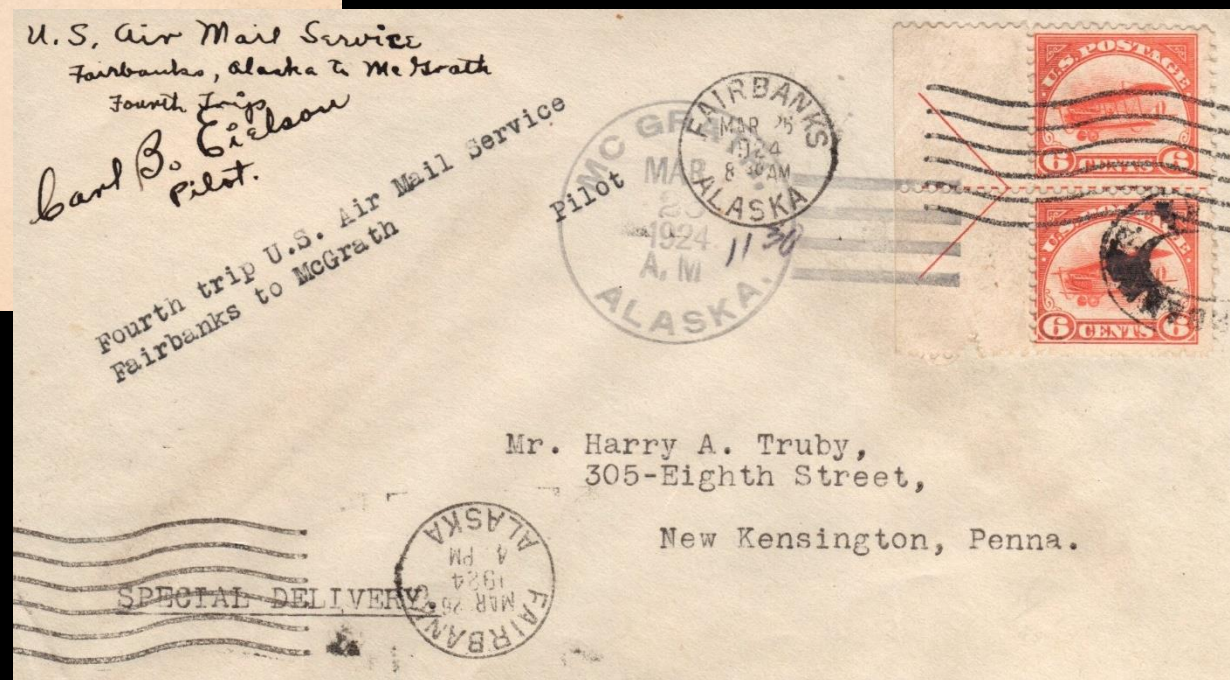
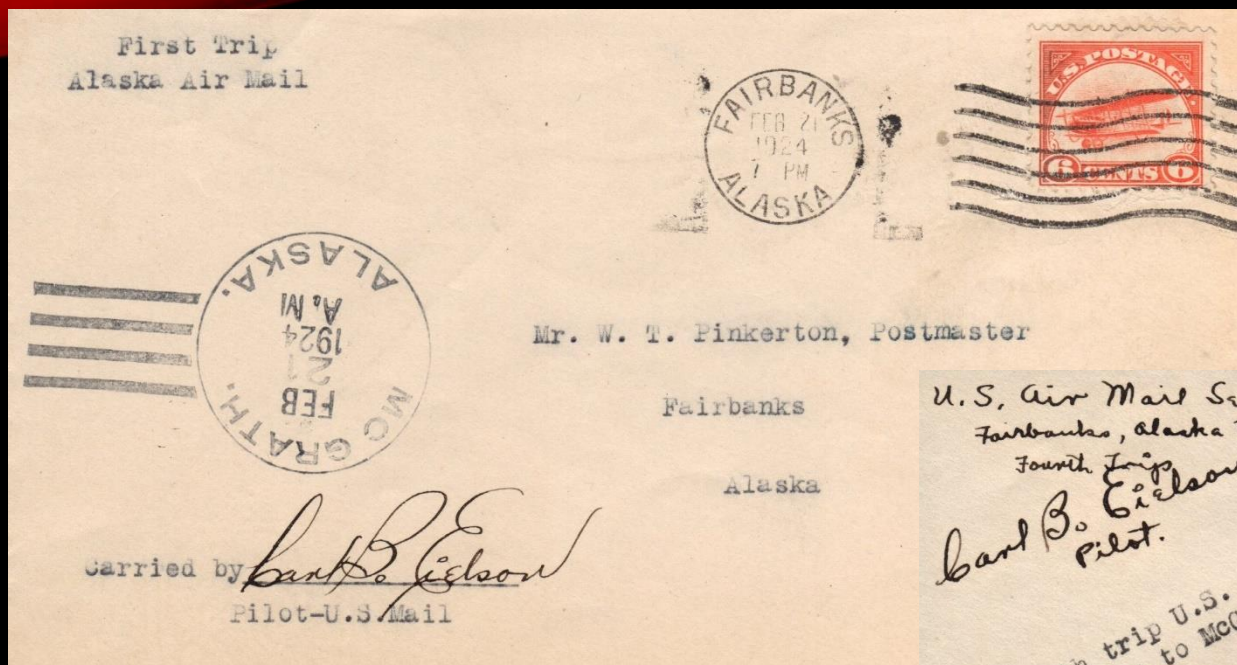


# HISTORIC POLAR FLIGHT



David S. Ball  
American Air Mail Society  
STOCKHOLMIA 2019  
May 31, 2019





PP 33

1924, February 21 – May 28. First Official (Experimental) Alaska Contract  
Air Mail, Fairbanks – McGrath – Fairbanks

Carl Ben Eielson of Farthest-North Airplane Company, Fairbanks, Alaska, flew a new Liberty-powered de Havilland DH-4BM in performance of a 10-flight U.S. Post Office Department contract airmail experiment between Fairbanks and McGrath, Alaska, occasionally with stops at Nenana. Eight flights were made (February 21, March 1, 12 and 26, April 9 and 23, May 7 and 28) were made before the contract was prematurely terminated because postal officials considered further flights unsafe.

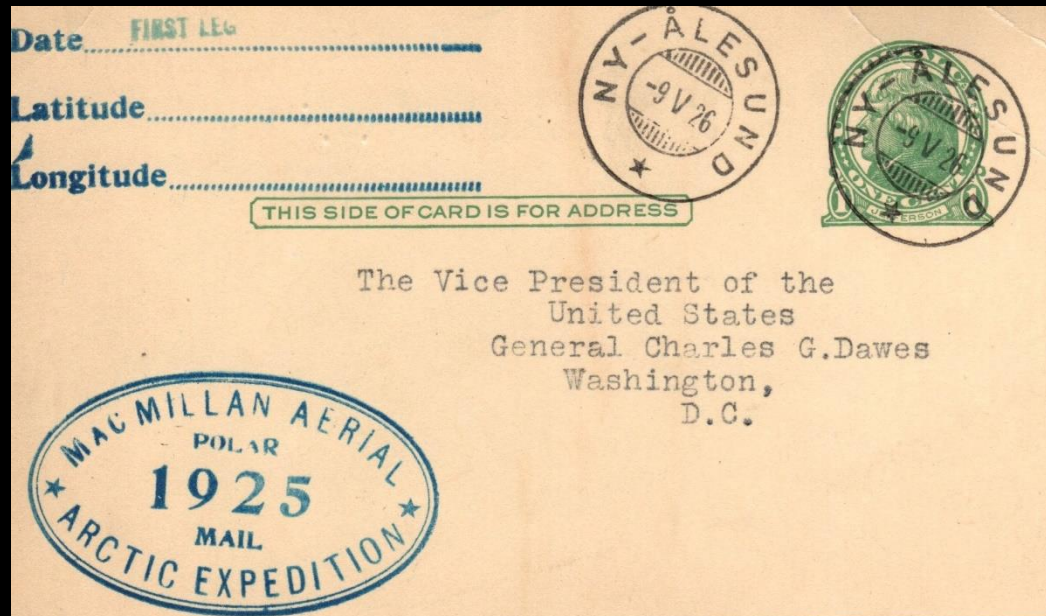
Mail was carried on all round-trip flights, but are recorded only from the first, third, fourth and seventh flights. Mail usually bears typed "(spelled number) Trip / Alaska Air Mail" with "Carried by (Eielson signature) / Pilot-U.S. Mail" along with appropriately dated Fairbanks, McGrath and sometimes Nenana cancellations and receiving pmks. Commercial mail might lack typed flight notations.

First inward flight (to McGrath)	9 recorded	750.00
First return and subsequent flights	1 to 4 covers, each	750.00
Commercial mail		





“Benefit” cover with a complete set of North Pole stamps issued to help finance Roald Amundsen’s attempted flight to the North Pole.



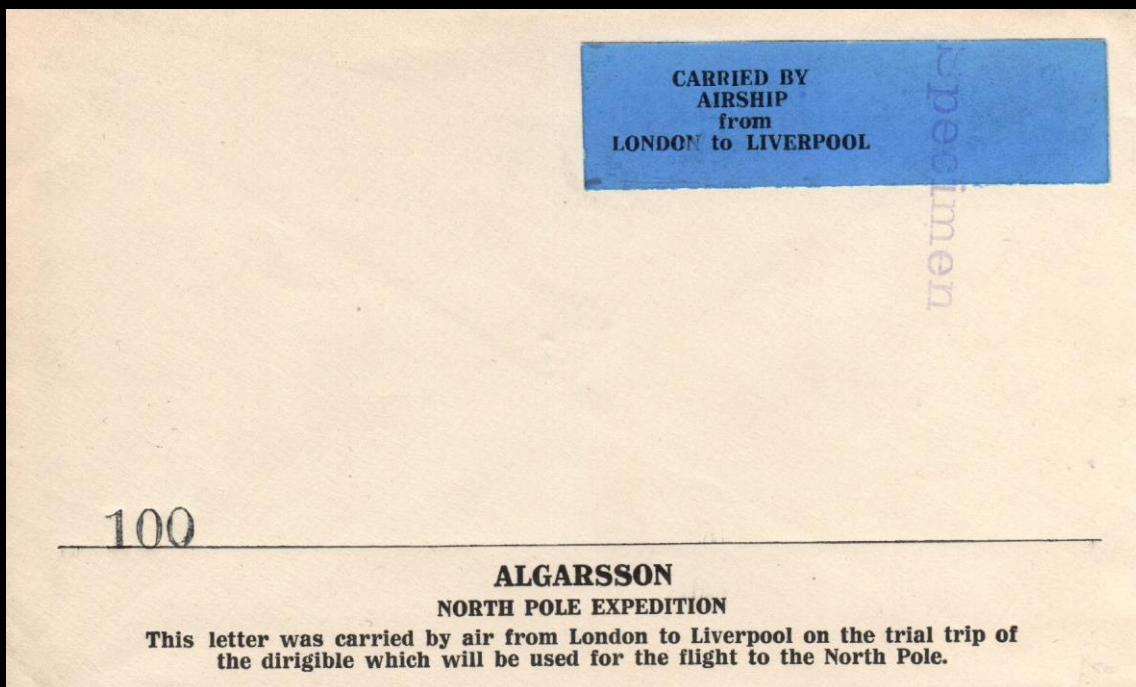
#### PP 46c

c. U.S. 1¢ Jefferson postal card canceled "Ny-Ålesund / -9 V 26" (identical to above type) with 1925 MacMillan – USN aerial expedition blue oval cachet and (UL) three-line flight information format stamp with "FIRST LEG" identifier adjacent to "Date" space (as for entry PP 40a2). Similar example uses U.S. or Norwegian stamp-franked envelope, sometimes lacking one of the two other Byrd polar expedition references or markings. Personally prepared double or triple expedition postal documentation by Byrd, including North Pole flight. Variant exists with both 1934 and 1935 Little America cancellations. Some only with May 9, 1926 cancellation (with no subsequent expedition markings). Example known with Byrd m/s annotation attesting also carried on 1927 trans-Atlantic and both pole flights. From Byrd estate.

(few)

500.00-750.00





PP 38

# 1925, April 15. Aborted Airship Support of Algarsson North Pole Expedition

Canadian Grettir Algarsson planned an Arctic expedition aboard Iceland to Franz Josef Land and Spitsbergen from which to launch a North Pole attainment by airship. However, during the construction of his privately funded airship, it was determined to be incapable of its planned mission and the plan was abandoned. The expedition eventually sailed (June 21 – November 8) from Liverpool, England, without a flight component.

a. Specially printed envelopes with flight vignettes prepared for anticipated airship test flight from London to its Liverpool expedition headquarters.

Numerically stamped envelopes have printed along bottom "ALGARSSON / NORTH POLE EXPEDITION / This letter was carried by air from London to Liverpool on the trial trip of / the dirigible which was to be used for the flight to the North Pole." Blue rectangular vignette "CARRIED BY / AIRSHIP / FROM / LONDON to LIVERPOOL" at upper right, vertically over stamped "SPECIMEN," presumably after flight cancellation.

(about 100 "specimen" envelopes) **300.00**

b. Expedition official flight mail envelope mailed at Liverpool, April 15. Stamped rectangular boxed cachet "THE ALGARSSON NORTH POLE / EXPEDITION / 1925" at upper left.

(one recorded) **200.00**



PP 38c

c. Personal size stamped envelope used after the expedition departed, canceled Green Harbour, Spitsbergen, July 18, 1925, receipt-stamped September 2, Dunedin, New Zealand, with same violet-colored rectangular expedition stamped cachet seen on trial flight-related mail

(one recorded)



**PP 46**

**1926, May 9. Byrd North Pole Flight**

Lt. Cdr. Richard E. Byrd, USN, with pilot Floyd Bennett, was first to fly over North Pole in a controversial 15½ hour, non-stop flight from Kings Bay (Ny-Ålesund), Spitsbergen in a tri-motor Fokker (*Josephine Ford*).

a. Roessler-prepared covers bear 2¢ U.S. Washington stamp courtesy double-canceled Ny-Ålesund (Kings Bay, Spitsbergen), May 9, 1926. Envelopes with parallel horizontal black and red stripes, hand-addressed to A. C. Roessler in E. Orange, NJ, with "Via Airmail" in red above full-color wavy flag label in lower left. Byrd's full signature (occasionally Bennett's) in various locations on covers. UL has 2 øre and 15 øre stamps from Norway Amundsen flight set (see PP 39c), post-expedition struck with forged (added) "Kings Bay," May 9, 1926, cancellation that does not affect authenticity of the cover. Some do not have sticker, use different type of envelope and franking. Entirely forged "Roessler" covers only have "Kings Bay" cancellation. (under 200 covers) **750.00-950.00**







PP 47

# 1926, April 10 – May 14. First Trans-Polar North Pole Flight

Italian semi-rigid airship (*Norge*), with Italian crew commanded by Umberto Nobile and Norwegian crew commanded by expedition leader Roald Amundsen, plus American financial supporter Lincoln Ellsworth, flew from Rome, Italy via Pulham, England – Oslo, Norway – Leningrad, USSR – Vadsø, Norway to Kings Bay (Ny-Ålesund), Spitsbergen, April 10 – May 7. After final preparations at Spitsbergen, Norge made successful transpolar North Pole flight to Teller, Alaska, on May 11 – 14 (May 13 Alaska time).

There is Italian inward-flight mail, Italian-serviced transpolar flight mail, Norwegian transpolar flight cards and both Italian and Norwegian expedition vignettes. There are also some commemorative covers closely resembling flown covers and some varieties of the flown mail that remain controversial.

a. Italian inward-flight mail, all flown from Rome to Kings Bay regardless of routing stamp (probably for stamp merchant S. Bayér). Yellowish-brown serial-numbered envelopes printed "VOLO TRANSPOLARE 1926 / (AMUNDSEN [sic] – ELLSWORTH – NOBILE) across top, printed address to "Precerutti Alfredo" with one of seven different stamped destinations and one of five different Italian crew member certifying signatures (usually at UL). Violet oval "VOLO TRANSPOLARE 1926 . . ." cachet appears both separately on the colored envelopes and tying Italian vignette that also has a "NORGE" SL stamp and April 8 Ciampino (Rome airport) departure pmk.

Oslo postmarked mail bears additional five-line text cachet explaining circumstances of its being misplaced until 1935.

1. 51 covers addressed to Cuers Pierrefeu, France
2. 51 covers addressed to Pulham, England
3. 51 covers addressed to Oslo, Norway
4. 49 covers addressed to Leningrad, USSR
5. 51 covers addressed to Vadsø, Norway
6. 51 covers addressed to Kings Bay, Spitsbergen
7. 202 covers addressed to Nome, Alaska

550.00-750.00

b. Similar to above but white envelopes addressed to Arduino or Bayér and canceled 8-10 April (about 20 each)

Similar to above but gray envelopes with SL cachet "AEROPORTO DIRIGIBILI G.B. PASTINE / COMMANDO" on reverse (20 covers)

Atypical examples canceled Ciampino and arrival pmkd Trotsk, Russia, 20 April 1926 (at least five covers recorded) 550.00-950.00

c. Canceled Ciampino, April 8, with flight vignette tied by oval expedition cachet, m/s address to French stamp merchant Theodore Champion, Paris, and some others. Probably not flown, but courtesy serviced by one or more crew members. 350.00

d. Italian transpolar (Kings Bay – Teller) flight covers. White envelopes pmkd Teller, Alaska, May 13. Italian expedition vignette tied by oval expedition cachet, generally also with a violet rectangular-box 4-L cachet "VOLO TRANSPOLARE / AMUNDSEN – ELLSWORTH – NOBILE / 1926 / DALL'ITALIA ALLA ALASKA" and one of three expedition member signatures.

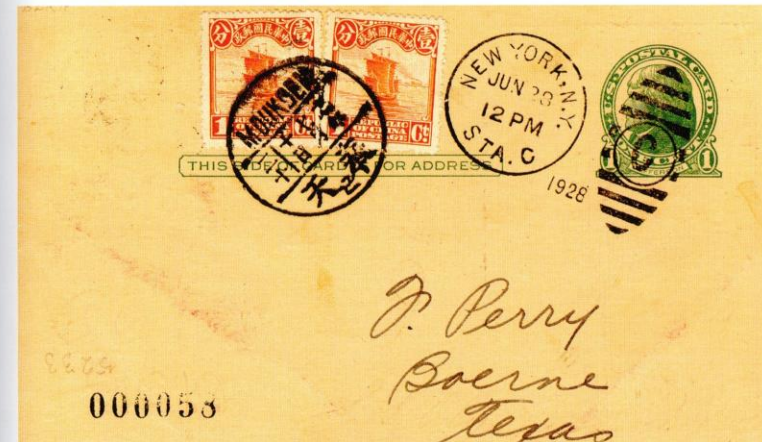
Mail serviced by two other members lack the boxed cachet, but has an additional Ciampino April 8 departure cancel (about 39 of the total) or a Ny-Ålesund (Kings Bay) May 8 pmk (15 of the total) not found on covers with the boxed cachet. Both latter varieties are typed-addressed, usually to an Italian crew member.

Other slight servicing or cachet variations may exist on some of the mail. A few pieces are addressed to S. Bayér. Variants include at least one "Caratti" servicing canceled only at Teller with Lincoln Ellsworth autograph. Only about 37 are Teller-only postmarked.

1. 15 covers carried by Natale Cecioni (Ny-Ålesund – Teller)
2. 15 covers carried by Ettore Arduino (Teller only)
3. 23 covers carried by Attilio Caratti (Ciampino – Teller)
4. 15 covers carried by Renato Alessandrini (Ciampino – Teller or Teller only)
5. 23 covers carried by Vincenzo Pomella (8 Ciampino – Teller, 15 Teller only)

1,050-1,300.00





PP 70

PP 70

# 1928, June 28 – July 22. Mears and Collyer Record Round-the-World Flight via Siberia

John Henry Mears (navigator) and Charles B. D. Collyer (pilot) set a world-flight speed record (23 days, 15 hours, 21 minutes, 3 seconds) covering 11,190 of the 19,925 miles (New York City – New York City) flying their Fairchild single engine monoplane. Round-the-world "flights" were then allowed to use ships over oceans. Following stops in France, Germany and European Russia, *The City of New York* (with a puppy passenger) made Siberian stops at Kagan, Novosibirsk, Krasnoyarsk and Chita, then Mukden, Manchuria, through China to Japan, ship passage to Victoria, British Columbia, Canada, and finally flew across the U.S.

The flight was hailed as the first to effectively use a chronometer.

Roessler-inspired penny postal cards canceled June 28, New York, NY, with adjacent Chinese postage canceled Mukden, July 10. Reverse has New York July 22 arrival pmk amid left side boxed aviation cartoon and Mears cameo portrait on either side of obviously post-arrival-printed "This Card / Traveled / Around The World / In The / Fastest Time / Ever Made --- / 23 days, 15 hrs., / 36 [sic] mins., 5 [sic] secs." Some hand-addressed and signed by Mears.

(190 cards)

475.00





PP 100

**1930, August 1-3. Mears and Brown Interrupted Round-the-World Flight  
with Planned Polar Component**

After test flights on August 1, John Henry Mears (navigator and organizer) and pilot William Brown took off from Roosevelt Field, New York, in Lockheed Vega *City of New York* for Harbour Grace, Newfoundland, making record time on first leg of an attempt for a new heavier-than-air round-the-world speed record that was to include an Arctic segment. Their August 3 takeoff from Harbour Grace encountered an obstruction, damaging the plane and slightly hurting the crew. The flight was terminated.

- a. Uncached mail canceled Harbour Grace, August 3, 1930. Mail was later taken by ship to Europe, pmkd October 11 or 13, 1930. (334 pieces) **375.00**



PP 100b1

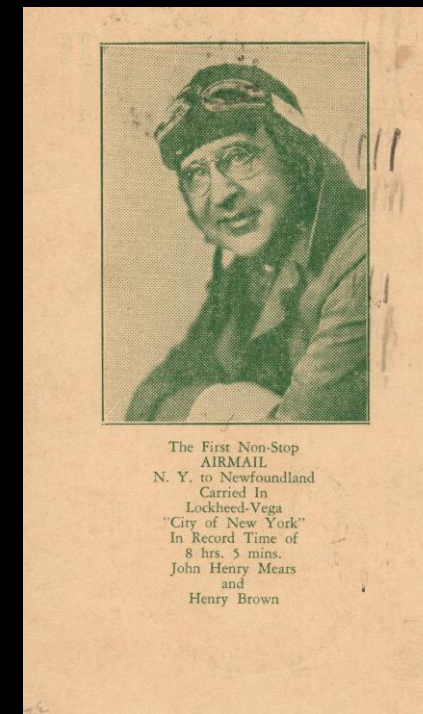
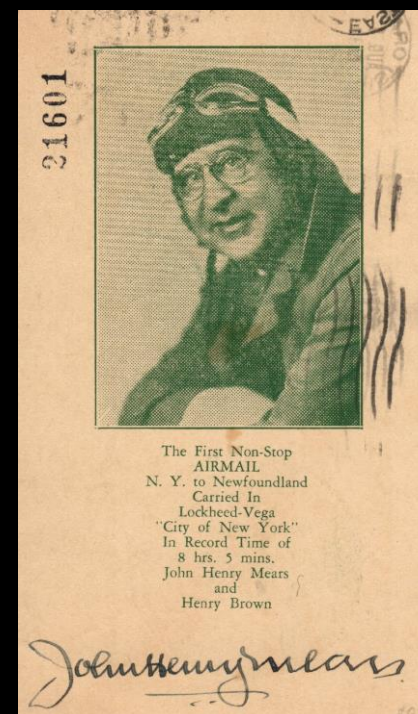
- b. U.S. philatelic merchant A. E. Roessler-prepared printed 1¢ postcards with additional 10¢ special delivery postage canceled East Orange, New Jersey, August 1, transit pmkd Harbour Grace, August 2. Flown from Roosevelt Field to Harbour Grace, then involved in crashed takeoff.

Front bears Mears circular printed portrait between "'Round The World With / JOHN HENRY MEARS. / in Record Time." Reverse: five-digit serial number adjacent to vertical Mears (in pilot garb) printed bust view above 10-line "N.Y. to Newfoundland" flight record details, above Mears signature. A few envelopes believed also to have been serviced. Tiny Roessler self-address stamp obliterated with recipient customer's address handwritten alongside (presumably to allow initial East Orange servicing before flight left). Non-customer readdressed cards lack autograph and numerical stamping.

1. 1¢ postal card (as described above) (about 50 pieces) **375.00**  
2. 1¢ postal card, not autographed or numbered **295.00**

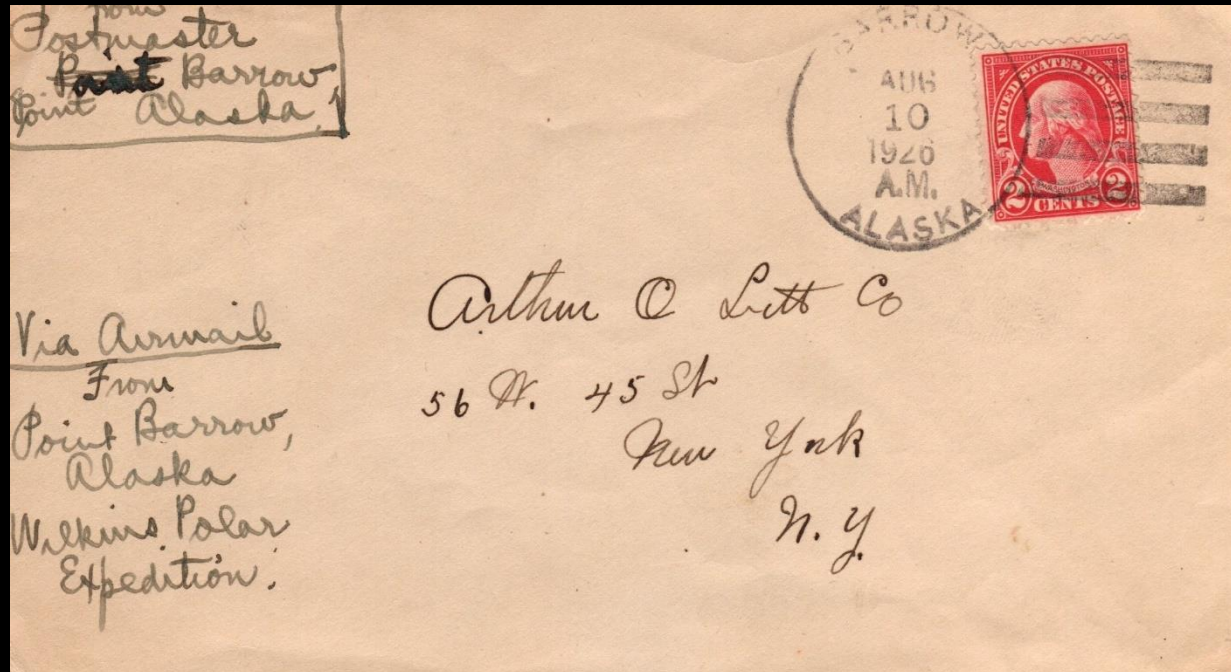
- c. Ten envelopes franked with 5¢ Newfoundland postage canceled Harbour Grace, either August 2 or 3, backstamped Con. Bay. R.Y.P.O.A. Newfoundland, August 9. Presumably addressed and delivered to Mears in New York.

- d. Roessler New York departure commemorative envelope canceled Brooklyn, New York, August 2, 1930. Left side typed "HAPPY LANDINGS: / COMMEMORATING THE START / OF THE / AROUND-THE-WORLD FLIGHT . . ." above stamped "AUG 2 1930." **35.00**





First season?





## Second season

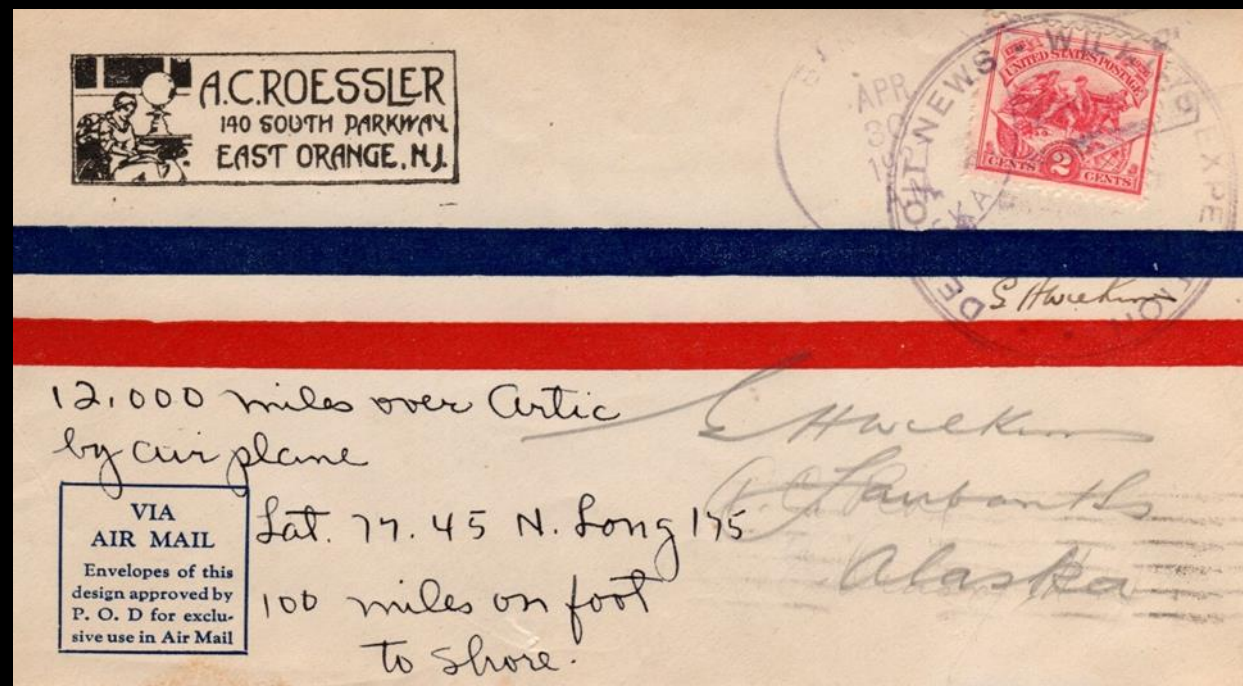
**PP 57**      **1927, February 12 – June 18. Second Season *Detroit News* – Wilkins Arctic Basin Route America – Europe Flight Expedition**

George Hubert Wilkins and Carl Ben Eielson intended to fly from Barrow, Alaska, to Spitsbergen in one of two expedition single-engine Stinsons (*Detroit News No. 1*).

Left February 12 from Seattle to Ketchikan – Seward – Fairbanks, Alaska, then, after several local test flights, flew on March 25 from Fairbanks to Barrow. *Detroit News* reporter A. M. Smith was flown from Fairbanks by Fairbanks Airplane Corp. pilot J. C. Crosson in open cockpit Swallow biplane, after expedition Fokker with Smith aboard crashed on takeoff.

First Arctic basin attempt from Barrow on March 29 resulted in forced landing on sea ice after turning back following 500-mile flight. Pilots walked back to Alaska after about two weeks on the ice. Search flight (April 13-15) by expedition pilot Alger Graham in Stinson Standard (*Detroit News No. 2*) from Barrow to Fairbanks via Kotzebue, retrieved Wilkins and Eielson from Beechey Point on his return flight from Fairbanks to Barrow a week later. Graham flew *Detroit News No. 2* (May 10-14) with passengers Wilkins and Eielson from Barrow to Fairbanks via Wainwright and Kotzebue to retrieve parts needed for second polar basin try.

The second attempt was unsuccessful and the flight was aborted on June 10. Wilkins and Eielson left Alaska via Fairbanks, passing through Seattle on June 18.



**PP 57a**

a. Roessler return address airmail envelopes with large magenta circular cachet "DETROIT NEWS – WILKINS EXPEDITION / EVENING / NEWS / ASSOCIATION / DETROIT" and Wilkins autograph on signature line. Pencil-addressed to Wilkins at Fairbanks, canceled Barrow, April 30 and backstamped May 16. Penned m/s annotation "12,000 miles over Arctic [sic] / by airplane / Lat. 77.45 N Long. 175 / 100 miles on / foot to shore." Some may have portions missing from circular cachet. (about 240 covers) **600.00**

## Third season



PP 64

PP 64

1928, April 15 – 22. Third Season of *Detroit News* – Wilkins Arctic Basin Route  
America – Europe Flight Expedition

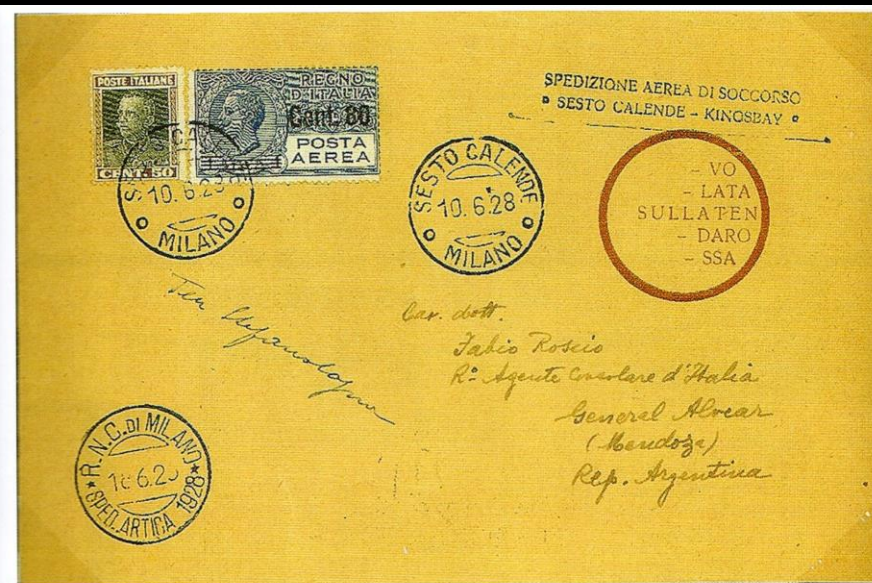
George Hubert Wilkins and Carl Ben Eielson flew a Lockheed Vega from Barrow, Alaska, to Green Harbor, Spitsbergen, covering 2,200 miles in 20½ hours of flight time with one intermediate, five-day landing, proving the feasibility of an Arctic basin route to Europe.

Roessler-style double-band air mail envelope canceled Barrow, April 14, with "SVALBARD / RADIO" arrival pmk with dated signature "Hubert Wilkins / April 21st, 1928." Stamped numerical annotation on reverse. At least one also signed by Eielson.

(96 covers)

675.00





PP 67g3a

(a). Major Umberto Maddalena, flying a Savoia S55. Canceled Sesto Calende (Milan), June 10, and *Citta di Milano*, June 18, with brown encircled cachet "- VO / -LATA / SULLATEN / - DARO / -SSA" plus SL "SPEDIZIONE AEREA DI SOCCORSO / 'SESTO CALENDE - KINGSBAY'."

Mail without the brown encircled cachet supposedly indicates inward flight mail to Kings Bay, but it is possibly not drop mail.

Drop cover	(at least 8)	9,000.00
Cover without brown encircled cachet		450.00

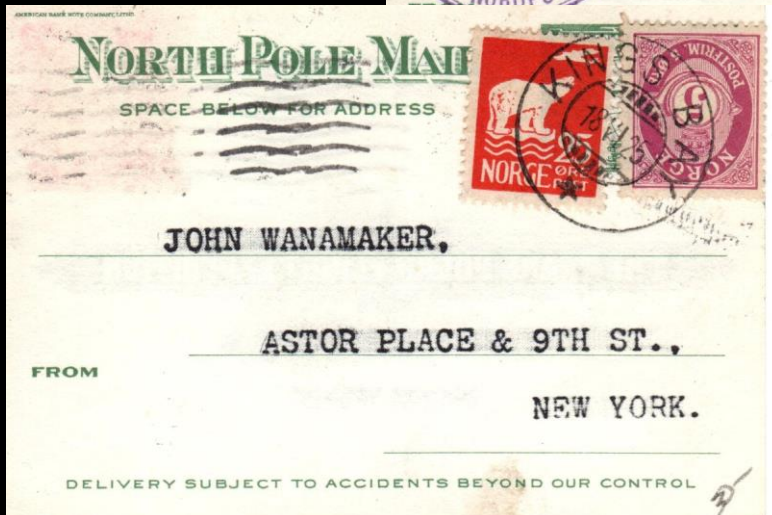
(b). Major Pier Luigi Penzo, flying Dornier Wal *Marina II*. Four batches of personal-size envelopes canceled *Marina di Pisa*, June 14, and *Citta di Milano*, June 19, with both "R.N.C. DI MILANO / SPED. ARTICA 1928" and SPEDIZIONE AEREA POLARE / SOCCORSO MARINA DI PISA" SL cachets. Mail is known addressed to four expedition members (supposedly drop mail addressed to *Italia* crew members). This mail is controversial due to one-day cancellation date discrepancy.

4. Roald Amundsen memorial mail. December 14, 1928 special cancellation "ROALD AMUNDSEN / 14. DESEMBER 1928" used one day at Oslo to remember plane crash death of Amundsen during *Italia* rescue.

(a) Mail from those searching for Amundsen.



220,000 ordered from American Banknote  
 17,000 processed Spitsbergen  
 10,000 sold before promoter fired  
 2,000 rushed to Wanamaker  
 96 Norge North Pole 1926



Expedition Card Types

Type	Figure	Description
I	PP 39a1	Nothing (blank space) to the right of the printer's credit line.
Ia	PP 39a2	Type I return addressed to Wanamaker's, New York City (identifies first 2,000 cards delivered by printer)
Types II – IV have "Gimbel" slug lines		
II	PP39a3	"INC." after "BROTHERS" and small space between the end of the printer's slug (credit line) and the beginning of "GIMBEL."
III	PP 39a4	No "INC." and no gap between Gimbel slug and printer's slug.
IIIa	PP 39a5	Same as TYPE III with thicker letters (probable inking variety).
IV	PP 39a6	Gimbel slug flush right in smaller typeface. Stamped numeric (serial number) on front (Figure 5).

The 2-3/4" x 4" American Bank Note Company lithographically printed postcards indeed were ingeniously light and compact.<sup>3</sup> But since about 20 cards weighed an ounce, only up to 96,000 (not the 222,000 advertised as available for sale and taking) could be accommodated in the 30-pound allowance.

The U.S. airship *Shenandoah* was once destined for an Arctic flight (later canceled), but not in conjunction with anything Amundsen was doing.<sup>4</sup> The U.S. Post Office Department was never a partner in this endeavor. There is no evidence of the postal department ever doing anything more than process mail that had been deposited for delivery to the expedition, as any postal administration would have done.

All these veracity variations, plus the generally unctuous nature of the advertisement's presentation (though a promotional tone not unusual for the time), as well as the obvious presumption that Hammer was its perpetrator, rather vividly exhibits the severe problem that Amundsen had with his business agent. It certainly tends to amplify the several pejorative comments in Amundsen's narrative that explained Hammer's dismissal and public disowning for "unreliability."





Antarctic Submarine Expedition (North Pole attempts pictorial and routing cachets, with 1931 New York City and London pmks). Small, handwritten accounting mark ("xx/70") appears in airmail lozenged envelope's UL corner. (150 covers) **350.00**

Unsigned version exists, without accounting mark, variation in placement of one or more expedition circular cachets, and forged submarine expedition pictorial cachet on reverse.

Unsigned variant

b. Type II: Properly franked for surface rate to U.S., canceled Puerto Montt, Chile, February 12, 1929, transit pmkd Valparaiso, February 15. Violet circular expedition cachet, signed "Hubert Wilkins / March 1929." Serial number stamped on reverse. Roessler used two types of envelopes: (1) Printed green polar scene on left side, or (2) two parallel horizontal bands across center of plain envelope with USA flag sticker in upper left and "WILKINS / Deception / Island / EXPEDITION" typed in red to its right.

(102 covers) **300.00**

PP 72

### 1928, November 16. First Powered Flight in the Antarctic

George Hubert Wilkins (Sir Hubert), with pilot Carl Ben Eielson and reserve pilot Joe Crosson, were foiled by bad weather in an attempt to fly a ski-mounted Lockheed Vega across Antarctica from Deception Island (off the Antarctic Peninsula). Wilkins – Hearst Antarctic Expedition managed several shorter exploratory flights, beginning November 16, including one of 250 miles, before leaving in early 1929.

Two types of covers bracket both ends of the period for the first Antarctic flight.

#### PP 72a1

a. Type I. Cover with Falkland Islands franking canceled Port Stanley, October 29, 1928, signed by Wilkins and either (1) Eielson or (2) Crosson. Green circular (1-1/8 inch diameter) double-ring cachet "Wilkins Antarctic Expedition / Deception Island." Cover is reused to also record the 1931 Wilkins – Ellsworth Trans-





PP 113

**1931, July 24-31. Airship *Graf Zeppelin* Polar Flight**

German airship LZ-127 *Graf Zeppelin* flew a specified Arctic destination round-trip mission. Flight left Friedrichshafen, Germany on July 24, to Berlin (July 25), Leningrad, USSR (July 25), and Franz Josef Land, Russian Arctic (July 27). Return flight over Leningrad to Berlin (July 30), arrived Friedrichshafen on July 31. Flight carried 16 passengers (only scientists, officials, reporters or photographers) and 30 crew members. Mail exchanged near Russian Arctic station at Hooker Island, Franz Josef Land, with Russian icebreaker *Malygin*.

Forgeries / reproductions of both German and Russian stamps and flight covers exist.

a. Friedrichshafen dispatch to

1. Berlin	300.00
2. Leningrad	300.00
3. <i>Malygin</i>	400.00
4. Friedrichshafen	
5. Carrier cover to Friedrichshafen	200.00
6. Foreign Acceptances	
AU Austria, LN Leichtenstein, SZ Switzerland	200.00 – 350.00
HU Hungary, NE Netherlands, SA Saar	400.00 – 700.00
DZ Danzig or LX Luxembourg/Germany	750.00 – 1,000.00
Other foreign acceptances with mixed franking	



r W. J. WIESE  
her „Malygin“  
ORDPOL  
лит № А-33617. 15.000 экз. 1929.  
Издание „ГОЗНАК“. Москва.



PP 87

**1929, November 28-29. First Flight Over the South Pole**

U.S. Navy Commander Richard E. Byrd, navigator, expedition leader and organizer of the Byrd Antarctic Expedition (1928-30), with pilot Bernt Balchen, co-pilot Harold Gurnee, and aerial photographer Ashley McKinley, made a two-fuel stop (one each way) overflight of the South Pole in the Ford Trimotor *Floyd Bennett* from base on Ross Ice Barrier. Expedition's three planes made other flights, but only the South Pole overflight is documented on mail.

a. First overflight cover

1. Type I

Variety of envelope types, ship-canceled *City of New York*, February 19, 1930. "South Pole Air Mail" slug variety of standard expedition pictorial cachet in black or violet. Signature(s) or initials



BYRD ANTARCTIC EXPEDITION.

S.S. CITY OF NEW YORK,  
DUNEDIN " NEW ZEALAND



Edsel Ford  
Detroit Michigan

BS



NOV 28 '29

SOUTH POLE AIR MAIL

PP 87a1







(in the case of R. E. Byrd) of one or more of flight crew. Stamped flight date (Nov 28 '29) adjacent to pictorial cachet. Usually "Little America" slug variety of standard expedition pictorial cachet, (often) on reverse or (sometimes) front.



PP 87a2

## 2. Type II

"Airplane Floyd Bennett - South Pole" slug variety expedition pictorial cachet strikes franking (usually a USA 5¢ "Beacon" air mail stamp). No date cancellation. So-called "Konter" type circular, globe-motif stamped expedition cachet on front. "Carried" m/s annotation signed by one or more crew members.

First overflight cover (~200, mostly Type I) 850.00

b. Two or three proof sheets exist on expedition letterhead stationery showing stamped examples of expedition pictorial cachets with their different slug lines, including two (not on any mail) for other two aircraft ("Airplane Virginia - South Pole" & "Airplane Stars And Stripes - South Pole"), presumably for use on overflight mail of Trimotor's replacement.

Proof sheet of expedition cachets (2 or 3) 1,200.00

c. Personally retained, partially serviced South Pole flight covers (Type I without additional "Little America" slug cachet and signature or initials) reused on the Second Byrd Antarctic Expedition (1933-35) with (Scott U.S. 733) Byrd stamp, pmkd on reverse "Little America / Antarctica / Jan. / 30 / 12-M / 1935." From Byrd estate. (few) 1,250.00

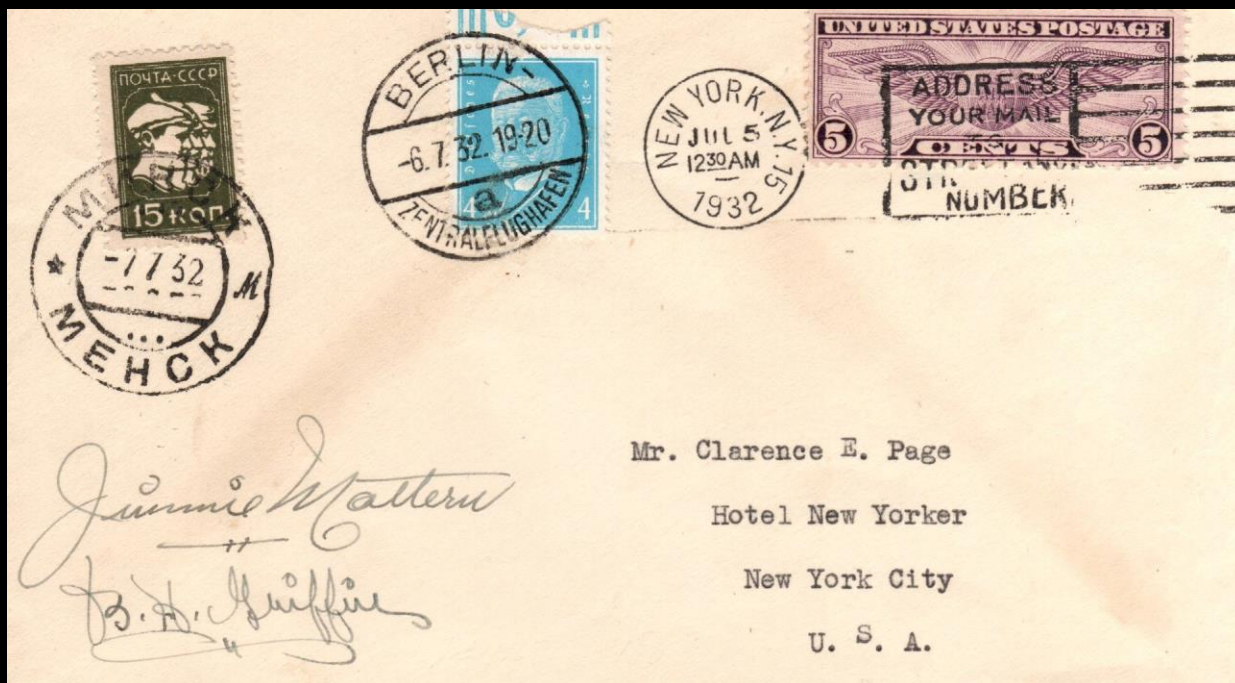
1. Reminders from partial servicing not further processed on Byrd II or fully serviced, but unaddressed, personal size envelopes (possibly for VIP presentation purposes). From Byrd estate.

d. Ny-Alesund, May 9, 1926 NP flight postal card (see PP 46c) with 1925 MacMillan Aerial Arctic Expedition oval cachet (blue) and Byrd m/s annotation "Carried on / my 1927 Trans - / Atlantic flight / & over both poles / (signed) RE Byrd." From Byrd estate. 500.00-750.00

1. Combination Byrd North Pole / South Pole serviced mail with full documentation of both. (1) 1,500.00

e. Crew personally-addressed mail on personal and project cacheted envelopes "posted" via first South Pole air mail flight. 1,500-2,000.00

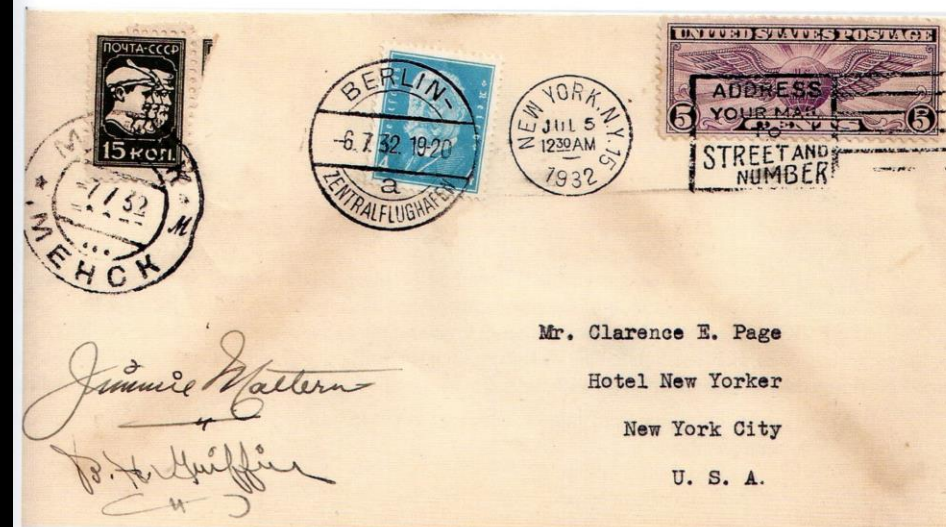




PP 122

# 1932, July 5-7. Mattern and Griffin Interrupted Round-the-World Polar Route Flight

Pilots Bennett Hill Griffin and James Joseph Mattern flew Lockheed Vega *Century of Progress* from Floyd Bennett Field, New York, beginning July 5, 1932, in an attempt to beat the Post-Gatty round-the-world speed record in an Arctic route flight. Though setting a new speed record from Harbour Grace, Newfoundland, across the Atlantic (10 hours, 50 minutes), they crashed at Borisov, Belarus, on July 7, after experiencing aircraft difficulties over the Soviet Union on the Berlin-Moscow leg en route to Siberia.



PP 122a

a. Some carried airmail-franked envelopes cnl New York, NY, July 5, 1932, transit struck over postage Berlin July 6 and Minsk, July 7, signed by both pilots. (10 covers) 1,200.00



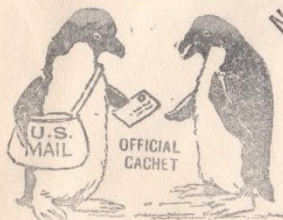
# Byrd Antarctic Expedition II

VIA POSTMASTER  
NEW YORK CITY

THIS LETTER ACTUALLY FLOWN  
AND CARRIED ON FIRST  
EXPLORATION FLIGHT AT  
LITTLE AMERICA  
LAT. 81° S LONG. 146° W



REByrd



© B.A.E. II  
BYRD ANTARCTIC EXPEDITION II  
LITTLE AMERICA, ANTARCTICA.  
SECOND CANCELLATION  
MAIL

NOV 15 1934  
AIR MAIL



Byrd Antarctic Expedition II  
Washington D.C.

## PP 146

### 1934 January – November. Second Byrd Antarctic Expedition Flights

Largest private Antarctic expedition. A number of significant exploratory flights, especially during 1934, were made from its Little America II base, Bay of Whales, Ross Ice Shelf, where there was an officially established U.S. Post Office. A substantial aviation program was led by chief pilot Harold I. June with four other aviators, plus aerial photographers and mechanics, using four newly-arrived aircraft: Curtiss-Wright Condor *William Horlick*, smaller Fokker and Pilgrim single-engine monoplanes and a Kellett autogyro. Two planes left nearby from Byrd I (see PP 87) were also available.

#### a. Flight covers (four types):

1. Officially produced set of 100 covers each for five major flights on November 15, 16, 19, 22 and 23, 1934.

Letter-size expedition business envelopes with a script-variety printed corner card signed "REByrd." Large penguin variety "Second Cancellation / Mail" pictorial cachet. Break-in-outer-rim version of expedition pictorial circular "flight" cachet in black, canceled with straight edge killer type Little America / Antarctica" strike "Jan. / 30 / 12-M / 1935," with San Francisco, California, March 25, 1935 "Little America / Mail Received" machine cancellation backstamp.

Hand-addressed m/s to "Byrd Antarctic Expedition II / Washington D.C." Two SL cachets: "Air Mail" in red and a stamped flight date in black (e.g., "NOV 23 1934").

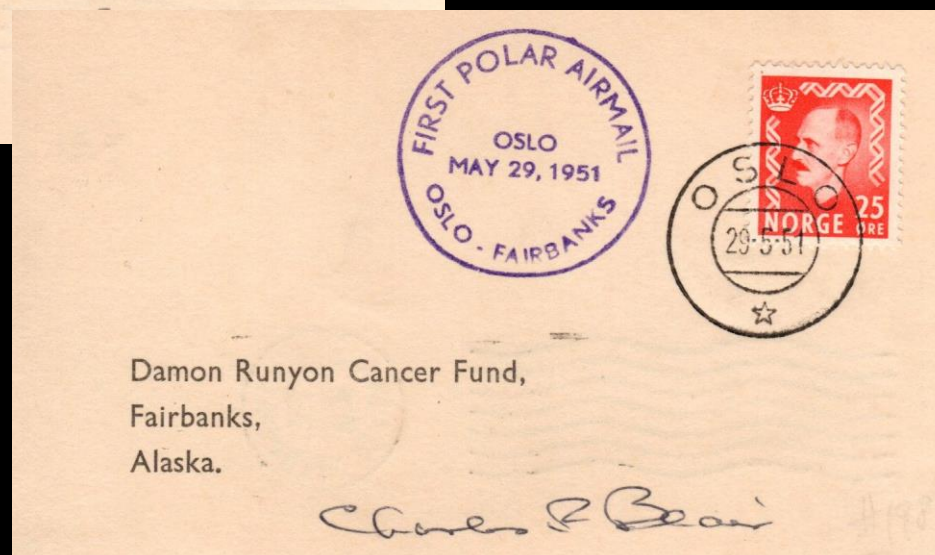
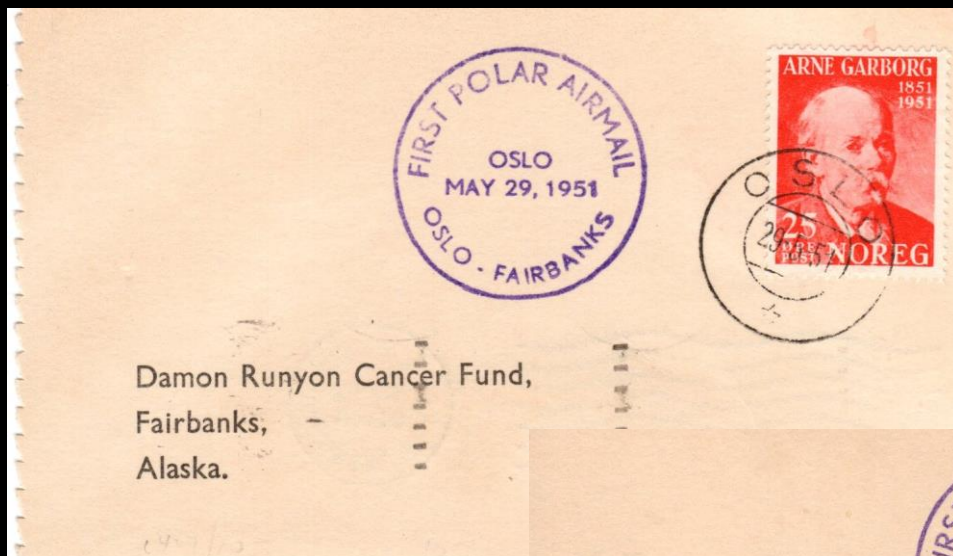
Upper center has flight explanation SL cachet "THIS LETTER ACTUALLY FLOWN / AND CARRIED ON (FIRST to FIFTH) / EXPLORATION FLIGHT AT / LITTLE AMERICA / LAT \_\_\_s LONG \_\_\_w."

Franking is a block of Byrd expedition stamps (Scott US 733) and one Scott US C17 8¢ winged globe airmail stamp, presumably domestic double-weight rate overfranked (8¢) in the misbelief that an additional airmail service-specific stamp was required.

Fifty of each donated to expedition and remainder (50) sold individually and in sets of five by mail order dealer who inspired their production.

First Flight cover	350.00
Second through Fifth Flight covers (each)	450.00
Complete set of five covers	2,300.00





PP 247

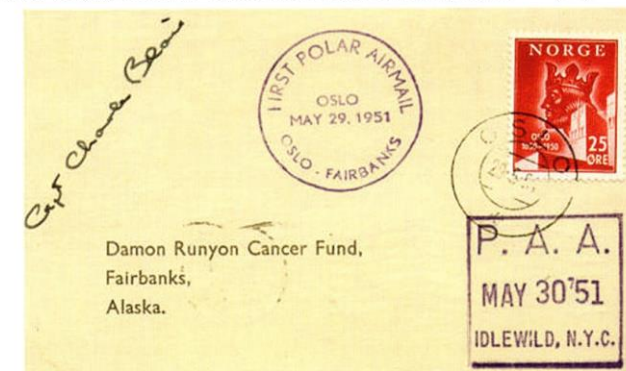
#### 1951, May 29. First Official Airmail Over the North Pole

PAA Captain Charles F. Blair flew privately owned, modified North American P-51 Mustang *Excalibur III* on experimental navigational solo flight in a single-engine record-setting flight via North Pole,

from Norway (Bardufoss) to (Ladd AFB, Fairbanks) Alaska in 10 hours, 27 minutes. USA, Norway and PAA cooperated in officially authorized carriage of souvenir mail for the benefit of the Damon Runyon Cancer Fund. First leg European positioning flight (January 31) established New York – London non-stop record 7 hours, 48 minutes. Flight returned May 30 to Idlewild Airport, New York City.

a. 3,000 3" x 5" cards (sold for \$1.00 for cancer fund) with one of four different Norwegian stamps, canceled Oslo, May 29, 1951, backstamped Fairbanks on same date. Two nearly identical circular cachet devices were used "FIRST POLAR AIRMAIL OSLO-FAIRBANKS / OSLO / MAY 29, 1951" (slight differences in digit placement distinguishes cachet devices). A year later, unsold cards received additional three-line cachet in red or blue acknowledging flight's receipt of 1952 "Harmon International Trophy."

1. Cards print-addressed "Damon Runyon Cancer Fund, Fairbanks, Alaska." Cachet applied by either device. (2,890) **50.00**
2. Plus "Harmon" SL cachet in red **100.00**
3. Plus "Harmon" SL cachet in blue **125.00**
4. Signed by Blair **225.00**
5. Serrated-edge card (end of production paper roll) (1)
6. Cards retained by pilot for personal use, bearing personal m/s messages to friends, associates and VIPs, type-addressed "Captain Charles Blair, / Fairbanks, / Alaska." (110)



PP 247b1

b. Airmail envelope postage struck with "P.A.A. / May 30'51 / Idlewild, NYC" boxed cachet with U/I pilot-m/s "Charles Blair / Oslo-Bardufoss / Fairbanks-New York / May 29-30, 1951," addressed to well-known polar and aerophilatelist.

1. Type a1 card also receipt-stamped as "b" above, plus pilots signature. Round-trip flight documentation. **250.00**

c. Record European positioning flight, "Idlewild to London," pilot m/s addressed envelope canceled London Airport, February 1 with boxed stamp "NEW YORK - LONDON. / RECORD FLIGHT. / NON-STOP. / JANUARY 31. 1951" and pilot's eight-line m/s flight data annotation. **325.00**



PP 342

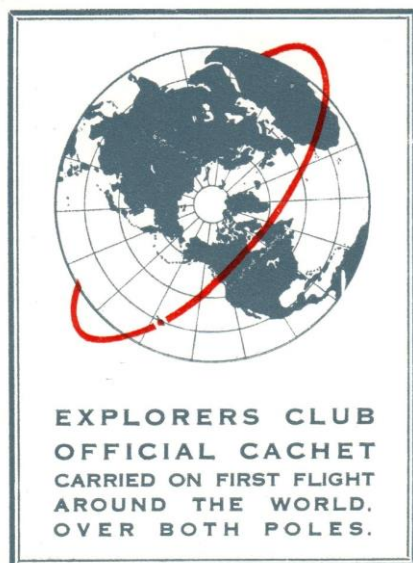
# 1965, November 14-17. First Round-the-World Circumpolar Flight

Rockwell Standard Corporation was the primary sponsor of a bipolar flight for scientific investigation that became the first round-the-world flight to cross both the North and South poles. Captained by TWA pilots Fred Austin and Harrison Finch along with Robert Buck, the chartered Flying Tiger Line Boeing 707 with 30 passengers and 10 crew set eight records flying the 26,230 miles in 51 hours and 27 minutes (almost 62½ hours total time). Flight was from Burbank, California, to Honolulu, Hawaii (where it officially began) – North Pole – London – Lisbon – Buenos Aires – South Pole – Christchurch, New Zealand – Honolulu.

U.S. Post Office Department misunderstanding initially caused most carried mail to be confiscated before finally being released with an unnecessary "NOT CARRIED ON OFFICIALLY / AUTHORIZED MAIL FLIGHT" disclaimer. Some separately carried mail did not receive the official disclaimer stamp.

Four types of approximately 5,000 pieces of carried mail.

a. Printed envelopes canceled Palm Springs, California, November 14, backstamped Honolulu, November 14. Printed circumpolar motif cachet "ROCKWELL / POLAR FLIGHT / OFFICIAL CACHET / CARRIED ON FIRST FLIGHT / AROUND THE WORLD, / OVER BOTH POLES." Separately stamped SL



AIR MAIL

PP 342a

cachet "CARRIED ON THE FIRST / FLIGHT AROUND THE WORLD / FROM POLE TO POLE" along with post office officially stamped disclaimer cachet. **40.00**

1. Signed by crew or participants.

b. Printed envelopes canceled Honolulu, Hawaii, November 14. Printed circumpolar motif cachet as above, but with "EXPLORERS CLUB / OFFICIAL CACHET / CARRIED ON FIRST FLIGHT / AROUND THE WORLD, / OVER BOTH POLES." At least some of this variety presumably was carried apart from rest of the flown mail, entering the postal system at Honolulu without either of the two stamped SL cachets, nor was it initially confiscated. **210.00**

1. Signed by participants. **150.00**

c. 7½" x 3-7/8" with blue stamped globe wrapped with circular route ribbon, "ROCKWELL / POLAR FLIGHT" in ribbons above 3-1 "FIRST AROUND THE WORLD / FLIGHT OVER BOTH POLES / NOVEMBER 14-17, 1965," double-ring canceled Palm Springs, California, November 14, 1965. Probably privately prepared documentation by photographer J. R. Eyerman, who signed it. (few) **150.00**

d. Signed privately prepared postal documentations on other than expedition printed-cacheted envelopes, often signed (some by scores of participants), canceled Palm Springs, November 14, backstamped Honolulu, November 14, or with additional terminal flight Palm Springs receipt pmk, November 18, or two with Los Angeles, California, departure cnl (November 12) and Honolulu, November 14 backstamp. Either smaller version of center-aligned "CARRIED ON THE / FIRST FLIGHT AROUND THE / WORLD FROM POLE TO POLE" SL cachet, larger left-aligned version, as above or "FIRST POLE-TO-POLE FLIGHT" SL in red. (At least four examples of several varieties)



PP 366

# 1970, January – February. First Private Light Aircraft Circumpolar Flight

Norwegians Einar Pedersen and Thor Tjøntveit (then living in Anchorage, Alaska) were first to successfully fly a private light aircraft over both poles. The flight was a series of international stops on a continuous flight when returning to Norway after finishing second in the 1969 London-Sydney Air Race. Their U.S.-registered modified Cessna 421 N12421 flew Sydney – Christchurch – Antarctica, then back and forth to the South Pole from McMurdo Station (January 21-22), before crossing Antarctica via McMurdo to Punta Arenas and north up the Americas. On February 14 they were at Barrow, Alaska, from where they continued on a 14½-hour flight to Tromsø, Arctic Norway, via the North Pole. The bipolar flight ended at Oslo, Norway. Flight is considered Oslo-Oslo 197.22-hour round-the-world flight (including Oslo-London legs beginning air race).

Flown mail generally has "England-Australia" circular air race marking, plus cancellations from a N.S.W., Australia, post office (January 9), Christchurch (January 13), McMurdo ("U.S. Navy / 17038 Br." January 21), South Pole Station circular cachets and Scott Base (near McMurdo Station) on January 22. Northbound on Punta Arenas, Chile (January 24) and Barrow, Alaska (14 February) accompanied by McMurdo and Scott station cachets, flight's globe-motif "FIRST PRIVATE FLIGHT OVER / NORTH POLE AND SOUTH POLE / CESSNA 421 N12421 / Pilot: Thor Tjøntveit / Navigator: Einar S Pedersen" pictorial cachet and Pedersen autograph. Some markings on reverse of full flight postal documentations.

a. North Pole and South Pole legs postal documentation

375.00

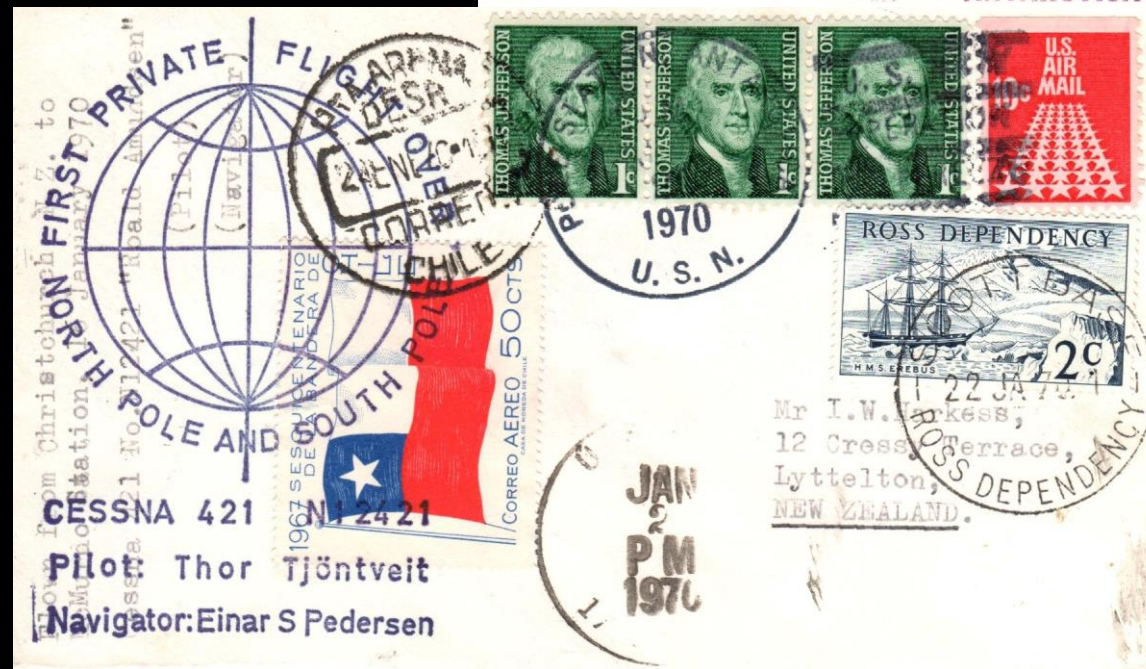


b. North Pole legs only postal documentation

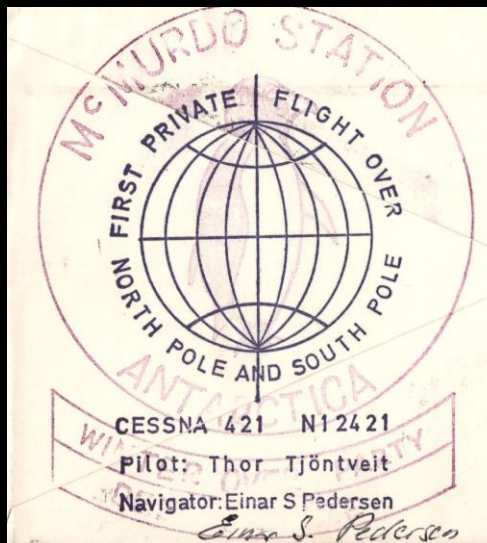
270.00

c. South Pole legs only postal documentation

170.00









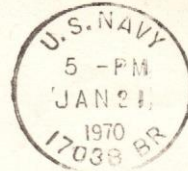
Flown from Christchurch  
via McMurdo Station to  
Punta Arenas.

Cessna 421 No. N12421  
'Roald Amundsen'

date

Pilot

Navigator



U.S. NAVY  
OPERATION  
DEEP FREE



Mr I.W.Harkess,  
12 Cressy Terrace,  
Lyttelton,  
NEW ZEALAND.







PP 382

# 1973, June 24-July 7. United Airlines Chartered World Flight Over Both Magnetic Poles

United Airlines chartered flight over both North and South Magnetic Poles, June 24 to July 7, 1973, in a DC-8 (N8972U) was first such commercial polar flight. Headed by United pilot and Mount San Antonio College (Walnut, California) aviation instructor William Sleeper Arnott, with Captain H. Linayes, flight officers D. R. Prestin and A. B. Lumley, and nine other crew and passengers, this college classroom project flew from Ontario, Canada, to Honolulu, Hawaii.



UNITED AIRLINES DC-8-62-5824  
"MOUNT SAC" "CLASS ROOM IN THE SKY"  
"AROUND THE WORLD" "POLE TO POLE" FLIGHT  
24 JUNE - 7 JULY 1973 AIRPLANE N8972U  
FROM: ONTARIO TO HONOLULU  
CREW: Capt. W. J. Amott  
Capt. H. Linayes  
Capt. A. B. Lumley  
F/O D. R. Prestin  
S/O B. W. Gibbs  
Naomi Rosenberg  
Candi Smith  
Nancy Montgomery  
Capt. Dan Darcy

PP 382b

United Airlines corner card business-size stationery (a) indecipherably canceled or (b) uncanceled with blue six-line SL cachet "UNITED AIRLINES DC-8-62-5824 / "MOUNT SAC" "CLASS ROOM IN THE SKY" / "AROUND THE WORLD" "POLE TO POLE" FLIGHT / 24 JUNE - 7 JULY 1973 AIRPLANE (written) N8972U / FROM (m/s) Ontario TO (m/s) Honolulu / CREW: (or more signatures, including others aboard)."



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