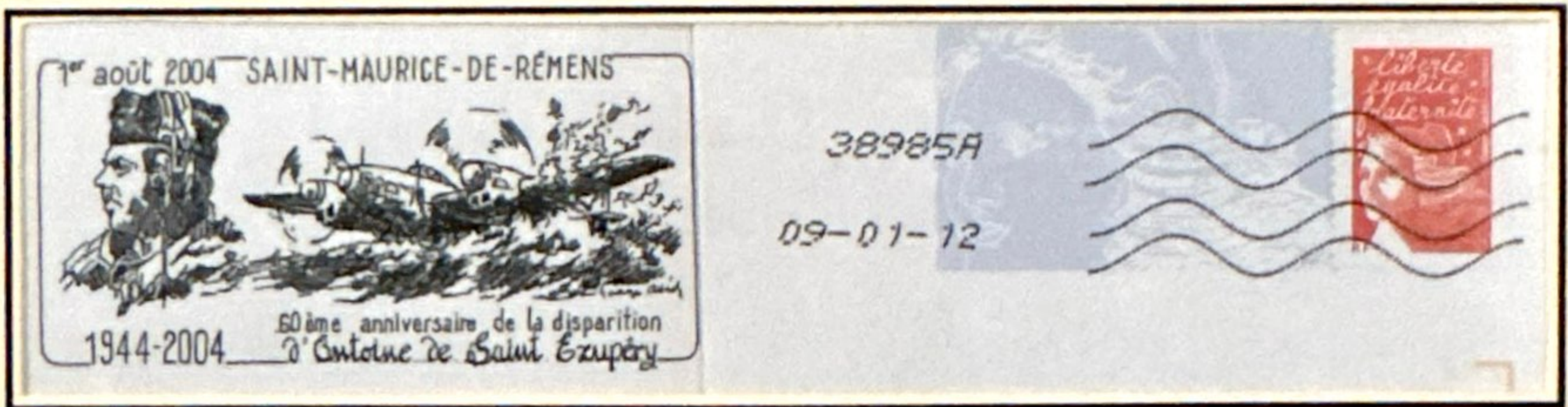


Map of Exupéry's last flight



Exupéry and P-38 on air

To the great alarm of the squadron compatriots who revered him, he did not return, dramatically vanishing for ever without a trace!



On the 3rd of November 1944 the French Command offered to the dead Exupéry the medal of the War Order.



France (1965) 50th anniversary of the Cross of War Original stamp (left) and trial color proof strip (right)

6. A Pilot in war

6.4. Discovery at sea

On May 23rd, 2000, Luc Vanrell, a diver, found the partial remains of a Lockheed P-38 Lightning spread over thousands of square metres of the seabed off the coast of Marseille.



Lockheed P-38 Lightning plane

View of Marseille

6 UNITED NATIONS

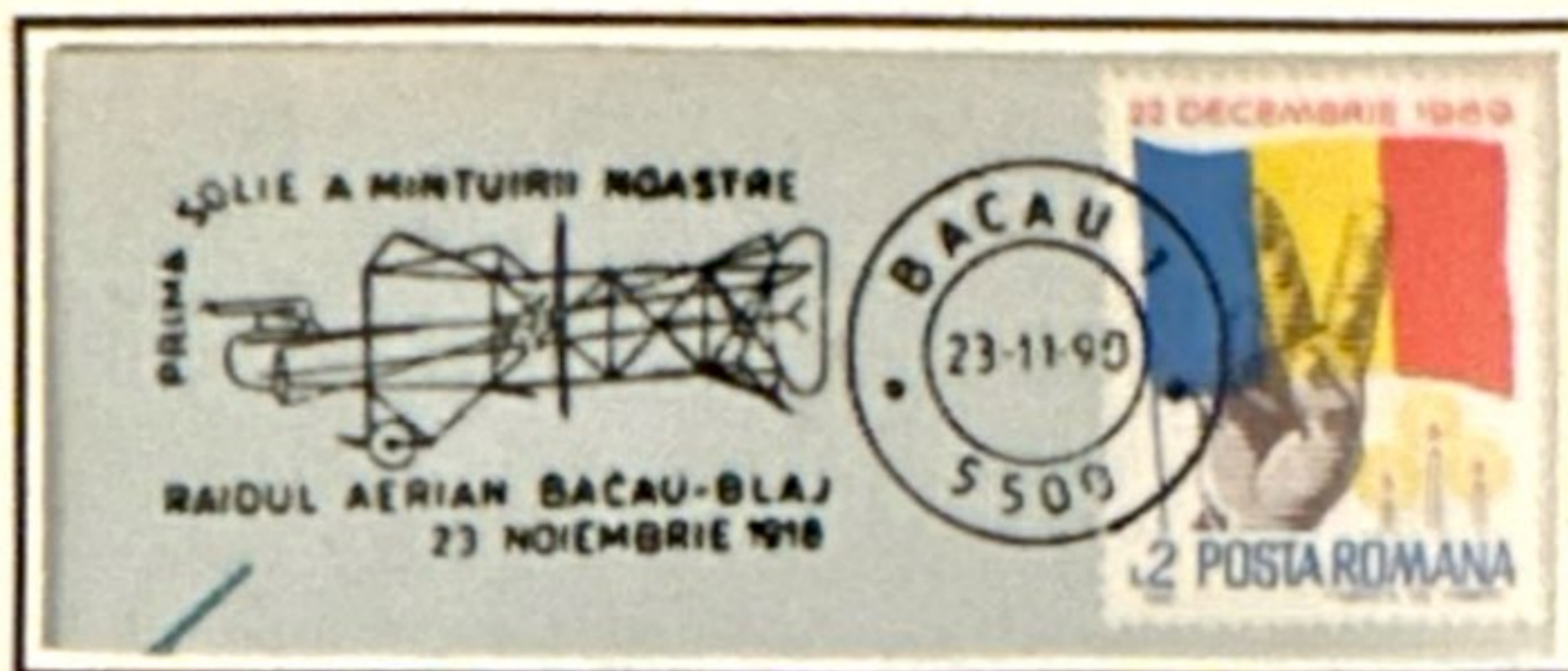
Peaceful Uses of the Sea-beds

United Nations (1974) Unaccepted artwork by Burt Pringle for Peaceful Uses of the Sea Beds. Pen and watercolour on posterboard. Adhesions on front where UN emblem was attached.

7. The airplanes of Saint Ex

7.1. Farman F-40

The Farman F-40 was a French reconnaissance aircraft of the First World War. Exupéry had his first 'double' flight on June 18th 1921 on a Farman F-40 plane.



Commemorative cancels for the 1918 air rally Bacău—Blaj depicting Farman F-40 plane



Portugal (2017) Portuguese Participation in World War I stamp depicting Farman F-40 plane (left part of the stamp) in Carte maximum with commemorative cancel for the centenary of the end of World War I.

7. The airplanes of Saint Ex

7.2. The Bréguet XIV biplane

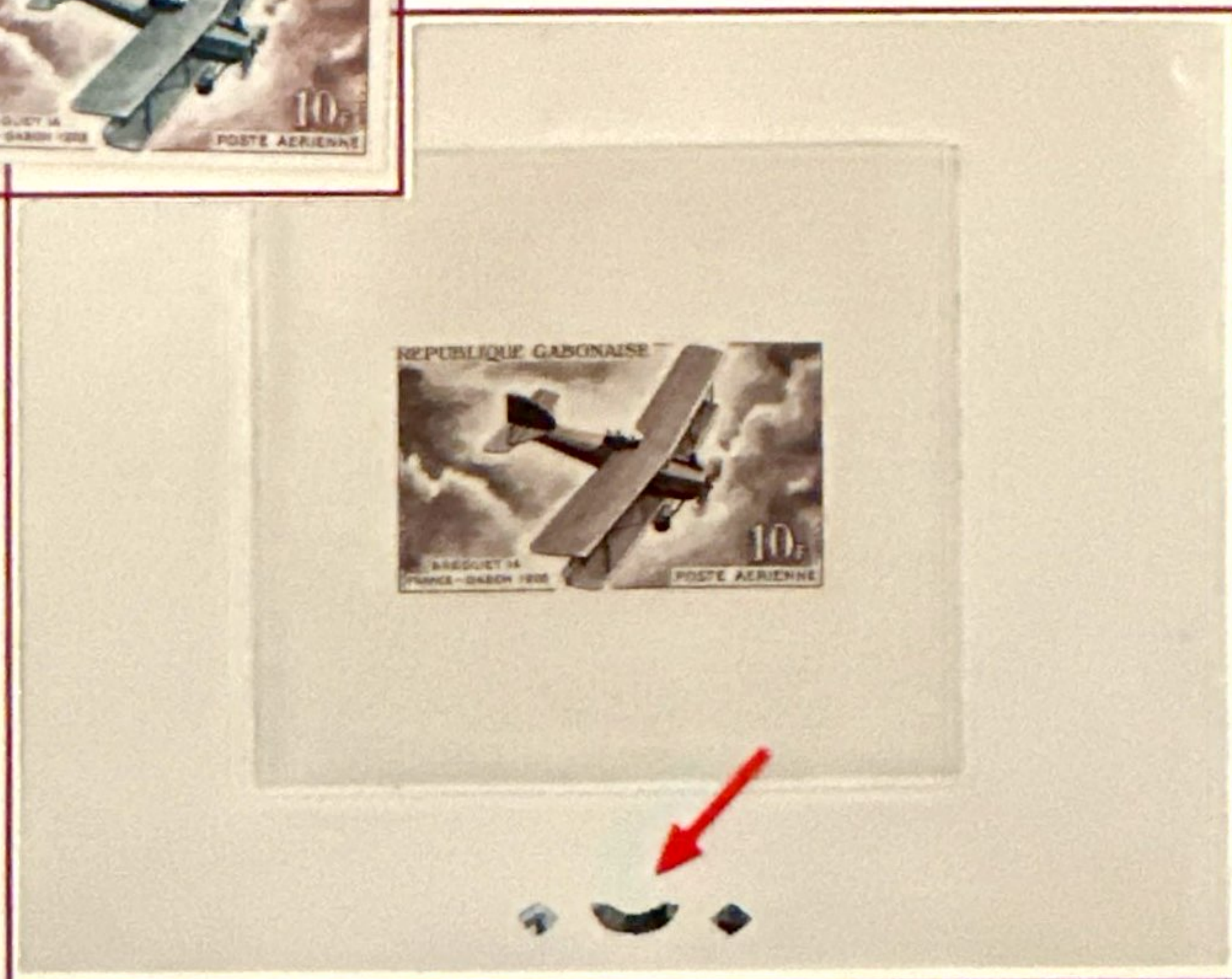
The open-cockpit Breguet 14 (IV) was used during the World War I as a military aircraft. Since 1919, the Lignes Aériennes Latécoère, acquired some of these aircraft for the new airmail route between France and Africa. Exupéry flew regularly with the Breguet IV carrying the mail.



Mauritania (1966)
Breguet 14 biplane.
Trial colour proof
(left) and original
stamp (right)



France (2010) LISA —Automatic Teller Machine (ATM) stamp depicting Breguet XIVplane for inland priority mail - Small parcels MINI MAX (version 2 - change in programming)



Gabon (1962) Breguet 14 biplane.
Sepia printers proof with diamond punch hole. Rare — only 3-4 known!

7. The airplanes of Saint Ex

7.3. Caudron Simoun

The 'Caudron Simoun' was a 1930s French four-seat touring monoplane. Exupéry had his famous desert crash on a 'Simoun', registered as F-ANRY, a representation of his name ('ANtoine de Saint Exupéry'). A few years later, he will crash again with another 'Simoun', registered as F-ANXX.



Caudron Simoun



France (2000) Centenary of the birth of St-Exupéry
Die proof in blue signed by the engraver André Lavergne and the artist Charles Bridoux.
Specimen of the stamp (top left corner)

7. The airplanes of Saint Ex

7.4. Lockheed P-38

The Lockheed P-38 Lightning was an American single-seat, twin piston-engined fighter aircraft used during World War II.

Saint-Exupéry flew a P-38 carrying the name Peggy Back and the number 80 on the nose after returning to active duty in 1943. In 1944, he would vanish forever onboard of his P-38 plane over the Mediterranean.



Israel (1994) 50th anniversary of the death of St. Ex. with quotation from 'the Little Prince' and a P-38 plane on tab



Lockheed P-38 Lightning



French Polynesia (1993), 50th Anniversary of the Bora-Bora Airfield



Exupery and Lockheed P-38 Lightning



8. The Little Prince

8.1. Exupéry's most famous book

'The Little Prince' (French: *Le Petit Prince*), first published in 1943, is the most famous work of Antoine de Saint-Exupéry.



France (1998) 'The Little Prince', Die Proof in brown signed by artist Charles Bridoux (1942-2003)

8. The Little Prince

8.2. A publishing phenomenon

'Le Petit Prince' is one of the best selling books ever published with more than 200 million of sales worldwide.

Translated into over 500 different languages and dialects (including Braille for the blind and even Morse code) the novella is the second most translated work ever published, trailing only the Bible.



Morse code (above date of cancel)



Franking machine 'Pitney Bowes No 58776' in red colour



Some of the translations include classical languages such as Ancient Greek and Latin or even Ancient Egyptian, written in Hieroglyph.



Inscription in Latin



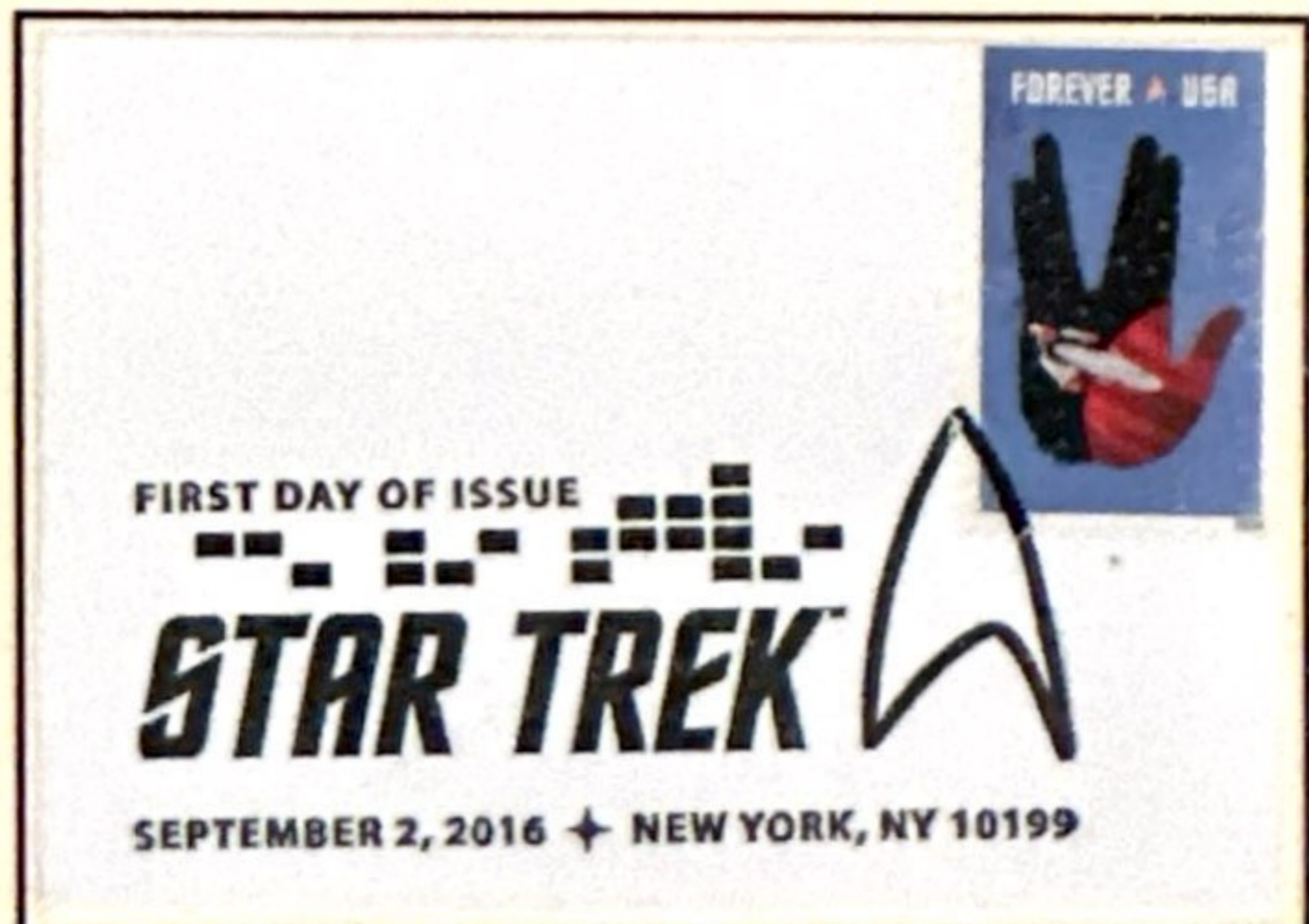
Greece (2002), 'The Greek Language' stamp series



Egypt (1972), 150th Anniversary of Champolion's Translation of Egyptian Hieroglyphics



Surprisingly, the book has also been translated in fictional languages such as Klingon, from the Star Trek universe and Aurebesh, the language of Star Wars.



8. The Little Prince

8.3. The plot

The Little Prince is a poetic tale, with watercolour illustrations by the author, in which a pilot stranded in the desert meets a young prince fallen to Earth from a tiny asteroid.



Mexico (1994) 50th anniversary of the death of St-Ex



France (1998) 'The Little Prince', Die Proof in black signed by artist Charles Bridoux (1942-2003)

8. The Little Prince

8.4. A children's fable for adults

Though ostensibly styled as a children's book, the 'Little Prince' makes several profound and idealistic observations about life and human nature. The story's essence is contained in the lines uttered by the fox to the little prince:

'On ne voit bien qu'avec le cœur. L'essentiel est invisible pour les yeux' ('One sees clearly only with the heart. What is essential is invisible to the eye').

GREETINGS TELEGRAM



Little prince and the Fox



Penny red plate 175 with 'Fox' perfin



Misplaced print



UK (1975) Illustrated telegram depicting a fox (left bottom corner)

8. The Little Prince

8.5. Inspirations

In the 'Little Prince', its narrator, the pilot, talks of being stranded in the desert beside his crashed aircraft. The account clearly drew on Saint-Exupéry's own experience in the Sahara.

Exupery, plane flying over the desert and the Little prince



Exupéry probably drew inspiration for the prince's from himself as a young boy.



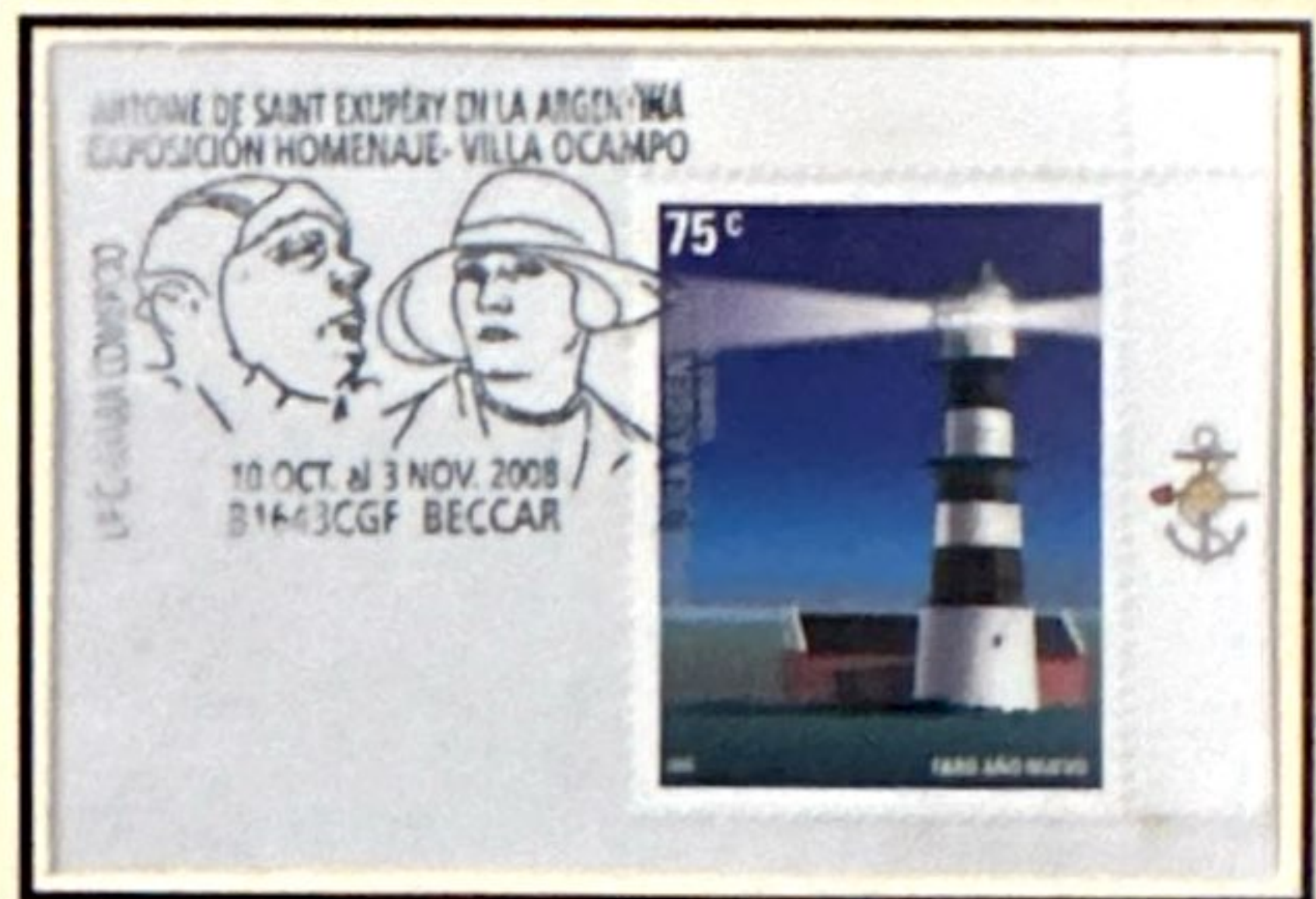
the 'Little Prince'



Many researchers believe that the prince's kind-hearted, but petulant and vain, rose was inspired by Saint-Exupéry's Salvadoran wife Consuelo de Saint-Exupéry.



France (1962) 'Rose Culture' series original stamp (left) and stamp missing red colour (right), variety



Saint-Exupéry and his wife

The fearsome, baobab trees, are said to represent Nazism attempting to destroy the planet.



8. The Little Prince

8.6. Adaptions

Due to the story's wide appeal, the book has been adapted into various art forms and media over the decades, such as theatrical plays, ballet, animation, records CDs, TV series and radio broadcasts.



Stempelbild

2516

(16) KASSEL 1
25.8.59

STAATSTHEATER KASSEL

DEUTSCHE BUNDESPOST
000

Francotyp: Cc 23453 Kennzahl:
Firma: Staatstheater Kassel
Post: (16) Kassel 1
Motor: Nr.
Geliefert: 27.8.59
Wertkartenbetrag: Dkk 500,-
Permutationsnummer: F 9762
Klischee: 1 auswechself.
Spezialeinrichtungen:
Merkmale:
297-188

BOURNONVILLE 200 AR 10 x 4.50 kr.

August Bournonville

Denmark (2005) August Bournonville
booklet with stamp imprinted in front cover

Germany (1959) archived card 'Stammkarte' from meter company Francotyp used for each meter machine they delivered. These cards contained all information about these particular machine + strikes of the 3 parts of the machine: value head, date stamp and advertising field. The advertising field here depicts 'Kassel Staatstheater'. On 21 October 2020, the ensemble 'American Drama Group' gave a play based on Exupery's novella in Kassel Staatstheater in French.

8. The Little Prince

8.6. Adaptions



India (2006), Advertising postal stationery 'Meghdoot' IGO Television



Belgium (1962) Postal stationery 'Publibel' no.1844.

USA (2000) 'Celebrate the Century, 1980s' series

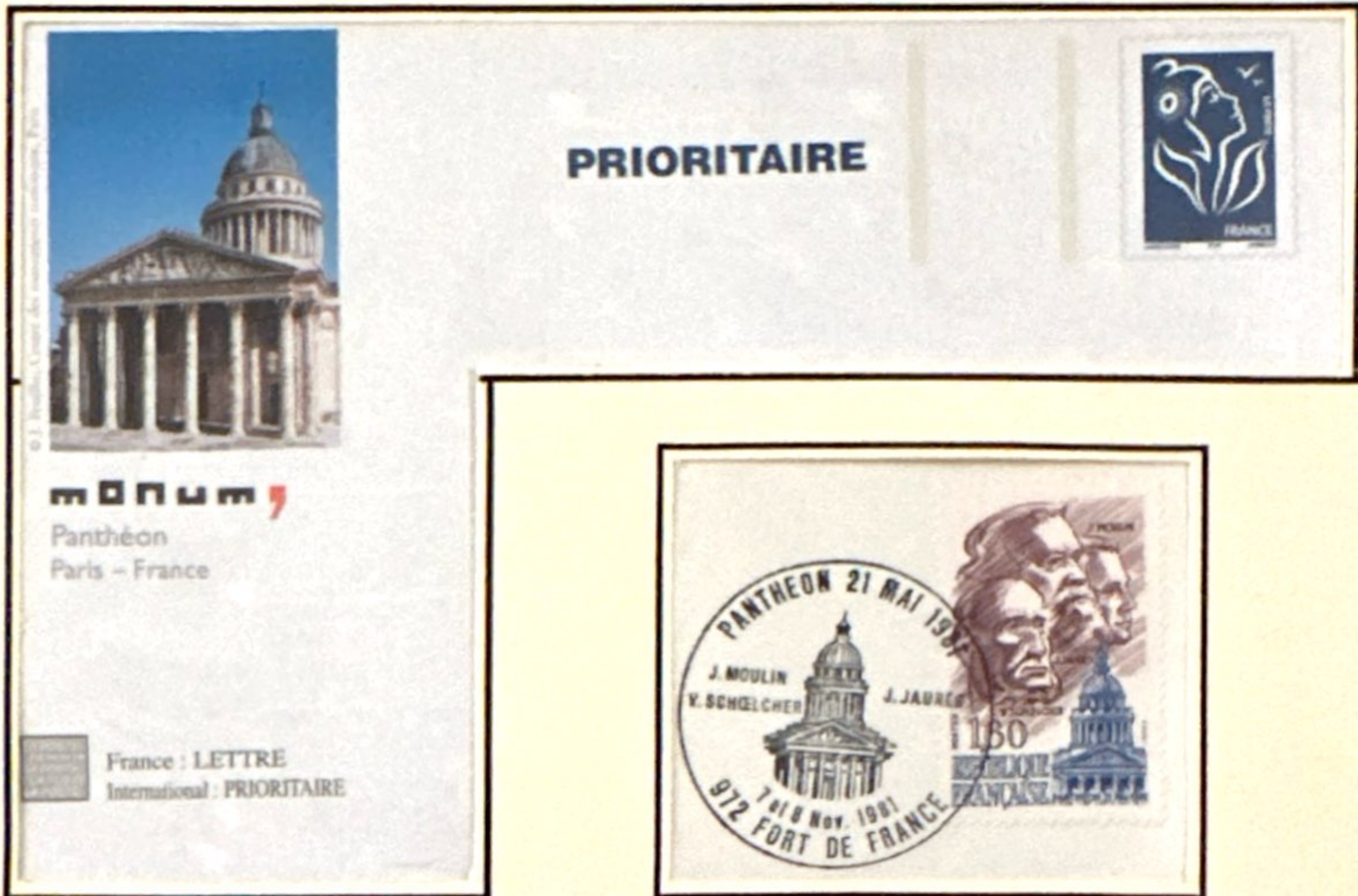


Franking machine 'Postalia' with wide spacing

9. Honours and legacy

9.1. Pantheon

Exupéry is commemorated with an inscription in the Panthéon in Paris, France's repository of historical greats.



France (2006), Prêt-à-Poster (PAP) - Monum

France (1981) Panthéon stamp with first day cancel



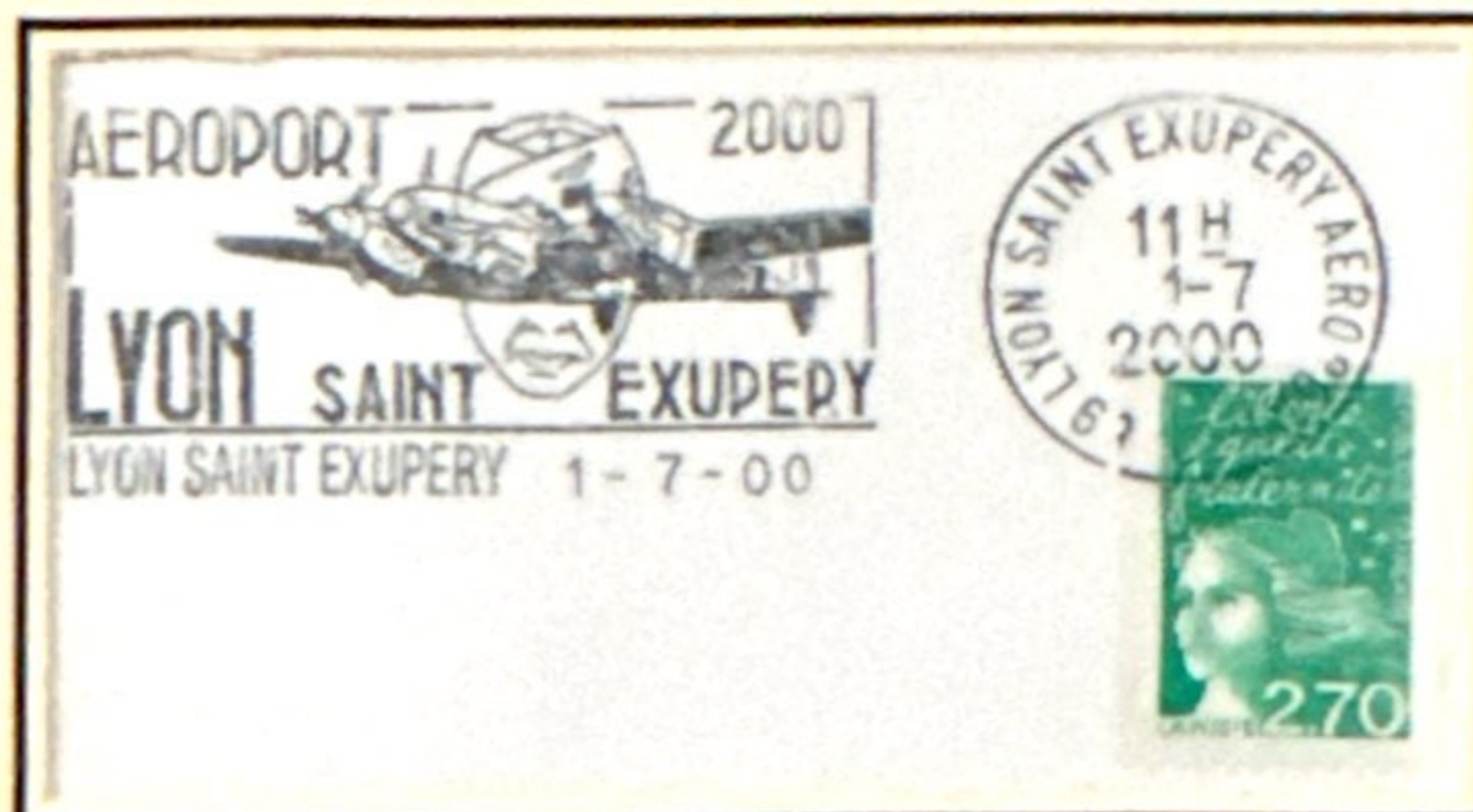
France (1936) postal stationery no. 13

9. Honours and legacy

9.2. In his hometown



In 2000, on the centenary of his birth, in the city where he was born, he was memorialised when the 'Lyon Satolas Airport' was renamed the 'Lyon-Saint Exupéry Airport'.



Lyon's TGV train station was also re-named 'Gare de Lyon Saint-Exupéry'.

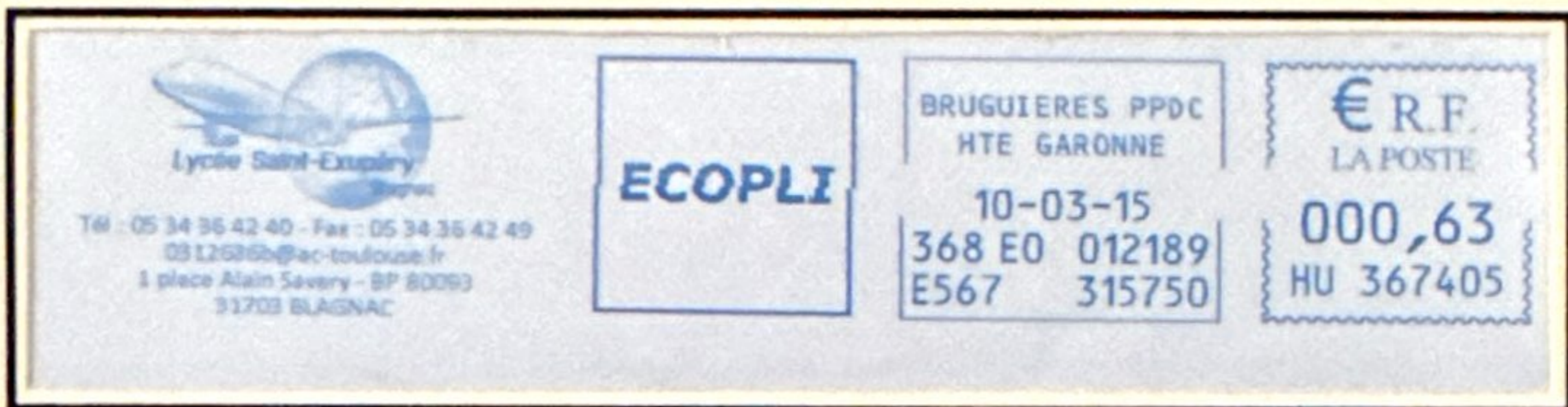


France (1984) Inauguration of "TGV" High-speed Paris-Lyon Mail Service in carte maximum with first day cancel

9. Honours and legacy

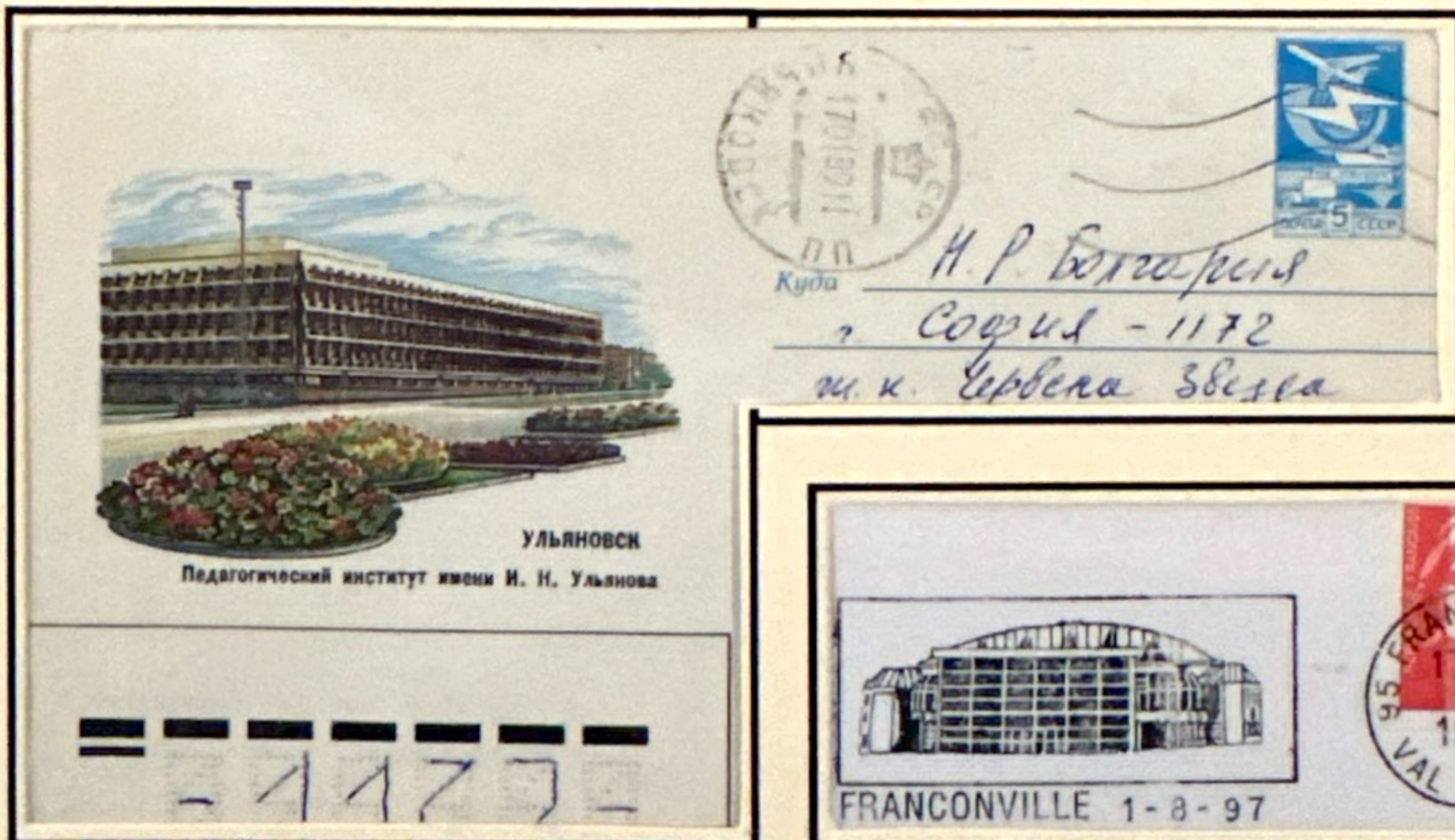
9.3. Institutions and schools

Numerous public schools, lycées, high schools, colleges and technical schools have been named in honour of Saint-Exupéry and his 'Little Prince' across France, and the world.

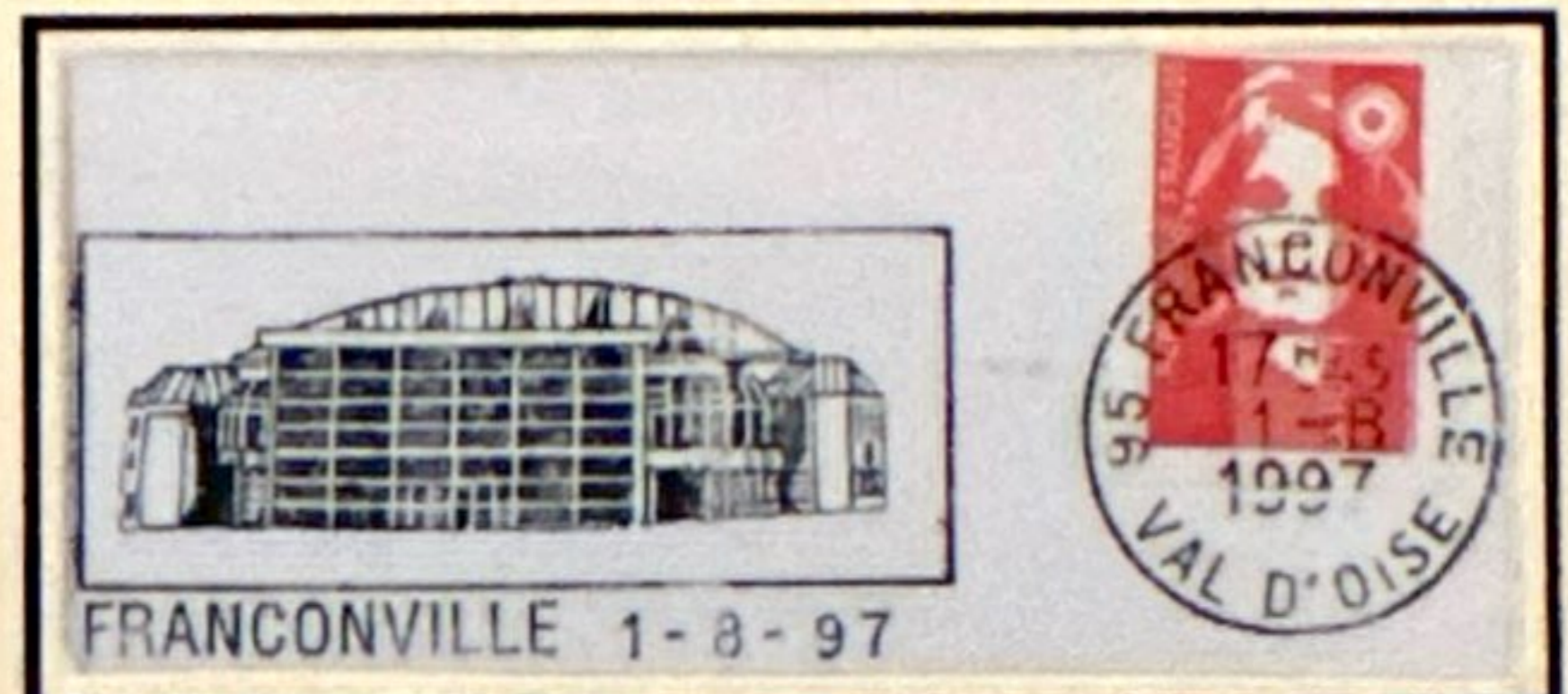


Franking machine Neopost/Havas, stamp printed digitally in blue colour

On 27 Feb 2012, Russia's, Ulyanovsk state university inaugurated its new international and cultural centre named after the famous writer.



Russia (1986) postal stationery depicting Ulyanovsk state university



The Médiathèque Saint-Exupéry is a library located in the town of Franconville.

9. Honours and legacy

9.4. Museums and exhibits

Museum exhibits, exhibitions and theme villages dedicated to both him and his diminutive Little Prince all over the world!



Saint-Exupéry's life is commemorated in a special exhibit at the Air and Space Museum in Le Bourget, Paris.

Franking machine 'Satas', stamp impressed by mechanical meter with solid die

Theme village museums and parcs have been created honouring Saint-Exupéry's Little Prince both in France and Japan.



Various commemorative cancels for the Little Prince museum located at Sengokuhara, Hakone, Kanagawa Prefecture, Japan.

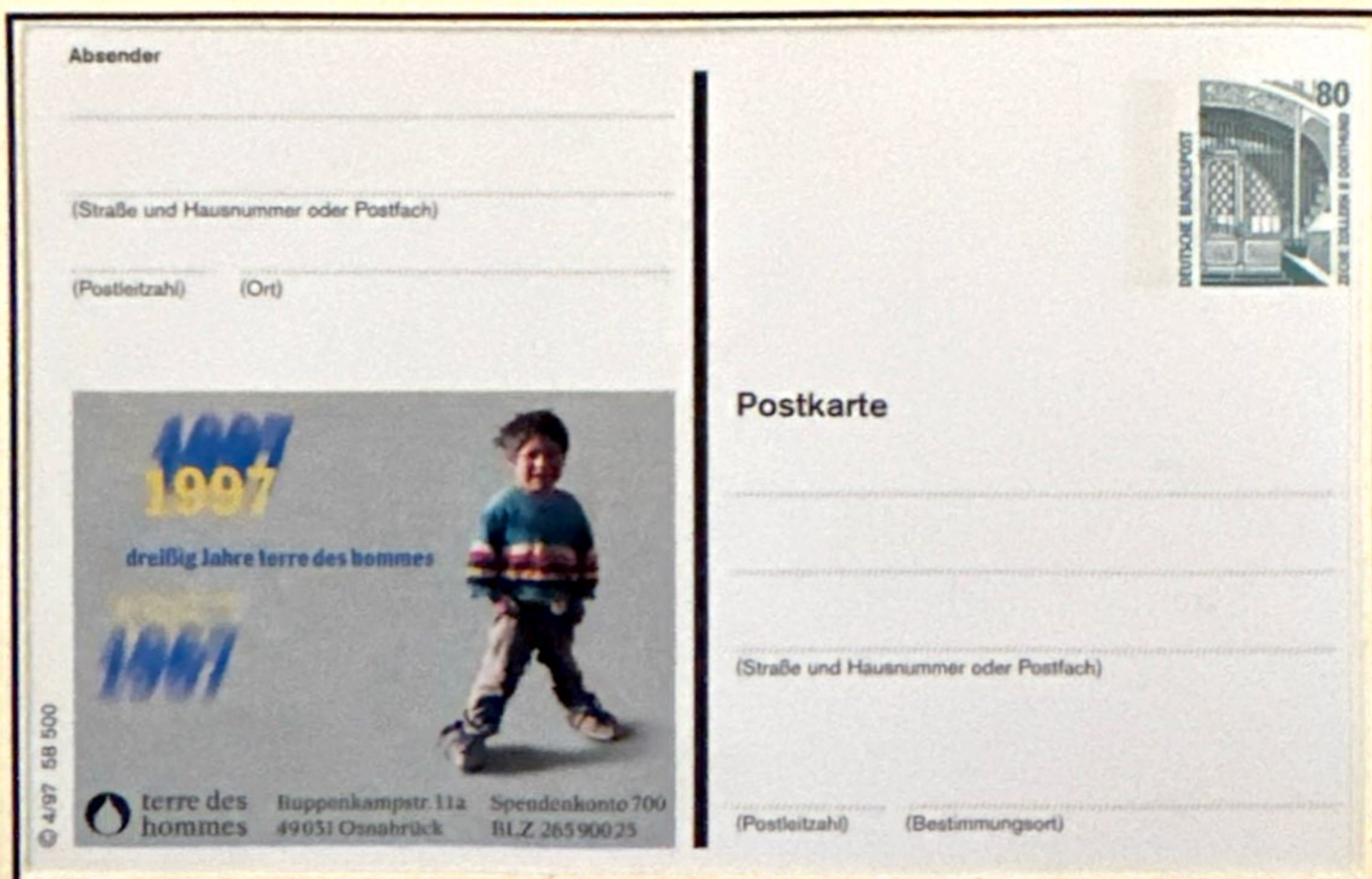
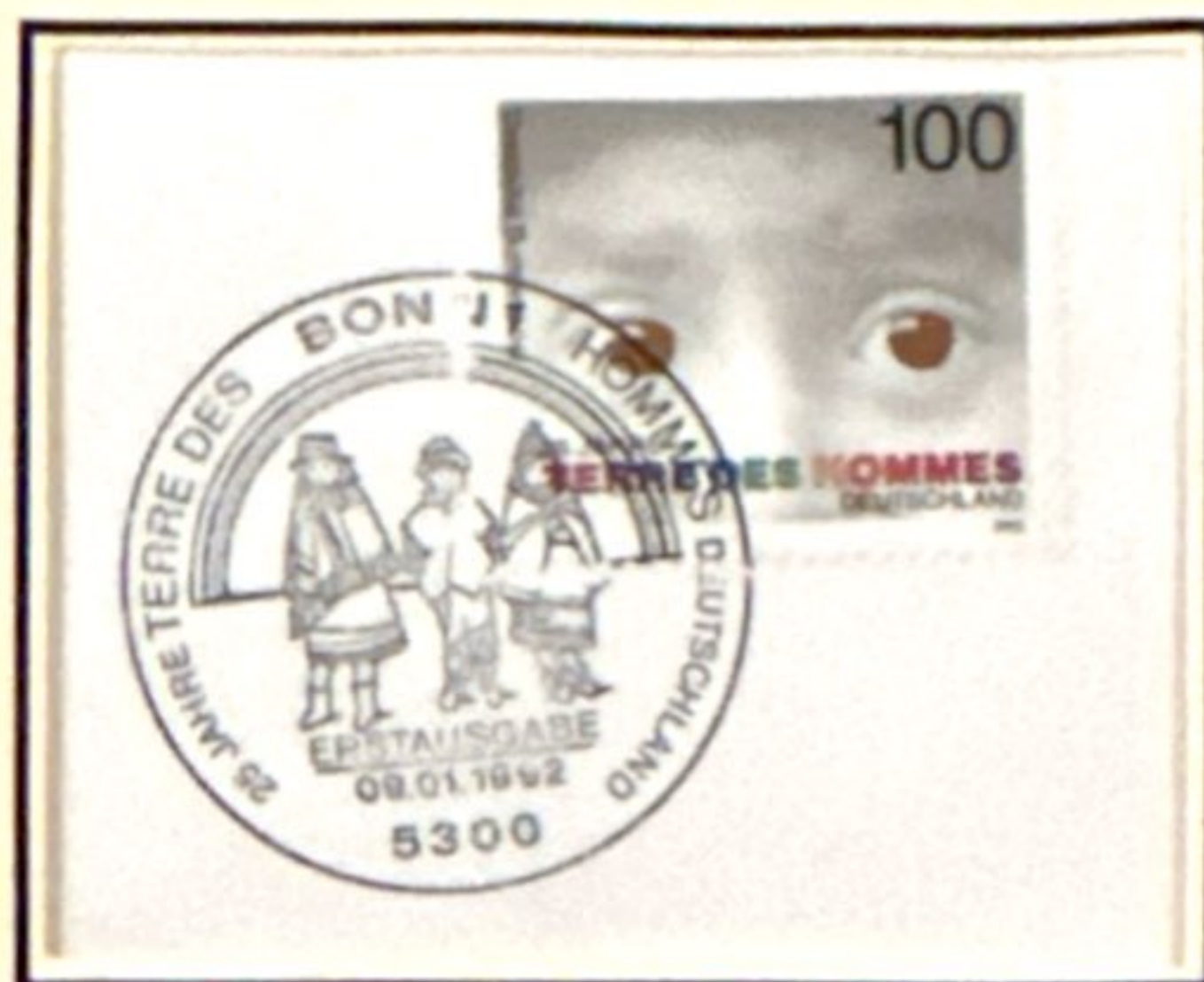
9. Honours and legacy

9.5. 'Terre des Hommes'

His 1939 philosophical memoir 'Terre des hommes' became the name of a major international humanitarian group with branches in countries such as France, Germany, Luxembourg, and Switzerland.



Franking machine Havas 'P' (1964), stamp impressed by mechanical meter with solid die



Germany (1997) 'Bildpostkarte'

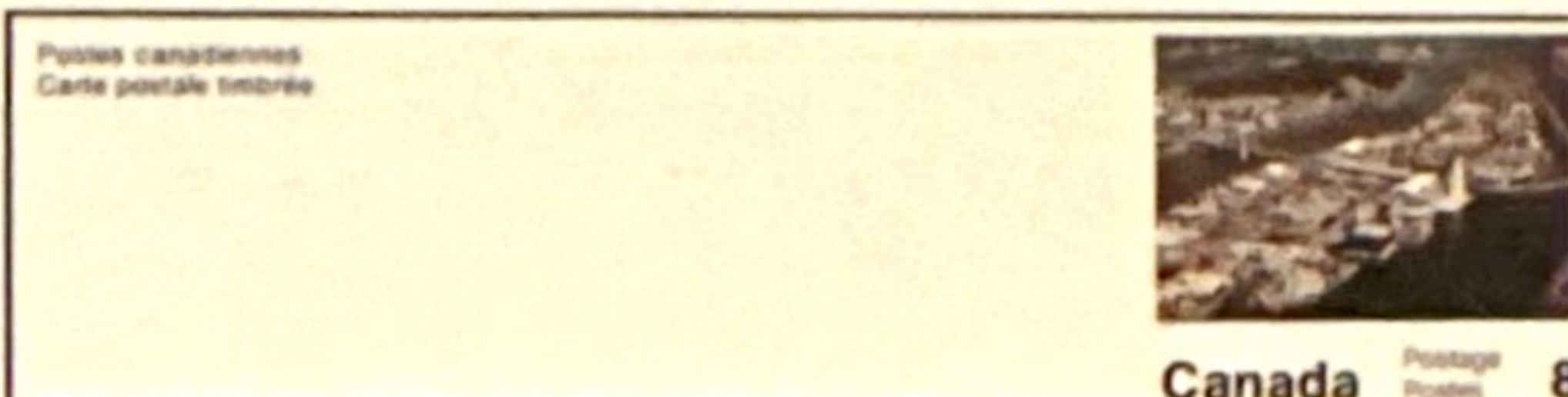
9. Honours and legacy

9.5. 'Terre des Hommes'

It was also used to create the central theme (Terre des hommes—Man and His World) of the most successful world's fair of the 20th century, Expo 67 in Montreal, Canada.



Yugoslavia (1967) Space -
World Exhibition EXPO '67

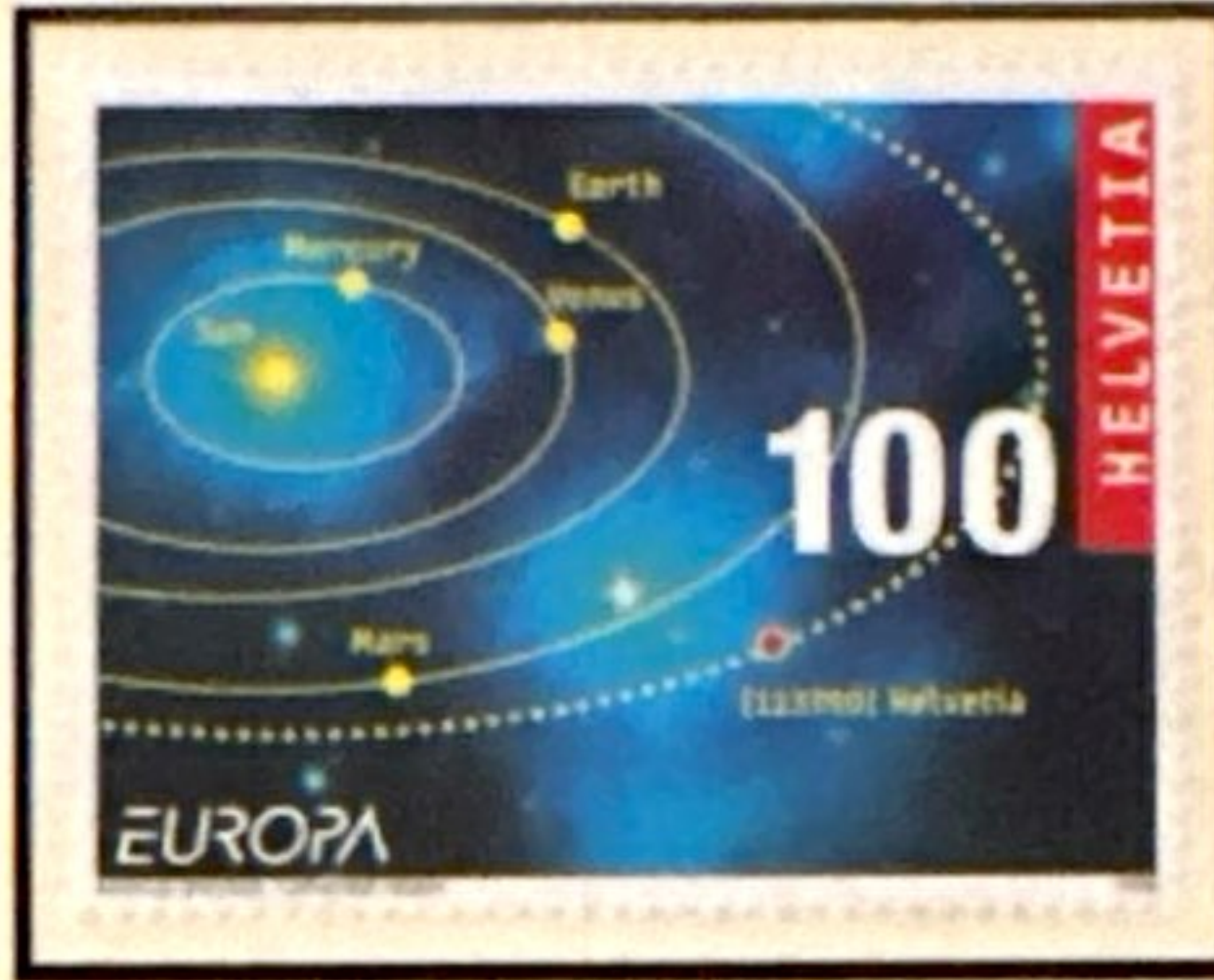


Canada 'Terre des homes' Expo 1967 postal stationery

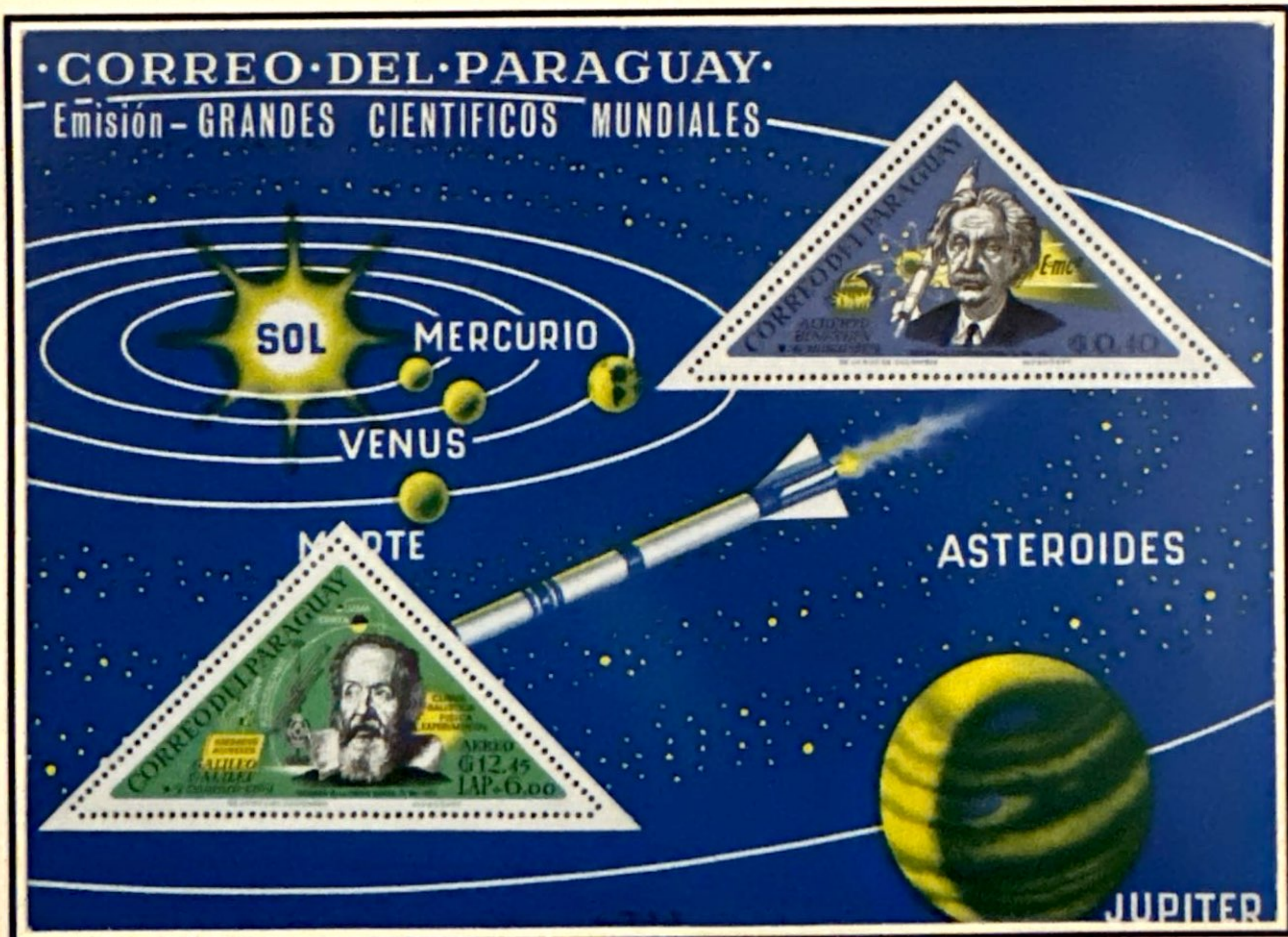
9. Honours and legacy

9.6. Asteroids

Asteroid 2578 Saint-Exupéry, discovered in November 1975 and provisionally catalogued as 'Asteroid 1975 VW3', was renamed in the author-aviator's honour.



Another asteroid was named as '46610 Bésixdouze' (translated to and from both hexadecimal and French as 'B612') in tribute to the author's Little Prince, who fell to Earth from Asteroid B-612.



Paraguay (1965) Scientists (Einstein and Galilei) Minisheet

9. Honours and legacy

9.7. Other tributes

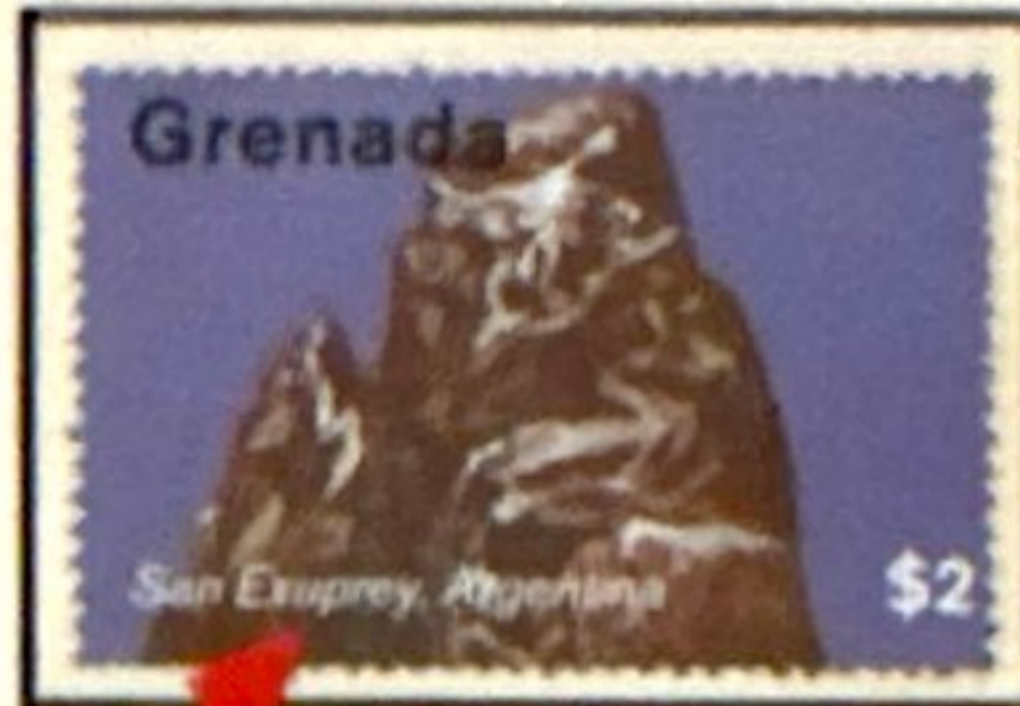
Many streets are named after the author-aviator throughout France and other countries.



Franking machine 'SECAP' (1972) with prefix 'NE', specimen with value zero (000)

A mountain peak in the Los Glaciers National Park in Patagonia, Argentina honours his name.

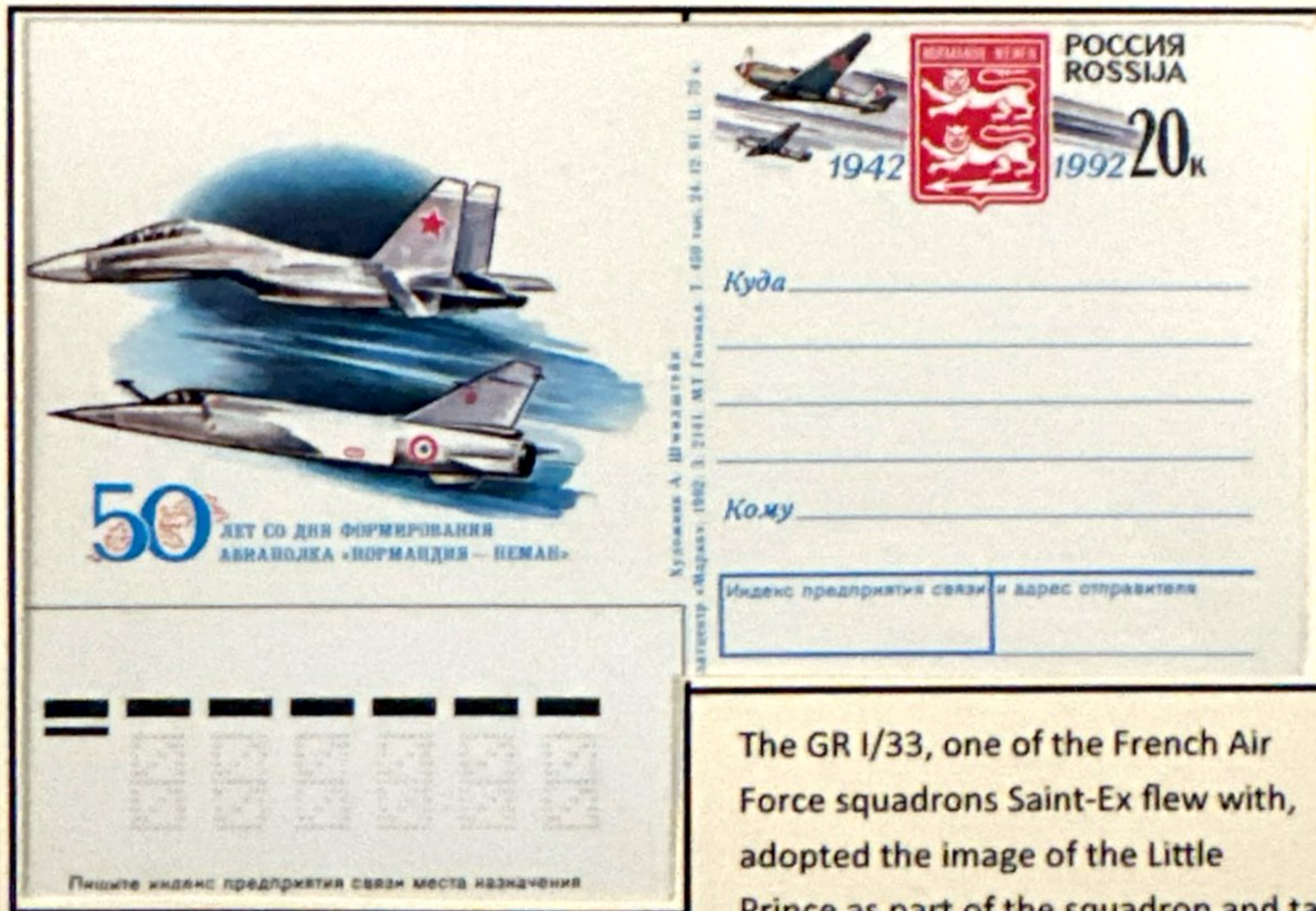
Saint-Exupéry peak (right). Name misspelled (Exuprey instead of Exupéry)



The Base aérienne 113 in Saint-Dizier has been named 'Commandant Antoine de Saint-Exupéry'



Franking machine 'Neopost/Satas', Stamp printed digitally in blue colour



Mirage fighter jet planes

The GR I/33, one of the French Air Force squadrons Saint-Ex flew with, adopted the image of the Little Prince as part of the squadron and tail insignia on its Mirage fighter jets.

9. Honours and legacy

9.8. Last but not least ... Philately and notaphily

At least 30 countries have issued stamps, postmarks and other philatelic material honouring Antoine de Saint-Exupéry, the French poet-pilot, and his creation, 'the Little Prince'.



Saint-Exupéry's portrait and several of his drawings from 'the Little Prince' appeared on France's 50-franc banknote, a popular collector's item, with many varieties.

le 1^{er} Billet de Banque authentique :

GRATUIT

POUR VOIR ET DECOUVRIR LA COLLECTION BILLETS DE BANQUE AUTHENTIQUES DU MONDE

OUI, VOUS AVEZ BIEN LU c'est incroyable ...

Des milliers de collectionneurs dans le monde ont eu l'idée de collectionner les billets de banque du monde.

N'ENVOYEZ PAS D'ARGENT
BON D'EXAMEN GRATUIT, SANS OBLIGATION D'ACHAT

A RETOURNER A LUTÉCE DIFFUSION 8, RUE DES GLYCINES 92708 COLOMBES CEDEX

Oui, envoyez-moi mon Billet de Banque d'Indonésie GRATUITEMENT. Envoyez-moi aussi votre 1^{re} sélection mensuelle, que je pourrai conserver selon le tarif joint, ou vous la retourner sans rien vous devoir. Je recevrai, toujours à l'examen gratuit, et sans aucune obligation d'achat, vos Billets de Banque mensuels que je pourrai acquérir au tarif joint ou vous retourner sans rien vous devoir. Bien sûr, je pourrai cesser cette collection sur simple lettre de ma part à tout instant.

AUCUN RISQUE
Aucune obligation d'achat, à aucun moment, aucun engagement de votre part.

simple de billet que vous pourriez recevoir au cours de vos envois mensuels suivant nos étiquettes

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Code Postal _____ Ville _____
Signature _____

France (1990) postal cheque cover